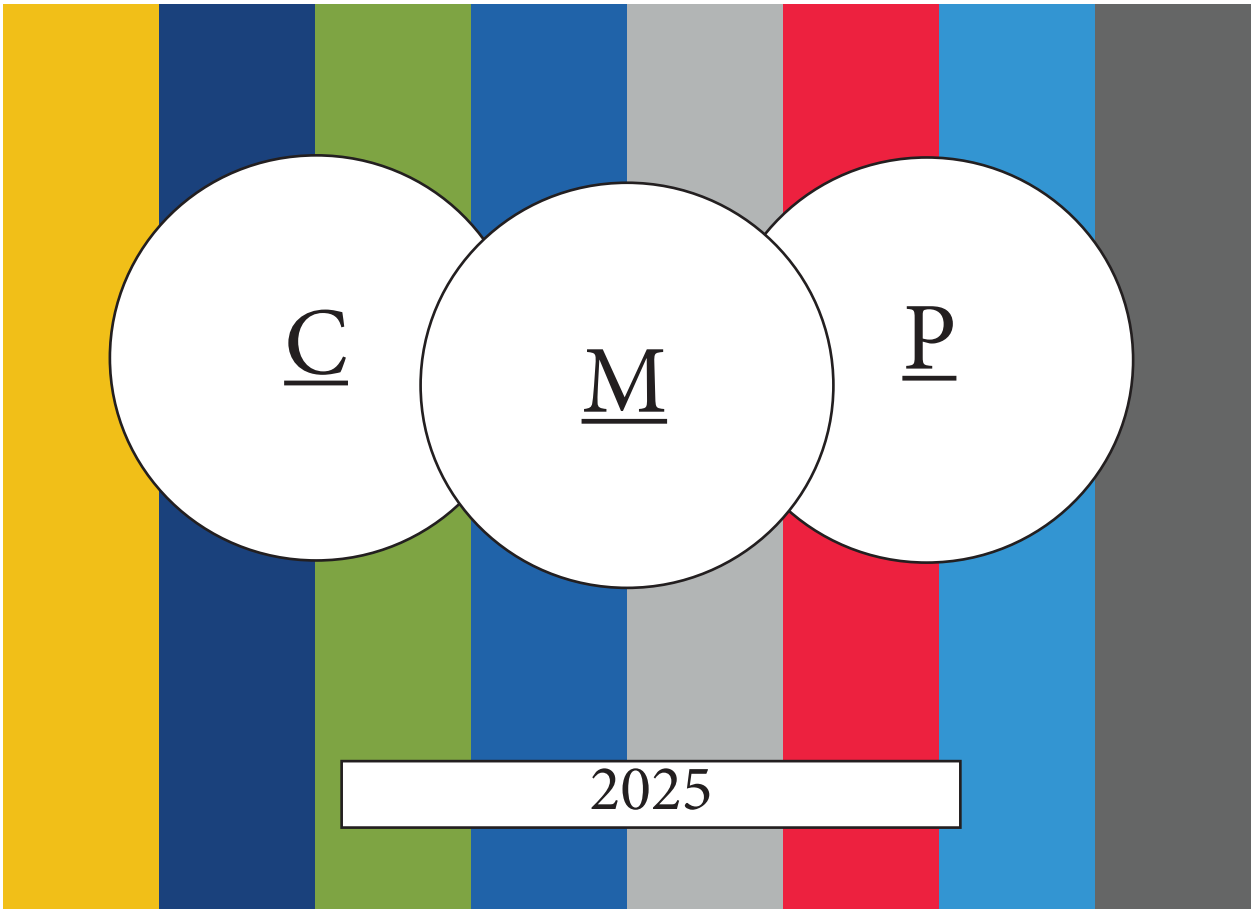
CONGESTION MANAGEMENT PROCESS



SMTC

Congestion Management Process 2025

Syracuse Metropolitan Transportation Council

Adopted by the SMTC Policy Committee on June 13, 2025

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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-to-date 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.

Source: [1]

1: Metropolitan Council, Congestion Management Process Policy and Procedures Handbook, August 2020, Page 9 (Link)

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.

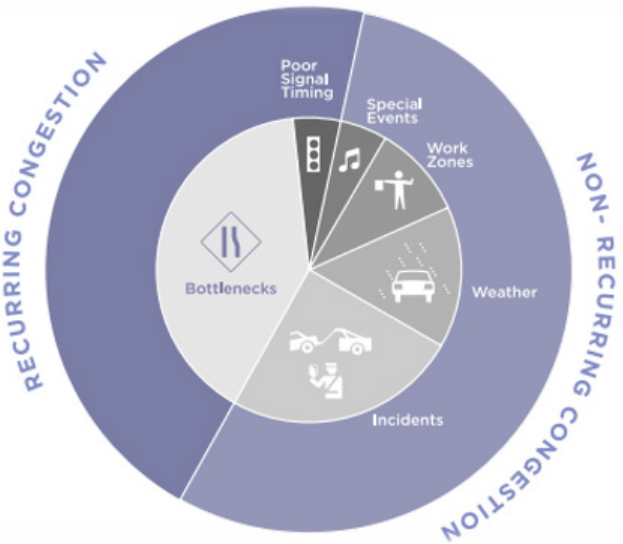
2: FHWA, Congestion Management Process: A Guidebook, April 2011 (Link)
3: Ibid

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



Source: FHWA

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.

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

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.

In 2005...

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;

In 2012...

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 outcome-based, performance driven process to metropolitan and statewide planning; and

In 2015...

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

In 2021...

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.*

7: 23 CFR 450.322 Congestion management process in transportation management areas. (Link)

Integration

This report continues with the goal of identifying areas of likely congestion (recurring and non-recurring), 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.

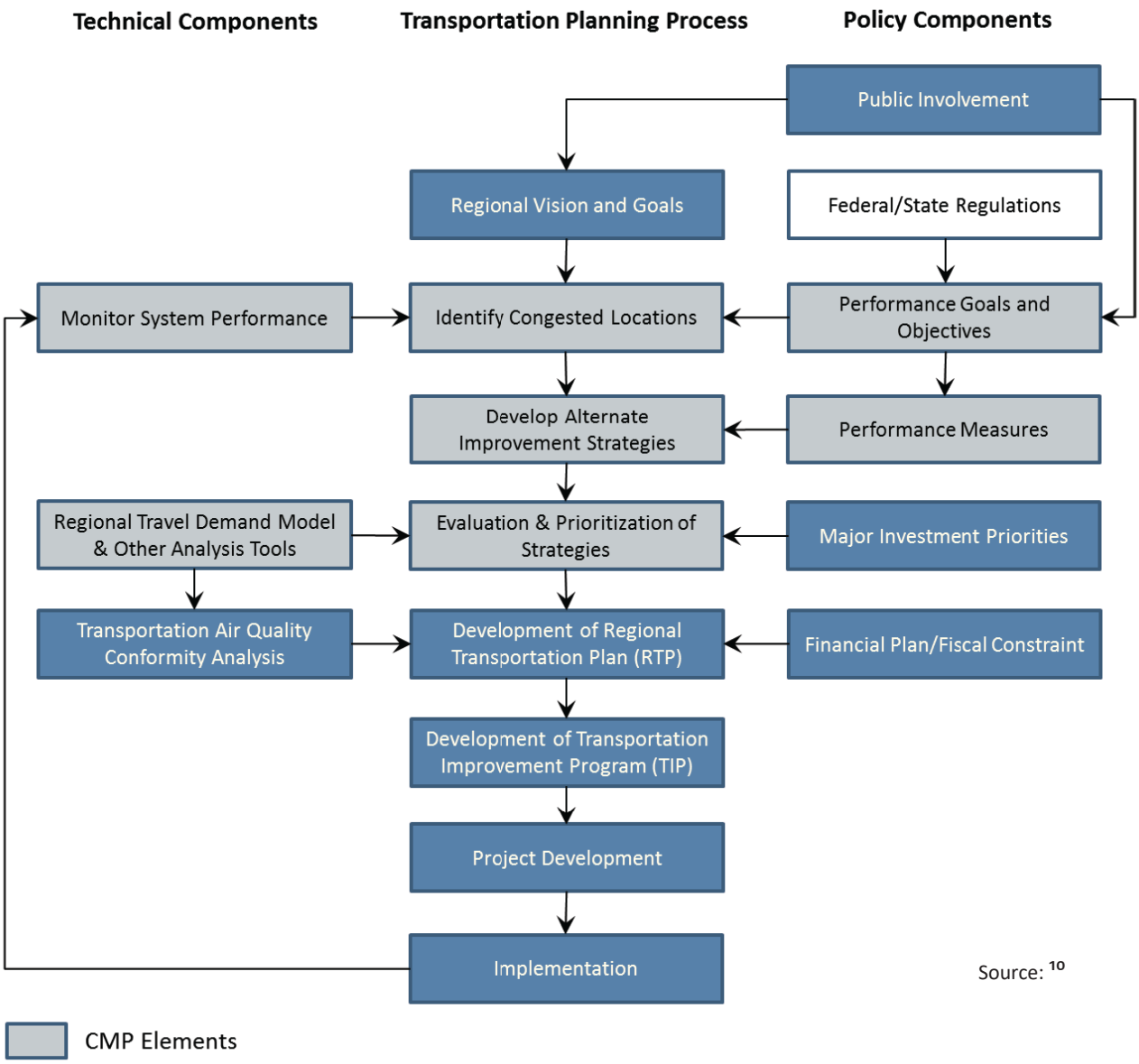
(b) The development of a congestion management process should result in multi-modal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.

Source: [8]

8: Capital Region Transportation Council (CRTC)

(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]



Source: [10]

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.

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 - Increase the use of park-and-ride lots.
Objective - Implement TDM strategies

11: FHWA, Congestion Management Process: A Guidebook, April 2011 (Link)

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

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

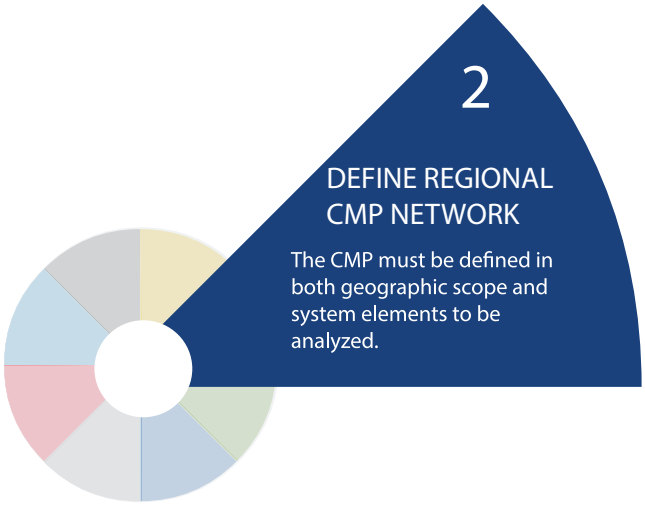
The entire Syracuse Metropolitan Planning Area (MPA) was used as the initial geographic extent for the CMP. The MPA covers Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hastings, Schroeppel, and West Monroe in Oswego County. The entire road network within the MPA contains 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
3) 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.



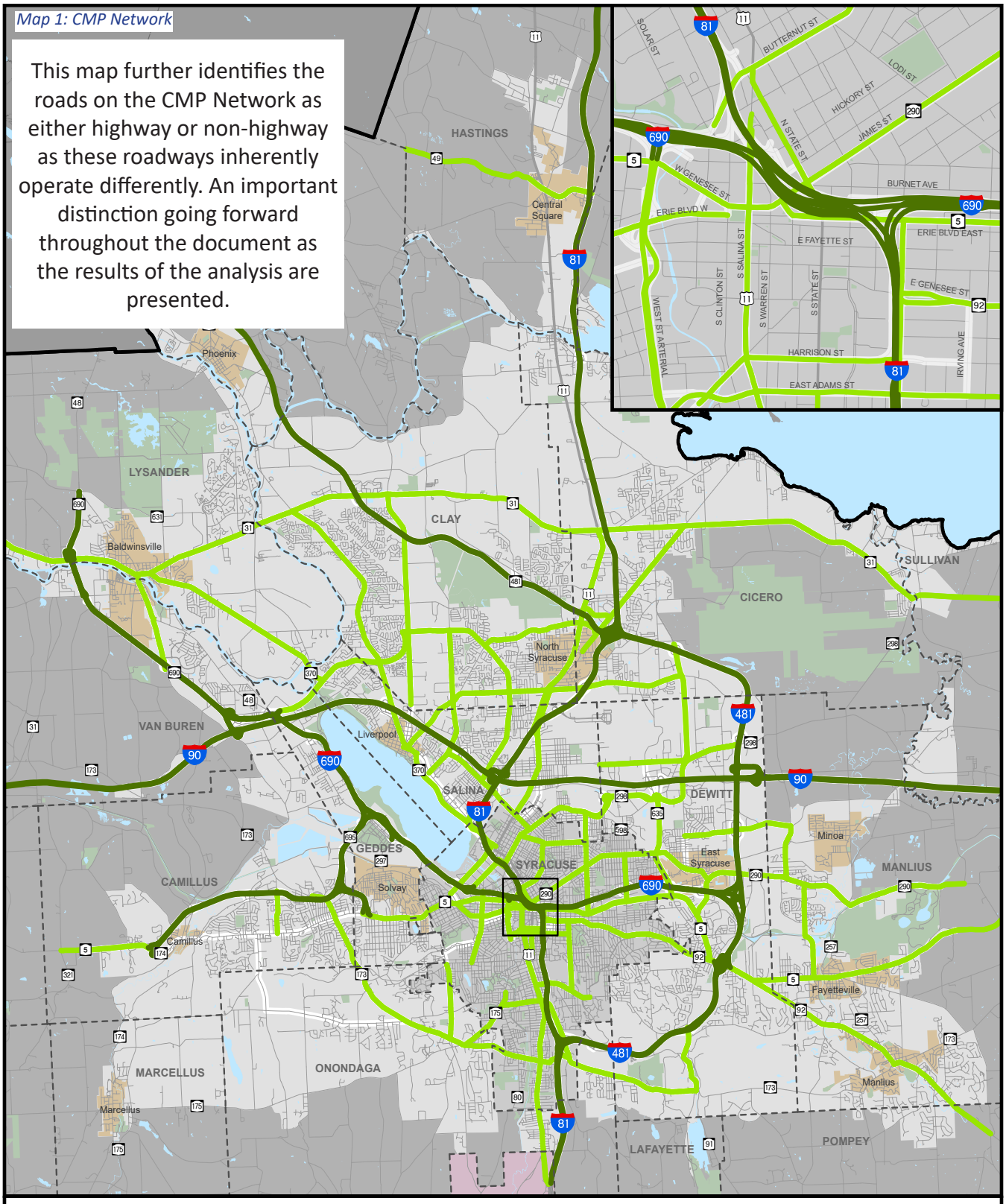
The decision to make these corridors within the adjusted urban area the representative road network was made given the limited extent of congestion found outside the defined urban area in previous congestion management reports completed by the SMTC. Furthermore, the NHS, with emphasis placed on the interstates 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.

12: Based on 2022 NYSDOT VMT Estimates.

Map 1: CMP Network

This map further identifies the roads on the CMP Network as either highway or non-highway as these roadways inherently operate differently. An important distinction going forward throughout the document as the results of the analysis are presented.



Area of Application and CMP Network

Syracuse Adjusted Urban Area

CMP Network
- Highway
- Non-Highway
- NPMRDS Not Available
- Area of Application (FHWA Urban Area)

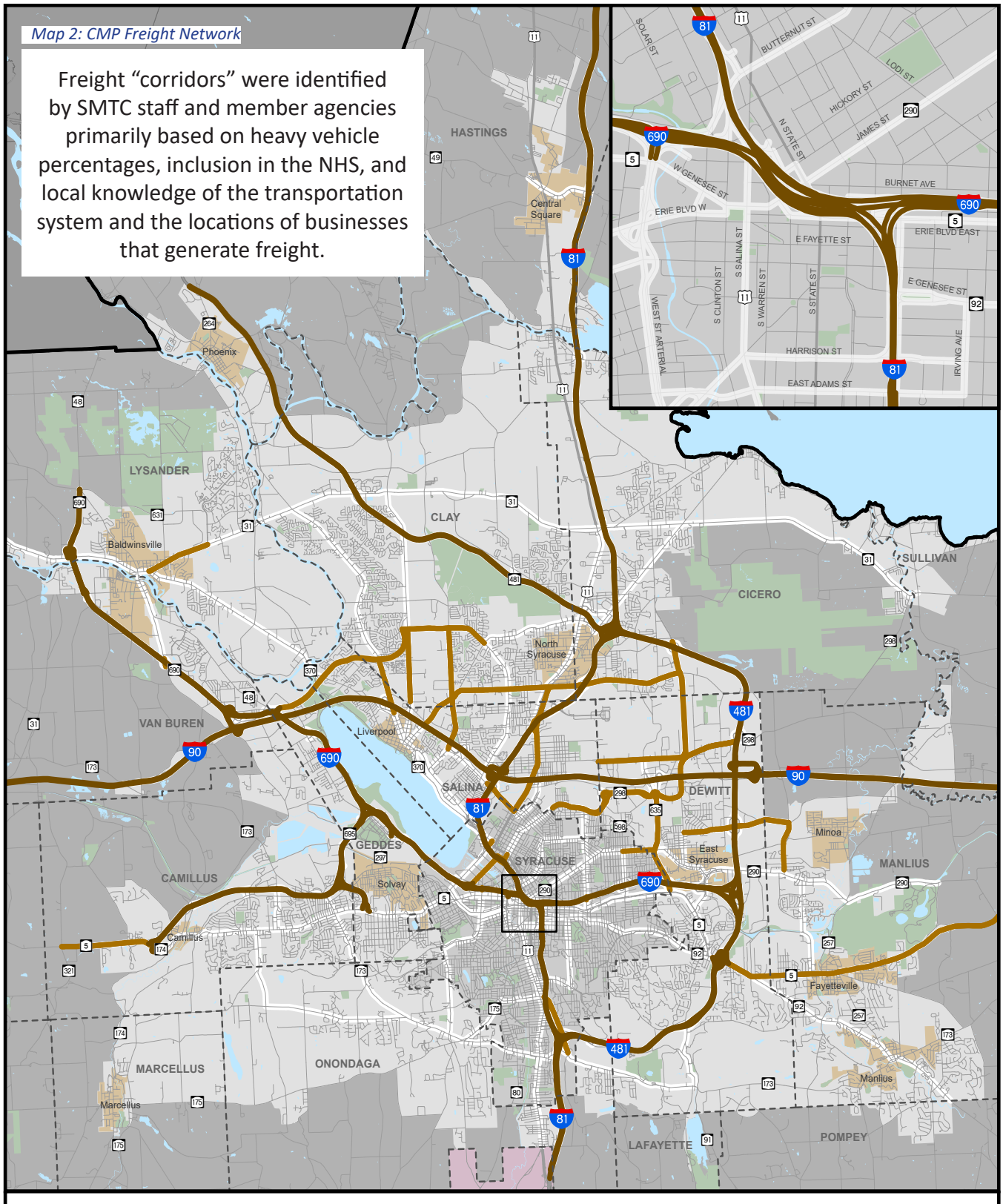
SMTC

0 0.5 1 2 3 4 Miles

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

Map 2: CMP Freight Network

Freight "corridors" were identified by SMTC staff and member agencies primarily based on heavy vehicle percentages, inclusion in the NHS, and local knowledge of the transportation system and the locations of businesses that generate freight.



Freight Corridors within the CMP Network

Syracuse Adjusted Urban Area

Freight Corridors within CMP Network
- Highway
- Non-Highway
- Not a Freight Corridor/NPMRDS Not Available
- Area of Application (FHWA Urban Area)

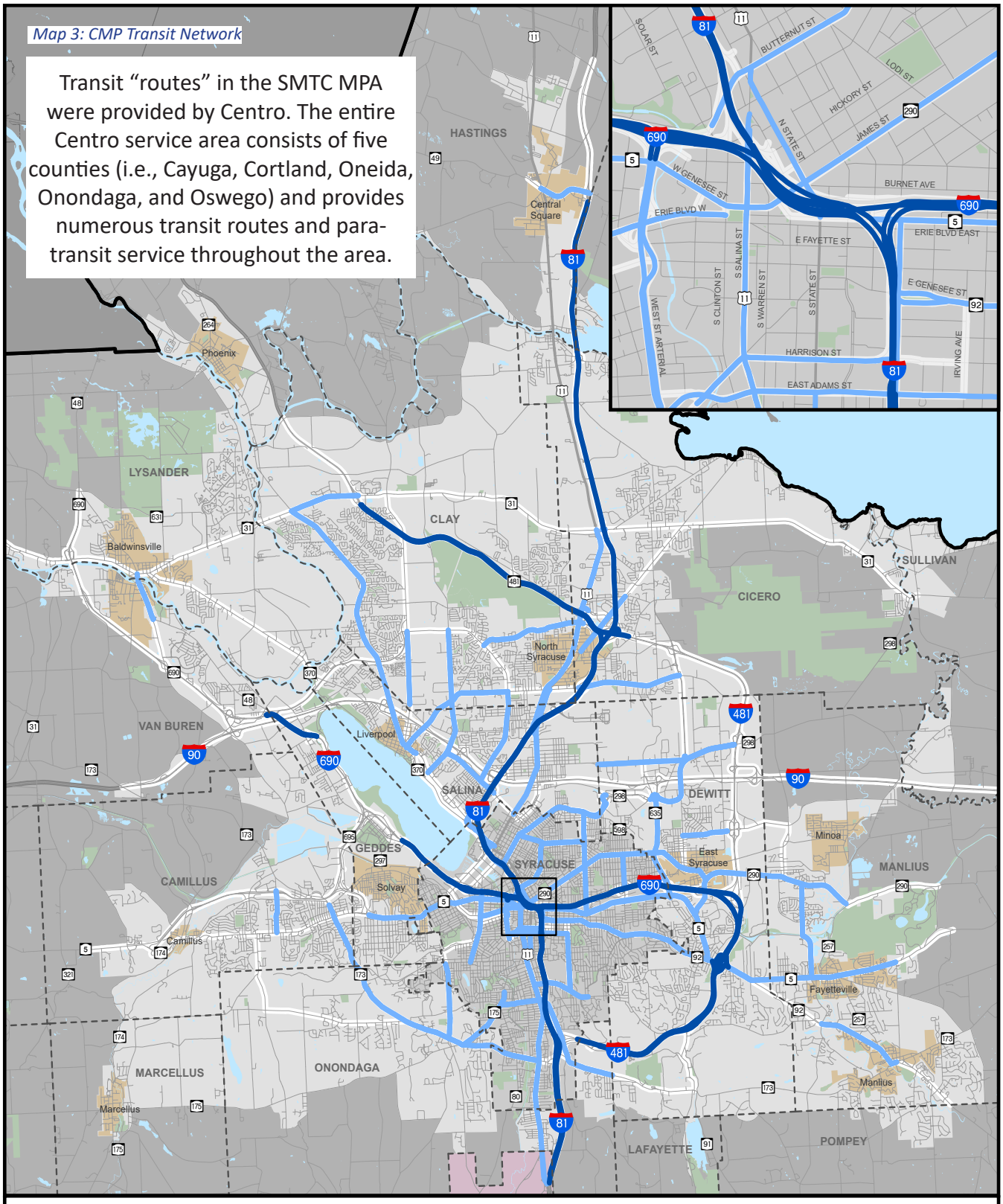
SMTC

0 0.5 1 2 3 4 Miles

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

Map 3: CMP Transit Network

Transit "routes" in the SMTC MPA were provided by Centro. The entire Centro service area consists of five counties (i.e., Cayuga, Cortland, Oneida, Onondaga, and Oswego) and provides numerous transit routes and para-transit service throughout the area.



Transit Routes within the CMP Network

Syracuse Adjusted Urban Area

SMTC

0 0.5 1 2 3 4 Miles

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

Transit Routes within CMP Network
- Highway
- Non-Highway
- Not a Transit Route/NPMRDS Not Available
- Area of Application (FHWA Urban Area)

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.

Chart 1: Transportation Mode Split in SMTC MPA

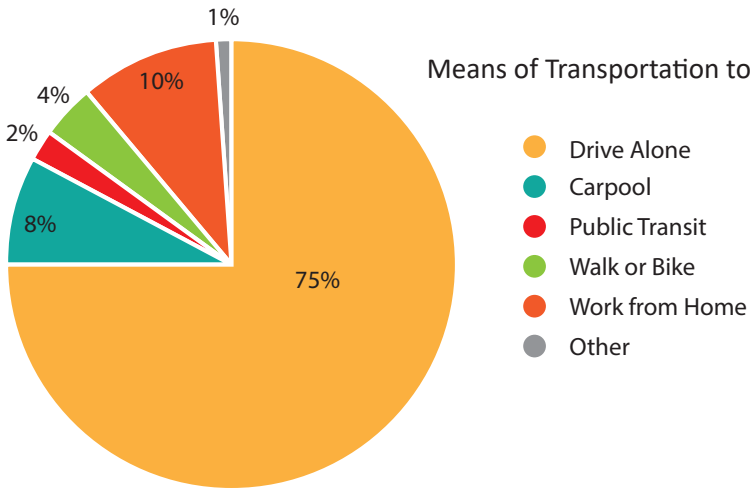
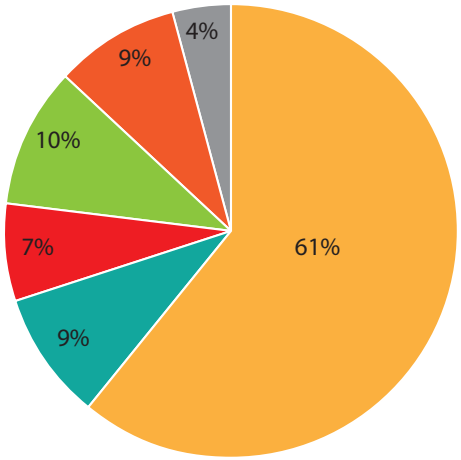
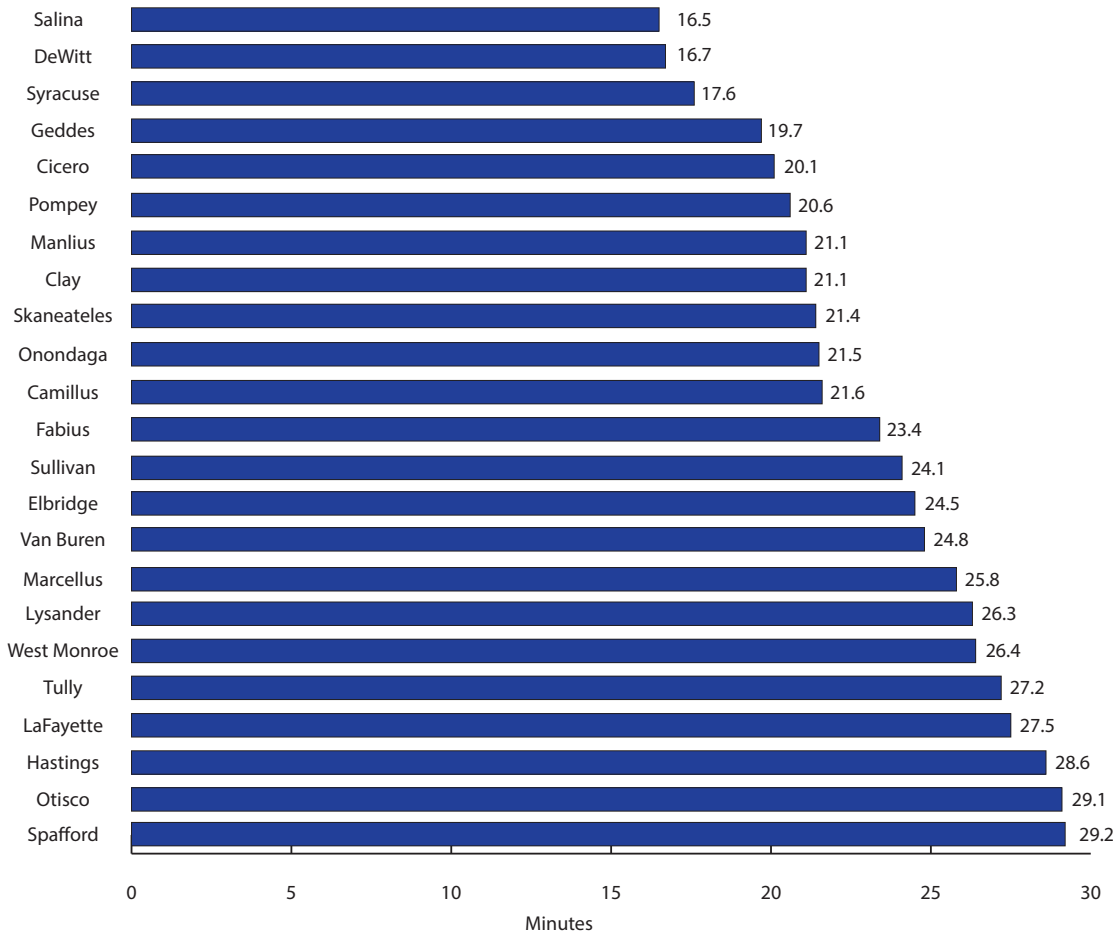


Chart 2: Transportation Mode Split in City of Syracuse



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.

Chart 3: Average Commute Time

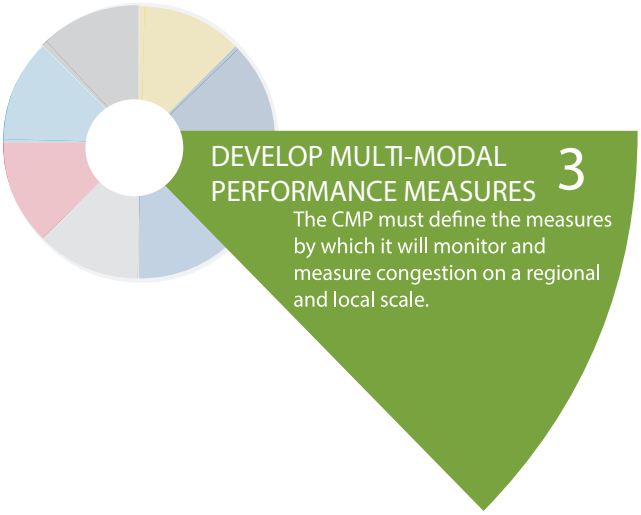


In addition to traditional ACS data, the Census Transportation Planning Products (CTPP) program produces special tabulations of data on workers by residence and workplace, as well as travel flows between home and work. The most recent CTPP data tabulation was released in conjunction with the 2012-2016 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 multi-modal 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)

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.

Travel Time Index (TTI) = 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

$$\frac{\text{Longer Travel Time (80th)}}{\text{Normal Travel Time (50th)}} = \frac{\#\ \text{seconds}}{\#\ \text{seconds}} = \text{Level of Travel Time Reliability Ratio}$$

Level of Travel Time Reliability (LOTTR)		
Monday - Friday	6am - 10am	LOTTR = $\frac{44\ \text{sec}}{35\ \text{sec}}$ = 1.26
	10am - 4pm	LOTTR = 1.39
	4pm - 8pm	LOTTR = 1.54
Weekends	6am - 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment is NOT reliable

Source: FHWA

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.

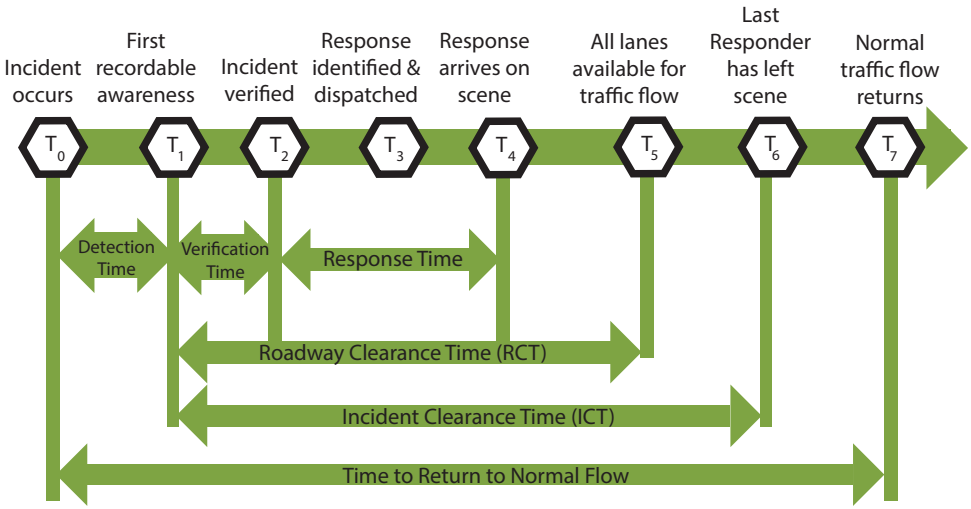
Total Hours of Excessive Delay (TED) per Mile = (Time Spent Below Threshold Speed x (AADT x Average Vehicle Occupancy Rate)) / Length of TMC

- 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.



Source: FHWA

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.

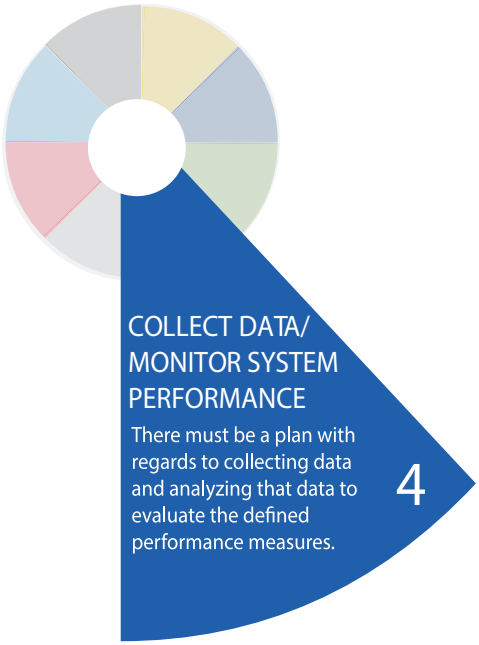
Table 3: Congestion Thresholds

Performance Measure	Thresholds
TTI	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

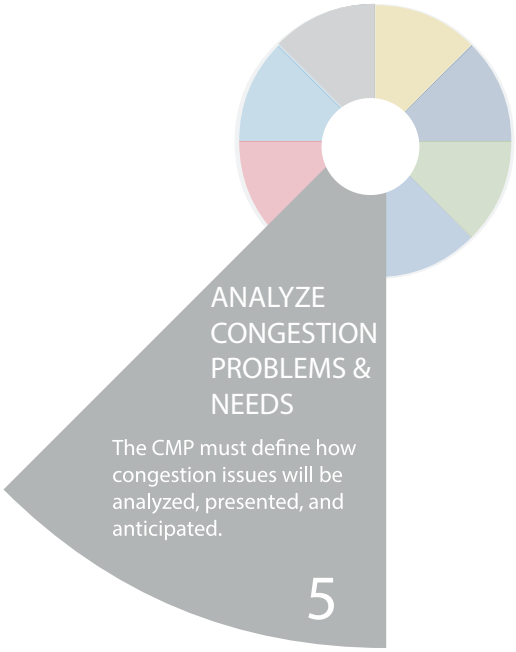
Data	Data Type	Collector	Analyst	Update Cycle
Incident Detection/ Management	Incident Detection/ Management	NYSDOT	SMTC	As needed
Crashes	Crash Records	Police Agencies, NYSDOT	SMTC	As needed
Bicycle/Pedestrian Facilities	Facility type and location	Facility owners, SMTC	SMTC	As needed
Transit On-Time 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 highlighted performance measure will change with each measure individually. All segments that exceed an identified threshold will be included in the appendix.		TTI (2.0+)			
	Total	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing
	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

CMP Network

Currently

97% 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."

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

99% passing

CMP Freight Network

Currently

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

Currently

96% passing

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)

LOTTR (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	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%

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

	Locations						Network Identification			Excludes data with <10% TMC bins reporting			
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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
3A	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	Y	N	Y	2.37	2.52	2.52	PM
3B	NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.021	Y	N	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	N	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	Y	Y	Y	1.64	1.97	1.97	PM
8A	I-81	SB	NYSDOT	Harrison St	E Adams St	0.111	Y	Y	Y	1.93	1.78	1.93	AM
8B	I-81	SB	NYSDOT	I-690 WB On Ramp	Harrison St	0.267	Y	Y	Y	1.81	1.63	1.81	AM
8C	I-81	SB	NYSDOT	I-690 EB On Ramp	I-690 WB On Ramp	0.042	Y	Y	Y	1.59	1.25	1.59	AM
8D	I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.543	Y	Y	Y	1.57	1.24	1.57	AM
9	I-481 SB Off Ramp (9N)	NB	NYSDOT	I-481 SB	I-81 NB	0.360	Y	N	Y	1.84	1.70	1.84	AM
10	I-481 NB Off Ramp (3W)	WB	NYSDOT	I-481 NB	NY-5/NY-92 WB	0.281	Y	N	Y	1.72	1.73	1.73	PM

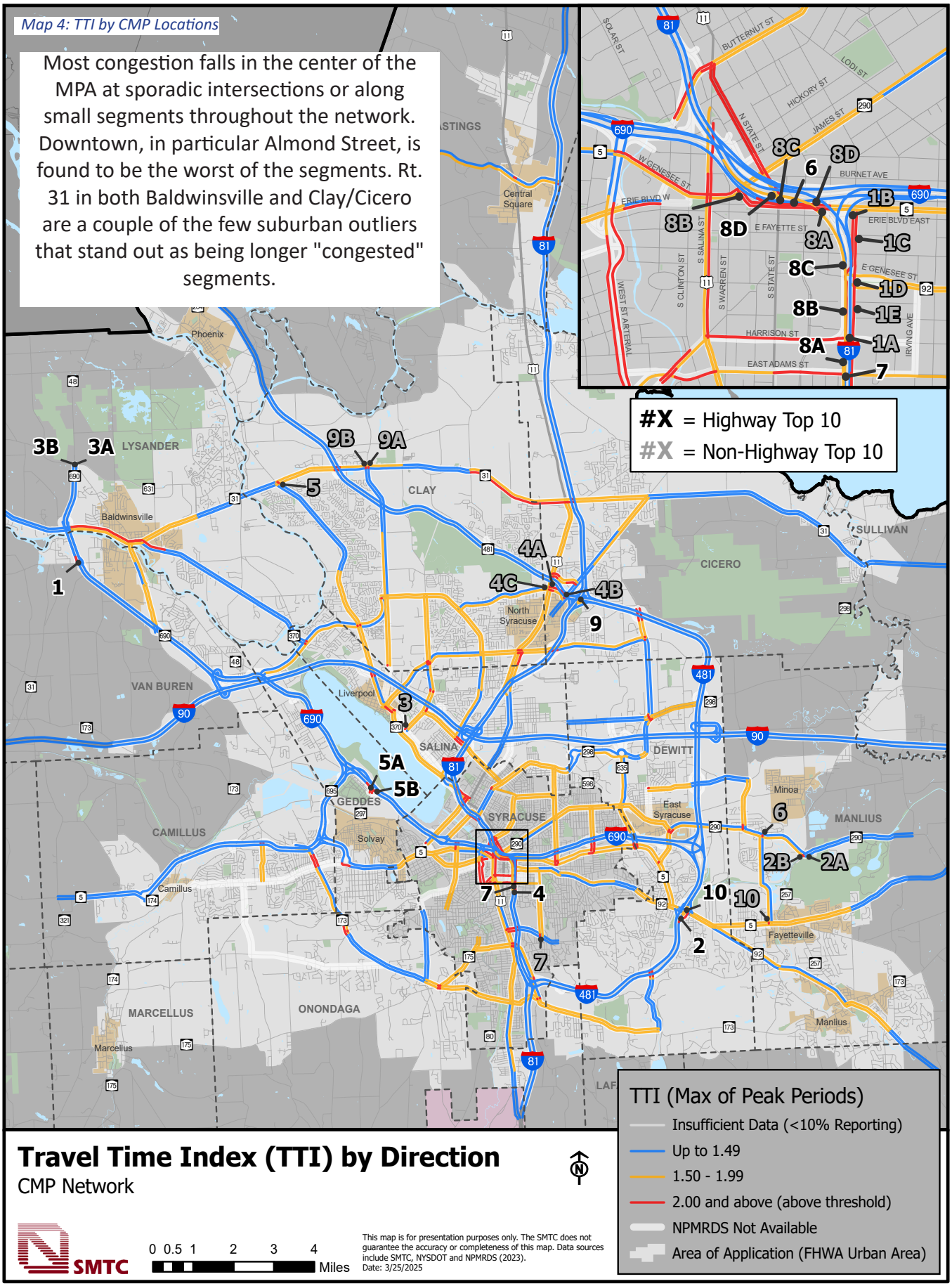
Table 7: Top Ten TTI [Non-Highway] Locations on the CMP Network

	Locations						Network Identification			Excludes data with <10% TMC bins reporting			
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	N	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	N	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.

Map 4: TTI by CMP Locations

Most congestion falls in the center of the MPA at sporadic intersections or along small segments throughout the network. Downtown, in particular Almond Street, is found to be the worst of the segments. Rt. 31 in both Baldwinsville and Clay/Cicero are a couple of the few suburban outliers that stand out as being longer "congested" segments.



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 individually. All segments that exceed an identified threshold will be included in the appendix.		TTI (2.0+)			
	Total	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing
	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 | CMP Network | Currently

88% passing | 94% 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 | Currently

98% passing | 99% 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 | Currently

84% passing | 92% 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)

LOTTR (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	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%

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

	Locations						Network Identification			Excludes data with <10% TMC bins reporting					
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	N	Y	1.21	1.29	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	Y	1.38	1.08	1.09	1.08	1.38	AM
10B	I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.543	Y	Y	Y	1.38	1.07	1.09	1.08	1.38	AM

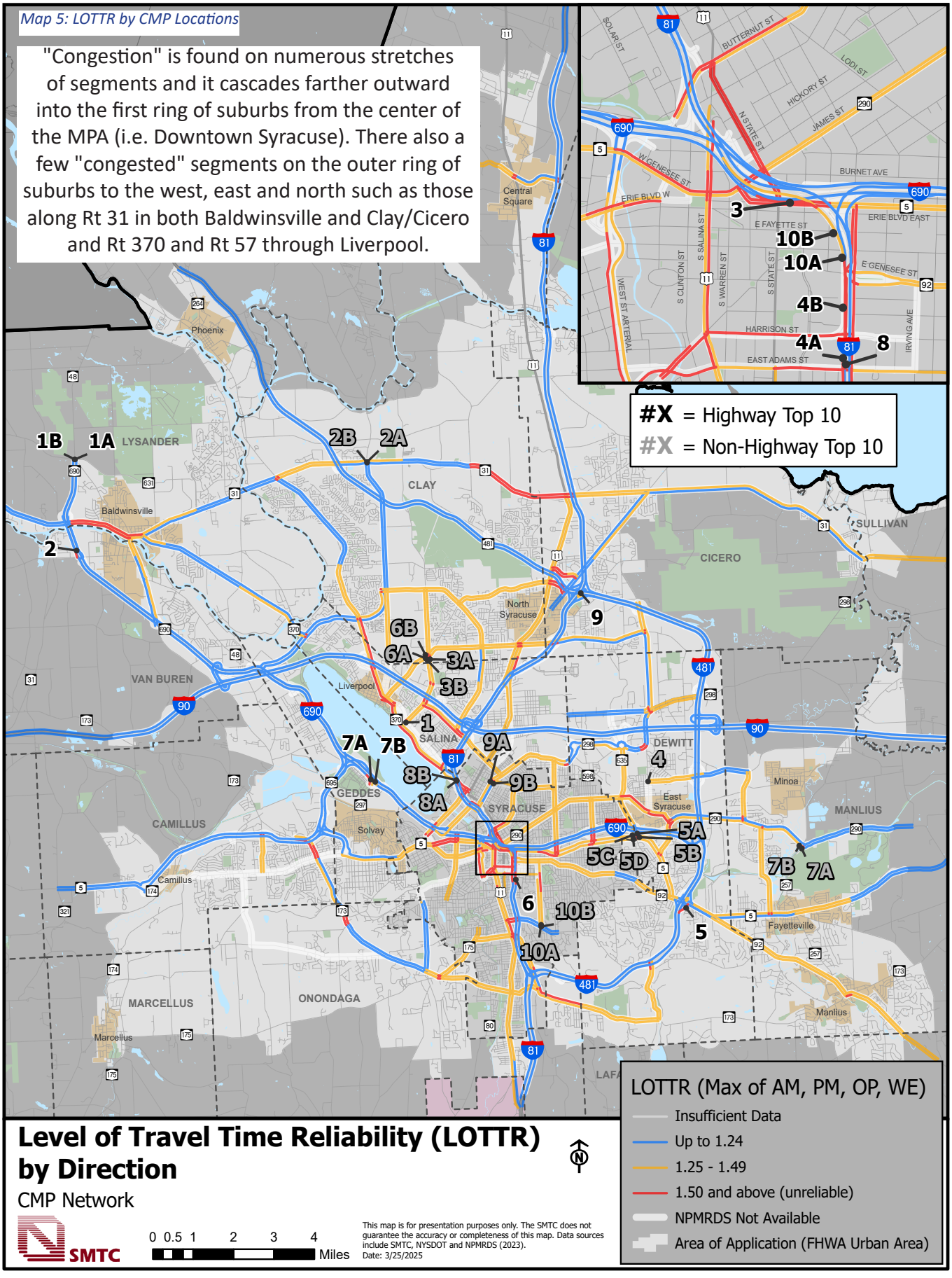
Table 9: Top Ten LOTTR [Non-Highway] Locations on the CMP Network

	Locations						Network Identification			Excludes data with <10% TMC bins reporting					
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	OP
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	N	1.82	1.92	NA	NA	1.92	OP
3A	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	N	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	N	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	N	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	N	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	N	2.22	1.76	NA	NA	2.22	AM
9B	NY-298 Court St	EB	SYR	Grant Blvd	Brace St	0.030	N	N	N	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	N	NA	2.17	2.00	NA	2.17	OP
10B	Comstock Ave	NB	SYR	E Colvin St	Manley Field House	0.043	N	Y	N	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.

Map 5: LOTTR by CMP Locations

"Congestion" is found on numerous stretches of segments and it cascades farther outward into the first ring of suburbs from the center of the MPA (i.e. Downtown Syracuse). There also a few "congested" segments on the outer ring of suburbs to the west, east and north such as those along Rt 31 in both Baldwinsville and Clay/Cicero and Rt 370 and Rt 57 through Liverpool.



LOTTR (Max of AM, PM, OP, WE)
- Insufficient Data
- Up to 1.24
- 1.25 - 1.49
- 1.50 and above (unreliable)
- NPMRDS Not Available
- Area of Application (FHWA Urban Area)

Level of Travel Time Reliability (LOTTR) by Direction

CMP Network

SMTC

0 0.5 1 2 3 4 Miles

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

System Performance and Analysis...continued

TTTR

TTTR, like LOTTR, represents the consistency or dependability in travel times, as measured from day-to-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 individually. All segments that exceed an identified threshold will be included in the appendix.		TTI (2.0+)			
	Total	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing
	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	CMP Network	Currently
[n/a]		54% 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	CMP Freight Network	Currently
99% passing		98% passing

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	CMP Transit Network	Currently
[n/a]		38% passing

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)

LOTTR (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	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%

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

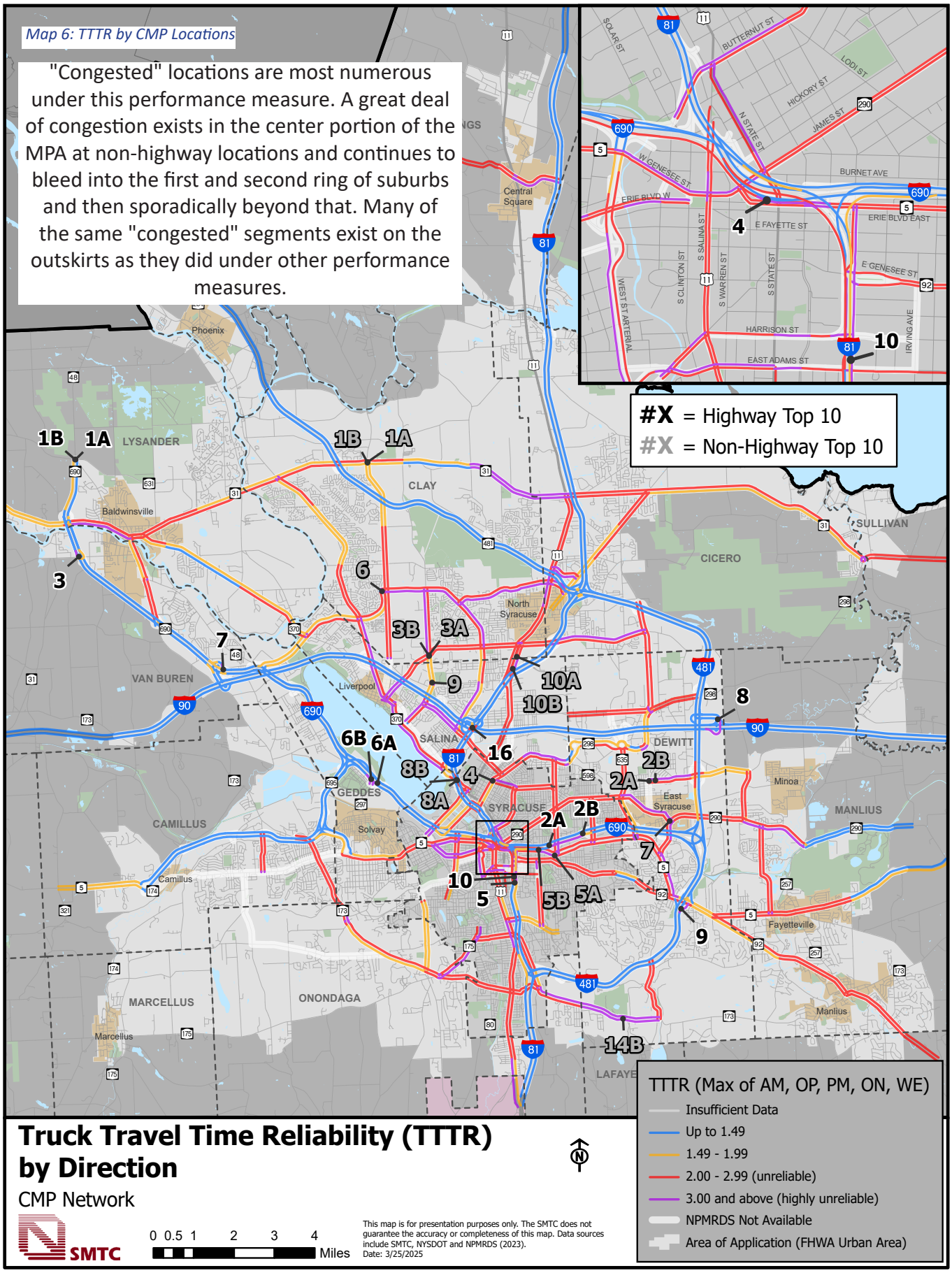
	Locations						Network Identification			Excludes data with <10% TMC bins reporting						
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	TTTR AM	TTTR OP	TTTR PM	TTTR ON	TTTR WE	Max TTTR	Max Period
1A	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	x		x	4.36	4.89	4.72	4.90	5.75	5.75	WE
1B	NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.021	x		x	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	x	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	x	1.14	3.56	1.21	1.23	1.23	3.56	OP
3	NY-690 SB Off Ramp	SB	NYSDOT	NY-690 SB	NY-31/Downer St	0.163	x		x	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	x	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	x	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 11: Top Ten TTTR [Non-Highway] Locations on the CMP Network

	Locations						Network Identification			Excludes data with <10% TMC bins reporting						
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	AM
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	OP
2A	CR-53 Kirkville Rd	WB	OCDOT	Greentree Dr	Kinne St	0.021	N	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
3A	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	N	N	N	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	N	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	N	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

Map 6: TTTR by CMP Locations

"Congested" locations are most numerous under this performance measure. A great deal of congestion exists in the center portion of the MPA at non-highway locations and continues to bleed into the first and second ring of suburbs and then sporadically beyond that. Many of the same "congested" segments exist on the outskirts as they did under other performance measures.



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 individually. All segments that exceed an identified threshold will be included in the appendix.		TTI (2.0+)			
	Total	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing
	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

CMP Network

Currently

97% 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

CMP Freight Network

Currently

99% 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."

Previous CMP

93% passing

CMP Transit Network

Currently

94% passing

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."

LOTTR (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	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%

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

	Locations						Network Identification				Excludes data with <10% TMC bins reporting	
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	Y	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	Y	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	Y	Y	10,672	38,863
4B	I-81	NB	NYSDOT	E Adams St	Harrison St	0.111	Y	Y	Y	Y	3,155	28,367
4C	I-81	NB	NYSDOT	Harrison St	NB On Ramp from Harrison St	0.208	Y	Y	Y	Y	3,862	18,573
5	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	Y	Y	Y	Y	652	32,520
6	I-690	WB	NYSDOT	Teall Ave On Ramp	I-81 SB Off Ramp	0.616	Y	Y	Y	Y	19,431	31,656
7A	I-81	SB	NYSDOT	Clinton St Off Ramp	Bridge over Salina St	0.160	Y	Y	Y	Y	3,592	22,520
7B	I-81	SB	NYSDOT	Bridge over Salina St	I-690 EB Off Ramp	0.092	Y	Y	Y	Y	1,667	18,047
8	I-690	WB	NYSDOT	Off Ramp to Teall Ave	Teall Ave WB On Ramp	0.338	Y	Y	Y	Y	7,346	21,777
9	I-690	EB	NYSDOT	Teall Ave On Ramp EB	Midler Ave Off Ramp	0.543	Y	Y	Y	Y	11,972	21,196
10A	I-690	EB	NYSDOT	West Street Off Ramp	On Ramp from West St	0.375	Y	Y	Y	Y	7,803	20,843
10B	I-690	EB	NYSDOT	On Ramp from West St	Off Ramp to I-81 SB	0.416	Y	Y	Y	Y	7,878	18,974

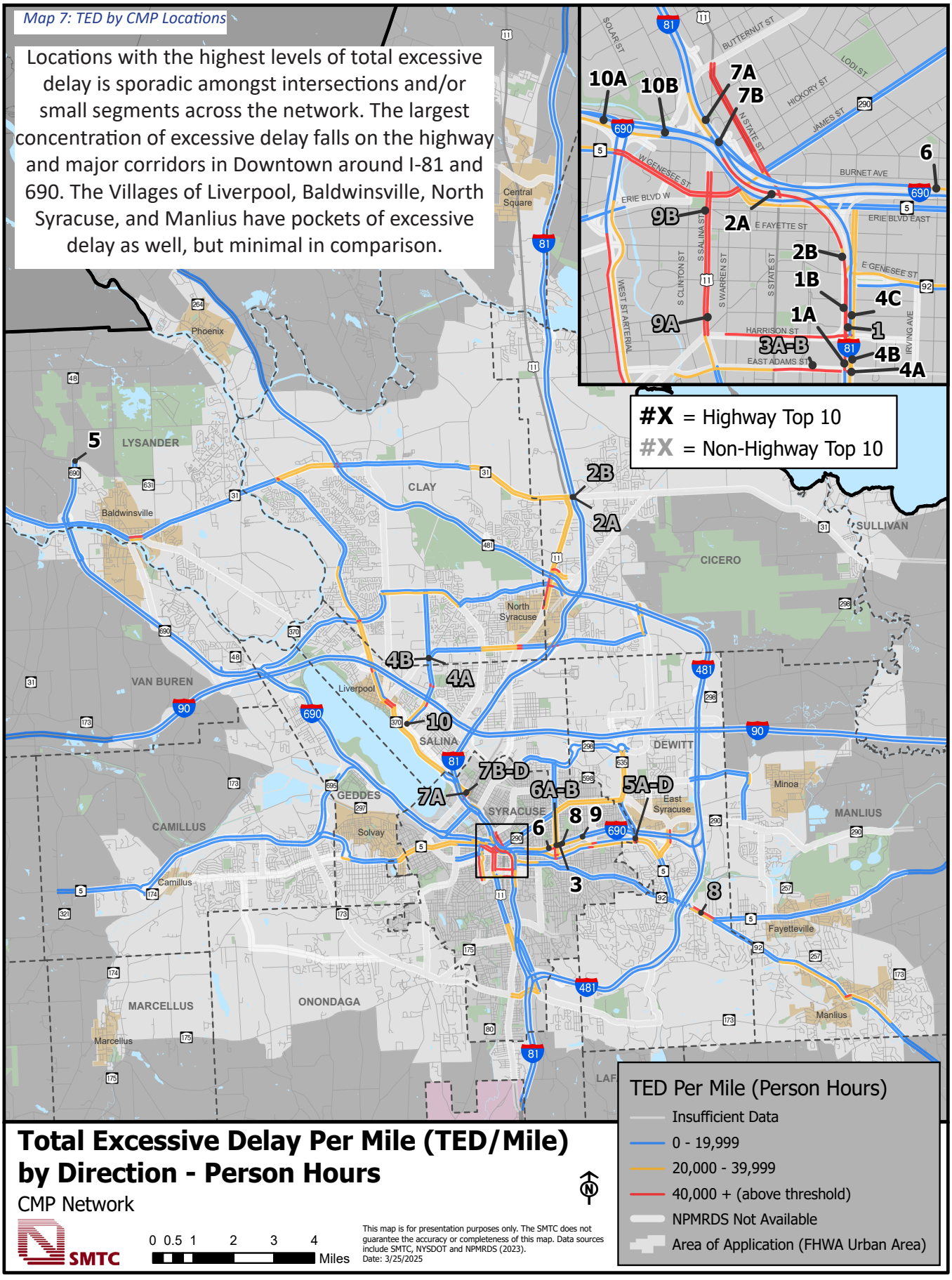
Table 13: Top Ten TED [Non-Highway] Locations on the CMP Network

	Locations						Network Identification				Excludes data with <10% TMC bins reporting	
Rank	Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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	N	Y	Y	N	24,527	160,727
3B	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	Y	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	N	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	Y	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	Y	Y	Y	N	7,138	117,415
7B	Hiawatha Blvd	NB	SYR	End of Park Ave Turn Lane	Park Ave	0.027	Y	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

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

Map 7: TED by CMP Locations

Locations with the highest levels of total excessive delay is sporadic amongst intersections and/or small segments across the network. The largest concentration of excessive delay falls on the highway and major corridors in Downtown around I-81 and 690. The Villages of Liverpool, Baldwinsville, North Syracuse, and Manlius have pockets of excessive delay as well, but minimal in comparison.



Total Excessive Delay Per Mile (TED/Mile) by Direction - Person Hours

CMP Network

SMTC

0 0.5 1 2 3 4 Miles

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

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

Locations						Network Identification			Appears on Top Ten (T10) List of Individual Performance Measure				
Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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" [Non-Highway] Locations on Multiple lists

Locations						Network Identification			Appears on Top Ten (T10) List of Individual Performance Measure				
Road Name	Direction	Owner	From	To	Miles	Freight	Transit	NHS	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

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

Source: Google Streetview

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

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)

Source: Google Streetview

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

Source: Google Streetview

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.

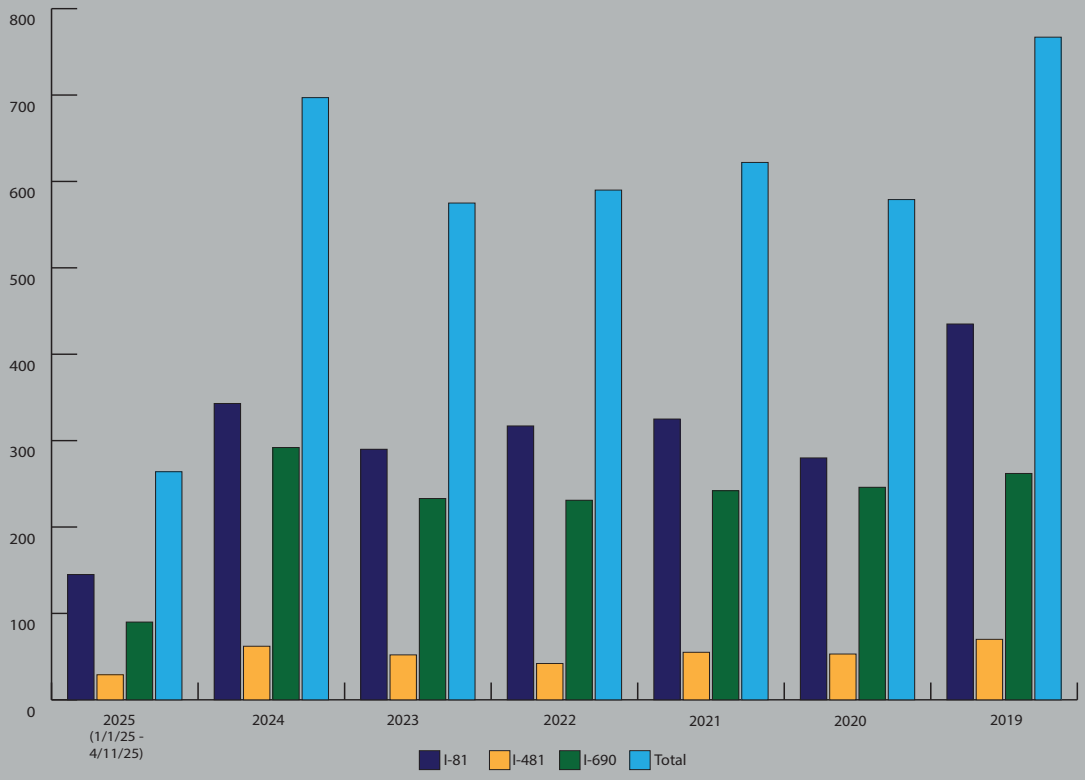
Information gathered includes, but is not limited to, the facility upon which the incident occurred, the type of event (e.g., crash, disabled vehicle), the direction of travel, a brief description of the event and its overall duration. Currently, incident clearance time is not collected.

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.

Table 16: Number of Incidents along Interstates in Region 3

Facility	2025 (1/1/25 - 4/11/25)	2024	2023	2022	2021	2020	2019	Total:
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

Chart 4: Number of Incidents along Interstates in Region 3



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CRASHES

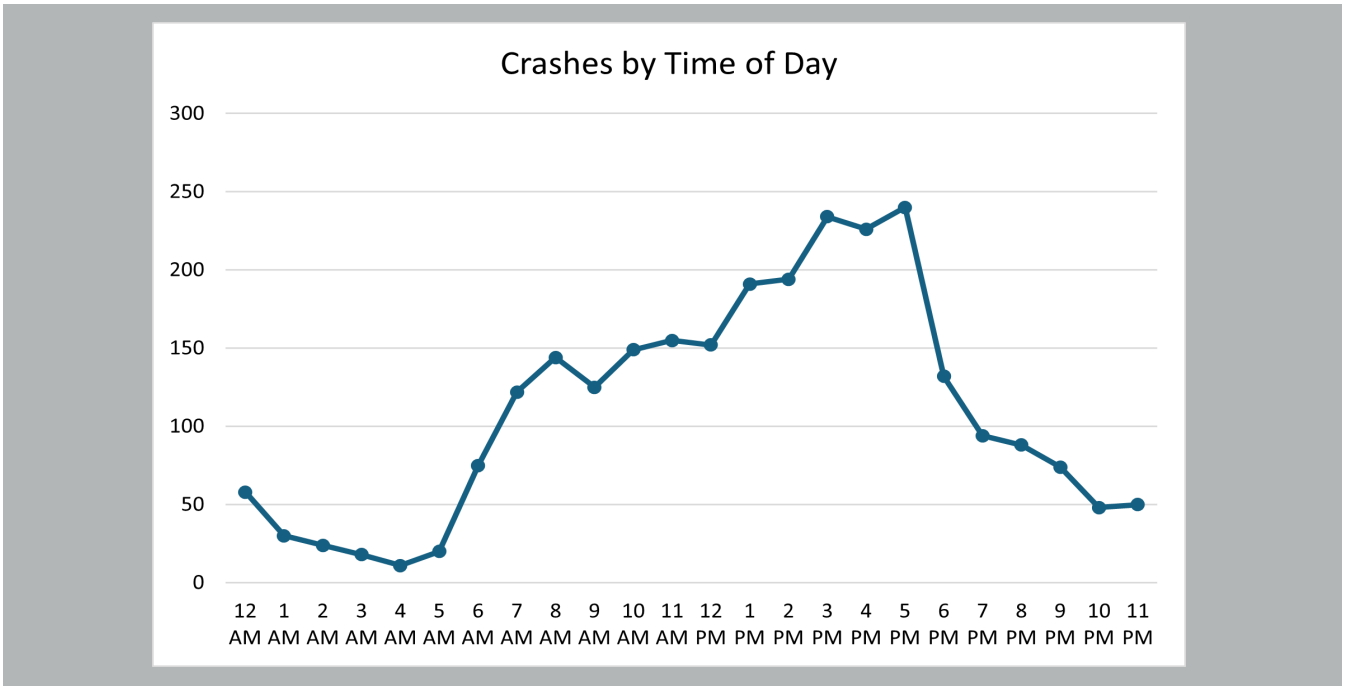
Crashes occurring along locations identified as a part of the CMP can indicate instances of non-recurring congestion. Vehicle crashes can disrupt the normal flow of traffic, either by blocking travel lanes or causing distractions which alter driver behavior. As a part of this analysis, crashes were examined 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.

Source: [14]

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.

Table 18: Park-N-Ride Daily Information

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%.

Table 19: Centro Routes On Time Performance, 2023

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

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?

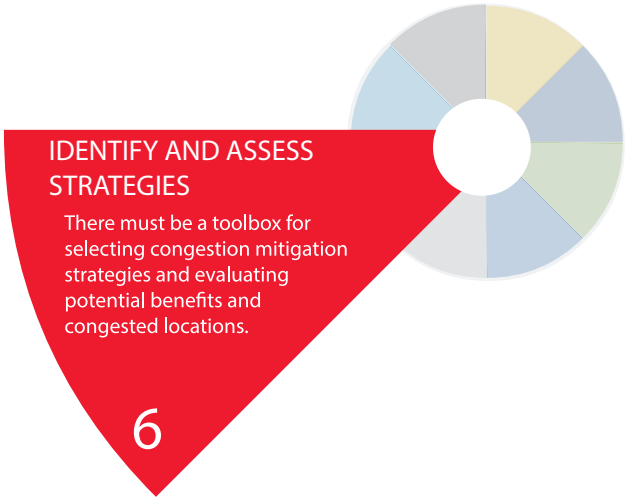
Some of the "congestion" related responses/ comments that correlate with identified congested locations found in at least one of the preceding performance measure maps in this chapter, are shared below.

- *"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]



Source: [19]

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.

Strategy Hierarchy

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

1 Travel Demand Management

Source: Centro

Rideshare

2 Transportation Systems Management and Operations

Traffic Control Center

3 Transit

Park and Ride

4 Accessibility

Bike Racks on Transit

5 Bicycle and Pedestrian

Bike Lanes

6 Access Management

Connectivity

7 Land Use

Mixed-Use Development

8 Parking

Employer Parking

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.

1 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)

4 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)

5 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.

6 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.

7 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
- Incentives for high density
- Infill Development
- Transit oriented design
- Development in urban area

8 Parking

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

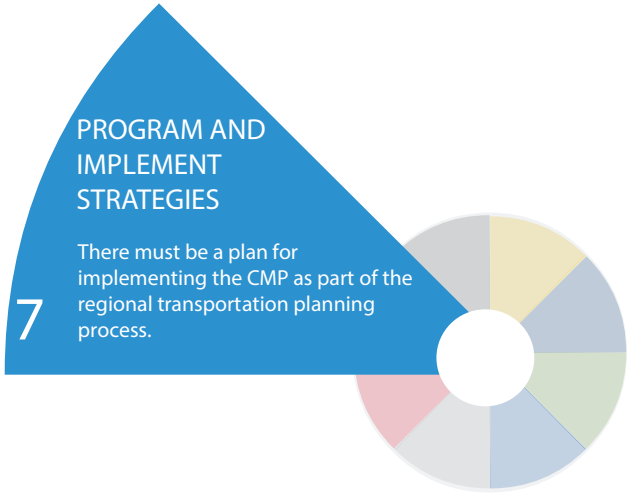
- On-Street Parking and Standing Restrictions
- Employer/Landlord Parking Agreements
- Preferential or Free Parking for HOVs
- Location-Specific Parking Ordinances

22: FHWA, Organizing and Planning for Operations (Link)

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.



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

	Strategy	Benefits	Implementing Agency	Schedule	Funding source(s)
1	Travel Demand Management				
	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
2	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
3	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, Local
	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, Local
	Enhanced transit amenities	Increase ridership	Centro	Ongoing	Fed, Local
4	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
5	Bicycle and Pedestrian				
	Increase availability of bicycle facilities	Increase non-motorized mode share	OCDOT, NYSDOT, City	Ongoing	Fed, State, Local
	Increase number of sidewalks and other ped improvements.	Increase non-motorized mode share	OCDOT, NYSDOT, City	As needed	Fed, State, Local
	Implement and/or expand bicycle/scooter ride share programs and amenities.	Increase non-motorized mode share	Centro, City	Ongoing	Fed, State, Local
	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, Local
	Utilizing utility right of ways for long distance trails.	Increase non-motorized mode share	Municipalities	Ongoing	Fed, State, Local
6	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
7	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
	Transit oriented design	Decrease SOV trips; Increase transit, bicycle and ped trips	Municipalities, Developers	Ongoing	Local, Private
	Development in urban area	Increase transit, bicycle and ped trips	Municipalities, Developers	Ongoing	Local, Private
8	Parking				
	On-Street parking and standing restrictions	Increase traffic flow	Municipalities	As needed	Local
	Employer/landlord parking agreements	Increase traffic flow	Employers	As needed	Local
	Preferential or Free Parking for HOVs	Decrease SOV trips	Employers	As needed	Local
	Location-Specific Parking Ordinances	Increase traffic flow	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.

23: https://smtcmpo.org/all-publications/

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.

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.

West Monroe Route 49 Corridor Study - To complete a corridor study of New York State Route 49 in the Village of Central Square and Town of West Monroe to increase safety, mobility, and economic viability along the corridor.

5 Bicycle and Pedestrian 6 Access Management 7 Land Use 8 Parking

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.

5 Bicycle and Pedestrian 6 Access Management 7 Land Use 8 Parking

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.

1 **2** 3 4 5 6 7 8

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.

1 **2** 3 4 5 6 7 8

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.

1 2 3 4 **5** 6 7 8

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.

1 2 3 4 **5** 6 7 8

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.

1 **2** 3 4 5 6 7 8

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.

1 **2** 3 4 5 6 7 8

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)

1 **2** 3 4 **5** 6 7 8

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.

1 2 **3** 4 **5** 6 7 8

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.

1 2 3 4 **5** 6 7 8

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.

1 2 **3** 4 **5** 6 7 8

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.

1 2 3 4 **5** 6 7 8

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 project-level 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.

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 1.4-mile 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.

Source: [25]

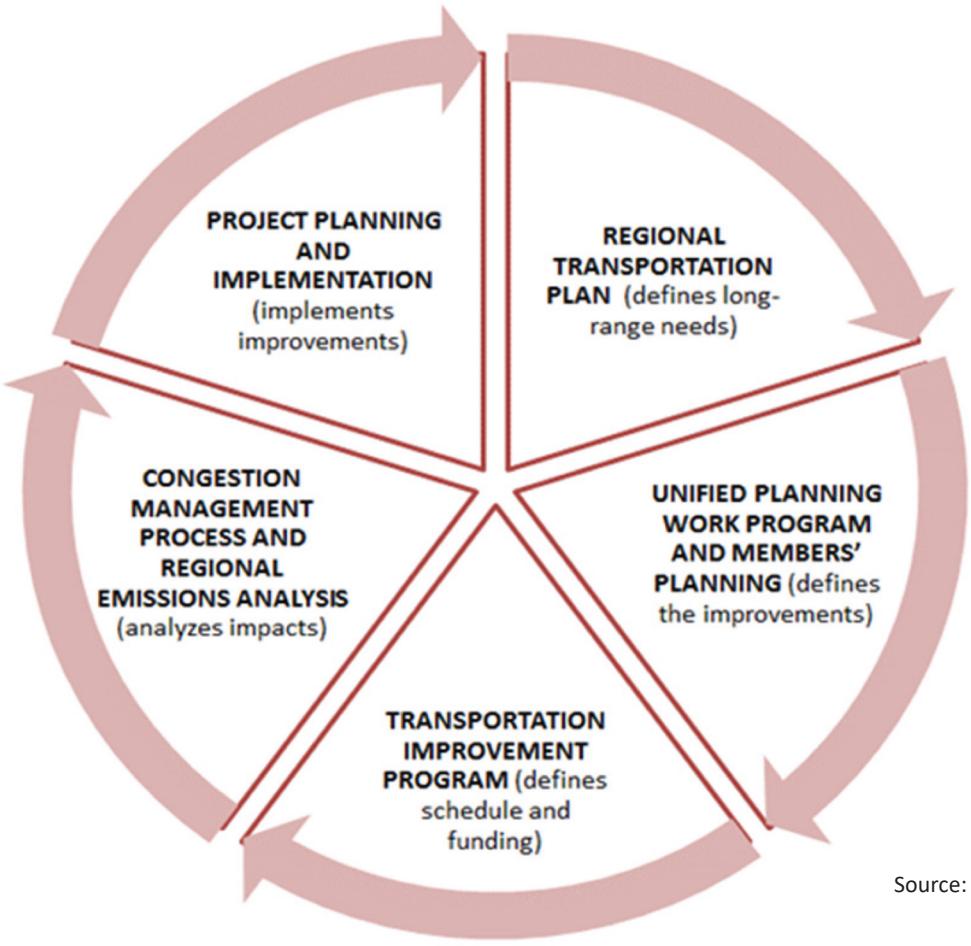
24: New York State Department of Transportation (NYSDOT); I-81 Viaduct Project Overview Webpage (Link)

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.

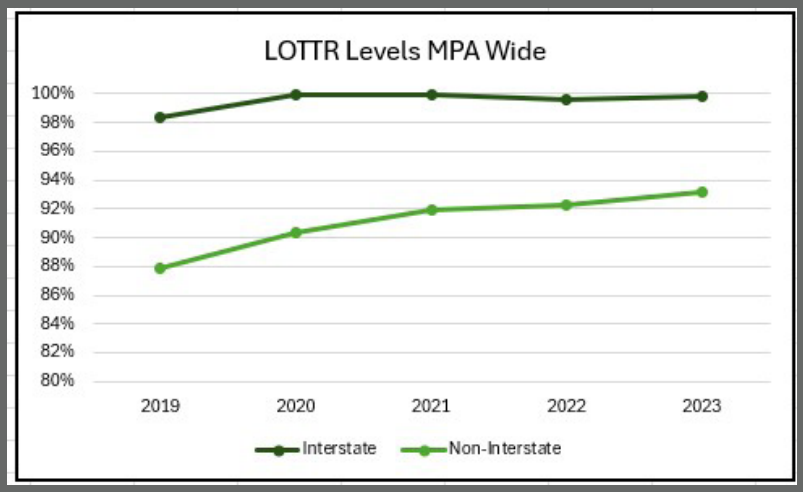
This CMP document identifies specific locations that could be addressed in some way so that both overall and individual corridor congestion can be improved. Consistent with the metropolitan planning process cycle as shown in the below graphic, the MTP should look therefore to mention the connection to 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.

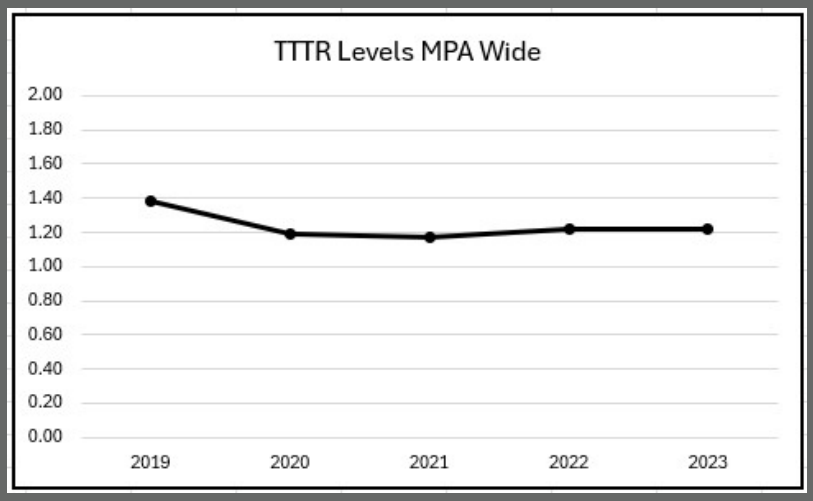


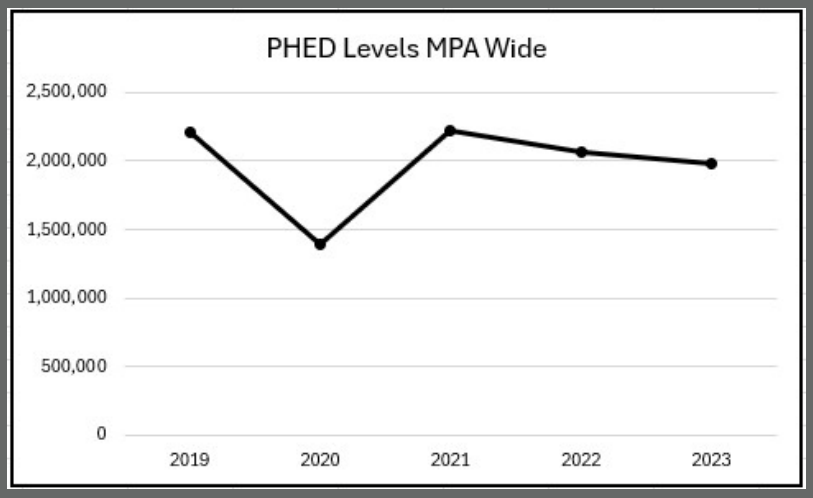
Source: [26]

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

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

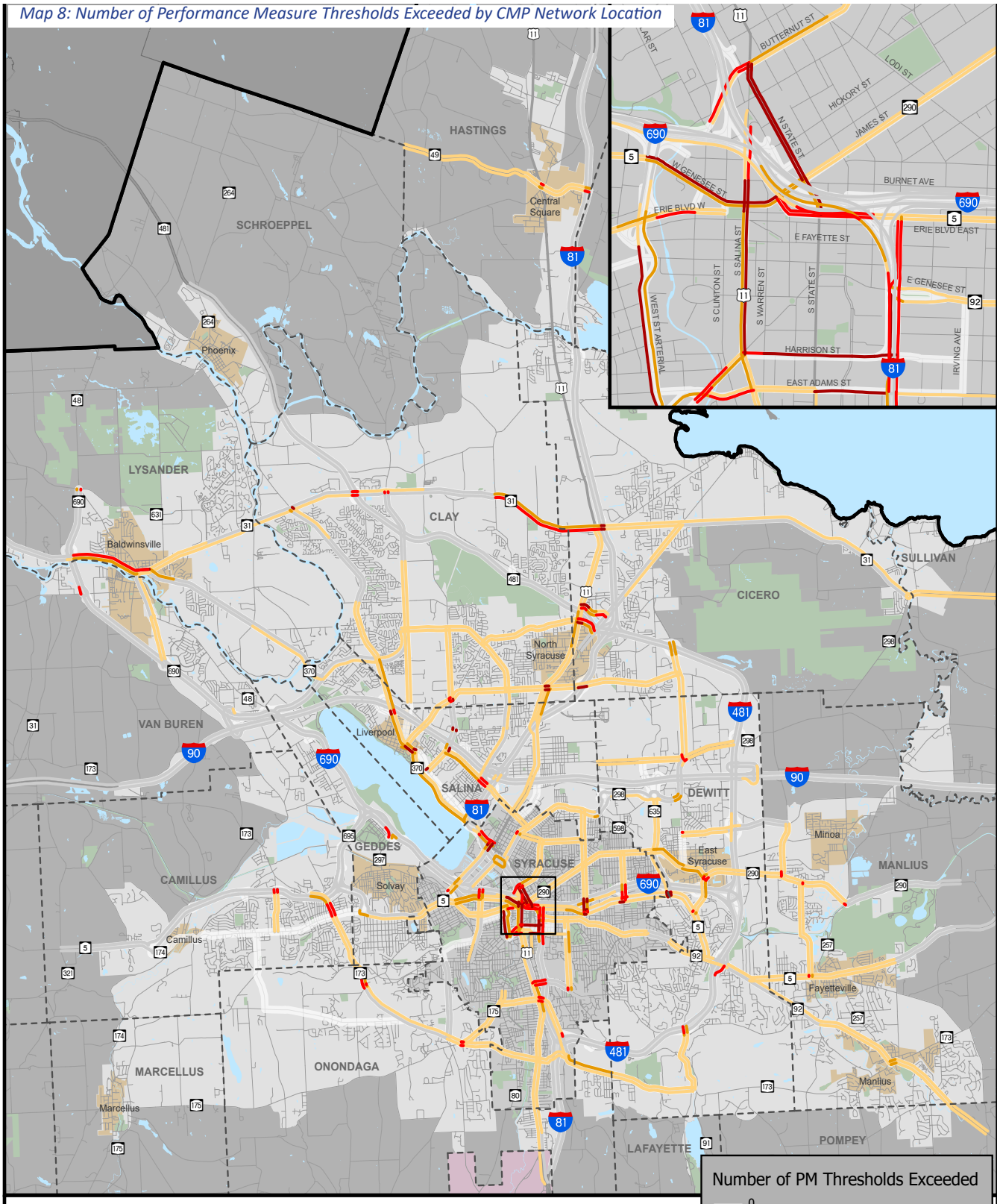
When looking at the results of the analysis holistically across all performance measures, the region's highway systems continue to function very well with minimal areas of excessive congestion; any congestion beyond that is limited mainly to intersections and/or small segments of non-highway corridors 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.

Map 8: Number of Performance Measure Thresholds Exceeded by CMP Network Location



Number of Performance Measure Thresholds Exceeded by CMP Network Location

CMP Network

SMTC

0 0.5 1 2 3 4 Miles

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

Number of PM Thresholds Exceeded
- 0
- 1
- 2
- 3
- 4
- NPMRDS Not Available
- Area of Application (FHWA Urban Area)

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Appendix A: National Highway System (NHS) Map

APPENDIX A

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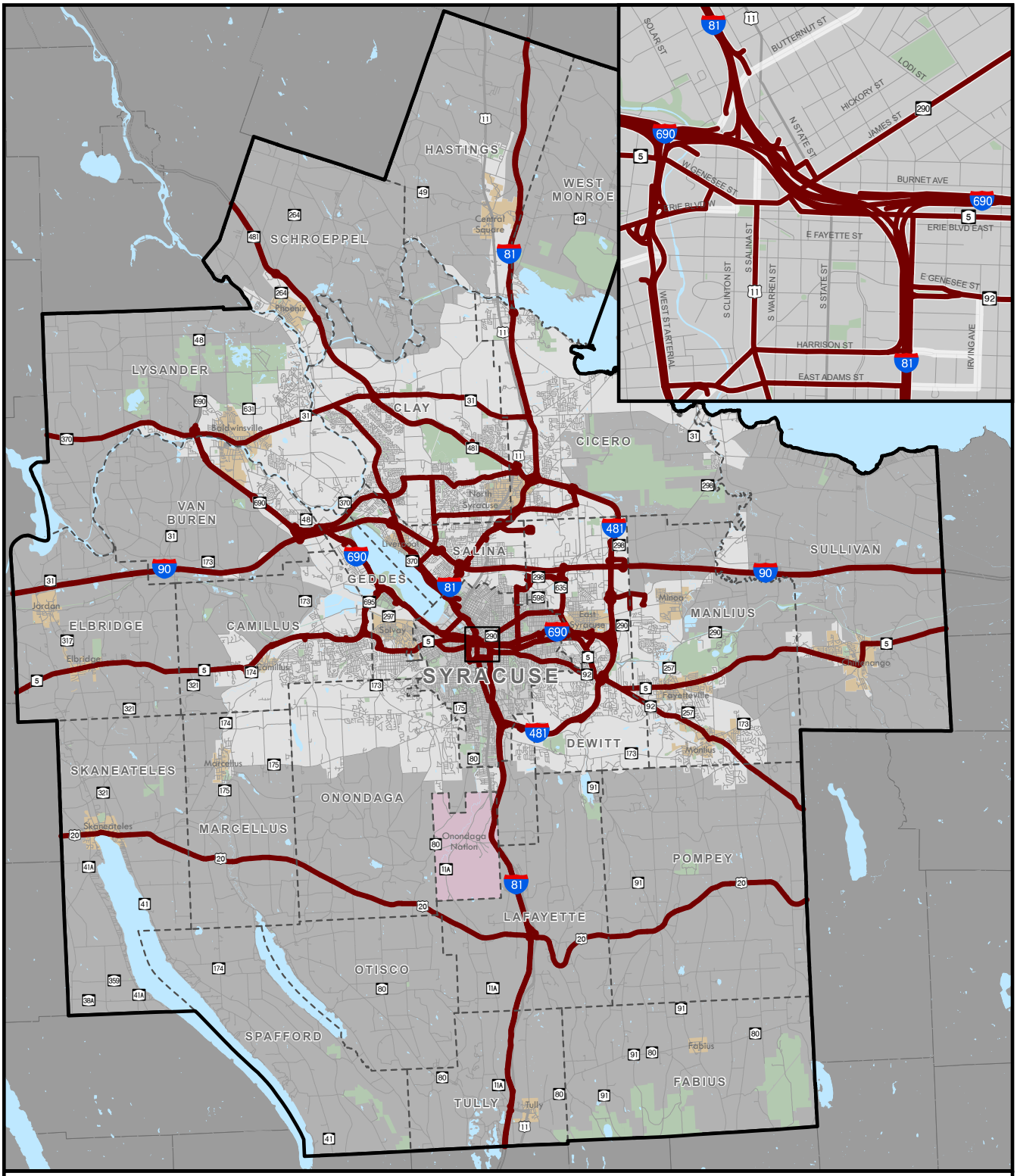

National Highway System (NHS)

SMTC Metropolitan Planning Areas (MPA)

- National Highway System (NHS)
- FHWA Adjusted Urban Area
- SMTC Metropolitan Planning Area (MPA)

SMTC

0 0.75 1.5 3 4.5 6 Miles

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

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APPENDIX B

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

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

Ranking by Performance Measure (CMP Network Only)				Road Segment Identification								Network Identification				Excludes data with <10% TMC bins reporting			
TTI Rank	LOTTR Rank	TTTR Rank	TED Rank	TMC	Owner	Miles	Direction	Road Name	From	To	Cross Street	Freight	Transit	NHS	Highway / Limited Access	TTI AM	TTI PM	Max TTI	Max TTI Period
1	75	112	1	104-50507	SYR	0.27	SOUTHBOUND	ALMOND ST	E Genesee St	E Adams St	I-81/E ADAMS ST	No	Yes	Yes	No	6.99	4.80	6.99	AM
2	7	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	3.93	PM
3	1	19	15	104N10873	OCDOT	0.05	SOUTHBOUND	CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	OLD LIVERPOOL RD	No	Yes	Yes	No	3.47	3.56	3.56	PM
4	36	235	761	104N11397	NYSDOT	0.11	WESTBOUND	BEAR RD (930J)	I-481 Ramps	US-11 Brewerton Rd	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	2.99	3.39	3.39	PM
5	11	29	29	104P10902	OCDOT	0.04	NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes	Yes	No	3.28	3.31	3.31	PM
6	44	105	687	104P52551	OCDOT	0.03	NORTHBOUND	N BURDICK ST	N Burdick St (approach)	Manlius Center Rd		No	Yes	No	No	2.75	3.29	3.29	PM
7	10	80	674	104N51878	SYR	0.04	SOUTHBOUND	COMSTOCK AVE	Manley Field House	E Colvin St	E COLVIN ST	No	Yes	No	No	0.00	3.26	3.26	PM
8	114	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	3.21	AM
9	2	1	625	104P11409	OCDOT	0.02	NORTHBOUND	CR-46 MORGAN RD	Morgan Rd (approach)	NY-31	RT-31	No	No	No	No	3.02	3.21	3.21	PM
10	16	103	686	104N52550	OCDOT	0.03	SOUTHBOUND	N BURDICK ST	Commercial Driveway	NY-5 Genesee St		No	Yes	No	No	2.80	3.18	3.18	PM
11	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	3.01	PM
12	52	107	12	104P11461	SYR	0.03	NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes	No	2.38	2.96	2.96	PM
13	45	83	675	104N10957	NYSDOT	0.02	SOUTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	0.00	2.89	2.89	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	2.88	PM
15	3	4	6	104P10952	OCDOT	0.03	NORTHBOUND	CR-45 HENRY CLAY BLVD	Executive Dr	Vine St	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	2.77	2.85	2.85	PM
16	24	32	642	104P09782	NYSDOT	0.16	SOUTHBOUND	NY-690 SOUTHBOUND OFF RAMP	NY-690 Southbound	NY-31/Downer St	NY-690	Yes	No	Yes	Low Speed Ramp	1.94	2.82	2.82	PM
17	8	9	76	104P06949	SYR	0.02	EASTBOUND	NY-370 PARK ST	Rail Bridge	Harborside Dr	I-81	Yes	Yes	Yes	No	1.64	2.80	2.80	PM
18	6	21	635	104P11386	OCDOT	0.04	EASTBOUND	CR-51 VINE STREET	Start of Turn Lanes	Henry Clay Blvd	HENRY CLAY BLVD	Yes	Yes	No	No	2.31	2.78	2.78	PM
19	109	66	119	104P50508	SYR	0.03	NORTHBOUND	ALMOND ST	E Genesee St Eastbound	E Genesee St Westbound	NY-92/E GENESEE ST	No	Yes	Yes	No	2.65	2.77	2.77	PM
20	96	191	741	104N11461	SYR	0.03	SOUTHBOUND	HIAWATHA BLVD			PARK ST	Yes	Yes	Yes	No	2.18	2.76	2.76	PM
21	18	50	25	104P10896	OCDOT	0.04	NORTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes	Yes	No	2.05	2.75	2.75	PM
22	125	86	97	104P09716	SYR	0.09	EASTBOUND	NY-5 W MAIN ST	N Townsend St	N McBride St	N TOWNSEND	No	No	Yes	No	1.94	2.68	2.68	PM
23	151	183	2	104N09773	NYSDOT	0.07	EASTBOUND	NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	I-81	No	Yes	Yes	No	2.67	2.61	2.67	AM
24	37	64	43	104P50256	SYR	0.07	WESTBOUND	HARRISON ST			ALMOND ST	No	Yes	Yes	No	2.66	2.37	2.66	AM
25	29	6	47	104P09718	SYR	0.04	EASTBOUND	NY-5 ERIE BLVD	Erive Blvd Turn Lane Ramp	Teall Ave	TEALL AVE	No	Yes	Yes	No	2.01	2.64	2.64	PM
26	22	27	34	104-07616	NYSDOT	0.59	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	1.88	2.64	2.64	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	2.63	AM
28	48	119	30	104P11397	NYSDOT	0.10	EASTBOUND	BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	2.63	2.37	2.63	AM
29	218	411	236	104P10840	SYR	0.29	EASTBOUND	NY-298			I-81/GENANT DR	Yes	Yes	Yes	No	1.73	2.58	2.58	PM
30	97	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	2.57	PM
31	15	22	18	104N09720	NYSDOT	0.08	WESTBOUND	NY-5			NY-635	No	Yes	Yes	No	2.18	2.56	2.56	PM
32	4	3	626	104N10832	OCDOT	0.02	WESTBOUND	CR-53 KIRKVILLE RD	Greentree Dr	Kinne St	CR-86/CR-53A/KINNE ST	No	Yes	No	No	1.86	2.56	2.56	PM
33	79	252	771	104P50259	SYR	0.07	WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	0.00	2.55	2.55	PM
34	38	88	679	104N11367	OCDOT	0.02	WESTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	2.21	2.54	2.54	PM
35	175	89	59	104P11380	OCDOT	0.21	EASTBOUND	CR-19			I-81	Yes	Yes	Yes	No	1.80	2.53	2.53	PM
36	59	162	723	104N10947	SYR	0.01	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	2.29	2.53	2.53	PM
37	46	95	682	104P10865	SYR	0.01	NORTHBOUND	SEELEY RD			ERIE BLVD	No	No	No	No	2.24	2.53	2.53	PM
38	23	2	89	104P09983	NYSDOT	0.02	NORTHBOUND	NY-690	NY-690 Northbound	NY-48/Hencle Blvd	NY-48	Yes	No	Yes	Yes	2.37	2.52	2.52	PM
39	156	298	22	104P11460	SYR	0.10	NORTHBOUND	HIAWATHA BLVD	Bridge over I-81	N Salina St	I-81/N SALINA ST	No	No	No	No	1.87	2.51	2.51	PM
40	39	47	652	104P10942	SYR	0.01	NORTHBOUND	MIDLER AVE			ERIE BLVD	No	No	No	No	2.20	2.49	2.49	PM
41	26	54	657	104+10829	NYSDOT	0.04	EASTBOUND	NY-290 MANLIUS CENTER RD	Minoa Rd	Erie Canal Trail	N MANLIUS ST	No	No	No	No	1.44	2.49	2.49	PM
42	152	225	9	104-11460	SYR	0.06	SOUTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	N Salina St	I-81/N SALINA ST	Yes	Yes	Yes	No	2.00	2.47	2.47	PM
43	98	207	53	104+51893	SYR	0.10	NORTHBOUND	S SALINA ST			E WILLOW ST	No	Yes	Yes	No	2.45	2.42	2.45	AM
44	27	55	658	104P10848	OCDOT	0.05	EASTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	1.95	2.44	2.44	PM
45	126	87	678	104P50507	NYSDOT	0.27	NORTHBOUND	I-81 NORTHBOUND OFF RAMP (18)	I-81 Northbound	E Adams St	I-81/E ADAMS ST	Yes	Yes	Yes	Low Speed Ramp	2.43	2.32	2.43	AM
46	41	104	8	104P10948	SYR	0.07	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	I-690	Yes	Yes	Yes	No	2.23	2.43	2.43	PM
47	76	84	676	104N10867	SYR	0.01	SOUTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	2.23	2.40	2.40	PM
48	40	35	644	104P10959	NYSDOT	0.04	NORTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	2.37	2.40	2.40	PM
49	78	85	677	104P10947	SYR	0.01	NORTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	2.08	2.39	2.39	PM
50	178	249	3	104P09773	NYSDOT	0.07	WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	I-81	No	Yes	Yes	No	2.14	2.37	2.37	PM
51	64	69	665	104P10803	NYSDOT	0.05	EASTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	2.37	2.07	2.37	AM
52	65	70	666	104P10817	NYSDOT	0.05	EASTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	2.37	2.07	2.37	AM
53	30	82	90	104+50509	SYR	0.22	NORTHBOUND	ALMOND ST	E Genesee St	Erie Blvd	NY-5/ERIE BLVD E	No	Yes	Yes	No	2.00	2.36	2.36	PM
54	9	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	2.36	AM
55	53	206	748	104N50269	OCDOT	0.11	SOUTHBOUND	CR-136			RT-290/MANLIUS CENTER RD	No	No	No	No	2.36	2.08	2.36	AM
56	72	108	689	104P10867	SYR	0.01	NORTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	0.00	2.35	2.35	PM
57	49	13	81	104-09773	NYSDOT	2.71	EASTBOUND	NY-31			I-81	No	No	Yes	No	1.77	2.34	2.34	PM
58	115	208	36	104+50257	SYR	0.07	WESTBOUND	HARRISON ST			S TOWNSEND ST	No	Yes	Yes	No	2.34	2.26	2.34	AM
59	54	193	48	104P10874	OCDOT	0.07	NORTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	2.24	2.34	2.34	PM
60	13	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	2.34	PM
61	80	130	703	104N05397	NYSDOT	0.10	EASTBOUND	NY-49			I-81	No	Yes	No	No	2.33	2.29	2.33	AM
62	191	210	4	104+50248	SYR	0.15	EASTBOUND	ADAMS ST	Almond St	S Townsend St	I-81	No	Yes	Yes	No	2.32	2.06	2.32	AM
63	81	163	13	104+50247	SYR	0.09	EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes	Yes	No	2.31	2.25	2.31	AM
64	19	23	27	104N09718	NYSDOT	0.04	WESTBOUND	NY-5			TEALL AVE	No	Yes	Yes	No	2.00	2.31	2.31	PM
65	127	220	32	104-10947	SYR	0.22	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	2.14	2.30	2.30	PM
66	42	91	98	104P11399	NYSDOT	0.16	EASTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	1.83	2.30	2.30	PM
67	43	161	722	104+50264	SYR	0.13	EASTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	Yes	No	2.14	2.29	2.29	PM
68	99	198	23	104+11379	OCDOT	0.09	EASTBOUND	CR-19			S BAY RD	Yes	Yes	Yes	No	1.62	2.29	2.29	PM
69	157	265	780	104+11443	SYR	0.10	NORTHBOUND	BRIGHTON AVE			S SALINA ST	No	Yes	Yes	No	1.98	2.29	2.29	PM
70	299	375	41	104N09776	NYSDOT	0.13	EASTBOUND	NY-31			NY-481	No	Yes	Yes	No	1.56	2.28	2.28	PM
71	116	373	831	104-11442	SYR	0.10	SOUTHBOUND	BRIGHTON AVE			I-81	No	Yes	Yes	No	2.00	2.27	2.27	PM
72	77	126	38	104-51892	SYR	0.10	SOUTHBOUND	S SALINA ST			ERIE BLVD E	No	Yes	Yes	No	2.03	2.26	2.26	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	2.26	PM
74	55	124	699	104N10803	NYSDOT	0.05	WESTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	1.94	2.25	2.25	PM
75	56	125	700	104N10817	NYSDOT	0.05	WESTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	1.94	2.25	2.25	PM
76	32	94	681	104P11367	OCDOT	0.02	EASTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	2.07	2.25	2.25	PM
77	272	279	31	104P09776	NYSDOT	0.13	WESTBOUND	NY-31			NY-481	No	Yes	Yes	No	1.54	2.24	2.24	PM
78	5	20	20	104P10995	NYSDOT	0.08	NORTHBOUND	NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	ERIE BLVD	No	Yes	Yes	No	2.20	2.24	2.24	PM
79	176	185	166	104+09781	NYSDOT	1.83	WESTBOUND	NY-31			NY-31 (1)	No	No	Yes	No	1.76	2.23	2.23	PM
80	138	215	752	104-10942	SYR	0.16	SOUTHBOUND	RT-598			ERIE BLVD	No	No	No	No	2.08	2.23	2.23	PM
81	35	160	24	104+11461	SYR	0.06	NORTHBOUND	HIAWATHA BLVD	N Salina St	End of Park Ave Turn Lane	PARK ST	Yes	Yes	Yes	No	1.92	2.23	2.23	PM
82	158	311	87	104+09716	SYR	0.25	EASTBOUND	NY-5 W MAIN ST	James St	N Townsend St	N TOWNSEND ST	No	No	Yes	No	2.23	1.99	2.23	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	2.23	AM
84	33	51	655	104-11357	SYR	0.04	SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	0.00	2.23	2.23	PM
85	179	173	731	104+11348	SYR	0.28	EASTBOUND	COLVIN ST			I-81	No	Yes	No	No	1.89	2.23	2.23	PM
86	28	68	664	104N11409	OCDOT	0.02	SOUTHBOUND	CR-46 MORGAN RD	NY-31	Morgan Rd (approach)	RT-31	No	No	No	No	2.22	0.00	2.22	AM
87	57	48	653	104P51895	SYR	0.02	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	0.00	2.21	2.21	PM
88	139	264	779	104P11002	OCDOT	0.07	NORTHBOUND	CR-209			NY-5	No	Yes	No	No	1.48	2.21	2.21	PM
89	143	100	28	104-11378	OCDOT	0.09	WESTBOUND	CR-19			S MAIN ST	Yes	Yes	Yes	No	1.62	2.21	2.21	PM
90	100	236	762	104N11002	OCDOT	0.07	SOUTHBOUND	CR-209			NY-5	No	Yes	No	No	1.77	2.20	2.20	PM
91	184	306	16	104-10896	NYSDOT	0.22	SOUTHBOUND	RT-370			1ST ST/S WILLOW ST	No	Yes	Yes	No	1.53	2.20	2.20	PM
92	159	127	37	104-09714	SYR	0.48	WESTBOUND	NY-5			I-690	No	Yes	Yes	No	2.19	1.88	2.19	AM
93	101	199	52	104+09921	SYR	0.13	NORTHBOUND	US-11			NY-290	No	Yes	No	No	2.11	2.19	2.19	PM
94	196	315	108	104-06949	SYR	0.40	WESTBOUND	NY-370			I-81	No	Yes	Yes	No	1.59	2.19	2.19	PM
95	132	148	56	104+50258	SYR	0.12	WESTBOUND	HARRISON ST			US-11/S STATE ST	No	Yes	Yes	No	1.97	2.19	2.19	PM
96	85	97	683	104N11357	SYR	0.19	SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	2.18	2.07	2.18	AM
97	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	2.18	PM
98	144	223	50	104-09921	SYR	0.41	SOUTHBOUND	US-11			NY-290	No	Yes	Yes	No	1.72	2.17	2.17	PM
99	74	222	755	104P50253	SYR	0.07	EASTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	2.17	0.00	2.17	AM
100	60	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	No	Yes	No	No	2.16	2.11	2.16	AM
101	66	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	2.16	PM
102	90	92	44	104+09922	SYR	0.41	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	Yes	No	1.93	2.16	2.16	PM
103	160	211	93	104+50245	NYSDOT	0.15	EASTBOUND	ADAMS ST			S SALINA ST	No	Yes	Yes	No	1.79	2.15	2.15	PM
104	219	418	113	104P10889	OCDOT	0.28	NORTHBOUND	CR-82			I-481	Yes	No	Yes	No	2.15	1.98	2.15	AM
105	47	106	688	104+11358	SYR	0.04	NORTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No	No	1.93	2.15	2.15	PM
106	153	226	757	104-12293	OCDOT	0.29	WESTBOUND	NY-173			MILTON AVE	No	Yes	No	No	1.69	2.14	2.14	PM
107	122	276	790	104-10893	OCDOT	0.19	SOUTHBOUND	CR-45			I-81	No	Yes	No	No	2.09	2.14	2.14	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	Yes	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			I-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			I-690	No	No	No	No	1.72	2.12	2.12	PM
116	61	120	57	104N10898	OCDOT	0.07	SOUTHBOUND	CR-57			I-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			I-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

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APPENDIX C

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

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

Ranking by Performance Measure (CMP Network Only)				Road Segment Identification								Network Identification				Excludes data with <10% TMC bins reporting					
LOTTR Rank	TTI Rank	TTTR Rank	TED Rank	TMC	Owner	Miles	Direction	Road Name	From	To	Cross Street	Freight	Transit	NHS	Highway / Limited Access	LOTTR AM	LOTTR OP	LOTTR PM	LOTTR WE	Max LOTTR	Max LOTTR Period
1	3	19	15	104N10873	OCDOT	0.048	SOUTHBOUND	CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	OLD LIVERPOOL RD	No	Yes	Yes	No	2.17	2.67	2.25	2.33	2.67	OP
2	9	1	625	104P11409	OCDOT	0.021	NORTHBOUND	CR-46 MORGAN RD	Morgan Rd (approach)	NY-31	RT-31	No	No	No	No	2.45	2.50	2.46	2.43	2.50	OP
3	15	4	6	104P10952	OCDOT	0.030	NORTHBOUND	CR-45 HENRY CLAY BLVD	Executive Dr	Vine St	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	1.92	1.87	1.91	2.43	2.43	WE
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	104P10995	NYSDOT	0.082	NORTHBOUND	NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	ERIE BLVD	No	Yes	Yes	No	2.05	2.05	2.09	2.33	2.33	WE
6	18	21	635	104P11386	OCDOT	0.036	EASTBOUND	CR-51 VINE STREET	Start of Turn Lanes	Henry Clay Blvd	HENRY CLAY BLVD	Yes	Yes	No	No	2.24	2.02	2.29	2.29	2.29	PM
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
8	17	9	76	104P06949	SYR	0.021	EASTBOUND	NY-370 PARK ST	Rail Bridge	Harborside Dr	I-81	Yes	Yes	Yes	No	1.71	2.00	2.22	2.12	2.22	PM
9	54	5	627	104N10842	SYR	0.030	WESTBOUND	NY-298 COURT ST	Brace St	Grant Blvd	GRANT BLVD	No	No	No	No	2.22	1.76	0.00	0.00	2.22	AM
10	7	80	674	104N51878	SYR	0.043	SOUTHBOUND	COMSTOCK AVE	Manley Field House	E Colvin St	E COLVIN ST	No	Yes	No	No	0.00	2.17	2.00	0.00	2.17	OP
11	5	29	29	104P10902	OCDOT	0.043	NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes	Yes	No	2.09	2.13	1.99	2.12	2.13	OP
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	60	17	103	104-11397	NYSDOT	0.368	WESTBOUND	BEAR RD (930J)	S Bay Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	No	No	No	1.90	2.05	1.96	1.84	2.05	OP
14	121	10	49	104N10951	OCDOT	0.042	SOUTHBOUND	CR-45 HENRY CLAY BLVD	Start of Left Turn Lane	Hopkins Road	CR-148/HOPKINS RD	Yes	Yes	Yes	No	1.41	1.48	1.75	2.05	2.05	WE
15	31	22	18	104N09720	NYSDOT	0.079	WESTBOUND	NY-5			NY-635	No	Yes	Yes	No	2.03	1.75	1.92	1.89	2.03	AM
16	10	103	686	104N52550	OCDOT	0.027	SOUTHBOUND	N BURDICK ST	Commercial Driveway	NY-5 Genesee St		No	Yes	No	No	2.00	1.67	1.77	1.74	2.00	AM
17	14	81	17	104N10948	SYR	0.069	SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	I-690	No	Yes	Yes	No	1.75	1.71	2.00	1.86	2.00	PM
18	21	50	25	104P10896	OCDOT	0.044	NORTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes	Yes	No	1.91	1.67	1.67	2.00	2.00	WE
19	64	23	27	104N09718	NYSDOT	0.037	WESTBOUND	NY-5			TEALL AVE	No	Yes	Yes	No	1.78	1.75	2.00	2.00	2.00	PM
20	161	159	148	104+10820	SYR	0.091	EASTBOUND	NY-290			N STATE ST	No	Yes	Yes	No	1.54	1.55	2.00	0.00	2.00	PM
21	979	18	634	104P50509	SYR	0.015	NORTHBOUND	ALMOND ST			NY-5/ERIE BLVD E	No	Yes	Yes	No	0.00	2.00	0.00	0.00	2.00	OP
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	38	2	89	104P09983	NYSDOT	0.020	NORTHBOUND	NY-690	NY-690 Northbound	NY-48/Hencle Blvd	NY-48	Yes	No	Yes	Yes	1.91	1.86	1.86	1.97	1.97	WE
24	16	32	642	104P09782	NYSDOT	0.163	SOUTHBOUND	NY-690 SOUTHBOUND OFF RAMP	NY-690 Southbound	NY-31/Downer St	NY-690	Yes	No	Yes	Low Speed Ramp	1.96	1.86	1.89	1.89	1.96	AM
25	108	56	659	104P05396	NYSDOT	0.066	WESTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes	No	No	1.89	1.75	1.95	0.00	1.95	PM
26	41	54	657	104+10829	NYSDOT	0.036	EASTBOUND	NY-290 MANLIUS CENTER RD	Minoa Rd	Erie Canal Trail	N MANLIUS ST	No	No	No	No	1.36	1.83	1.94	1.77	1.94	PM
27	44	55	658	104P10848	OCDOT	0.053	EASTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	1.61	1.68	1.94	1.48	1.94	PM
28	86	68	664	104N11409	OCDOT	0.021	SOUTHBOUND	CR-46 MORGAN RD	NY-31	Morgan Rd (approach)	RT-31	No	No	No	No	1.82	1.92	0.00	0.00	1.92	OP
29	25	6	47	104P09718	SYR	0.038	EASTBOUND	NY-5 ERIE BLVD	Erive Blvd Turn Lane Ramp	Teall Ave	TEALL AVE	No	Yes	Yes	No	1.73	1.78	1.91	0.00	1.91	PM
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	118	43	649	104N11458	SYR	0.020	SOUTHBOUND	HIAWATHA BLVD			RT-5/ERIE BLVD	No	No	No	No	0.00	1.89	1.91	0.00	1.91	PM
32	76	94	681	104P11367	OCDOT	0.025	EASTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	1.73	1.67	1.74	1.90	1.90	WE
33	84	51	655	104-11357	SYR	0.044	SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	0.00	1.85	1.90	0.00	1.90	PM
34	11	118	7	104N10995	NYSDOT	0.093	SOUTHBOUND	NY-635 THOMPSON RD	Start of Right TL to Erie Blvd	Headson Dr	ERIE BLVD	No	Yes	Yes	No	1.79	1.80	1.75	1.87	1.87	WE
35	81	160	24	104+11461	SYR	0.061	NORTHBOUND	HIAWATHA BLVD	N Salina St	End of Park Ave Turn Lane	PARK ST	Yes	Yes	Yes	No	1.60	1.53	1.75	1.87	1.87	WE
36	4	235	761	104N11397	NYSDOT	0.106	WESTBOUND	BEAR RD (930J)	I-481 Ramps	US-11 Brewerton Rd	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	1.50	1.83	1.60	1.86	1.86	WE
37	24	64	43	104P50256	SYR	0.071	WESTBOUND	HARRISON ST			ALMOND ST	No	Yes	Yes	No	1.86	1.78	1.67	0.00	1.86	AM
38	34	88	679	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	47	652	104P10942	SYR	0.009	NORTHBOUND	MIDLER AVE			ERIE BLVD	No	No	No	No	1.86	1.64	1.72	0.00	1.86	AM
40	48	35	644	104P10959	NYSDOT	0.045	NORTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	1.72	1.55	1.82	1.86	1.86	WE
41	46	104	8	104P10948	SYR	0.069	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	I-690	Yes	Yes	Yes	No	1.63	1.67	1.65	1.84	1.84	WE
42	66	91	98	104P11399	NYSDOT	0.164	EASTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	1.57	1.70	1.77	1.84	1.84	WE
43	67	161	722	104+50264	SYR	0.128	EASTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	Yes	No	1.70	1.78	1.84	0.00	1.84	PM
44	6	105	687	104P52551	OCDOT	0.030	NORTHBOUND	N BURDICK ST	N Burdick St (approach)	Manlius Center Rd		No	Yes	No	No	1.83	1.74	1.80	1.80	1.83	AM
45	13	83	675	104N10957	NYSDOT	0.023	SOUTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	0.00	1.83	1.83	1.83	1.83	OP
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	SYR	0.044	NORTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No	No	1.75	1.71	1.83	0.00	1.83	PM
48	28	119	30	104P11397	NYSDOT	0.100	EASTBOUND	BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	1.82	1.72	1.58	1.70	1.82	AM
49	57	13	81	104-09773	NYSDOT	2.712	EASTBOUND	NY-31			I-81	No	No	Yes	No	1.57	1.59	1.78	1.81	1.81	WE
50	136	62	662	104P11855	NYSDOT	0.213	EASTBOUND	I-690 EASTBOUND OFF RAMP	I-690 Eastbound	I-81 Southbound		Yes	Yes	Yes	High Speed Ramp	1.81	1.08	1.10	1.09	1.81	AM
51	177	25	637	104P50241	NYSDOT	0.021	EASTBOUND	WEST ST			S WEST ST	No	Yes	Yes	No	1.81	0.00	0.00	0.00	1.81	AM
52	12	107	12	104P11461	SYR	0.027	NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes	No	1.77	1.75	1.75	1.80	1.80	WE
53	55	206	748	104N50269	OCDOT	0.107	SOUTHBOUND	CR-136			RT-290/MANLIUS CENTER RD	No	No	No	No	1.60	1.70	1.68	1.80	1.80	WE
54	59	193	48	104P10874	OCDOT	0.070	NORTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	1.61	1.50	1.61	1.80	1.80	WE
55	74	124	699	104N10803	NYSDOT	0.051	WESTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	1.54	1.60	1.64	1.80	1.80	WE
56	75	125	700	104N10817	NYSDOT	0.051	WESTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	1.54	1.60	1.64	1.80	1.80	WE
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	147	152	718	104+11365	SYR	0.128	NORTHBOUND	GEDDES ST			NY-690	No	Yes	No	No	1.46	1.46	1.40	1.80	1.80	WE
59	36	162	723	104N10947	SYR	0.008	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	1.49	1.50	1.67	1.79	1.79	WE
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	116	120	57	104N10898	OCDOT	0.073	SOUTHBOUND	CR-57			I-90	Yes	Yes	Yes	No	1.57	1.64	1.69	1.79	1.79	WE
62	123	33	85	104P10898	OCDOT	0.073	NORTHBOUND	CR-57			I-90	Yes	Yes	Yes	No	1.78	1.52	1.58	1.61	1.78	AM
63	124	65	157	104N06949	SYR	0.021	WESTBOUND	NY-370 PARK ST	Harborside Dr	Rail Bridge	I-81	No	Yes	Yes	No	1.44	1.49	1.65	1.78	1.78	WE
64	51	69	665	104P10803	NYSDOT	0.051	EASTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	1.60	1.64	1.62	1.77	1.77	WE
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	101	71	667	104N11386	OCDOT	0.036	WESTBOUND	CR-51 VINE STREET	Henry Clay Blvd	End of Lane Merge	HENRY CLAY BLVD	Yes	Yes	No	No	1.72	1.77	1.74	1.73	1.77	OP
67	112	63	643	104P10875	OCDOT	0.019	NORTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes	No	1.43	1.40	1.54	1.77	1.77	WE
68	163	12	630	104P11388	OCDOT	0.067	NORTHBOUND	CR-208 SOUTH BAY RD	Start of Northbound Right TL	Col Eileen Collins Blvd	AIRPORT BLVD	Yes	Yes	No	No	1.56	1.50	1.52	1.77	1.77	WE
69	247	146	715	104+11459	SYR	0.212	NORTHBOUND	HIAWATHA BLVD			NY-690/STATE FAIR BLVD/SPENCER ST	No	No	No	No	1.67	1.61	1.62	1.77	1.77	WE
70	165	247	5	104-04107	NYSDOT	0.111	SOUTHBOUND	I-81	Harrison St	E Adams St	ADAMS ST/EXIT 18	Yes	Yes	Yes		1.76	1.60	1.69	1.44	1.76	AM
71	262	42	648	104N09762	SYR	0.023	SOUTHBOUND	NY-92			I-81	No	Yes	Yes	No	1.57	1.75	1.54	0.00	1.75	OP
72	56	108	689	104P10867	SYR	0.011	NORTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	0.00	1.57	1.74	0.00	1.74	PM
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	99	222	755	104P50253	SYR	0.066	EASTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	1.74	1.57	0.00	0.00	1.74	AM
75	1	112	1	104-50507	SYR	0.267	SOUTHBOUND	ALMOND ST	E Genesee St	E Adams St	I-81/E ADAMS ST	No	Yes	Yes	No	1.50	1.63	1.68	1.73	1.73	WE
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	72	126	38	104-51892	SYR	0.098	SOUTHBOUND	S SALINA ST			ERIE BLVD E	No	Yes	Yes	No	1.55	1.63	1.64	1.73	1.73	WE
78	49	85	677	104P10947	SYR	0.008	NORTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	1.62	1.72	1.72	0.00	1.72	OP
79	33	252	771	104P50259	SYR	0.069	WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	0.00	1.67	1.71	0.00	1.71	PM
80	61	130	703	104N05397	NYSDOT	0.099	EASTBOUND	NY-49			I-81	No	Yes	No	No	1.71	1.56	1.61	1.56	1.71	AM
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	351	78	104-50508	SYR	0.234	SOUTHBOUND	ALMOND ST	Erie Blvd	E Genesee St	NY-92/E GENESEE ST	No	Yes	Yes	No	1.71	1.33	1.37	0.00	1.71	AM
83	122	164	724	104N50253	SYR	0.066	WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	1.60	1.71	0.00	1.71	PM
84	27	72	86	104+50508	SYR	0.289	NORTHBOUND	ALMOND 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
85	96	97	683	104N11357	SYR	0.188	SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	1.63	1.61	1.62	1.70	1.70	WE
86	160	230	102	104N11460	SYR	0.101	SOUTHBOUND	HIAWATHA BLVD			I-81/N SALINA ST	No	No	No	No	1.43	1.48	1.62	1.70	1.70	WE
87	187	165	725	104P50242	NYSDOT	0.050	EASTBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	1.58	1.70	0.00	0.00	1.70	OP
88	188	61	42	104+10996	NYSDOT	0.015	NORTHBOUND	NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	I-690	No	Yes	Yes	No	1.70	1.68	1.63	1.70	1.70	AM
89	242	114	693	104P10819	SYR	0.012	EASTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes	Yes	No	1.62	1.70	1.69	0.00	1.70	OP
90	102	92	44	104+09922	SYR	0.413	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	Yes	No	1.60	1.54	1.61	1.69	1.69	WE
91	173	197	745	104N10943	SYR	0.160	SOUTHBOUND	RT-598			I-690	No	No	No	No	1.62	1.50	1.58	1.69	1.69	WE
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	233	90	680	104P51888	SYR	0.070	NORTHBOUND	S SALINA ST			E RAYNOR AVE	No	Yes	Yes	No	1.69	1.50	0.00	0.00	1.69	AM
94	535	128	701	104N10826	NYSDOT	0.061	WESTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No	Yes	No	No	1.38	1.69	0.00	0.00	1.69	OP
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	20	191	741	104N11461	SYR	0.027	SOUTHBOUND	HIAWATHA BLVD			PARK ST	Yes	Yes	Yes	No	1.65	1.67	1.54	0.00	1.67	OP
97	30	167	727	104P15285	NYSDOT	0.352	NORTHBOUND	I-481 NORTHBOUND OFF RAMP (3E)	I-481 Northbound	NY-5/NY-92 Eastbound	EXIT 3E	Yes	Yes	Yes	Low Speed Ramp	1.34	1.44	1.67	1.32	1.67	PM
98	43	207	53	104+51893	SYR	0.098	NORTHBOUND	S SALINA ST			E WILLOW ST	No	Yes	Yes	No	1.56	1.43	1.67	0.00	1.67	PM
99	68	198	23	104+11379	OCDOT	0.093	EASTBOUND	CR-19			S BAY RD	No	Yes	Yes	No	1.56	1.59	1.67	1.60	1.67	PM
100	90	236	762	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	93	199	52	104+09921	SYR	0.126	NORTHBOUND	US-11			NY-290	No	Yes	No	No	1.63	1.63	1.67	0.00	1.67	PM
102	110	205	747	104-50253	SYR	0.079	WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	1.67	1.52	0.00	1.67	OP
103	128	57	40	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	162	115	694	104P10847	NYSDOT	0.152	EASTBOUND	NY-298			KINNE ST	Yes	Yes	No	No	1.50	1.53	1.67	1.65	1.67	PM
105	205	168	223	104P10844	NYSDOT	0.062	EASTBOUND	NY-298			NEW COURT AVE	Yes	Yes	No	No	1.51	1.58	1.67	0.00	1.67	PM
106	208	30	640	104-10805	NYSDOT	1.178	WESTBOUND	NY-173			E BRIGHTON AVE	No	Yes	No	No	1.49	1.53	1.61	1.67	1.67	WE
107	317	73	668	104P10957	NYSDOT	0.023	NORTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	0.00	1.67	1.53	1.33	1.67	OP
108	384	310	802	104-09920	SYR	0.126	SOUTHBOUND	US-11			NY-5	No	Yes	No	No	1.67	1.44	0.00	0.00	1.67	AM
109	19	66	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	1.66	1.60	1.52	0.00	1.66	AM
110	125	201	55	104P09719	NYSDOT	0.092	EASTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	1.49	1.50	1.53	1.66	1.66	WE
111	215	169	64	104+10948	SYR	0.219	NORTHBOUND	TEALL AVE			I-690	No	Yes	Yes	No	1.66	1.56	1.62	1.53	1.66	AM
112	227	41	131	104+09774	NYSDOT	2.712	WESTBOUND	NY-31			CR-49	No	No	Yes	No	1.41	1.59	1.52	1.66	1.66	WE
113	393	256	774	104+50242	NYSDOT	0.093	EASTBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	1.53	1.66	0.00	0.00	1.66	OP
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	36	104+50257	SYR	0.074	WESTBOUND	HARRISON ST			S TOWNSEND ST	No	Yes	Yes	No	1.50	1.53	1.52	1.64	1.64	WE
116	71	373	831	104-11442	SYR	0.104	SOUTHBOUND	BRIGHTON AVE			I-81	No	Yes	Yes	No	1.47	1.64	1.55	0.00	1.64	OP
117	135	295	798	104+51894	SYR	0.172	NORTHBOUND	S SALINA ST			I-81	No	Yes	No	No	1.46	1.36	1.39	1.64	1.64	WE

118	137	192	742	104P11441	SYR	0.065	NORTHBOUND	BRIGHTON AVE			I-481	Yes	Yes	Yes	No	1.60	1.64	0.00	0.00	1.64	OP
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	104N10902	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	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	CR-45			I-81	No	Yes	No	No	1.51	1.48	1.54	1.62	1.62	WE
123	203	113	219	104N09983	NYSDOT	0.021	SOUTHBOUND	NY-690	NY-48/Hencle Blvd	NY-690 Southbound	NY-48	Yes	No	Yes	Yes	1.50	1.54	1.62	1.61	1.62	PM
124	213	38	645	104P52550	OCDOT	0.027	NORTHBOUND					No	Yes	No	No	1.45	1.62	1.59	1.37	1.62	OP
125	22	86	97	104P09716	SYR	0.088	EASTBOUND	NY-5 W MAIN ST	N Townsend St	N McBride St	N TOWNSEND	No	No	Yes	No	1.58	1.56	1.61	0.00	1.61	PM
126	45	87	678	104P50507	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	1.41	1.61	PM
127	65	220	32	104-10947	SYR	0.219	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	1.54	1.54	1.61	1.59	1.61	PM
128	132	153	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 Ramp	1.60	1.61	1.54	1.57	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	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	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	104N10887	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	104N11451	OCDOT	0.146	SOUTHBOUND	CR-7			I-481	No	No	No	No	1.53	1.46	1.42	1.60	1.60	WE
135	158	244	767	104-11450	OCDOT	0.054	SOUTHBOUND	CR-7			WOODCHUCK HILL RD	No	No	No	No	1.47	1.42	1.60	1.51	1.60	PM
136	184	102	685	104N10801	NYSDOT	0.201	WESTBOUND	NY-173			FAY RD	No	Yes	No	No	1.52	1.41	1.46	1.60	1.60	WE
137	222	507	11	104N04108	NYSDOT	0.267	SOUTHBOUND	I-81	I-690 Westbound On Ramp	Harrison St	HARRISON ST/EXIT 18	Yes	Yes	Yes	Yes	1.60	1.35	1.44	1.21	1.60	AM
138	80	215	752	104-10942	SYR	0.165	SOUTHBOUND	RT-598			ERIE BLVD	No	No	No	No	1.45	1.50	1.47	1.59	1.59	WE
139	88	264	779	104P11002	OCDOT	0.067	NORTHBOUND	CR-209			NY-5	No	Yes	No	No	1.39	1.53	1.59	1.56	1.59	PM
140	140	202	62	104+50259	SYR	0.169	WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	1.58	1.54	1.59	1.59	1.59	PM
141	235	209	749	104N11459	SYR	0.157	SOUTHBOUND	HIAWATHA BLVD			NY-690/STATE FAIR BLVD/SPENCER ST	No	No	No	No	1.56	1.53	1.58	1.59	1.59	WE
142	344	44	95	104+06870	NYSDOT	2.391	EASTBOUND	NY-370			CR-137/CR-48	No	No	Yes	No	1.43	1.59	1.55	1.58	1.59	OP
143	89	100	28	104-11378	OCDOT	0.093	WESTBOUND	CR-19			S MAIN ST	Yes	Yes	Yes	No	1.58	1.54	1.54	1.56	1.58	AM
144	98	223	50	104-09921	SYR	0.413	SOUTHBOUND	US-11			NY-290	No	Yes	Yes	No	1.53	1.44	1.50	1.58	1.58	WE
145	109	296	84	104-09715	SYR	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	0.00	1.58	AM
146	139	254	772	104N11365	SYR	0.051	SOUTHBOUND	GEDDES ST			NY-690	No	Yes	No	No	1.47	1.51	1.58	1.47	1.58	PM
147	148	121	91	104N10896	OCDOT	0.044	SOUTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes	Yes	No	1.44	1.52	1.54	1.58	1.58	WE
148	286	203	105	104+09916	SYR	0.651	NORTHBOUND	US-11			E COLVIN ST	No	Yes	Yes	No	1.40	1.40	1.46	1.58	1.58	WE
149	304	224	756	104N51895	SYR	0.020	SOUTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	1.58	1.56	0.00	0.00	1.58	AM
150	338	248	769	104P50244	SYR	0.020	EASTBOUND	ADAMS ST			W ONONDAGA ST	No	Yes	Yes	No	1.53	1.58	0.00	0.00	1.58	OP
151	23	183	2	104N09773	NYSDOT	0.069	EASTBOUND	NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	I-81	No	Yes	Yes	No	1.56	1.55	1.55	1.57	1.57	WE
152	42	225	9	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	1.50	1.56	1.46	1.57	1.57	WE
153	106	226	757	104-12293	OCDOT	0.291	WESTBOUND	NY-173			MILTON AVE	No	Yes	No	No	1.43	1.50	1.57	1.37	1.57	PM
154	117	284	793	104N10959	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	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	38	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	SYR	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	1.56	PM
159	92	127	37	104-09714	SYR	0.479	WESTBOUND	NY-5			I-690	No	Yes	Yes	No	1.48	1.49	1.54	1.56	1.56	WE
160	103	211	93	104+50245	NYSDOT	0.145	EASTBOUND	ADAMS ST			S SALINA ST	No	Yes	Yes	No	1.43	1.40	1.56	0.00	1.56	PM
161	152	182	737	104N50507	NYSDOT	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	1.48	1.56	1.46	1.56	PM
162	154	31	641	104+11388	OCDOT	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	1.45	1.56	1.56	WE
163	168	231	60	104N09719	NYSDOT	0.090	WESTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	1.56	1.50	1.47	1.54	1.56	AM
164	182	156	79	104+09713	SYR	0.604	EASTBOUND	NY-5			N GEDDES ST	No	No	Yes	No	1.56	1.46	1.50	1.54	1.56	AM
165	192	171	729	104+10870	OCDOT	1.576	NORTHBOUND	CR-1			FYLER RD	No	No	No	No	1.56	1.41	1.31	0.00	1.56	AM
166	217	266	781	104+51880	SYR	0.442	NORTHBOUND	COMSTOCK AVE			E ADAMS ST	No	Yes	No	No	1.45	1.50	1.56	1.44	1.56	PM
167	226	381	96	104-51890	SYR	0.114	SOUTHBOUND	S SALINA ST			E ADAMS ST	No	Yes	Yes	No	1.50	1.44	1.56	0.00	1.56	PM
168	229	172	730	104-11358	SYR	0.296	SOUTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No	No	1.52	1.56	1.51	1.45	1.56	OP
169	240	142	712	104+10959	NYSDOT	0.098	NORTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	1.56	1.44	1.43	1.40	1.56	AM
170	111	232	759	104+10943	SYR	0.165	NORTHBOUND	RT-598			I-690	No	No	No	No	1.47	1.49	1.51	1.55	1.55	WE
171	127	360	826	104-11364	SYR	0.128	SOUTHBOUND	GEDDES ST			W GENESEE ST	No	Yes	No	No	1.44	1.47	1.55	1.48	1.55	PM
172	129	131	704	104+11401	LOCAL	0.270	EASTBOUND	CIRCLE DR E			S BAY RD	No	No	No	No	1.55	1.44	1.44	1.40	1.55	AM
173	131	267	782	104P11365	SYR	0.051	NORTHBOUND	GEDDES ST			NY-690	Yes	Yes	No	No	1.47	1.42	1.45	1.55	1.55	WE
174	238	58	257	104+05957	NYSDOT	1.565	EASTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	1.36	1.55	1.44	1.49	1.55	OP
175	35	89	58	104P11380	OCDOT	0.207	EASTBOUND	CR-19			I-81	Yes	Yes	Yes	No	1.44	1.54	1.54	1.37	1.54	OP
176	79	185	166	104+09781	NYSDOT	1.829	WESTBOUND	NY-31			NY-31 (1)	No	No	Yes	No	1.34	1.50	1.54	1.41	1.54	PM
177	181	132	705	104-10824	NYSDOT	0.819	WESTBOUND	NY-290			THOMPSON RD	No	Yes	No	No	1.54	1.49	1.44	1.44	1.54	AM
178	50	249	3	104P09773	NYSDOT	0.069	WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	I-81	No	Yes	Yes	No	1.53	1.42	1.53	1.50	1.53	AM
179	85	173	731	104+11348	SYR	0.284	EASTBOUND	COLVIN ST			I-81	No	Yes	No	No	1.46	1.53	1.50	1.40	1.53	OP
180	142	312	39	104-05957	NYSDOT	0.304	WESTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	1.29	1.42	1.53	1.36	1.53	PM
181	166	186	738	104+12293	OCDOT	0.502	EASTBOUND	NY-173			MILTON AVE	No	No	No	No	1.34	1.51	1.53	1.49	1.53	PM
182	193	174	74	104+10899	OCDOT	1.190	NORTHBOUND	CR-57			JOHN GLENN BLVD	Yes	Yes	Yes	No	1.41	1.39	1.38	1.53	1.53	WE
183	253	313	803	104N10876	OCDOT	0.120	SOUTHBOUND	CR-48			CR-137/OLD LIVERPOOL RD/PARK ST	No	Yes	No	No	1.45	1.53	1.53	1.47	1.53	OP
184	91	306	16	104-10896	NYSDOT	0.220	SOUTHBOUND	RT-370			1ST ST/S WILLOW ST	No	Yes	Yes	No	1.30	1.39	1.43	1.52	1.52	WE
185	113	154	51	104-10995	NYSDOT	0.024	SOUTHBOUND	NY-635 THOMPSON RD	I-690 Eastbound Off Ramp	Start of Right TL to Erie Blvd	ERIE BLVD	No	Yes	Yes	No	1.35	1.48	1.52	1.41	1.52	PM
186	134	409	849	104P10801	NYSDOT	0.201	EASTBOUND	NY-173			FAY RD	No	Yes	No	No	1.34	1.41	1.52	1.47	1.52	PM
187	144	340	14	104+51892	SYR	0.454	NORTHBOUND	S SALINA ST	Harrison St	Erie Blvd East	ERIE BLVD E	No	Yes	Yes	No	1.34	1.35	1.39	1.52	1.52	WE
188	174	175	118	104+11400	LOCAL	0.248	EASTBOUND	CIRCLE DR E			S HOGAN DR	No	No	Yes	No	1.37	1.52	1.47	1.48	1.52	OP
189	180	258	776	104P05397	NYSDOT	0.099	WESTBOUND	NY-49			I-81	No	Yes	No	No	1.49	1.46	1.52	1.52	1.52	PM
190	183	314	109	104N10874	OCDOT	0.091	SOUTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	1.50	1.47	1.52	1.49	1.52	PM
191	62	210	4	104+50248	SYR	0.153	EASTBOUND	ADAMS ST	Almond St	S Townsend St	I-81	No	Yes	Yes	No	1.35	1.35	1.51	1.46	1.51	PM
192	73	255	773	104+10800	OCDOT	0.291	EASTBOUND	NY-173			CR-98/W GENESEE ST	No	Yes	No	No	1.38	1.44	1.51	1.46	1.51	PM
193	119	282	792	104+10894	OCDOT	0.192	NORTHBOUND	CR-45			BUCKLEY RD	No	Yes	No	No	1.41	1.37	1.45	1.51	1.51	WE
194	171	176	163	104+09718	SYR	0.437	EASTBOUND	NY-5 ERIE BLVD	Lodi St	Erive Blvd TL Ramp	TEALL AVE	No	Yes	Yes	No	1.51	1.44	1.38	1.35	1.51	AM
195	243	278	791	104N10847	NYSDOT	0.152	WESTBOUND	NY-298			KINNE ST	Yes	Yes	No	No	1.31	1.37	1.51	1.45	1.51	PM
196	94	315	108	104-06949	SYR	0.399	WESTBOUND	NY-370			I-81	No	Yes	Yes	No	1.44	1.42	1.48	1.50	1.50	WE
197	115	365	829	104P10943	SYR	0.160	NORTHBOUND	RT-598			I-690	No	No	No	No	1.45	1.44	1.42	1.50	1.50	WE
198	130	237	763	104-11347	SYR	0.284	WESTBOUND	COLVIN ST			S SALINA ST	No	Yes	No	No	1.49	1.50	1.47	0.00	1.50	OP
199	159	221	77	104-09712	SYR	0.604	WESTBOUND	NY-5			ERIE BLVD	No	No	Yes	No	1.47	1.50	1.47	1.38	1.50	OP
200	169	410	850	104P50254	SYR	0.070	EASTBOUND	W ONONDAGA ST			S SALINA ST	No	Yes	Yes	No	1.50	1.33	0.00	0.00	1.50	AM
201	219	136	708	104P51878	SYR	0.043	NORTHBOUND	COMSTOCK AVE	E Colvin St	Manley Field House	E COLVIN ST	No	Yes	No	No	1.47	1.50	0.00	0.00	1.50	OP
202	228	285	146	104N10840	SYR	0.246	WESTBOUND	NY-298			I-81/GENANT DR	Yes	No	Yes	No	1.40	1.46	1.46	1.50	1.50	WE
203	285	346	82	104+10811	NYSDOT	0.128	EASTBOUND	NY-173			NY-92/WASHINGTON ST	No	Yes	Yes	No	1.50	1.41	1.34	1.43	1.50	AM
204	299	212	750	104+10826	NYSDOT	0.600	EASTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No	Yes	No	No	1.50	1.43	1.28	1.24	1.50	AM
205	340	316	804	104P10842	SYR	0.030	EASTBOUND	NY-298 COURT ST	Grant Blvd	Brace St	GRANT BLVD	No	No	No	No	1.35	1.35	1.50	0.00	1.50	PM
206	359	390	838	104-10819	SYR	0.091	WESTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes	Yes	No	1.46	1.40	1.50	0.00	1.50	PM
207	385	374	832	104-51888	SYR	0.107	SOUTHBOUND	S SALINA ST			E RAYNOR AVE	No	Yes	Yes	No	1.34	1.37	1.50	0.00	1.50	PM
208	415	341	814	104N50263	SYR	0.133	WESTBOUND	ERIE BLVD W			WEST ST	No	Yes	Yes	No	0.00	1.50	1.48	0.00	1.50	OP

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

APPENDIX D

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

Ranking by Performance Measure (CMP Network Only)				Road Segment Identification								Network Identification				Excludes data with <10% TMC bins reporting						
TTTR Rank	TTI Rank	LOTTR Rank	TED Rank	TMC	Owner	Miles	Direction	Road Name	From	To	Cross Street	Freight	Transit	NHS	Highway / Limited Access	TTTR AM	TTTR OP	TTTR PM	TTTR ON	TTTR WE	Max TTTR	Max TTTR Period
1	9	2	625	104P11409	OCDOT	0.021	NORTHBOUND	CR-46 MORGAN RD	Morgan Rd (approach)	NY-31	RT-31	No	No	No	No	5.95	5.50	4.95	4.25	4.50	5.95	AM
2	38	23	89	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	WE
3	32	4	626	104N10832	OCDOT	0.021	WESTBOUND	CR-53 KIRKVILLE RD	Greentree Dr	Kinne St	CR-86/CR-53A/KINNE ST	No	Yes	No	No	3.22	3.40	4.21	5.34	0.00	5.34	ON
4	15	3	6	104P10952	OCDOT	0.030	NORTHBOUND	CR-45 HENRY CLAY BLVD	Executive Dr	Vine St	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	3.67	3.97	4.40	5.25	4.50	5.25	ON
5	54	9	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	ON
6	25	29	47	104P09718	SYR	0.038	EASTBOUND	NY-5 ERIE BLVD	Erive Blvd Turn Lane Ramp	Teall Ave	TEALL AVE	No	Yes	Yes	No	3.17	3.29	3.75	5.25	0.00	5.25	ON
7	976	978	628	104P10906	OCDOT	0.022	EASTBOUND	CR-81 JOHN GLENN BLVD	Start of Left Turn Lane	Buckley Rd	BUCKLEY RD/BLUEBERRY RD	Yes	No	Yes	No	0.00	0.00	0.00	5.16	0.00	5.16	ON
8	100	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	ON
9	17	8	76	104P06949	SYR	0.021	EASTBOUND	NY-370 PARK ST	Rail Bridge	Harborside Dr	I-81	Yes	Yes	Yes	No	3.62	3.16	4.00	5.01	4.05	5.01	ON
10	121	14	49	104N10951	OCDOT	0.042	SOUTHBOUND	CR-45 HENRY CLAY BLVD	Start of Left Turn Lane	Hopkins Road	CR-148/HOPKINS RD	Yes	Yes	Yes	No	2.21	2.73	3.24	3.08	5.00	5.00	WE
11	758	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	OP
12	163	68	630	104P11388	OCDOT	0.067	NORTHBOUND	CR-208 SOUTH BAY RD	Start of Northbound Right TL	Col Eileen Collins Blvd	AIRPORT BLVD	Yes	Yes	No	No	2.55	2.58	2.44	4.86	3.00	4.86	ON
13	57	49	81	104-09773	NYSDOT	2.712	EASTBOUND	NY-31			I-81	No	No	Yes	No	4.84	4.07	4.61	3.00	4.54	4.84	AM
14	977	979	631	104N50244	SYR	0.020	WESTBOUND	ADAMS ST			W ONONDAGA ST	No	Yes	Yes	No	0.00	0.00	0.00	4.80	0.00	4.80	ON
15	978	980	632	104P10950	OCDOT	0.020	NORTHBOUND	CR-228			RT-298/COURT ST	No	Yes	Yes	No	0.00	0.00	0.00	4.75	0.00	4.75	ON
16	164	214	633	104+10807	NYSDOT	1.994	EASTBOUND	NY-173			JAMESVILLE RD	No	No	No	No	4.52	3.60	3.19	2.38	4.33	4.52	AM
17	60	13	103	104-11397	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	2.48	3.50	4.50	OP
18	979	21	634	104P50509	SYR	0.015	NORTHBOUND	ALMOND ST			NY-5/ERIE BLVD E	No	Yes	Yes	No	0.00	4.50	0.00	4.14	0.00	4.50	OP
19	3	1	15	104N10873	OCDOT	0.048	SOUTHBOUND	CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	OLD LIVERPOOL RD	No	Yes	Yes	No	3.50	4.42	3.50	2.60	3.50	4.42	OP
20	78	5	20	104P10995	NYSDOT	0.082	NORTHBOUND	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	4.00	4.40	4.40	WE
21	18	6	635	104P11386	OCDOT	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	4.25	4.25	4.40	AM
22	31	15	18	104N09720	NYSDOT	0.079	WESTBOUND	NY-5			NY-635	No	Yes	Yes	No	3.50	3.14	3.20	4.40	3.41	4.40	ON
23	64	19	27	104N09718	NYSDOT	0.037	WESTBOUND	NY-5			TEALL AVE	No	Yes	Yes	No	3.29	2.80	3.50	4.40	3.75	4.40	ON
24	244	222	636	104-10806	NYSDOT	1.994	WESTBOUND	NY-173			BARKER HILL RD	No	No	No	No	3.12	3.70	4.32	3.45	3.73	4.32	PM
25	177	51	637	104P50241	NYSDOT	0.021	EASTBOUND	WEST ST			S WEST ST	No	Yes	Yes	No	3.14	0.00	0.00	4.25	0.00	4.25	ON
26	980	981	638	104P07955	SYR	0.013	WESTBOUND	NY-80			RT-175/SOUTH AVE/GLENWOOD AVE	No	Yes	No	No	0.00	0.00	0.00	4.25	0.00	4.25	ON
27	26	22	34	104-07616	NYSDOT	0.587	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	2.65	3.00	3.44	4.23	4.14	4.23	ON
28	221	288	639	104+50262	SYR	0.648	EASTBOUND	ERIE BLVD W			GEDDES ST	No	No	Yes	No	3.57	2.30	2.42	4.17	0.00	4.17	ON
29	5	11	28	104P10902	OCDOT	0.043	NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes	Yes	No	4.00	4.15	3.49	3.75	3.50	4.15	OP
30	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	WE
31	154	162	641	104+11388	OCDOT	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	3.00	2.44	3.05	4.10	3.87	4.10	ON
32	16	24	642	104P09782	NYSDOT	0.163	SOUTHBOUND	NY-690 SOUTHBOUND OFF RAMP	NY-690 Southbound	NY-31/Downer St	NY-690	Yes	No	Yes	Low Speed Ramp	4.08	3.73	3.56	2.65	3.36	4.08	AM
33	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	AM
34	211	12	643	104N05396	NYSDOT	0.066	EASTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes	No	No	4.00	4.00	0.00	3.25	0.00	4.00	AM
35	48	40	644	104P10959	NYSDOT	0.045	NORTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	3.14	2.85	3.43	4.00	3.17	4.00	ON
36	97	73	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	2.70	2.96	3.57	2.94	4.00	4.00	WE
37	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	AM
38	213	124	645	104P52550	OCDOT	0.027	NORTHBOUND					No	Yes	No	No	3.14	3.67	3.54	4.00	3.14	4.00	ON
39	981	982	646	104N50254	SYR	0.070	WESTBOUND	W ONONDAGA ST			S SALINA ST	No	Yes	Yes	No	0.00	0.00	0.00	4.00	0.00	4.00	ON
40	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	4.00	0.00	4.00	ON
41	227	112	131	104+09774	NYSDOT	2.712	WESTBOUND	NY-31			CR-49	No	No	Yes	No	2.85	3.86	3.82	2.58	3.89	3.89	WE
42	262	71	648	104N09762	SYR	0.023	SOUTHBOUND	NY-92			I-81	No	Yes	Yes	No	3.14	3.50	3.84	3.66	0.00	3.84	PM
43	118	31	649	104N11458	SYR	0.020	SOUTHBOUND	HIAWATHA BLVD			RT-5/ERIE BLVD	No	No	No	No	0.00	3.40	3.20	3.83	0.00	3.83	ON
44	344	142	95	104+06870	NYSDOT	2.391	EASTBOUND	NY-370			CR-137/CR-48	No	No	Yes	No	2.72	3.36	3.83	3.17	3.70	3.83	PM
45	983	984	650	104N07955	SYR	0.013	EASTBOUND	NY-80			RT-175/SOUTH AVE/GLENWOOD AVE	No	Yes	No	No	0.00	0.00	0.00	3.80	0.00	3.80	ON
46	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	WE
47	40	39	652	104P10942	SYR	0.009	NORTHBOUND	MIDLER AVE			ERIE BLVD	No	No	No	No	3.50	2.88	3.00	3.75	0.00	3.75	ON
48	87	57	653	104P51895	SYR	0.020	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	0.00	2.71	3.75	3.50	0.00	3.75	PM
49	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	3.75	0.00	3.75	ON
50	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	3.33	3.74	3.74	WE
51	84	33	655	104-11357	SYR	0.044	SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	0.00	3.53	2.80	3.72	0.00	3.72	ON
52	985	986	656	104P11454	NYSDOT	0.020	NORTHBOUND	CR-7			RT-92/GENESEE ST	No	Yes	No	No	0.00	0.00	0.00	3.72	0.00	3.72	ON
53	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	AM
54	41	26	657	104+10829	NYSDOT	0.036	EASTBOUND	NY-290 MANLIUS CENTER RD	Minoa Rd	Erie Canal Trail	N MANLIUS ST	No	No	No	No	2.34	3.33	3.68	2.13	3.00	3.68	PM
55	44	27	658	104P10848	OCDOT	0.053	EASTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	3.15	3.30	3.68	2.29	2.85	3.68	PM
56	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	3.00	0.00	3.67	AM
57	128	103	40	104N11399	NYSDOT	0.164	WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	3.67	2.83	2.59	3.00	2.59	3.67	AM
58	238	174	257	104+05957	NYSDOT	1.565	EASTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	2.75	3.49	3.67	2.91	3.25	3.67	PM
59	342	330	660	104-51898	SYR	0.515	WESTBOUND	GRANT BLVD			DANFORTH ST	No	Yes	No	No	0.00	2.86	3.37	3.67	0.00	3.67	ON
60	176	92	661	104P09762	SYR	0.020	NORTHBOUND	NY-92			I-81	No	Yes	Yes	No	3.14	3.00	2.86	3.66	3.29	3.66	ON
61	188	88	42	104+10996	NYSDOT	0.015	NORTHBOUND	NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	I-690	No	Yes	Yes	No	3.22	3.41	3.60	3.01	3.65	3.65	WE
62	136	50	662	104P11855	NYSDOT	0.213	EASTBOUND	I-690 EASTBOUND OFF RAMP	I-690 Eastbound	I-81 Southbound		Yes	Yes	Yes	High Speed Ramp	3.64	1.28	1.33	1.24	1.23	3.64	AM
63	112	67	63	104P10875	OCDOT	0.019	NORTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes	No	2.32	2.24	2.84	2.93	3.63	3.63	WE
64	24	37	43	104P50256	SYR	0.071	WESTBOUND	HARRISON ST			ALMOND ST	No	Yes	Yes	No	3.25	3.20	3.00	3.60	0.00	3.60	ON
65	124	63	157	104N06949	SYR	0.021	WESTBOUND	NY-370 PARK ST	Harborside Dr	Rail Bridge	I-81	No	Yes	Yes	No	2.37	2.67	3.12	2.82	3.60	3.60	WE
66	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	3.60	0.00	3.60	ON
67	986	987	663	104P09771	NYSDOT	0.014	WESTBOUND	RT-31			RT-298	No	No	No	No	0.00	0.00	0.00	3.60	0.00	3.60	ON
68	86	28	664	104N11409	OCDOT	0.021	SOUTHBOUND	CR-46 MORGAN RD	NY-31	Morgan Rd (approach)	RT-31	No	No	No	No	3.43	3.57	0.00	2.50	0.00	3.57	OP
69	51	64	665	104P10803	NYSDOT	0.051	EASTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	2.72	2.77	2.95	3.57	3.30	3.57	ON
70	52	65	666	104P10817	NYSDOT	0.051	EASTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	2.72	2.77	2.95	3.57	3.30	3.57	ON
71	101	66	667	104N11386	OCDOT	0.036	WESTBOUND	CR-51 VINE STREET	Henry Clay Blvd	End of Lane Merge	HENRY CLAY BLVD	Yes	Yes	No	No	3.25	3.54	3.57	3.50	3.37	3.57	PM
72	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	3.57	3.00	3.57	ON
73	317	107	668	104P10957	NYSDOT	0.023	NORTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	0.00	3.57	2.89	3.00	2.89	3.57	OP
74	804	810	140	104-04149	NYSDOT	0.543	EASTBOUND	I-690	Teall Ave On Ramp Eastbound	Midler Ave Off Ramp	MIDLER AVE/EXIT 15	Yes	Yes	Yes	Yes	1.14	3.56	1.21	1.23	1.23	3.56	OP
75	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	ON
76	2	7	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	3.54	3.00	2.71	0.00	3.54	OP
77	988	989	671	104P10910	OCDOT	0.014	NORTHBOUND	CR-159			RT-48/MAPLE RD	No	Yes	No	No	0.00	0.00	0.00	3.52	0.00	3.52	ON
78	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	AM
79	989	990	673	104N07616	NYSDOT	0.016	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	No	No	0.00	0.00	0.00	3.51	0.00	3.51	ON
80	7	10	674	104N51878	SYR	0.043	SOUTHBOUND	COMSTOCK AVE	Manley Field House	E Colvin St	E COLVIN ST	No	Yes	No	No	0.00	3.50	3.00	3.00	0.00	3.50	OP
81	14	17	17	104N10948	SYR	0.069	SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	I-690	No	Yes	Yes	No	3.50	3.00	3.00	3.20	3.25	3.50	AM
82	53	30	90	104+50509	SYR	0.218	NORTHBOUND	ALMOND ST	E Genesee St	Erie Blvd	NY-5/ERIE BLVD E	No	Yes	Yes	No	2.67	2.50	2.06	3.43	3.50	3.50	WE
83	13	45	675	104N10957	NYSDOT	0.023	SOUTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	0.00	2.81	2.75	3.50	2.75	3.50	ON
84	47	76	676	104N10867	SYR	0.011	SOUTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	2.75	2.50	2.66	3.50	3.00	3.50	ON
85	49	78	677	104P10947	SYR	0.008	NORTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	3.50	3.00	3.00	3.50	0.00	3.50	AM
86	22	125	97	104P09716	SYR	0.088	EASTBOUND	NY-5 W MAIN ST	N Townsend St	N McBride St	N TOWNSEND	No	No	Yes	No	2.71	3.00	2.81	3.50	0.00	3.50	ON
87	45	126	678	104P50507	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	2.61	2.90	3.50	2.51	2.44	3.50	PM
88	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	AM
89	35	175	59	104P11380	OCDOT	0.207	EASTBOUND	CR-19			I-81	Yes	Yes	Yes	No	2.40	3.14	3.48	2.00	1.96	3.48	PM
90	233	93	680	104P51888	SYR	0.070	NORTHBOUND	S SALINA ST			E RAYNOR AVE	No	Yes	Yes	No	3.14	2.33	0.00	3.43	0.00	3.43	ON
91	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	WE
92	102	90	44	104+09922	SYR	0.413	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	Yes	No	3.17	2.80	2.95	3.40	2.90	3.40	ON
93	218	131	100	104-10897	OCDOT	0.792	SOUTHBOUND	CR-57			VINE ST	No	Yes	Yes	No	2.43	2.60	3.35	2.03	2.38	3.35	PM
94	76	32	681	104P11367	OCDOT	0.025	EASTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	Yes	No	2.86	3.07	3.32	3.00	3.31	3.32	PM
95	37	46	682	104P10865	SYR	0.011	NORTHBOUND	SEELEY RD			ERIE BLVD	No	No	No	No	3.25	2.75	2.75	3.31	0.00	3.31	ON
96	232	212	104	104-10873	OCDOT	0.647	SOUTHBOUND	CR-148			OLD LIVERPOOL RD	No	Yes	Yes	No	3.13	3.17	3.14	3.30	3.23	3.30	ON
97	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	WE
98	264	246	258	104-50262	SYR	0.543	WESTBOUND	ERIE BLVD W			GEDDES ST	No	Yes	Yes	No	3.29	3.00	2.41	1.94	2.43	3.29	AM
99	212	275	179	104-11380	OCDOT	2.218	WESTBOUND	CR-19			I-81	Yes	Yes	Yes	No	2.26	2.64	3.29	1.65	2.08	3.29	PM
100	89	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	ON
101	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	WE
102	184	136	685	104N10801	NYSDOT	0.201	WESTBOUND	NY-173			FAY RD	No	Yes	No	No	2.56	2.53	2.80	3.00	3.26	3.26	WE
103	10	16	686	104N52550	OCDOT	0.027	SOUTHBOUND	N BURDICK ST	Commercial Driveway	NY-5 Genesee St		No	Yes	No	No	3.00	2.50	2.25	3.25	2.62	3.25	ON
104	46	41	8	104P10948	SYR	0.069	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	I-690	Yes	Yes	Yes	No	2.80	2.70	3.25	3.07	2.60	3.25	PM
105	6	44	687	104P52551	OCDOT	0.030	NORTHBOUND	N BURDICK ST	N Burdick St (approach)	Manlius Center Rd		No	Yes	No	No	3.25	2.75	2.25	2.44	2.25	3.25	AM
106	105	47	688	104+11358	SYR	0.044	NORTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No	No	3.00	3.00	3.25	2.97	0.00	3.25	PM
107	12	52	12	104P11461	SYR	0.027	NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes	No	3.25	3.25	2.50	2.75	2.29	3.25	AM
108	56	72	689	104P10867	SYR	0.011	NORTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	0.00	2.75	2.75	3.25	0.00	3.25	ON
109	461	475	690	104-09912	NYSDOT	1.168	SOUTHBOUND	US-11			I-81 (NEDROW)	No	Yes	No	No	3.25	2.95	2.79	1.86	2.05	3.25	AM
110	990	991	691	104-51880	SYR	0.173	SOUTHBOUND	COMSTOCK AVE			E ADAMS ST	No	No	No	No	0.00	0.00	0.00	3.25	0.00	3.25	ON
111	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	ON
112	1	75	1	104-50507	SYR	0.267	SOUTHBOUND	ALMOND ST	E Genesee St	E Adams St	I-81/E ADAMS ST	No	Yes	Yes	No	2.50	2.61	2.62	3.24	2.86	3.24	ON
113	203	123	219	104N09983	NYSDOT	0.021	SOUTHBOUND	NY-690	NY-48/Hencle Blvd	NY-690 Southbound	NY-48	Yes	No	Yes	Yes	2.47	2.85	3.24	2.49	3.07	3.24	PM
114	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	ON
115	162	104	694	104P10847	NYSDOT	0.152	EASTBOUND	NY-298			KINNE ST	Yes	Yes	No	No	2.58	2.50	2.82	2.71	3.21	3.21	WE
116	350	235	695	104-50261	SYR	0.648	WESTBOUND	ERIE BLVD W			NY-5/W GENESEE ST	No	No	Yes	No	0.00	2.15	3.21	2.42	0.00	3.21	PM
117	200	269	696	104+10828	NYSDOT	1.642	EASTBOUND	NY-290			MINOA RD	No	Yes	No	No	2.72	2.38	3.21	1.41	1.51	3.21	PM

118	11	34	7	104N10995	NYSDOT	0.093	SOUTHBOUND	NY-635 THOMPSON RD	Start of Right TL to Erie Blvd	Headson Dr	ERIE BLVD	No	Yes	Yes	No	2.97	3.20	2.80	2.83	3.11	3.20	OP
119	28	48	30	104P11397	NYSDOT	0.100	EASTBOUND	BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	3.17	2.80	2.80	3.20	2.51	3.20	ON
120	116	61	57	104N10898	OCDOT	0.073	SOUTHBOUND	CR-57			I-90	Yes	Yes	Yes	No	2.63	2.67	2.82	3.20	2.98	3.20	ON
121	148	147	91	104N10896	OCDOT	0.044	SOUTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes	Yes	No	2.63	2.64	2.83	2.75	3.20	3.20	WE
122	353	307	697	104+10895	OCDOT	1.027	NORTHBOUND	CR-45			ELECTRONICS PKWY	No	Yes	No	No	2.14	2.44	2.63	3.20	2.80	3.20	ON
123	992	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 Ramp	0.00	0.00	0.00	3.20	0.00	3.20	ON
124	74	55	699	104N10803	NYSDOT	0.051	WESTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	2.55	3.00	2.86	2.80	3.17	3.17	WE
125	75	56	700	104N10817	NYSDOT	0.051	WESTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	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	92	159	37	104-09714	SYR	0.479	WESTBOUND	NY-5			I-690	No	Yes	Yes	No	2.75	2.47	2.63	3.17	2.43	3.17	ON
128	535	94	701	104N10826	NYSDOT	0.061	WESTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No	Yes	No	No	2.31	3.16	0.00	2.70	0.00	3.16	OP
129	114	133	702	104N10887	OCDOT	0.093	SOUTHBOUND	CR-82			COLLAMER RD	Yes	Yes	No	No	2.18	2.50	3.15	2.64	2.49	3.15	PM
130	61	80	703	104N05397	NYSDOT	0.099	EASTBOUND	NY-49			I-81	No	Yes	No	No	3.14	2.60	2.50	2.56	2.77	3.14	AM
131	129	172	704	104+11401	LOCAL	0.270	EASTBOUND	CIRCLE DR E			S BAY RD	No	No	No	No	3.14	3.00	2.48	2.09	2.33	3.14	AM
132	181	177	705	104-10824	NYSDOT	0.819	WESTBOUND	NY-290			THOMPSON RD	No	Yes	No	No	2.67	2.48	2.43	3.14	2.50	3.14	ON
133	225	239	125	104-09915	SYR	0.651	SOUTHBOUND	US-11			W CALTHROP AVE	No	Yes	Yes	No	2.37	2.25	2.48	3.14	2.86	3.14	ON
134	993	994	706	104N50264	SYR	0.099	WESTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	No	No	0.00	0.00	0.00	3.14	0.00	3.14	ON
135	994	995	707	104P10851	NYSDOT	0.031	EASTBOUND	NY-298			RT-31	No	No	No	No	0.00	0.00	0.00	3.14	0.00	3.14	ON
136	219	201	708	104P51878	SYR	0.043	NORTHBOUND	COMSTOCK AVE	E Colvin St	Manley Field House	E COLVIN ST	No	Yes	No	No	3.12	3.12	0.00	2.64	0.00	3.12	AM
137	277	217	709	104+10818	SYR	1.580	EASTBOUND	NY-175			W COLVIN ST	No	Yes	No	No	2.30	2.36	2.36	3.11	2.84	3.11	ON
138	248	223	710	104-05397	NYSDOT	1.097	EASTBOUND	NY-49			I-81	No	Yes	No	No	3.11	2.31	2.44	1.83	2.38	3.11	AM
139	270	337	711	104+11385	OCDOT	0.682	EASTBOUND	CR-51			COMMERCE BLVD	No	Yes	No	No	2.33	2.48	2.91	2.90	3.11	3.11	WE
140	283	357	285	104-10843	NYSDOT	1.063	WESTBOUND	NY-298			E DARLINGTON RD	Yes	Yes	Yes	No	3.11	1.87	1.60	1.79	1.70	3.11	AM
141	372	444	159	104-09721	NYSDOT	1.216	WESTBOUND	NY-5			BRIDGE ST	No	Yes	Yes	No	3.11	2.42	2.28	2.20	2.05	3.11	AM
142	240	169	712	104+10959	NYSDOT	0.098	NORTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	3.10	2.88	2.79	1.95	2.50	3.10	AM
143	569	574	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 Ramp	1.25	1.34	1.44	1.50	3.10	3.10	WE
144	189	251	58	104P10958	NYSDOT	0.292	NORTHBOUND	BRIDGE ST			NY-690	No	Yes	Yes	No	2.48	2.37	3.08	2.82	2.31	3.08	PM
145	371	309	714	104-11384	OCDOT	0.682	WESTBOUND	CR-51			2ND ST	No	Yes	No	No	2.46	2.61	3.08	2.89	2.90	3.08	PM
146	247	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	237	254	33	104-09928	NYSDOT	0.804	SOUTHBOUND	US-11			CENTERVILLE PL	No	Yes	Yes	No	2.87	3.06	2.62	2.21	2.57	3.06	OP
148	95	132	56	104+50258	SYR	0.123	WESTBOUND	HARRISON ST			US-11/S STATE ST	No	Yes	Yes	No	2.59	2.43	2.67	3.05	2.71	3.05	ON
149	311	293	135	104-10880	OCDOT	2.050	SOUTHBOUND	CR-161			BEAR RD	Yes	No	Yes	No	2.85	3.05	2.74	2.91	2.72	3.05	OP
150	392	368	716	104-10877	OCDOT	1.314	SOUTHBOUND	CR-48			7TH NORTH ST	No	Yes	No	No	2.80	3.05	3.05	2.53	2.35	3.05	OP
151	279	258	717	104-10832	OCDOT	1.032	WESTBOUND	CR-53 KIRKVILLE RD	I-481 On/Off Ramps	Greentree Dr	KINNE ST	Yes	Yes	No	No	2.40	2.62	2.83	2.57	3.04	3.04	WE
152	147	58	718	104+11365	SYR	0.128	NORTHBOUND	GEDDES ST			NY-690	No	Yes	No	No	2.50	2.34	2.04	3.03	3.00	3.03	ON
153	132	128	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 Ramp	3.03	2.44	2.64	2.17	2.72	3.03	AM
154	113	185	51	104-10995	NYSDOT	0.024	SOUTHBOUND	NY-635 THOMPSON RD	I-690 Eastbound Off Ramp	Start of Right TL to Erie Blvd	ERIE BLVD	No	Yes	Yes	No	2.54	3.03	2.87	1.93	2.60	3.03	OP
155	328	282	165	104-10952	OCDOT	1.608	SOUTHBOUND	CR-45			W TAFT RD/VINE ST	Yes	Yes	Yes	No	2.57	2.54	3.03	2.67	2.31	3.03	PM
156	182	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	995	996	720	104-50245	NYSDOT	0.203	WESTBOUND	ADAMS ST			S SALINA ST	No	Yes	Yes	No	0.00	0.00	0.00	3.02	0.00	3.02	ON
158	374	319	721	104+10880	OCDOT	1.246	NORTHBOUND	CR-161			BEAR RD	No	No	No	No	2.27	2.43	2.31	1.77	3.01	3.01	WE
159	161	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	67	43	722	104+50264	SYR	0.128	EASTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	Yes	No	2.43	2.67	2.43	3.00	0.00	3.00	ON
162	36	59	723	104N10947	SYR	0.008	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	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	122	83	724	104N50253	SYR	0.066	WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	2.80	2.56	3.00	0.00	3.00	ON
165	187	87	725	104P50242	NYSDOT	0.050	EASTBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	2.71	2.83	0.00	3.00	0.00	3.00	ON
166	206	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	30	97	727	104P15285	NYSDOT	0.352	NORTHBOUND	I-481 NORTHBOUND OFF RAMP (3E)	I-481 Northbound	NY-5/NY-92 Eastbound	EXIT 3E	Yes	Yes	Yes	Low Speed Ramp	2.03	2.33	3.00	1.57	1.94	3.00	PM
168	205	105	223	104P10844	NYSDOT	0.062	EASTBOUND	NY-298			NEW COURT AVE	Yes	Yes	Yes	No	2.31	2.70	2.83	3.00	0.00	3.00	ON
169	215	111	64	104+10948	SYR	0.219	NORTHBOUND	TEALL AVE			I-690	No	Yes	Yes	No	2.86	2.57	3.00	2.36	2.64	3.00	PM
170	8	114	728	104N09716	SYR	0.088	WESTBOUND	NY-5 W MAIN ST	N McBride St	N Townsend St	N TOWNSEND	No	No	Yes	No	2.02	2.40	2.57	3.00	0.00	3.00	ON
171	192	165	729	104+10870	OCDOT	1.576	NORTHBOUND	CR-1			FYLER RD	No	No	No	No	3.00	2.82	2.35	1.78	0.00	3.00	AM
172	229	168	730	104-11358	SYR	0.296	SOUTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No	No	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	193	182	74	104+10899	OCDOT	1.190	NORTHBOUND	CR-57			JOHN GLENN BLVD	No	Yes	Yes	No	2.71	2.56	2.63	2.62	3.00	3.00	WE
175	174	188	118	104+11400	LOCAL	0.248	EASTBOUND	CIRCLE DR E			S HOGAN DR	No	No	Yes	No	2.17	3.00	2.44	1.94	2.81	3.00	OP
176	171	194	163	104+09718	SYR	0.437	EASTBOUND	NY-5 ERIE BLVD	Lodi St	Erive Blvd TL Ramp	TEALL AVE	No	Yes	Yes	No	3.00	3.00	3.00	2.42	2.45	3.00	AM
177	446	213	732	104-11458	SYR	0.212	SOUTHBOUND	HIAWATHA BLVD			ERIE BLVD	No	No	No	No	2.65	3.00	2.20	1.87	2.48	3.00	OP
178	996	997	733	104-50244	NYSDOT	0.145	WESTBOUND	ADAMS ST			W ONONDAGA ST	No	Yes	Yes	No	0.00	0.00	0.00	3.00	0.00	3.00	ON
179	997	998	734	104N10851	NYSDOT	0.021	WESTBOUND	NY-298			RT-31	No	No	No	No	0.00	0.00	0.00	3.00	0.00	3.00	ON
180	998	999	735	104N10865	SYR	0.011	SOUTHBOUND	SEELEY RD			ERIE BLVD	No	No	No	No	0.00	0.00	0.00	3.00	0.00	3.00	ON
181	999	1000	736	104P50261	SYR	0.030	EASTBOUND	ERIE BLVD W			NY-5/W GENESEE ST	No	No	Yes	No	0.00	0.00	0.00	3.00	0.00	3.00	ON
182	152	161	737	104N50507	NYSDOT	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	2.59	2.84	2.99	2.27	2.31	2.99	PM
183	23	151	2	104N09773	NYSDOT	0.069	EASTBOUND	NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	I-81	No	Yes	Yes	No	2.80	2.76	2.98	2.70	2.67	2.98	PM
184	263	279	151	104-09754	NYSDOT	1.941	SOUTHBOUND	NY-92			NY-173	No	Yes	Yes	No	2.66	2.82	2.98	2.13	2.51	2.98	PM
185	79	176	166	104+09781	NYSDOT	1.829	WESTBOUND	NY-31			NY-31 (1)	No	No	Yes	No	2.27	2.73	2.97	2.28	2.44	2.97	PM
186	166	181	738	104+12293	OCDOT	0.502	EASTBOUND	NY-173			MILTON AVE	No	No	No	No	2.97	2.89	2.60	2.00	2.71	2.97	AM
187	329	362	739	104-52550	OCDOT	2.159	SOUTHBOUND					No	Yes	No	No	2.54	2.82	2.96	2.20	2.32	2.96	PM
188	382	379	301	104-05956	NYSDOT	1.565	WESTBOUND	NY-370			NY-31	No	No	Yes	No	2.95	2.50	2.49	2.26	2.77	2.95	AM
189	1000	236	740	104+09918	SYR	0.616	NORTHBOUND	US-11			E ADAMS ST	No	Yes	No	No	0.00	2.94	0.00	2.86	0.00	2.94	OP
190	322	347	153	104+10953	OCDOT	1.608	NORTHBOUND	CR-45			BUCKLEY RD	Yes	Yes	Yes	No	2.94	2.33	2.19	2.79	2.45	2.94	AM
191	20	96	741	104N11461	SYR	0.027	SOUTHBOUND	HIAWATHA BLVD			PARK ST	Yes	Yes	Yes	No	2.93	2.50	2.50	2.86	0.00	2.93	AM
192	137	118	742	104P11441	SYR	0.065	NORTHBOUND	BRIGHTON AVE			I-481	Yes	Yes	Yes	No	2.67	2.92	0.00	2.54	0.00	2.92	OP
193	59	54	48	104P10874	OCDOT	0.070	NORTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	2.56	2.40	2.49	2.83	2.90	2.90	WE
194	387	340	743	104+10806	NYSDOT	1.178	EASTBOUND	NY-173			BARKER HILL RD	No	Yes	No	No	2.71	2.53	2.80	2.71	2.90	2.90	WE
195	335	374	744	104-09772	NYSDOT	1.819	EASTBOUND	NY-31			CR-208 (EAST)	No	No	No	No	2.90	2.07	2.08	1.88	1.89	2.90	AM
196	383	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	173	91	745	104N10943	SYR	0.160	SOUTHBOUND	RT-598			I-690	No	No	No	No	2.33	2.27	2.24	2.89	2.44	2.89	ON
198	68	99	23	104+11379	OCDOT	0.093	EASTBOUND	CR-19			S BAY RD	Yes	Yes	Yes	No	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	120	220	65	104P04183	NYSDOT	0.208	EASTBOUND	NY-5			GENESEE ST	No	No	Yes	No	2.76	2.89	2.78	2.85	2.75	2.89	OP
201	125	110	55	104P09719	NYSDOT	0.092	EASTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	2.50	2.56	2.50	2.88	2.61	2.88	ON
202	140	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	286	148	105	104+09916	SYR	0.651	NORTHBOUND	US-11			E COLVIN ST	No	Yes	Yes	No	2.24	2.24	2.38	2.88	2.46	2.88	ON
204	1001	1001	746	104P11438	NYSDOT	0.028	EASTBOUND	BURNET AVE			THOMPSON RD	No	No	No	No	0.00	0.00	0.00	2.88	0.00	2.88	ON
205	110	102	747	104-50253	SYR	0.079	WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	2.40	2.40	2.87	0.00	2.87	ON
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	43	98	53	104+51893	SYR	0.098	NORTHBOUND	S SALINA ST			E WILLOW ST	No	Yes	Yes	No	2.33	2.33	2.63	2.86	0.00	2.86	ON
208	58	115	36	104+50257	SYR	0.074	WESTBOUND	HARRISON ST			S TOWNSEND ST	No	Yes	Yes	No	2.39	2.29	2.50	2.86	2.59	2.86	ON
209	235	141	749	104N11459	SYR	0.157	SOUTHBOUND	HIAWATHA BLVD			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	62	191	4	104+50248	SYR	0.153	EASTBOUND	ADAMS ST	Almond St	S Townsend St	I-81	No	Yes	Yes	No	1.89	2.31	2.58	2.86	2.38	2.86	ON
211	103	160	93	104+50245	NYSDOT	0.145	EASTBOUND	ADAMS ST			S SALINA ST	No	Yes	Yes	No	2.29	2.33	2.33	2.85	0.00	2.85	ON
212	299	204	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	327	306	143	104+10824	SYR	0.750	EASTBOUND	NY-290			THOMPSON RD	Yes	Yes	Yes	No	2.84	2.33	2.29	2.37	2.46	2.84	AM
214	467	371	751	104+06834	NYSDOT	3.424	WESTBOUND	NY-49			CR-33	No	No	No	No	2.84	1.98	1.89	1.79	0.00	2.84	AM
215	80	138	752	104-10942	SYR	0.165	SOUTHBOUND	RT-598			ERIE BLVD	No	No	No	No	2.61	2.40	2.54	2.83	2.43	2.83	ON
216	347	364	753	104+10843	SYR	0.937	EASTBOUND	NY-298			E DARLINGTON RD	No	Yes	No	No	2.83	1.92	1.80	2.07	1.75	2.83	AM
217	1002	1002	754	104P50264	SYR	0.099	EASTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	No	No	0.00	0.00	0.00	2.83	0.00	2.83	ON
218	265	257	145	104+09754	NYSDOT	1.302	NORTHBOUND	NY-92			NY-173	No	No	Yes	No	2.82	2.66	2.44	2.13	2.57	2.82	AM
219	257	326	217	104+09758	NYSDOT	1.111	NORTHBOUND	NY-92			MANOR DR	No	Yes	Yes	No	2.82	2.45	2.27	2.07	2.07	2.82	AM
220	65	127	32	104-10947	SYR	0.219	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	2.63	2.60	2.50	2.81	2.57	2.81	ON
221	159	199	77	104-09712	SYR	0.604	WESTBOUND	NY-5			ERIE BLVD	No	No	Yes	No	2.45	2.57	2.81	2.09	2.44	2.81	PM
222	99	74	755	104P50253	SYR	0.066	EASTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	2.60	2.20	0.00	2.80	0.00	2.80	ON
223	98	144	50	104-09921	SYR	0.413	SOUTHBOUND	US-11			NY-290	No	Yes	Yes	No	2.50	2.60	2.46	2.50	2.80	2.80	WE
224	304	149	756	104N51895	SYR	0.020	SOUTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	2.80	2.80	0.00	2.80	0.00	2.80	AM
225	42	152	9	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	2.45	2.20	2.00	2.80	2.38	2.80	ON
226	106	153	757	104-12293	OCDOT	0.291	WESTBOUND	NY-173			MILTON AVE	No	Yes	No	No	2.80	2.57	2.49	2.15	2.25	2.80	AM
227	194	263	167	104+11380	OCDOT	0.680	EASTBOUND	CR-19			I-81	Yes	No	Yes	No	1.94	2.13	2.80	1.89	1.98	2.80	PM
228	155	267	758	104+51886	SYR	0.573	EASTBOUND	ADAMS ST			COMSTOCK AVE	No	Yes	No	No	2.24	2.33	2.33	2.79	2.36	2.79	ON
229	462	343	212	104N10833	OCDOT	0.324	WESTBOUND	CR-53			I-481	Yes	No	Yes	No	2.06	2.20	2.79	1.75	1.79	2.79	PM
230	160	86	102	104N11460	SYR	0.101	SOUTHBOUND	HIAWATHA BLVD			I-81/N SALINA ST	No	No	No	No	2.18	2.37	2.64	2.58	2.78	2.78	WE
231	168	163	60	104N09719	NYSDOT	0.090	WESTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	2.65	2.41	2.37	2.78	2.57	2.78	ON
232	111	170	759	104+10943	SYR	0.165	NORTHBOUND	RT-598			I-690	No	No	No	No	2.29	2.33	2.50	2.78	2.48	2.78	ON
233	199	215	161	104-09716	SYR	0.671	WESTBOUND	NY-5			N TOWNSEND ST	No	Yes	Yes	No	2.63	2.33	2.75	2.78	2.53	2.78	ON
234	316	227	760	104+09915	SYR	1.106	NORTHBOUND	US-11			W CALTHROP AVE	No	Yes	No	No	2.22	2.39	2.70	2.78	2.68	2.78	ON
235	4	36	761	104N11397	NYSDOT	0.106	WESTBOUND	BEAR RD (930J)	I-481 Ramps	US-11 Brewerton Rd	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	2.25	2.75	2.14	2.40	2.71	2.75	OP
236	90	100	762	104N11002	OCDOT	0.067	SOUTHBOUND	CR-209			NY-5	No	Yes	No	No	2.36	2.65	2.75	2.50	2.63	2.75	PM
237	130	198	763	104-11347	SYR	0.284	WESTBOUND	COLVIN ST			S SALINA ST	No	Yes	No	No	2.75	2.56	2.36	2.57	0.00	2.75	AM
238	268	224	120	104-06869	NYSDOT	2.391	WESTBOUND	NY-370			TULIP ST	No	No	Yes	No	2.58	2.33	2.75	2.60	2.75	2.75	PM
239	209	238	94	104-10957	NYSDOT	0.413	SOUTHBOUND	BRIDGE ST			ERIE BLVD	No	Yes	Yes	No	2.68	2.75	2.59	2.64	2.27	2.75	OP
240	1003	1003	764	104N50261	SYR	0.030	WESTBOUND	ERIE BLVD W			NY-5/W GENESEE ST	No	No	Yes	No	0.00	0.00	0.00	2.75	0.00	2.75	ON

241	1004	1004	765	104P51881	SYR	0.021	NORTHBOUND	COMSTOCK AVE			E GENESEE ST	No	No	No	No	0.00	0.00	0.00	2.75	0.00	2.75	ON
242	403	445	766	104+09928	NYSDOT	1.154	NORTHBOUND	US-11			CENTERVILLE PL	No	Yes	No	No	1.94	2.08	2.23	2.74	1.98	2.74	ON
243	175	121	216	104+11398	NYSDOT	0.364	EASTBOUND	BEAR RD			S BAY RD	No	No	No	No	2.73	2.25	2.36	2.00	2.10	2.73	AM
244	158	135	767	104-11450	OCDOT	0.054	SOUTHBOUND	CR-7			WOODCHUCK HILL RD	No	No	No	No	2.54	2.30	2.73	2.11	2.61	2.73	PM
245	289	225	768	104+10825	NYSDOT	0.819	EASTBOUND	NY-290			KINNE ST	No	Yes	No	No	2.73	2.56	2.51	2.09	2.23	2.73	AM
246	239	270	196	104+09780	NYSDOT	1.513	WESTBOUND	NY-31			NY-370	Yes	No	Yes	No	1.81	2.58	2.73	1.67	1.95	2.73	PM
247	165	70	5	104-04107	NYSDOT	0.111	SOUTHBOUND	I-81	Harrison St	E Adams St	ADAMS ST/EXIT 18	Yes	Yes	Yes	Yes	1.84	1.76	2.21	1.71	2.72	2.72	WE
248	338	150	769	104P50244	SYR	0.020	EASTBOUND	ADAMS ST			W ONONDAGA ST	No	Yes	Yes	No	2.33	2.72	0.00	2.15	0.00	2.72	OP
249	50	178	3	104P09773	NYSDOT	0.069	WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	I-81	No	Yes	Yes	No	2.72	2.29	2.43	2.67	2.48	2.72	AM
250	414	244	69	104-10997	NYSDOT	1.237	SOUTHBOUND	RT-635			JAMES ST	Yes	Yes	Yes	No	2.02	2.32	2.50	2.41	2.72	2.72	WE
251	491	408	770	104+09772	NYSDOT	5.901	WESTBOUND	NY-31			CR-208 (EAST)	No	No	No	No	2.04	2.45	2.72	1.79	2.40	2.72	PM
252	33	79	771	104P50259	SYR	0.069	WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	0.00	2.50	2.40	2.71	0.00	2.71	ON
253	149	119	80	104-11399	LOCAL	0.248	WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	No	Yes	No	2.65	2.57	2.71	2.08	2.71	2.71	PM
254	139	146	772	104N11365	SYR	0.051	SOUTHBOUND	GEDDES ST			NY-690	No	Yes	No	No	2.48	2.28	2.71	2.18	2.45	2.71	PM
255	73	192	773	104+10800	OCDOT	0.291	EASTBOUND	NY-173			CR-98/W GENESEE ST	No	Yes	No	No	2.71	2.44	2.55	2.04	2.37	2.71	AM
256	393	113	774	104+50242	NYSDOT	0.093	EASTBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	2.47	2.38	0.00	2.70	0.00	2.70	ON
257	126	134	775	104N11451	OCDOT	0.146	SOUTHBOUND	CR-7			I-481	No	No	No	No	2.70	2.54	2.33	2.43	2.60	2.70	AM
258	180	189	776	104P05397	NYSDOT	0.099	WESTBOUND	NY-49			I-81	No	Yes	No	No	2.70	2.40	2.67	2.21	2.27	2.70	AM
259	241	255	111	104-10898	OCDOT	1.190	SOUTHBOUND	CR-57			I-90	Yes	Yes	Yes	No	2.12	2.34	2.65	2.00	2.70	2.70	WE
260	272	265	777	104+51900	SYR	0.976	EASTBOUND	GRANT BLVD			TEALL AVE	No	Yes	No	No	2.46	2.49	2.30	2.70	2.26	2.70	ON
261	315	414	130	104+09720	NYSDOT	1.074	EASTBOUND	NY-5			NY-635	No	Yes	Yes	No	2.18	1.95	2.12	2.70	1.97	2.70	ON
262	427	447	778	104-10879	OCDOT	1.246	SOUTHBOUND	CR-161			TAFT RD	No	No	No	No	2.06	2.60	2.69	2.00	2.43	2.69	PM
263	150	155	117	104+06871	SYR	0.399	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	88	139	779	104P11002	OCDOT	0.067	NORTHBOUND	CR-209			NY-5	No	Yes	No	No	2.22	2.29	2.27	2.67	2.14	2.67	ON
265	69	157	780	104+11443	SYR	0.104	NORTHBOUND	BRIGHTON AVE			S SALINA ST	No	Yes	Yes	No	2.33	2.33	2.48	2.67	0.00	2.67	ON
266	217	166	781	104+51880	SYR	0.442	NORTHBOUND	COMSTOCK AVE			E ADAMS ST	No	Yes	No	No	2.67	2.50	2.33	2.30	2.17	2.67	AM
267	131	173	782	104P11365	SYR	0.051	NORTHBOUND	GEDDES ST			NY-690	Yes	Yes	No	No	2.10	2.00	2.06	2.67	2.12	2.67	ON
268	143	266	783	104-06957	NYSDOT	0.612	WESTBOUND	NY-370			NY-31/E GENESEE ST	No	No	No	No	2.32	2.30	2.67	1.69	2.13	2.67	PM
269	204	274	784	104+09773	NYSDOT	1.819	WESTBOUND	NY-31			I-81	No	No	No	No	2.44	2.50	2.67	1.89	2.17	2.67	PM
270	256	277	785	104+11364	SYR	0.383	NORTHBOUND	GEDDES ST			W GENESEE ST	No	Yes	No	No	2.22	2.13	2.04	2.67	2.12	2.67	ON
271	406	297	194	104-09753	NYSDOT	1.301	SOUTHBOUND	NY-92			ENDERS RD	No	No	Yes	No	2.67	2.55	2.01	2.13	2.36	2.67	AM
272	431	370	786	104-09927	NYSDOT	1.154	SOUTHBOUND	US-11			CR-19	No	Yes	No	No	2.67	2.34	2.42	2.64	2.17	2.67	AM
273	507	382	787	104-50263	SYR	0.128	WESTBOUND	ERIE BLVD W			WEST ST	No	Yes	Yes	No	0.00	2.67	1.93	2.15	0.00	2.67	OP
274	1005	1005	788	104N51881	SYR	0.021	SOUTHBOUND	COMSTOCK AVE			E GENESEE ST	No	No	No	No	0.00	0.00	0.00	2.67	0.00	2.67	ON
275	1006	1006	789	104P11360	SYR	0.025	NORTHBOUND	BUTTERNUT ST			BUTTERNUT CIR/GRANT BLVD	No	Yes	No	No	0.00	0.00	0.00	2.67	0.00	2.67	ON
276	107	122	790	104-10893	OCDOT	0.192	SOUTHBOUND	CR-45			I-81	No	Yes	No	No	2.37	2.54	2.37	2.56	2.66	2.66	WE
277	201	273	214	104-09724	NYSDOT	1.393	WESTBOUND	NY-5			NY-257	Yes	Yes	Yes	No	2.36	2.54	2.65	2.25	2.16	2.65	PM
278	243	195	791	104N10847	NYSDOT	0.152	WESTBOUND	NY-298			KINNE ST	Yes	Yes	No	No	1.94	2.13	2.62	2.18	2.64	2.64	WE
279	77	272	31	104P09776	NYSDOT	0.129	WESTBOUND	NY-31			NY-481	No	Yes	Yes	No	2.60	2.56	2.34	2.64	2.38	2.64	ON
280	223	314	73	104-10948	SYR	0.783	SOUTHBOUND	TEALL AVE			I-690	No	Yes	Yes	No	2.29	2.49	2.64	2.41	2.44	2.64	PM
281	274	345	174	104+10874	OCDOT	0.615	NORTHBOUND	CR-148			I-90	No	Yes	Yes	No	2.43	2.56	2.64	2.00	2.06	2.64	PM
282	119	193	792	104+10894	OCDOT	0.192	NORTHBOUND	CR-45			BUCKLEY RD	No	Yes	No	No	2.27	2.25	2.36	2.63	2.50	2.63	ON
283	224	289	132	104-09717	SYR	0.471	WESTBOUND	NY-5			LODI ST	No	Yes	Yes	No	2.37	2.63	2.40	2.18	2.45	2.63	OP
284	117	154	793	104N10959	NYSDOT	0.045	SOUTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	2.11	2.22	2.57	2.36	2.62	2.62	WE
285	228	202	146	104N10840	SYR	0.246	WESTBOUND	NY-298			I-81/GENANT DR	Yes	No	Yes	No	2.26	2.50	2.11	2.56	2.62	2.62	WE
286	307	226	794	104+11360	SYR	0.913	NORTHBOUND	BUTTERNUT ST			GRANT BLVD	No	Yes	No	No	2.56	2.62	2.62	2.40	2.44	2.62	OP
287	252	256	156	104+51890	SYR	0.345	NORTHBOUND	S SALINA ST			E ADAMS ST	No	Yes	Yes	No	2.33	2.22	2.62	2.21	2.50	2.62	PM
288	456	333	110	104+10998	NYSDOT	1.234	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	513	555	795	104P05956	NYSDOT	0.158	EASTBOUND	NY-370			NY-31	No	No	Yes	No	2.53	2.18	2.09	2.61	0.00	2.61	ON
290	198	130	796	104+50254	SYR	0.079	EASTBOUND	W ONONDAGA ST			S SALINA ST	No	Yes	Yes	No	2.40	1.89	0.00	2.60	0.00	2.60	ON
291	459	334	187	104+10898	OCDOT	0.792	NORTHBOUND	CR-57			I-90	No	Yes	Yes	No	2.45	2.60	2.49	1.74	2.17	2.60	OP
292	197	301	797	104+09927	NYSDOT	0.782	NORTHBOUND	US-11			CR-19	No	Yes	No	No	2.59	2.41	2.38	2.22	2.29	2.59	AM
293	348	349	176	104+09756	NYSDOT	1.941	NORTHBOUND	NY-92			NY-5	No	No	Yes	No	1.94	2.59	2.46	1.80	2.09	2.59	OP
294	420	425	798	104+11393	OCDOT	1.073	NORTHBOUND	CR-208			NY-31	No	No	No	No	2.58	2.26	2.16	2.47	2.48	2.58	AM
295	135	117	799	104+51894	SYR	0.172	NORTHBOUND	S SALINA ST			I-81	No	Yes	No	No	2.38	2.00	2.57	2.27	2.56	2.57	PM
296	109	145	84	104-09715	SYR	0.250	WESTBOUND	NY-5 W MAIN ST	N Townsend St	James St	JAMES ST	No	No	Yes	No	2.38	2.40	2.57	2.45	0.00	2.57	PM
297	266	247	800	104+51879	SYR	0.817	NORTHBOUND	COMSTOCK AVE			EUCLID AVE	No	Yes	No	No	2.08	2.39	2.35	2.55	2.57	2.57	WE
298	39	156	22	104P11460	SYR	0.101	NORTHBOUND	HIAWATHA BLVD	Bridge over I-81	N Salina St	I-81/N SALINA ST	No	No	No	No	2.25	2.32	2.56	2.44	2.43	2.56	PM
299	196	245	244	104N50270	OCDOT	0.209	SOUTHBOUND	CR-136			CR-53/KIRKVILLE RD	Yes	No	Yes	No	2.56	2.00	2.13	1.62	1.67	2.56	AM
300	295	346	83	104+09712	SYR	0.970	EASTBOUND	NY-5			ERIE BLVD	No	Yes	Yes	No	2.43	2.28	2.14	2.56	2.38	2.56	ON
301	351	295	215	104-09757	NYSDOT	1.088	SOUTHBOUND	NY-92			I-481	No	Yes	Yes	No	2.54	2.21	1.99	2.37	2.48	2.54	AM
302	346	348	246	104-10905	OCDOT	1.064	WESTBOUND	CR-81			OSWEGO RD	Yes	No	Yes	No	2.15	2.31	2.45	2.53	2.11	2.53	ON
303	288	372	801	104+09987	NYSDOT	0.627	NORTHBOUND	NY-48			DOWNER ST	No	Yes	No	No	1.84	2.25	2.53	1.52	1.75	2.53	PM
304	442	516	204	104+10905	OCDOT	1.463	EASTBOUND	CR-81			OSWEGO RD	Yes	No	Yes	No	2.14	1.97	2.06	2.53	2.18	2.53	ON
305	336	375	99	104-10804	SYR	0.748	WESTBOUND	NY-173			S SALINA ST	No	No	No	No	1.79	1.90	2.52	1.58	1.81	2.52	PM
306	91	184	16	104-10896	NYSDOT	0.220	SOUTHBOUND	RT-370			1ST ST/S WILLOW ST	No	Yes	Yes	No	2.04	2.17	2.29	2.27	2.51	2.51	WE
307	290	385	126	104+11378	OCDOT	0.894	EASTBOUND	CR-48			S MAIN ST	Yes	No	Yes	No	2.27	2.20	2.31	2.10	2.51	2.51	WE
308	401	395	199	104+11377	OCDOT	1.380	EASTBOUND	CR-48			BUCKLEY RD	Yes	Yes	Yes	No	2.31	2.51	2.24	2.12	2.16	2.51	OP
309	484	461	221	104N10996	NYSDOT	0.289	SOUTHBOUND	RT-635			I-690	Yes	Yes	Yes	No	2.16	2.51	2.38	1.67	1.62	2.51	OP
310	384	108	802	104-09920	SYR	0.126	SOUTHBOUND	US-11			NY-5	No	Yes	No	No	2.50	1.93	0.00	2.29	0.00	2.50	AM
311	82	158	87	104+09716	SYR	0.250	EASTBOUND	NY-5 W MAIN ST	James St	N Townsend St	N TOWNSEND ST	No	No	Yes	No	2.00	2.17	2.33	2.50	2.33	2.50	ON
312	142	180	39	104-05957	NYSDOT	0.304	WESTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	2.00	2.37	2.50	2.13	2.13	2.50	PM
313	253	183	803	104N10876	OCDOT	0.120	SOUTHBOUND	CR-48			CR-137/OLD LIVERPOOL RD/PARK ST	No	Yes	No	No	2.09	2.50	2.30	1.83	2.16	2.50	OP
314	183	190	109	104N10874	OCDOT	0.091	SOUTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	2.45	2.45	2.31	2.12	2.50	2.50	WE
315	94	196	108	104-06949	SYR	0.399	WESTBOUND	NY-370			I-81	No	Yes	Yes	No	2.50	2.38	2.38	2.36	2.45	2.50	AM
316	340	205	804	104P10842	SYR	0.030	EASTBOUND	NY-298 COURT ST	Grant Blvd	Brace St	GRANT BLVD	No	No	No	No	1.92	2.09	2.40	2.50	0.00	2.50	ON
317	207	211	805	104+11451	OCDOT	0.054	NORTHBOUND	CR-7			I-481	No	No	No	No	2.27	2.33	2.50	1.85	2.10	2.50	PM
318	320	242	806	104+11359	SYR	0.296	NORTHBOUND	BUTTERNUT ST			LODI ST	No	Yes	No	No	2.37	2.29	2.28	2.50	2.00	2.50	ON
319	300	259	807	104-11001	OCDOT	0.885	SOUTHBOUND	CR-209			W GENESEE ST	No	Yes	No	No	2.32	2.33	2.20	2.29	2.50	2.50	WE
320	331	271	808	104+51881	SYR	0.275	NORTHBOUND	COMSTOCK AVE			E GENESEE ST	No	No	No	No	0.00	2.33	2.33	2.50	0.00	2.50	ON
321	345	283	809	104-11359	SYR	0.913	SOUTHBOUND	BUTTERNUT ST			LODI ST	No	Yes	No	No	2.21	2.44	2.41	2.50	2.19	2.50	ON
322	297	292	192	104-09719	NYSDOT	0.937	WESTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	2.50	1.92	1.80	1.88	2.23	2.50	AM
323	380	351	232	104-50269	OCDOT	0.896	SOUTHBOUND	CR-136			NY-290/MANLIUS CENTER RD	Yes	No	Yes	No	2.04	2.27	2.50	1.67	1.55	2.50	PM
324	249	354	139	104-11440	SYR	0.452	SOUTHBOUND	BRIGHTON AVE			E SENECA TPKE	Yes	Yes	Yes	No	2.50	2.18	2.27	1.87	1.94	2.50	AM
325	389	367	122	104+10823	SYR	0.948	EASTBOUND	NY-290			MIDLER AVE	No	Yes	Yes	No	2.44	2.16	2.22	2.50	2.33	2.50	ON
326	280	384	124	104+10949	SYR	0.783	NORTHBOUND	TEALL AVE			JAMES ST	No	Yes	Yes	No	1.93	2.20	2.20	2.15	2.50	2.50	WE
327	1007	1007	810	104N10942	SYR	0.009	SOUTHBOUND	MIDLER AVE			ERIE BLVD	No	No	No	No	0.00	0.00	0.00	2.50	0.00	2.50	ON
328	275	216	811	104P10832	OCDOT	0.021	EASTBOUND	CR-53			CR-86/CR-53A/KINNE ST	No	Yes	No	No	2.46	2.37	2.49	2.00	0.00	2.49	PM
329	303	281	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	OP
330	273	316	241	104-09780	NYSDOT	1.829	EASTBOUND	NY-31			NY-370	No	No	Yes	No	2.25	2.41	2.48	1.65	2.09	2.48	PM
331	399	419	201	104-11379	OCDOT	0.680	WESTBOUND	CR-19			S BAY RD	Yes	No	Yes	No	1.79	1.85	2.08	1.78	2.48	2.48	WE
332	254	278	195	104N05521	NYSDOT	0.135	SOUTHBOUND	WEST ST			ERIE BLVD	No	Yes	Yes	No	2.13	2.26	2.47	1.48	1.77	2.47	PM
333	245	240	107	104N10958	NYSDOT	0.292	SOUTHBOUND	BRIDGE ST			NY-690	No	Yes	Yes	No	2.02	2.22	2.33	2.46	2.22	2.46	ON
334	281	248	152	104N11441	SYR	0.065	SOUTHBOUND	BRIGHTON AVE			I-481	Yes	Yes	Yes	No	2.08	2.32	2.41	2.12	2.46	2.46	WE
335	292	327	812	104+10893	OCDOT	0.665	NORTHBOUND	CR-45			I-81	Yes	No	No	No	2.22	2.23	2.46	2.25	2.25	2.46	PM
336	325	338	237	104+10950	SYR	1.201	NORTHBOUND	CR-228			NY-298/COURT ST	No	Yes	Yes	No	2.27	2.14	2.46	2.27	2.45	2.46	PM
337	444	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	365	433	813	104+10910	OCDOT	0.987	NORTHBOUND	CR-159			MAPLE RD	No	No	No	No	2.46	2.43	2.09	2.18	2.00	2.46	AM
339	506	679	144	104N04152	NYSDOT	0.375	EASTBOUND	I-690	West Street Off Ramp	On Ramp from West St	GENESEE ST/WEST ST/EXIT 11-12	Yes	Yes	Yes	Yes	2.46	1.18	1.20	1.19	1.21	2.46	AM
340	144	187	14	104+51892	SYR	0.454	NORTHBOUND	S SALINA ST	Harrison St	Erie Blvd East	ERIE BLVD E	No	Yes	Yes	No	2.20	1.98	1.91	2.45	2.20	2.45	ON
341	415	208	814	104N50263	SYR	0.133	WESTBOUND	ERIE BLVD W			WEST ST	No	Yes	Yes	No	0.00	2.45	2.31	1.87	0.00	2.45	OP
342	293	249	815	104P11357	SYR	0.188	NORTHBOUND	BUTTERNUT ST			I-81	No	Yes	No	No	2.45	2.34	2.09	1.93	2.17	2.45	AM
343	429	250	250	104+09717	SYR	0.671	EASTBOUND	NY-5			LODI ST	No	Yes	Yes	No	1.92	2.00	2.06	2.45	2.36	2.45	ON
344	379	339	816	104+09914	SYR	1.660	NORTHBOUND	US-11			NY-173	No	Yes	No	No	2.45	2.40	2.45	2.30	2.28	2.45	AM
345	378	350	238	104+11442	SYR	0.891	NORTHBOUND	BRIGHTON AVE			I-81	Yes	Yes	Yes	No	2.00	2.18	2.45	2.25	2.08	2.45	PM
346	285	203	82	104+10811	NYSDOT	0.128	EASTBOUND	NY-173			NY-92/WASHINGTON ST	No	Yes	Yes	No	2.44	2.44	1.99	2.08	2.30	2.44	AM
347	167	210	817	104-51893	SYR	0.223	SOUTHBOUND	S SALINA ST			E WILLOW ST	No	Yes	No	No	2.06	2.17	2.25	2.44	2.17	2.44	ON
348	141	221	818	104+11389	OCDOT	0.321	NORTHBOUND	CR-208			E TAFT RD	No	Yes	No	No	2.44	2.22	2.22	2.25	2.39	2.44	AM
349	250	303	147	104+10958	NYSDOT	0.413	NORTHBOUND	BRIDGE ST			NY-690	No	Yes	Yes	No	2.18	2.11	2.44	1.94	1.95	2.44	PM
350	284	317	819	104-10892	OCDOT	0.665	SOUTHBOUND	CR-45			WOLF ST	No	No	No	No	2.44	2.33	2.40	2.32	2.36	2.44	AM
351	83	82	78	104-50508	SYR	0.234	SOUTHBOUND	ALMOND ST	Erie Blvd	E Genesee St	NY-92/E GENESEE ST	No	Yes	Yes	No	2.40	2.00	2.05	2.43	0.00	2.43	ON
352	153	209	88	104+50246	NYSDOT	0.203	EASTBOUND	ADAMS ST			US-11/S STATE ST	No	Yes	Yes	No	2.43	2.12	2.23	2.27	2.10	2.43	AM
353	358	390	820	104+11407	OCDOT	1.643	NORTHBOUND	CR-47			BUCKLEY RD	Yes	Yes	No	No	2.38	2.25	2.43	2.12	2.25	2.43	PM
354	432	298	821	104-10817	SYR	1.580	WESTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	2.25	2.37	2.15	2.41	2.42	2.42	WE
355	423	332	274	104+50263	SYR	0.543	EASTBOUND	ERIE BLVD W			WEST ST	No	Yes	Yes	No	2.14	2.42	2.38	2.00	2.36	2.42	OP
356	352	261	822	104P11459	SYR	0.157	NORTHBOUND	HIAWATHA BLVD			NY-690/STATE FAIR BLVD/SPENCER ST	No	No	No	No	2.30	2.18	2.41	2.06	2.25	2.41	PM
357	366	308	823	104+11002	OCDOT	0.885	NORTHBOUND	CR-209			NY-5	No	Yes	No	No	2.09	2.09	2.41	2.07	2.32	2.41	PM
358	282	280	824	104-11400	LOCAL	0.270	WESTBOUND	CIRCLE DR E			S HOGAN DR	No	No	No	No	2.40	2.22	2.10	2.00	2.09	2.40	AM
359	1008	1008	825	104N11360	SYR	0.020	SOUTHBOUND	BUTTERNUT ST			GRANT BLVD	No	Yes	No	No	0.00	0.00	0.00	2.40	0.00	2.40	ON
360	127	171	826	104-11364	SYR	0.128	SOUTHBOUND	GEDDES ST			W GENESEE ST	No	Yes	No	No	2.17	2.21	2.33	2.39	2.14	2.39	ON
361	314	294	260	104+06949	SYR	0.172	EASTBOUND	NY-370			I-81	No	Yes	Yes	No	1.78	2.39	2.33	1.70	2.23	2.39	OP
362	310	386	123	104-10899	OCDOT	1.425	SOUTHBOUND	CR-57			JOHN GLENN BLVD	No	Yes	Yes	No	2.39	2.26	2.38	2.31	2.34	2.39	AM
363	411	421	827	104-11406	OCDOT	1.643	SOUTHBOUND	CR-47			CROWN RD	Yes	Yes	No	No	2.35	2.19	2.39	2.22	1.89	2.39	PM

364	503	463	828	104+52551	OCDOT	2.159	NORTHBOUND					No	Yes	No	No	2.05	2.39	2.29	1.59	1.85	2.39	OP
365	115	197	829	104P10943	SYR	0.160	NORTHBOUND	RT-598			I-690	No	No	No	No	2.10	2.17	2.33	2.38	2.21	2.38	ON
366	133	228	830	104P11451	OCDOT	0.146	NORTHBOUND	CR-7			I-481	No	No	No	No	2.14	2.37	2.21	2.38	2.15	2.38	ON
367	291	291	235	104+10840	NYSDOT	0.794	EASTBOUND	NY-298			I-81/GENANT DR	Yes	No	Yes	No	1.91	2.18	2.27	2.12	2.38	2.38	WE
368	369	331	149	104+09762	SYR	0.583	NORTHBOUND	NY-92			I-81	No	Yes	Yes	No	2.11	2.21	1.99	2.38	2.38	2.38	ON
369	339	376	121	104-11377	OCDOT	0.894	WESTBOUND	CR-48			BUCKLEY RD	Yes	No	Yes	No	2.13	2.13	2.18	2.34	2.38	2.38	WE
370	368	393	288	104+09725	NYSDOT	1.393	EASTBOUND	NY-5			DUGUID RD	Yes	Yes	Yes	No	2.38	1.93	2.00	1.56	1.94	2.38	AM
371	428	448	261	104+10844	NYSDOT	1.068	EASTBOUND	NY-298			NEW COURT AVE	Yes	Yes	Yes	No	2.38	2.25	2.03	2.29	1.76	2.38	AM
372	298	328	142	104-09713	SYR	0.602	WESTBOUND	NY-5			N GEDDES ST	No	Yes	Yes	No	2.37	2.37	2.27	2.20	1.93	2.37	AM
373	71	116	831	104-11442	SYR	0.104	SOUTHBOUND	BRIGHTON AVE			I-81	No	Yes	Yes	No	2.20	2.33	2.17	2.36	0.00	2.36	ON
374	385	207	832	104-51888	SYR	0.107	SOUTHBOUND	S SALINA ST			E RAYNOR AVE	No	Yes	Yes	No	2.00	2.07	2.27	2.36	0.00	2.36	ON
375	70	299	41	104N09776	NYSDOT	0.129	EASTBOUND	NY-31			NY-481	No	Yes	Yes	No	2.17	2.10	2.15	2.36	1.99	2.36	ON
376	390	320	833	104-05396	NYSDOT	3.424	EASTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	No	No	No	2.35	2.24	1.92	1.71	0.00	2.35	AM
377	258	355	101	104+09721	NYSDOT	0.779	EASTBOUND	NY-5			BRIDGE ST	No	Yes	Yes	No	2.27	2.10	2.35	2.10	2.08	2.35	PM
378	305	373	834	104-11385	OCDOT	0.807	WESTBOUND	CR-51			COMMERCE BLVD	Yes	Yes	No	No	1.96	2.11	2.35	1.71	1.59	2.35	PM
379	210	232	26	104-51891	SYR	0.454	SOUTHBOUND	S SALINA ST	Erie Blvd East	Harrison St	HARRISON ST/W ONONDAGA ST	No	Yes	Yes	No	2.11	2.17	2.20	2.33	2.34	2.34	WE
380	1009	1009	835	104P11345	SYR	0.011	EASTBOUND	MEADOWBROOK DR			RT-92/GENESEE ST	No	Yes	No	No	0.00	0.00	0.00	2.34	0.00	2.34	ON
381	226	167	96	104-51890	SYR	0.114	SOUTHBOUND	S SALINA ST			E ADAMS ST	No	Yes	Yes	No	2.14	2.17	2.33	2.00	0.00	2.33	PM
382	170	231	21	104-10810	NYSDOT	0.128	WESTBOUND	NY-173			NY-92/FAYETTE ST	No	Yes	Yes	No	2.14	2.33	2.10	2.10	2.29	2.33	OP
383	397	321	836	104+10892	SYR	0.472	NORTHBOUND	7TH NORTH ST			WOLF ST	No	Yes	No	No	1.82	2.17	0.00	2.33	0.00	2.33	ON
384	468	323	164	104+09714	SYR	0.602	EASTBOUND	NY-5			I-690	No	Yes	Yes	No	2.33	2.25	2.12	1.92	2.20	2.33	AM
385	255	325	202	104-10949	SYR	1.201	SOUTHBOUND	CR-228			JAMES ST	No	Yes	Yes	No	1.96	2.04	2.33	2.17	2.23	2.33	PM
386	321	387	70	104+09930	NYSDOT	1.987	NORTHBOUND	US-11			NY-31	No	Yes	Yes	No	2.17	2.33	2.30	2.10	2.22	2.33	OP
387	464	428	256	104+10822	SYR	1.081	EASTBOUND	NY-290			TEALL AVE	No	Yes	Yes	No	1.87	1.88	1.86	2.33	2.03	2.33	ON
388	1010	1010	837	104N09771	NYSDOT	0.035	EASTBOUND	RT-31			RT-298	No	No	No	No	0.00	0.00	0.00	2.33	0.00	2.33	ON
389	717	715	188	104N04140	NYSDOT	0.616	SOUTHBOUND	I-481			KIRKVILLE RD/EXIT 5	Yes	No	Yes	Yes	1.24	2.32	1.26	1.25	1.28	2.32	OP
390	359	206	838	104-10819	SYR	0.091	WESTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes	Yes	No	2.11	2.11	2.31	2.22	0.00	2.31	PM
391	195	252	35	104+09715	SYR	0.479	EASTBOUND	NY-5			JAMES ST	No	Yes	Yes	No	2.06	2.17	2.31	2.29	2.14	2.31	PM
392	190	324	19	104+10897	NYSDOT	0.220	NORTHBOUND	RT-370			VINE ST	No	Yes	Yes	No	2.31	1.90	2.10	2.30	2.16	2.31	AM
393	521	397	315	104P05521	NYSDOT	0.099	NORTHBOUND	WEST ST			ERIE BLVD	No	Yes	Yes	No	2.31	1.85	1.77	1.43	1.50	2.31	AM
394	394	404	273	104+10846	NYSDOT	0.919	EASTBOUND	NY-298			THOMPSON RD	Yes	No	Yes	No	1.88	2.00	2.31	1.63	1.67	2.31	PM
395	447	427	839	104+11386	OCDOT	0.807	EASTBOUND	CR-51			HENRY CLAY BLVD	Yes	Yes	No	No	2.31	2.00	1.91	1.90	1.64	2.31	AM
396	469	459	840	104+06867	NYSDOT	2.056	EASTBOUND	NY-370			CR-81/JOHN GLENN BLVD	No	No	No	No	1.79	2.10	2.31	1.96	1.92	2.31	PM
397	481	477	265	104+09753	NYSDOT	1.543	NORTHBOUND	NY-92			ENDERS RD	No	No	Yes	No	1.94	2.05	2.31	1.81	2.25	2.31	PM
398	498	554	154	104-04151	NYSDOT	0.416	EASTBOUND	I-690	On Ramp from West St	Off Ramp to I-81 Southbound	I-81	Yes	Yes	Yes	Yes	2.30	1.28	1.27	1.23	1.24	2.30	AM
399	220	253	841	104N09926	NYSDOT	0.282	SOUTHBOUND	US-11			I-81 (SYRACUSE)	Yes	Yes	No	No	1.96	1.96	2.14	2.19	2.29	2.29	WE
400	185	286	842	104-51879	SYR	0.290	SOUTHBOUND	COMSTOCK AVE			EUCLID AVE	No	Yes	No	No	0.00	2.06	1.99	2.29	0.00	2.29	ON
401	216	287	127	104-10888	OCDOT	0.449	SOUTHBOUND	CR-82			E TAFT RD	Yes	No	Yes	No	1.74	1.85	2.08	2.11	2.29	2.29	WE
402	449	474	843	104-09925	NYSDOT	1.953	SOUTHBOUND	US-11			7TH NORTH ST	Yes	Yes	No	No	1.91	2.06	2.05	2.29	2.03	2.29	ON
403	465	484	844	104-10827	NYSDOT	1.642	WESTBOUND	NY-290			FREMONT RD	No	Yes	No	No	2.29	1.80	1.62	1.46	1.48	2.29	AM
404	375	401	845	104+10804	SYR	1.835	EASTBOUND	NY-173			S SALINA ST	No	Yes	No	No	1.87	2.00	2.27	1.70	1.78	2.27	PM
405	409	420	846	104+10827	NYSDOT	1.827	EASTBOUND	NY-290			FREMONT RD	No	Yes	No	No	1.85	2.20	2.27	1.65	2.04	2.27	PM
406	416	446	847	104-10842	SYR	0.937	WESTBOUND	NY-298			GRANT BLVD	No	Yes	No	No	2.27	1.79	1.92	1.82	1.87	2.27	AM
407	451	457	848	104+10888	OCDOT	1.843	NORTHBOUND	CR-82			E TAFT RD	Yes	No	No	No	1.98	1.89	2.01	2.19	2.27	2.27	WE
408	145	230	162	104N10889	OCDOT	0.289	SOUTHBOUND	CR-82			I-481	Yes	No	Yes	No	2.07	2.19	2.26	2.14	2.10	2.26	PM
409	134	186	849	104P10801	NYSDOT	0.201	EASTBOUND	NY-173			FAY RD	No	Yes	No	No	1.94	2.18	2.23	2.25	2.20	2.25	ON
410	169	200	850	104P50254	SYR	0.070	EASTBOUND	W ONONDAGA ST			S SALINA ST	No	Yes	Yes	No	2.25	2.06	0.00	2.20	0.00	2.25	AM
411	29	218	236	104P10840	SYR	0.287	EASTBOUND	NY-298			I-81/GENANT DR	Yes	Yes	Yes	No	1.83	2.11	2.25	1.91	2.21	2.25	PM
412	179	300	851	104+10803	NYSDOT	0.344	EASTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	2.25	1.98	1.87	1.99	2.20	2.25	AM
413	269	304	75	104+06957	NYSDOT	0.304	EASTBOUND	NY-370			NY-31/E GENESEE ST	No	No	Yes	No	2.15	2.25	2.20	1.70	2.12	2.25	OP
414	386	417	852	104+10849	OCDOT	1.187	EASTBOUND	NY-298			I-481	Yes	Yes	No	No	2.25	1.87	1.79	1.68	1.73	2.25	AM
415	494	487	853	104+11342	OCDOT	1.919	EASTBOUND	CR-71			NORTHERN BLVD/KINNE ST	Yes	Yes	No	No	1.72	1.76	2.25	1.86	1.71	2.25	PM
416	527	512	263	104+10902	OCDOT	1.061	NORTHBOUND	CR-57			NY-31/BELGIUM RD	No	Yes	Yes	No	2.15	2.25	1.90	1.72	1.87	2.25	OP
417	1011	1011	854	104+51899	SYR	0.483	EASTBOUND	GRANT BLVD			BUTTERNUT CIR	No	Yes	No	No	0.00	0.00	0.00	2.25	0.00	2.25	ON
418	104	219	113	104P10889	OCDOT	0.281	NORTHBOUND	CR-82			I-481	Yes	No	Yes	No	2.07	2.18	2.23	2.21	2.24	2.24	WE
419	146	262	128	104+05521	NYSDOT	0.715	NORTHBOUND	WEST ST			ERIE BLVD	No	Yes	Yes	No	2.24	2.08	2.02	2.12	2.10	2.24	AM
420	191	344	66	104-09711	SYR	0.970	WESTBOUND	NY-5			FAY RD	No	Yes	Yes	No	2.22	2.15	2.24	2.18	2.12	2.24	PM
421	400	369	129	104-10822	SYR	0.948	WESTBOUND	NY-290			TEALL AVE	No	Yes	Yes	No	2.24	2.22	2.22	2.18	2.15	2.24	AM
422	434	455	168	104-09723	NYSDOT	2.055	WESTBOUND	NY-5			NY-92	Yes	Yes	Yes	No	2.04	2.24	2.15	1.83	2.03	2.24	OP
423	488	508	855	104-10801	NYSDOT	2.290	WESTBOUND	NY-173			FAY RD	No	Yes	No	No	2.24	1.99	1.74	1.57	1.54	2.24	AM
424	417	342	266	104-06870	SYR	0.163	WESTBOUND	NY-370			CR-137/CR-48	No	Yes	Yes	No	1.88	2.23	2.12	1.88	2.00	2.23	OP
425	261	356	71	104+09929	NYSDOT	0.804	NORTHBOUND	US-11			NY-481	No	Yes	Yes	No	2.17	2.12	2.23	2.03	2.09	2.23	PM
426	439	405	253	104-10821	SYR	1.081	WESTBOUND	NY-290			LODI ST	No	Yes	Yes	No	1.79	1.93	2.07	2.14	2.23	2.23	WE
427	408	453	856	104+11392	OCDOT	1.021	NORTHBOUND	CR-208			THOMPSON RD	No	No	No	No	2.23	1.72	1.53	1.68	1.61	2.23	AM
428	466	458	240	104+09755	NYSDOT	1.941	NORTHBOUND	NY-92			CR-109	No	Yes	Yes	No	1.98	2.23	1.98	1.96	1.84	2.23	OP
429	276	464	115	104-09776	NYSDOT	1.497	EASTBOUND	NY-31			NY-481	No	Yes	Yes	No	1.83	2.06	2.23	2.16	2.07	2.23	PM
430	438	493	857	104-11392	OCDOT	1.073	SOUTHBOUND	CR-208			THOMPSON RD	No	No	No	No	1.82	2.21	2.23	2.01	1.99	2.23	PM
431	306	329	197	104-09761	SYR	0.559	SOUTHBOUND	NY-92			COMSTOCK AVE	No	Yes	Yes	No	2.22	2.20	1.86	2.00	2.00	2.22	AM
432	404	341	858	104-51878	SYR	0.817	SOUTHBOUND	COMSTOCK AVE			E COLVIN ST	No	Yes	No	No	1.98	2.04	2.10	2.22	2.12	2.22	ON
433	450	406	859	104-10841	SYR	0.580	WESTBOUND	NY-298			US-11/N SALINA ST	No	Yes	No	No	1.89	1.78	1.92	2.22	0.00	2.22	ON
434	485	429	860	104P11446	OCDOT	0.034	EASTBOUND	CR-103			I-481	Yes	No	No	No	2.22	2.22	2.05	1.76	0.00	2.22	AM
435	458	436	225	104+09711	NYSDOT	1.202	EASTBOUND	NY-5			FAY RD	No	Yes	Yes	No	1.87	2.18	2.22	2.03	2.14	2.22	PM
436	422	426	67	104+10805	SYR	0.748	EASTBOUND	NY-173			E BRIGHTON AVE	No	No	No	No	2.19	2.01	2.21	2.00	1.90	2.21	PM
437	326	243	861	104N10848	OCDOT	0.053	WESTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	1.89	2.00	2.20	1.55	0.00	2.20	PM
438	214	302	862	104P10893	OCDOT	0.227	NORTHBOUND	CR-45			I-81	Yes	Yes	No	No	2.00	1.91	2.20	2.00	2.16	2.20	PM
439	287	305	193	104-09760	SYR	0.589	SOUTHBOUND	NY-92			WESTCOTT ST	No	Yes	Yes	No	2.10	2.16	2.19	2.09	2.20	2.20	WE
440	186	313	136	104N11380	OCDOT	0.207	WESTBOUND	CR-19			I-81	Yes	Yes	Yes	No	2.03	2.20	2.09	2.06	1.99	2.20	OP
441	412	422	245	104-09916	SYR	0.716	SOUTHBOUND	US-11			E COLVIN ST	No	Yes	Yes	No	1.64	1.96	2.20	1.92	2.18	2.20	PM
442	477	438	863	104+11450	OCDOT	1.352	NORTHBOUND	CR-6			WOODCHUCK HILL RD	No	No	No	No	2.20	2.06	1.75	1.71	1.56	2.20	AM
443	493	486	864	104+10826	NYSDOT	1.827	WESTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No	Yes	No	No	1.76	1.99	2.20	1.79	1.92	2.20	PM
444	381	403	865	104+10833	OCDOT	1.032	EASTBOUND	CR-53			I-481	Yes	Yes	No	No	2.06	2.13	2.19	1.75	1.94	2.19	PM
445	318	241	230	104N10875	OCDOT	0.020	SOUTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes	No	1.90	1.90	2.14	1.76	2.18	2.18	WE
446	251	336	866	104+09988	NYSDOT	0.462	NORTHBOUND	NY-48			NY-31	No	Yes	No	No	1.90	2.00	2.16	2.15	2.18	2.18	WE
447	324	361	867	104-10802	NYSDOT	0.344	WESTBOUND	NY-173			VELASKO RD	No	Yes	No	No	1.92	2.00	2.18	1.50	1.74	2.18	PM
448	395	312	868	104N11342	OCDOT	0.159	WESTBOUND	CR-71			NORTHERN BLVD/KINNE ST	Yes	No	No	No	2.06	2.17	2.10	1.66	0.00	2.17	OP
449	402	322	869	104-10958	NYSDOT	0.098	SOUTHBOUND	BRIDGE ST			NY-690	No	Yes	No	No	1.90	2.14	2.17	1.74	2.00	2.17	PM
450	424	352	870	104-51899	SYR	0.976	WESTBOUND	GRANT BLVD			BUTTERNUT CIR	No	Yes	No	No	2.16	2.17	2.00	1.93	2.00	2.17	OP
451	356	378	182	104+10821	SYR	0.487	EASTBOUND	NY-290			LODI ST	No	Yes	Yes	No	2.00	2.08	2.09	2.17	2.03	2.17	ON
452	349	416	172	104+09722	NYSDOT	1.218	EASTBOUND	NY-5			I-481	No	Yes	Yes	No	2.06	2.17	2.03	1.94	1.94	2.17	OP
453	543	451	289	104-09752	NYSDOT	1.543	SOUTHBOUND	NY-92			CR-5	No	No	Yes	No	1.70	2.07	2.05	1.88	2.17	2.17	WE
454	419	501	222	104+09724	NYSDOT	2.055	EASTBOUND	NY-5			NY-257	Yes	Yes	Yes	No	1.77	1.92	2.17	1.68	1.75	2.17	PM
455	508	510	871	104-10800	NYSDOT	1.613	WESTBOUND	NY-173			CR-98/W GENESEE ST	No	Yes	No	No	2.17	1.94	1.88	1.70	1.65	2.17	AM
456	234	290	872	104N10893	OCDOT	0.227	SOUTHBOUND	CR-45			I-81	Yes	Yes	No	No	2.16	2.08	2.08	2.01	2.06	2.16	AM
457	362	399	150	104-09720	NYSDOT	0.750	WESTBOUND	NY-5			NY-635	No	Yes	Yes	No	2.11	1.83	1.92	2.16	1.98	2.16	ON
458	357	296	294	104P50263	SYR	0.133	EASTBOUND	ERIE BLVD W			WEST ST	No	Yes	Yes	No	1.93	2.08	2.15	1.78	1.82	2.15	PM
459	360	391	873	104-09914	SYR	1.106	SOUTHBOUND	US-11			NY-173	No	Yes	No	No	2.08	1.96	2.15	1.92	2.08	2.15	PM
460	377	402	874	104-10803	SYR	1.835	WESTBOUND	NY-173			SOUTH AVE	No	Yes	No	No	1.69	1.96	2.15	1.72	1.83	2.15	PM
461	396	435	875	104+10879	OCDOT	0.875	NORTHBOUND	CR-48			TAFT RD	No	Yes	No	No	2.11	2.15	1.87	1.93	2.08	2.15	OP
462	473	437	281	104+09761	SYR	0.589	NORTHBOUND	NY-92			COMSTOCK AVE	No	Yes	Yes	No	1.85	2.00	2.06	2.15	1.93	2.15	ON
463	483	439	876	104-10799	OCDOT	0.502	WESTBOUND	NY-173			NY-5	No	No	No	No	1.78	2.04	2.15	1.84	1.82	2.15	PM
464	500	440	877	104-09913	SYR	1.660	SOUTHBOUND	US-11			CR-174	No	Yes	No	No	2.15	2.00	1.90	2.07	1.94	2.15	AM
465	514	441	284	104-11396	OCDOT	2.360	WESTBOUND	CR-191			BUCKLEY RD	No	Yes	Yes	No	2.15	1.99	1.93	1.71	1.66	2.15	AM
466	425	454	267	104+50270	OCDOT	0.896	NORTHBOUND	CR-136			CR-53/KIRKVILLE RD	Yes	No	Yes	No	2.15	2.04	1.70	1.59	1.40	2.15	AM
467	433	515	878	104-10909	OCDOT	0.987	SOUTHBOUND	CR-159			NY-690	No	No	No	No	1.94	2.15	1.50	1.65	1.43	2.15	OP
468	430	396	286	104P10846	NYSDOT	0.287	EASTBOUND	NY-298			THOMPSON RD	Yes	Yes	Yes	No	1.79	1.84	2.14	1.45	1.41	2.14	PM
469	341	415	112	104-09929	NYSDOT	1.987	SOUTHBOUND	US-11			NY-481	No	Yes	Yes	No	2.10	2.14	2.13	2.00	2.05	2.14	OP
470	426	472	879	104+10801	NYSDOT	1.613	EASTBOUND	NY-173			FAY RD	No	Yes	No	No	1.88	2.14	2.08	1.62	1.72	2.14	OP
471	517	284	880	104-09770	NYSDOT	5.204	EASTBOUND	NY-31			CR-3	No	No	No	No	2.04	2.09	2.09	1.92	2.13	2.13	WE
472	391	311	45	104N04109	NYSDOT	0.543	SOUTHBOUND	I-81	I-690 Eastbound Off Ramp	I-690 Eastbound On Ramp	I-690	Yes	Yes	Yes	Yes	2.13	1.30	1.34	1.27	1.28	2.13	AM
473	376	434	881	104+10885	OCDOT	1.377	EASTBOUND	NY-298			I-481	Yes	Yes	No	No	2.12	1.78	1.79	1.70	1.75	2.12	AM
474	398	470	183	104+10900	OCDOT	1.425	NORTHBOUND	CR-57			WETZEL RD	No	Yes	Yes	No	2.07	2.00	1.92	2.12	2.03	2.12	ON
475	332	260	882	104-10891	SYR	0.472	SOUTHBOUND	7TH NORTH ST			COURT ST	No	Yes	No	No	2.11	1.90	1.98	1.93	0.00	2.11	AM
476	294	358	185	104-10820	SYR	0.487	WESTBOUND	NY-290			N STATE ST	No	Yes	Yes	No	1.95	2.02	2.11	2.08	2.08	2.11	PM
477	323	468	207	104+09776	NYSDOT	1.544	WESTBOUND	NY-31			NY-481	No	No	Yes	No	1.69	2.08	2.11	1.77	1.96	2.11	PM
478	548	498	883	104P11387	NYSDOT	0.277	NORTHBOUND	CR-208			I-81/US-11	Yes	Yes	No	No	1.73	1.85	1.83	2.11	1.65	2.11	ON
479	361	365	884	104-11363	SYR	0.383	SOUTHBOUND	GEDDES ST			ERIE BLVD	No	Yes	No	No	1.95	2.00	1.92	2.10	2.00	2.10	ON
480	355	389	885	104-11443	SYR	0.899	SOUTHBOUND	BRIGHTON AVE			S SALINA ST	No	Yes	No	No	1.69	2.08	2.10	1.79	1.85	2.10	PM
481	669	616	320	104-04117	NYSDOT	0.082	SOUTHBOUND	I-81			7TH NORTH ST/EXIT 25	Yes	Yes	Yes	Yes	1.43	1.46	1.84	2.10	1.91	2.10	ON
482	156	268	114	104P50270	OCDOT	0.209	NORTHBOUND	CR-136			CR-53/KIRKVILLE RD	Yes	No	Yes	No	2.08	2.09	2.09	2.00	2.08	2.09	OP
483	413	423	886	104-10848	OCDOT	1.187	WESTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	1.90	2.09	2.01	1.61	1.65	2.09	OP
484	354	443	887	104+10944	SYR	0.722	NORTHBOUND	RT-598			JAMES ST	No	Yes	No	No	1.88	1.94	2.09	1.87	2.00	2.09	PM
485	436	492	248	104-09779	NYSDOT	1.513	EASTBOUND	NY-31			NY-631	Yes	No	Yes	No	1.98	2.09	2.01	1.55	1.83	2.09	OP
486	471	517	254	104N09757	NYSDOT	0.401	SOUTHBOUND	NY-92			I-481	Yes	Yes	Yes	No	1.57	1.66	2.09	1.41	1.69	2.09	PM

487	472	518	255	104P09722	NYSDOT	0.401	EASTBOUND	NY-5			I-481	Yes	Yes	Yes	No	1.57	1.66	2.09	1.41	1.69	2.09	PM
488	312	359	251	104-51889	SYR	0.345	SOUTHBOUND	S SALINA ST			CORTLAND AVE	No	Yes	Yes	No	2.04	1.85	2.08	1.76	0.00	2.08	PM
489	460	407	298	104-09759	SYR	1.379	SOUTHBOUND	NY-92			MEADOWBROOK DR	No	Yes	Yes	No	2.08	1.99	1.84	2.08	2.08	2.08	AM
490	448	449	888	104+09926	NYSDOT	2.030	NORTHBOUND	US-11			I-81 (SYRACUSE)	Yes	Yes	No	No	1.71	1.85	1.97	2.08	2.01	2.08	ON
491	524	530	276	104+11381	OCDOT	2.218	EASTBOUND	CR-19			NORTHERN BLVD	Yes	Yes	Yes	No	2.08	1.85	1.68	1.97	1.82	2.08	AM
492	511	410	319	104+51889	SYR	0.107	NORTHBOUND	S SALINA ST			CORTLAND AVE	No	Yes	Yes	No	1.75	1.71	1.86	2.07	0.00	2.07	ON
493	309	413	889	104-09926	NYSDOT	0.820	SOUTHBOUND	US-11			I-81 (SYRACUSE)	No	Yes	No	No	1.89	1.80	1.93	2.07	1.88	2.07	ON
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	AM
495	343	377	891	104-10943	SYR	0.722	SOUTHBOUND	RT-598			I-690	No	Yes	No	No	1.92	2.00	2.06	1.88	2.01	2.06	PM
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	OP
497	566	531	893	104-10887	OCDOT	1.843	SOUTHBOUND	CR-82			COLLAMER RD	Yes	No	No	No	1.48	1.82	2.06	1.91	1.73	2.06	PM
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	ON
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	PM
500	370	310	72	104-04108	NYSDOT	0.042	SOUTHBOUND	I-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	AM
501	231	353	141	104-09718	NYSDOT	0.901	WESTBOUND	NY-5			TEALL AVE	No	Yes	Yes	No	1.99	1.96	1.91	2.04	2.03	2.04	ON
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	AM
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	WE
504	418	424	181	104-10996	NYSDOT	0.699	SOUTHBOUND	RT-635			I-690	Yes	Yes	Yes	No	1.78	1.83	2.04	1.83	1.94	2.04	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	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	ON
507	222	137	11	104N04108	NYSDOT	0.267	SOUTHBOUND	I-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	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	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	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	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	904	104+09771	NYSDOT	5.205	WESTBOUND	NY-31			NY-298	No	No	No	No	1.70	1.83	2.00	1.78	1.81	2.00	PM
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	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
522	670	638	359	104+04118	NYSDOT	0.151	NORTHBOUND	I-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	ON

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

APPENDIX E

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

Ranking by Performance Measure (CMP Network Only)				Road Segment Identification								Network Identification				Total Hours of Excessive Delay per Mile Freeflow-based (person hours)	
TED Rank	TTI Rank	LOTTR Rank	TTTR Rank	TMC	Owner	Miles	Direction	Road Name	From	To	Cross Street	Freight	Transit	NHS	Highway / Limited Access	TED	TED/Mile
1	1	75	112	104-50507	SYR	0.267	SOUTHBOUND	ALMOND ST	E Genesee St	E Adams St	I-81/E ADAMS ST	No	Yes	Yes	No	235,315	882,341
2	23	151	183	104N09773	NYSDOT	0.069	EASTBOUND	NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	I-81	No	Yes	Yes	No	17,649	257,138
3	50	178	249	104P09773	NYSDOT	0.069	WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	I-81	No	Yes	Yes	No	13,708	199,721
4	62	191	210	104+50248	SYR	0.153	EASTBOUND	ADAMS ST	Almond St	S Townsend St	I-81	No	Yes	Yes	No	24,527	160,727
5	165	70	247	104-04107	NYSDOT	0.111	SOUTHBOUND	I-81	Harrison St	E Adams St	ADAMS ST/EXIT 18	Yes	Yes	Yes	Yes	17,035	153,164
6	15	3	4	104P10952	OCDOT	0.030	NORTHBOUND	CR-45 HENRY CLAY BLVD	Executive Dr	Vine St	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	4,082	137,114
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	134,172
8	46	41	104	104P10948	SYR	0.069	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	I-690	Yes	Yes	Yes	No	8,403	121,431
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	117,415
10	301	466	529	104-09722	NYSDOT	0.604	WESTBOUND	NY-5 E GENESEE ST	Lyndon Rd	Ramp to I-481 Northbound	I-481	Yes	Yes	Yes	No	69,440	115,274
11	222	137	507	104N04108	NYSDOT	0.267	SOUTHBOUND	I-81	I-690 Westbound On Ramp	Harrison St	HARRISON ST/EXIT 18	Yes	Yes	Yes	Yes	30,242	113,271
12	12	52	107	104P11461	SYR	0.027	NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes	No	2,876	106,021
13	63	81	163	104+50247	SYR	0.093	EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes	Yes	No	9,524	102,410
14	144	187	340	104+51892	SYR	0.454	NORTHBOUND	S SALINA ST	Harrison St	Erie Blvd East	ERIE BLVD E	No	Yes	Yes	No	45,651	100,394
15	3	1	19	104N10873	OCDOT	0.048	SOUTHBOUND	CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	OLD LIVERPOOL RD	No	Yes	Yes	No	4,644	97,176
16	91	184	306	104-10896	NYSDOT	0.220	SOUTHBOUND	RT-370			1ST ST/S WILLOW ST	No	Yes	Yes	No	20,768	94,663
17	14	17	81	104N10948	SYR	0.069	SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	I-690	No	Yes	Yes	No	6,378	92,162
18	31	15	22	104N09720	NYSDOT	0.079	WESTBOUND	NY-5			NY-635	No	Yes	Yes	No	7,208	91,436
19	190	324	392	104+10897	NYSDOT	0.220	NORTHBOUND	RT-370			VINE ST	No	Yes	Yes	No	19,959	90,976
20	78	5	20	104P10995	NYSDOT	0.082	NORTHBOUND	NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	ERIE BLVD	No	Yes	Yes	No	7,260	88,026
21	170	231	382	104-10810	NYSDOT	0.128	WESTBOUND	NY-173			NY-92/FAYETTE ST	No	Yes	Yes	No	11,114	86,894
22	39	156	298	104P11460	SYR	0.101	NORTHBOUND	HIAWATHA BLVD	Bridge over I-81	N Salina St	I-81/N SALINA ST	No	No	No	No	8,680	86,020
23	68	99	198	104+11379	OCDOT	0.093	EASTBOUND	CR-19			S BAY RD	Yes	Yes	Yes	No	7,883	85,329
24	81	35	160	104+11461	SYR	0.061	NORTHBOUND	HIAWATHA BLVD	N Salina St	End of Park Ave Turn Lane	PARK ST	Yes	Yes	Yes	No	5,166	84,971
25	21	18	50	104P10896	OCDOT	0.044	NORTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes	Yes	No	3,533	79,964
26	210	232	379	104-51891	SYR	0.454	SOUTHBOUND	S SALINA ST	Erie Blvd East	Harrison St	HARRISON ST/W ONONDAGA ST	No	Yes	Yes	No	35,342	77,724
27	64	19	23	104N09718	NYSDOT	0.037	WESTBOUND	NY-5			TEALL AVE	No	Yes	Yes	No	2,857	77,576
28	89	143	100	104-11378	OCDOT	0.093	WESTBOUND	CR-19			S MAIN ST	Yes	Yes	Yes	No	7,043	76,236
29	5	11	29	104P10902	OCDOT	0.043	NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes	Yes	No	3,209	75,053
30	28	48	119	104P11397	NYSDOT	0.100	EASTBOUND	BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	Yes	Yes	No	7,451	74,690
31	77	272	279	104P09776	NYSDOT	0.129	WESTBOUND	NY-31			NY-481	No	Yes	Yes	No	9,353	72,475
32	65	127	220	104-10947	SYR	0.219	SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes	No	15,884	72,386
33	237	254	147	104-09928	NYSDOT	0.804	SOUTHBOUND	US-11			CENTERVILLE PL	No	Yes	Yes	No	54,477	67,730
34	26	22	27	104-07616	NYSDOT	0.587	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	39,059	66,532
35	195	252	391	104+09715	SYR	0.479	EASTBOUND	NY-5			JAMES ST	No	Yes	Yes	No	31,153	65,238
36	58	115	208	104+50257	SYR	0.074	WESTBOUND	HARRISON ST			S TOWNSEND ST	No	Yes	Yes	No	4,540	61,139
37	92	159	127	104-09714	SYR	0.479	WESTBOUND	NY-5			I-690	No	Yes	Yes	No	27,499	57,586
38	72	77	126	104-51892	SYR	0.098	SOUTHBOUND	S SALINA ST			ERIE BLVD E	No	Yes	Yes	No	5,601	57,069
39	142	180	312	104-05957	NYSDOT	0.304	WESTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	16,948	56,847
40	128	103	57	104N11399	NYSDOT	0.164	WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	8,997	54,823
41	70	299	375	104N09776	NYSDOT	0.129	EASTBOUND	NY-31			NY-481	No	Yes	Yes	No	7,007	54,297
42	188	88	61	104+10996	NYSDOT	0.015	NORTHBOUND	NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	I-690	No	Yes	Yes	No	828	54,210
43	24	37	64	104P50256	SYR	0.071	WESTBOUND	HARRISON ST			ALMOND ST	No	Yes	Yes	No	3,763	52,933
44	102	90	92	104+09922	SYR	0.413	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	Yes	No	21,711	52,357
45	391	311	472	104N04109	NYSDOT	0.543	SOUTHBOUND	I-81	I-690 Eastbound Off Ramp	I-690 Eastbound On Ramp	I-690	Yes	Yes	Yes	Yes	27,669	51,103
46	302	467	530	104+09757	NYSDOT	0.604	NORTHBOUND	NY-92			I-481	Yes	Yes	Yes	No	30,695	50,956
47	25	29	6	104P09718	SYR	0.038	EASTBOUND	NY-5 ERIE BLVD	Erive Blvd Turn Lane Ramp	Teall Ave	TEALL AVE	No	Yes	Yes	No	1,798	48,027
48	59	54	193	104P10874	OCDOT	0.070	NORTHBOUND	CR-148			I-90	Yes	Yes	Yes	No	3,347	47,790
49	121	14	10	104N10951	OCDOT	0.042	SOUTHBOUND	CR-45 HENRY CLAY BLVD	Start of Left Turn Lane	Hopkins Road	CR-148/HOPKINS RD	Yes	Yes	Yes	No	1,957	46,336
50	98	144	223	104-09921	SYR	0.413	SOUTHBOUND	US-11			NY-290	No	Yes	Yes	No	18,801	45,338
51	113	185	154	104-10995	NYSDOT	0.024	SOUTHBOUND	NY-635 THOMPSON RD	I-690 Eastbound Off Ramp	Start of Right TL to Erie Blvd	ERIE BLVD	No	Yes	Yes	No	1,093	44,960
52	93	101	199	104+09921	SYR	0.126	NORTHBOUND	US-11			NY-290	No	Yes	No	No	5,562	44,701
53	43	98	207	104+51893	SYR	0.098	NORTHBOUND	S SALINA ST			E WILLOW ST	No	Yes	Yes	No	4,345	44,267
54	758	798	11	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	16,037	44,070
55	125	110	201	104P09719	NYSDOT	0.092	EASTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	4,051	44,056
56	95	132	148	104+50258	SYR	0.123	WESTBOUND	HARRISON ST			US-11/S STATE ST	No	Yes	Yes	No	5,375	43,974
57	116	61	120	104N10898	OCDOT	0.073	SOUTHBOUND	CR-57			I-90	Yes	Yes	Yes	No	3,164	43,480
58	189	251	144	104P10958	NYSDOT	0.292	NORTHBOUND	BRIDGE ST			NY-690	No	Yes	Yes	No	12,304	42,072
59	35	175	89	104P11380	OCDOT	0.207	EASTBOUND	CR-19			I-81	Yes	Yes	Yes	No	8,469	41,091
60	168	163	231	104N09719	NYSDOT	0.090	WESTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	3,696	41,059
61	97	73	36	104N10952	OCDOT	0.030	SOUTHBOUND	CR-45 HENRY CLAY BLVD	Vine St	Executive Dr	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	1,211	40,683
62	140	140	202	104+50259	SYR	0.169	WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	6,808	40,487
63	112	67	63	104P10875	OCDOT	0.019	NORTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes	No	778	40,008

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APPENDIX F

Appendix F: Crash Data to Top Ten CMP Network Locations

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Crash Data of Top Ten CMP Network Locations

Corridor Number	Road Name	Corridor Description	Total Crashes	Intersection or Intersection-Related			Non-Intersection		
				Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Fatal Crashes	Injury Crashes	Property Damage 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	8
3	Morgan Road	NYS 31 + 500 ft	38	0	11	26	0	0	1
4	NYS 31	Between 81 Ramps	77	0	16	42	0	2	17
5	NYS 690 Ramp	NYS 31 Off-ramp	5	0	1	4	0	0	0
6	NYS 690 Ramp	Jones Road On-ramp	5	0	1	2	0	0	2
7	John Glenn Blvd	Buckley Road + 500 ft	7	0	1	4	0	0	2
8	East Circle Drive	US 11 to South Bay	68	0	15	49	0	1	3
9	I-481SB Ramp	On-ramp to I-81 N	9	0	1	5	0	0	3
10	Taft Road	Henry Clay + 500 ft	28	0	6	17	0	1	4
11	Henry Clay Blvd	Taft + 500 ft	26	0	6	15	0	0	5
12	Henry Clay Blvd	Hopkins + 500 ft	7	0	1	0	0	2	4
13	South Bay Road	US 11 Interchange to Col. Eileen Collins Blvd	48	0	1	14	0	10	23
14	Electronics Pkwy	Old Liverpool + 500 ft	14	0	2	12	0	0	0
15	I-90 Ramp	Off-ramp to I-481	8	0	1	2	0	2	3
16	I-690 Ramp	Ramps to Bridge St / NYS 297	20	0	4	12	0	0	4
17	NYS 370	NBT Bank Pkwy + 500 ft	63	0	0	0	0	10	53
18	Hiawatha Blvd	Bridge over 81 to Park St	66	0	7	43	0	2	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)	Bridge + 500 ft	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