

Appendix D

D.	Highway Information
	Existing Highway Section
	Non-Standard Features
	Non-Conforming Features

EXISTING HIGHWAY FEATURES

I-81 Section Description	Distance (ft) Miles	Number of Lanes		Lane Width		Lane Designation		Shoulder Width				Guide Rail	Curbed Section	Median		Grade		NB Horizontal Alignment (South to North) Length of Tangent section: x', Radius and length of Curved section: R x (x')	SB Horizontal Alignment (South to North) Length of Tangent section: x', Radius and length of Curved section: R x (x')	Lighted	Overpass / Underpass	Posted Speed		Interchange #	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB			Type	Width	NB Grade (South to North)	SB Grade (North to South)					NB	SB	NB	SB
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)			(ft)	(ft)	(ft)	(ft)					(ft)	(ft)	(ft)	(ft)
1 I-481 Southerly Interchange	(5707) 1.08	3	3	12	12	3 Travel w/ exit only	3 Travel w/ exit only	6	6	12	10	Intermittent Steel	No	Concrete Barrier	14 - 350	Grade enters at -2.02%, varies between 0.51% and -1.11%	Grade ascends from 0.03% to 2.11%. Descends to -1.23%, exits ascending at 2.01%	2074', R 2879 (2,081'), 1820'	1807', R 2869 (2074'), 2070'	No		65 mph		16A, 17	
2 E Calthrop Ave Exit 17 to E. Colvin St	(4743) 0.9	3	3	12	12	3 Travel	3 Travel	6	6	10	10	Steel	No	Concrete Barrier	14 - 15	Grade enters at 0.14%, varies between -0.64% and 2.34%	Ascends at 2.01% gradually descends to - 1.85% and exits descending at -0.10%	R 2861 (1739'), 419', R 1911 (1366'), 524'	516', R 1929 (1373'), 408', R 2889 (1749')	Yes	3 OP	55 mph		18	
3 E. Colvin St to Railroad/Van Buren st, beginning of VIADUCT	(3941) 0.75	3	3	12	12	3 Travel w/ on ramp	3 Travel	6	6	10	10	Concrete & Steel	On Concrete Barriers	Concrete Barrier	14 - 15	Descends at -1.23%, improves to 0.3%	Grade near flat, varies between -0.37 and 0.35%	R 4608 (1031'), 2359', R 2861 (140')	2215', R 5456 (1319')	Yes	1 OP			17	
4 VIADUCT - Railroad/Van Buren St to E. Fayette st.	(4150) 0.79	2	2	12	12	2 Travel either on ramps	2 Travel w/ exit only	4	4	5	5	Concrete	On Concrete Barriers	Concrete Barrier	8	Grade begins at 0.7%, gradually descends to - 1.23%	Grade enters ascending at 1.18%, gradually descends between -0.32 and -1.49%	148', R 7615 (145'), 2293', R 4608 (1016')	R 5456 (1230'), 2336'	Yes	Raised	45 mph	55 mph	1690	
5 VIADUCT - E. Fayette St to Genant/Butternut Street Exit 20	(5635) 1.1	2	2	12	12	2 Travel w/ off/ on only ramps	2 Travel w/ off/on ramps					Concrete	On Concrete Barriers	No Median, Raised Split	2 - 12	Level, ascends at 0.7%	Grade consistent at - 0.66%	R 11,459 (902'), 1502', R 1909 (776'), 1016'	1065', R 1919 (791'), 1399', R 11,459 (995')	Yes		45 mph	45 mph	181N&S 18, 19, 20	
6 Genant Dr to Hiawatha Blvd	(4802) 0.91	3	3	12	12	3 Travel	3 Travel	4	4	10	10	Intermittent Steel	No	Concrete Barrier	14 - 18	Descends at -0.2%, levels	Grade near flat, varies between -0.7 and 0.2%	1215', R 5730 (545'), 932', 599', R 11,459 (325')	R 11,549 (232'), 1622', R 5730 (546'), 1218'	Yes		55 mph		22, 23, 24	
7 Hiawatha Blvd to SB off ramp Exit 22/23A-B	(5402) 1.02	3	3	12	12	3 Travel	3 Travel	10	10	10	10	Concrete	No	Concrete Barrier	20 - 22	Grade descends at - 3.0%, reverses to 0.8%, alternates between 2.8%	Grade varies between 2.8% and -2.8%	R 2865 (622'), 635', 1656', R 11,459 (476'), 1891', R 5729 (317'), 965'	962', R 5730 (318'), 1891', R 1149 (476'), 2292', R 2865 (636')	Yes		65 mph	55 mph		
8 SB off ramp Exit 22/23A-B to I-90 NB On ramp	(6594) 1.25	4	4	12	12	3 Travel	3 Travel	10	10	10	10	Concrete (NB) Concrete w/steel (SB)	No	Concrete Barrier	22 - 30	Grade descends at - 1.0% reverses to 3.0% and descends again at - 3.0%	Grade descends at - 0.8%, climbs to 3%, exits descending at - 1.0%	90', R 2865 (1036'), 2348', R 2865 (1858')	R 2865 (1846'), 2348', R 2865 (1036'), 89'	No		55 mph		25, 25a 22, 23	
9 I-90 On-ramp to Rt. 11 NB off ramp (Exit 26)	(3605) 0.68	4	4	12	12	4 Travel	4 Travel	10	10	10	10	None	No	Concrete Barrier	20 - 28	Grade generally decreases, descents range between -2.5% and -0.2%	Grade ascends and descends several times between -1.5% and 2.5%	R 11,000 (387'), R 1200 (350'), 366', R 1400 (360'), 914, R 1348 (532'), 717'	719', R 1348 (532'), 1372', R 1400 (709'), 502', R 1400 (360'), 366', R 1200 (350'), R 11,000 (385')	No				26 25a	
10 Rt. 11 NB off ramp to Airport Blvd SB on ramp (Exit 27-28)	(4227) 0.80	3	3	12	12	3 Travel	3 Travel	10	10	10	10	None	No	Split Raised Structure GAP	Gap & 20 - 40	Grade begins with descent of -0.5% and alternates several times within -3.0% and 0.91%	Grade ascends at 2.5%, climbs at 3.0%, exits descending at -0.5%	SC (115'), R 1146 (1490'), SC (170'), SC (100'), SC (170'), R 1072 (863'), SC (170'), SC (100'), SC (100'), R 1158 (92),	R 11,000 (416'), R 2000 (468'), 508', R 1200 (485'), 358', R 1200 (180'), 433', R 1063 (348'), R 1100 (508'), 482', R	No					
11 Airport Interchange Area	(3533) 0.67	3	3	12	12	3 Travel	3 Travel	6	6	12	12	Steel @ bridge base	No	Grassy, Concrete @ Bridge	40 - 80	Grade begins at 3.0% and reverses to -3.0% and fluctuates between - 0.5% and -0.35%	Grade enters descending, gradually ascends, exits at 3.0%	R 2509 (854'), SC (150'), R 4297 (685'), 2092', 293', R 1400' (85')	R 1553 (211'), 391', R 7503 (300'), R 7503 (300'), SC 150', R 2509 (854')	No		65 mph			
12 Taft Road Interchange Area	(3536) 0.67	3	3	12	12	Travel	Travel	6	6	12	12	Small steel sections	No	Grass Ditch	50	Grade initially declines at -1.06% then steadily increases to 1.05% then 3.0%	Grade descends at - 3.0%, exits at 1.73%	R 2865 (134'), SC (200'), 600', 1531', SC (190'), R 1637 (646'), SC (190'), 266', SC (150'), R 2509 (25')	R 2509 (25'), SC 150', 266', SC 190', R 1637 (646'), SC 190', 2131', SC 200', R 2875 (3223')	No	UP			27, 28	
13 North of Taft Rd to I-481 Ramps	(4055) 0.77	3	3	12	12	Travel	Travel	6	6	12	12	Steel @ Curves	No	Grass Ditch	40 - 50	Grade declines from - 2.57% and improves to +2.0%	Ascends at 1.73%, descends at -2.0%, exits at 2.57%	R 6875 (3220'), 591', SC (200'), R 2865 (701')	R 2865 (699'), SC 200', 591', R 6875 (3223')	No	Double OP	65 mph	65 mph	29S	
14 I-481 Northerly Interchange	(5945) 1.13	3	3	12	12	3 Travel	3 Travel	6	6	12	12	Intermittent Steel	No	Grass Ditch	40	Grade declines from - 1.44% to -4.7% to - 2.57%	Grade ascending between 0.73% and 3.89%	R 4044 (812'), SC (240'), R 1637 (1036'), SC (240'), 4651f, SC (200'), R 2865 (101'), SC (200'), 809', R 6875 (596')	R 6875 (596'), 1200', SC 200', R 2865 (1335'), SC 200', 703', R 5730 (590')			65 mph		29N 29N	
15 I-690 from Van Rensselaer St to N Franklin St	(3601) 0.68	4	4	12	12	2 Travel	2 Travel	6	6	10	10	Steel, Concrete @ Bridges		Steel & Concrete Barrier	18 - 40	Grade ascends at 3.0%, declines at -2.34%, exits ascending at 3.9%	Grade enters descending at -3.0%, gradually increases to 2.34%, descends at - 3.9%	100', R 3819 (531'), 1346', SC 200', R 1909 (112'), SC (200'), 426'	I-690 WB (East to West): 454', 201', R 1939 (266'), 201', 57', 199', R 1881 (109'), 199', 1345', R 3791 (527'), 982', 103'	YES		55 mph (WB)	45 mph (EB)	11 (WB)	11,12 (EB)
16 I-690 from I-81 Interchange to Teall St	(6590) 1.25	3	3	11	11	3 Travel	3 Travel	3.5	3.5	10	12	Steel, Concrete @ Bridges		Concrete Barrier	10	Grade near flat, varies between -0.5% and 0.5%	Grade enters ascending at 1.0% then varies between -0.5% and 0.5%	577', 167', R 7639 (271'), 797', SC (200'), R 2371 (681'), SC (200'), 968', R 5730 (472')	R 5730 (472'), 968', SC (200'), R 2371 (681'), SC (200'), 797', R 7639 (271'), 167', R 4297 (333'), 243'	YES		55 mph (EB)		14 (WB)	14 (EB)

Not NB = North Bound Travel Direction, SB = South Bound Travel Direction

NON-STANDARD FEATURE - GRADE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Over Required Value
81.1610	Grade	I-81 NB Mainline at crossing of E Seneca Turnpike	-4.20%	4%	5%
81.16A10	Grade	I-81 NB Mainline at Exit 16A	4.70%	4.00%	18%
81.16A10	Grade	I-81 NB Mainline at 481 SB to 81 NB interchange, South end	-4.70%	4%	18%
81.16A10	Grade	I-81 NB Mainline at 81 NB to 481 NB interchange, South end	-4.82%	4%	21%
81.1814	Grade	I-81 NB Mainline at/near E Willow St Crossing	4.49%	4.00%	12%
81.1823 & 81.1824	Grade	I-81 SB Mainline at/near E Willow St Crossing	4.40%	4.00%	10%
690.1201 & 81.69001	Grade	I-690 WB to I-81 NB Connector between E Willow St Crossing & I-81 entrance	5.55%	5.00%	11%
690.1301	Grade	I-690 exit 13 WB off ramp between N McBride St & N Townsend St	6.60%	6.00%	10%
690.1302	Grade	I-690 EB on ramp from S McBride St	6.56%	6%	9%
81.16A04 & 481.0004	Grade	I-81 exit 16A SB off ramp between where it merges off 81 to where it crosses E Brighton Ave	5.18%	5%	4%
81.16A03 & 481.0003	Grade	I-81 exit 16A SB on ramp between where it crosses E Brighton Ave to where it crosses over I-81 SB	-6.65%	5%	33%
81.16A01 & 481.0001	Grade	I-81 exit 16A NB on ramp between where it crosses E Brighton Ave and before merging onto 81	6.00%	5%	20%
481.0902	Grade	I-81 exit 29N SB on ramp from 481 N between where it merges off 481 to where it becomes parallel with 81 SB to 481 NB ramp	7.44%	6%	24%

NON-STANDARD FEATURE - HORIZONTAL CURVE RADIUS

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
690.1101	Horizontal Curve Radius	I-690, Exit 11 WB Entrance Ramp from N West St	358.10	485	74%
690.1102	Horizontal Curve Radius	I-690, Exit 11 WB Exit Ramp to S West St	358.10	485	74%
690.1103	Horizontal Curve Radius	I-690, Exit 11 EB Entrance Ramp from N West St	200.00	485	41%
690.1104	Horizontal Curve Radius	I-690, Exit 11 EB Exit Ramp to S West St	381.97	485	79%
690.1203	Horizontal Curve Radius	I-690 WB to I-81 SB Connector (At I-690 WB Exit)	500.04	840	60%
690.1210	Horizontal Curve Radius	I-690, EB Mainline curve after Exit 11 SB entrance ramp as it crosses over N. Salina St (Before James St)	1145.92	1330	86%
690.1210	Horizontal Curve Radius	I-690, EB Mainline curve at exit 12 off ramp (EB 690 to S 81 Interchange)	1145.92	1330	86%
81.16A10	Horizontal Curve Radius	I-81 NB Mainline at the 481-81 south interchange as the 481 NB and SB with 81 SB connectors cross over 81	1553.47	2040	76%
81.16A02 & 481.0002	Horizontal Curve Radius	I-81 NB to I-481 NB connector ramp at the south interchange	759.51	840	90%
81.1705	Horizontal Curve Radius	I-81, Exit 17 SB Exit Ramp at McClure Ave and S State St Light	95.00	485	20%
81.1820 & 81.1810	Horizontal Curve Radius	I-81 curve over E Castle St (Before Downtown Syracuse Viaduct)	1637.02	2040	80%
81.1812 & 81.1813	Horizontal Curve Radius	I-81 NB Mainline curve at 81 NB to 690 EB Interchange	1145.92	1330	86%
81.1814	Horizontal Curve Radius	I-81 NB Mainline curve over E Willow and James St	1071.51	1330	81%
81.1814	Horizontal Curve Radius	I-81 NB Mainline curve at/before I-690 WB Entrance Ramp	1158.14	1330	87%
81.1814 & 81.1824	Horizontal Curve Radius	I-81 Mainline curve at/before I-690 WB Entrance Ramp onto I-81 NB	1200.00	1330	90%
81.1823	Horizontal Curve Radius	I-81 SB Mainline curve over James St	1099.51	1330	83%
81.1823 or 81.1824	Horizontal Curve Radius	I-81 SB Mainline Curve at 81 SB to 690 EB interchange	1145.92	1330	86%
81.1823 & 81.1824	Horizontal Curve Radius	I-81 SB Mainline curve over E Willow St	1062.67	1330	80%
81.1824	Horizontal Curve Radius	I-81 SB Mainline curve at/before I-690 WB Entrance Ramp onto I-81 NB	1145.92	1330	86%
81.1901	Horizontal Curve Radius	Loop From Pearl St to I-81 NB Entrance Ramp (With I-690 WB Connector)	85.00	150	57%
81.1901	Horizontal Curve Radius	Hickory and Pearl St to I-81 NB Entrance Ramp (With I-690 WB Connector)	240.40	485	50%
81.1920, 81.1824 & 81.2010	Horizontal Curve Radius	I-81 Mainline curve at SB Exit 19 Exit Ramp	1200.12	1330	90%
81.2121 & 81.2110	Horizontal Curve Radius	I-81 Mainline Curve at Catawba St Bridge	1200.00	1330	90%
81.2002	Horizontal Curve Radius	I-81 exit 20 SB off ramp right as ramp begins to merge off 81	320	485	66%
81.2102	Horizontal Curve Radius	I-81 SB on ramp from W Division St and Genant Dr in the middle of the ramp	472.00	485	97%
81.2203	Horizontal Curve Radius	I-81 exit 22 SB on ramp from Bear St right as traffic merges onto ramp	270	485	56%

NON-STANDARD FEATURE - HORIZONTAL CURVE RADIUS

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.2302	Horizontal Curve Radius	I-81 SB Exit 23A Ramp Curve #3 (Meets Onodaga State Parkway)	477.47	485	98%
81.2302	Horizontal Curve Radius	I-81 SB Exit 23A Ramp Curve #2 at Bridge over Park St and 370 Connectors	477.47	485	98%
81.2502	Horizontal Curve Radius	Exit 25 I-81 NB Exit Ramp at the Right Turn onto 7th N St	100.00	150	67%
81.2504	Horizontal Curve Radius	Exit 25 I-81 SB Exit Ramp Before entering Two Lanes	245.00	485	51%
81.25A03	Horizontal Curve Radius	Exit 25A Entrance Ramp Onto I-81 SB from I-90	276.82	485	57%
81.2710	Horizontal Curve Radius	I-81 NB Mainline between Exits 26 and 27 on Mattydale Viaduct	1909.85	2040	94%
81.2720	Horizontal Curve Radius	I-81 SB Mainline between Exits 26 and 27 on Mattydale Viaduct	1909.55	2040	94%
81.2903	Horizontal Curve Radius	I-81 exit 29S NB on ramp from 481 SB at curve before merging on 81	230.00	235	98%
81.2904	Horizontal Curve Radius	I-81 exit 29S NB off ramp to 481 SB at curve right after gore after merging off 81	700.00	840	83%
81.2906	Horizontal Curve Radius	I-81 exit 29S SB off ramp to 481 SB at curve when merging off 81	230.00	235	98%
81.2907	Horizontal Curve Radius	I-81 exit 29N SB on ramp from 481 NB at curve when merging onto 81	230.00	235	98%
81.2910	Horizontal Curve Radius	I-81 NB Mainline at Bridge Over Church St	1911.01	2040	94%
81.2920	Horizontal Curve Radius	I-81 SB Mainline at Bridge Over Church St	1929.45	2040	95%
81.2905	Horizontal Curve Radius	481 S to I-81 SB Connector (At I-81 SB Entrance)	793.96	840	95%
81.2908	Horizontal Curve Radius	I-81 SB to 481 N Connector (At I-81 SB Exit)	787.40	840	94%
81.69003 & 690.1204	Horizontal Curve Radius	I-81 NB to I-690 EB Connector	462.68	840	55%
81.69004	Horizontal Curve Radius	I-690 WB to I-81 SB Connector (At I-81 SB Entrance)	599.96	840	71%
81.69005	Horizontal Curve Radius	I-690 EB to I-81 SB connector (At I-81 SB entrance)	399.97	840	48%
481.0901	Horizontal Curve Radius	I-81 SB to 481 N Connector (At 481 N Entrance)	564.30	840	67%
481.0901	Horizontal Curve Radius	I-81 exit 29N SB off ramp to 481 NB at curve when merging onto 481	564.80	840	67%
481.0902	Horizontal Curve Radius	I-81 exit 29N SB on ramp from 481 NB at curve when merging off 481	230.00	235	98%
481.0906	Horizontal Curve Radius	I-81 exit 29S NB on ramp from 481 SB at curve after merging off 481	230.00	235	98%
481.0908	Horizontal Curve Radius	I-81 exit 29S SB on ramp from 481 SB at curve when merging off 481	500.00	840	60%
481.0908	Horizontal Curve Radius	481 S to I-81 SB Connector (At 481 S Exit)	495.41	840	59%

NON-STANDARD FEATURE - LANE WIDTH

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
690.1210	Lane Width	I-690 Mainline EB In Between Exit 11 & 12 Ramps	11.0	12.0	92%
690.1211	Lane Width	I-690 Mainline EB Between Exit 12 Ramps	11.0	12.0	92%
690.1220	Lane Width	I-690 Mainline WB In Between Exit 11 & 12 Ramps	11.0	12.0	92%
690.1221	Lane Width	I-690 Mainline WB Between Exit 12 Ramps	11.0	12.0	92%
690.1310	Lane Width	I-690 Mainline EB In Between Exit 12 & 13 Ramps	11.0	12.0	92%
690.1320	Lane Width	I-690 Mainline WB In Between Exit 12 & 13 Ramps	11.0	12.0	92%

NON-STANDARD FEATURES - MEDIAN WIDTH

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.1810	Median Width	I-81 Mainline NB E. Colvin on-ramp to Exit 18	8	10	80%
81.1811	Median Width	I-81 Mainline NB Exit 18 to Almond Street on-ramp	8	10	80%
81.1814	Median Width	I-81 Mainline NB I-690 WB off-ramp to I-690 WB on-ramp	8	10	80%
81.1820	Median Width	I-81 Mainline SB Almond St on-ramp to Exit 17	8	10	80%
81.1821	Median Width	I-81 Mainline SB Exit 18 to Almond St on-ramp	8	10	80%
81.1824	Median Width	I-81 Mainline SB Exit 19 off-ramp to I-690 EB off-ramp	8	10	80%

NON-STANDARD FEATURES - SHOULDER WIDTH

SEG_ID	Feature	Location	Left Shoulder		Right Shoulder		Percentage Met of Required Value
			Existing Value	Required Value	Existing Value	Required Value	
690.1210	Shoulder Width	I-690 Mainline EB In Between Exit 11 & 12 Ramps	3.5	4.0	10.0	10.0	88%
690.1211	Shoulder Width	I-690 Mainline EB Between Exit 12 Ramps	3.5	4.0	10.0	10.0	88%
690.1220	Shoulder Width	I-690 Mainline WB In Between Exit 11 & 12 Ramps	3.5	4.0	10.0	10.0	88%
690.1221	Shoulder Width	I-690 Mainline WB Between Exit 12 Ramps	3.5	4.0	10.0	10.0	88%
690.1310	Shoulder Width	I-690 Mainline EB In Between Exit 12 & 13 Ramps	3.5	4.0	10.0	10.0	88%
690.1320	Shoulder Width	I-690 Mainline WB In Between Exit 12 & 13 Ramps	3.5	4.0	10.0	10.0	88%
81.1810	Shoulder Width	I-81 Mainline NB E. Colvin on-ramp to Exit 18	4.0	4.0	5.0	10.0	50%
81.1811	Shoulder Width	I-81 Mainline NB Exit 18 to Almond Street on-ramp	4.0	4.0	5.0	10.0	50%
81.1812	Shoulder Width	I-81 Mainline NB Almond Street on-ramp to I-690 EB off-ramp	4.0	4.0	5.0	10.0	50%
81.1813	Shoulder Width	I-81 Mainline NB I-690 EB off-ramp to I-690 WB off-ramp	2.0	4.0	2.0	10.0	20%
81.1814	Shoulder Width	I-81 Mainline NB I-690 WB off-ramp to I-690 WB on-ramp	2.0	4.0	2.0	10.0	20%
81.1820	Shoulder Width	I-81 Mainline SB Almond St on-ramp to Exit 17	4.0	4.0	5.0	10.0	50%
81.1821	Shoulder Width	I-81 Mainline SB Exit 18 to Almond St on-ramp	4.0	4.0	5.0	10.0	50%
81.1822	Shoulder Width	I-81 Mainline SB I-690 EB on-ramp to Exit 18	4.0	4.0	5.0	10.0	50%
81.1823	Shoulder Width	I-81 Mainline SB I-690 EB off-ramp to I-690 EB on-ramp	2.0	4.0	2.0	10.0	20%
81.1824	Shoulder Width	I-81 Mainline SB Exit 19 off-ramp to I-690 EB off-ramp	2.0	4.0	2.0	10.0	20%
81.1920	Shoulder Width	I-81 Mainline SB Exit 20 to Exit 19	2.0	4.0	2.0	10.0	20%

NON-STANDARD FEATURE - SIGHT DISTANCE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
690.1101	Headlight Sight Distance	I-690 WB exit 11 on ramp as it becomes parallel with 690 but before merging on	210	305	69%
690.1102	Headlight Sight Distance	I-690 WB exit 11 off ramp between where it merges off 690 and before it is combined with traffic from Butternut St	190	305	62%
690.1103	Headlight Sight Distance	I-690 EB exit 11 on ramp between where lane breaks on right to go to Herald Plaza to where it merges with 690	175	305	57%
690.1104	Headlight Sight Distance	I-690 EB exit 11 off ramp to S West St at gore area	195	305	64%
690.1104	Stopping Sight Distance	I-690 EB exit 11 off ramp to S West St after point where lane breaks to allow traffic to go towards Genesse St	275	305	90%
690.1111 & 690.1210	Stopping Sight Distance	I-690 EB Mainline as the exit 11 EB on ramp merges onto 690	465	570	82%
690.1111	Headlight Sight Distance	I-690 EB Mainline at exit 11 as the 2 690 to West St Connectors crosses over 690	315	570	55%
690.1121	Headlight Sight Distance	I-690 WB Mainline at exit 11 as the 2 690 to West St Connectors crosses over 690	330	570	58%
690.1201	Stopping Sight Distance	690 WB to 81 NB Connector at E Willow St	380	425	89%
690.1203	Headlight Sight Distance	690 WB to 81 SB Connector at gore as it merges off 690 WB	165	425	39%
690.1203	Headlight Sight Distance	I-690 WB to 81 SB Connector at gore area as it is merging off 690	165	305	54%
690.1210 & 690.1211	Headlight Sight Distance	I-690 EB Mainline as it crosses Rt. 11/ State St at EB 690 to S 81 interchange	440	570	77%
690.1211	Stopping Sight Distance	I-690 EB Mainline as it crosses over I-81	465	570	82%
690.1220	Stopping Sight Distance	I-690 WB Mainline as it crosses over I-81	545	570	96%
690.1220	Headlight Sight Distance	I-690 WB Mainline as it crosses over E. Willow St.	460	570	81%
690.1301	Headlight Sight Distance	I-690 WB exit 13 off Ramp at N Townsend St intersection	75	305	25%
690.1302	Headlight Sight Distance	On ramp to 690 EB from N Mc Bride St near street intersection	75	305	25%
690.1310	Headlight Sight Distance	I-690 EB Mainline as exit 13 on ramp from N McBride St merges	470	570	82%
690.1401	Headlight Sight Distance	I-690 WB exit 14 on ramp as right and left turn lanes from Teall Ave merge onto ramp	80	305	26%
690.1404	Headlight Sight Distance	I-690 EB exit 14 off ramp before intersection with Teall Ave where the right hand turn lane begins	145	305	48%
690.1420 & 690.1410	Headlight Sight Distance	I-690 Mainline between the exit 14 WB on ramp/ EB off ramp and Teall Ave	560	570	98%
81.16A01	Headlight Sight Distance	I-81 exit 16A NB on ramp between where traffic enters from E Brighton Ave on ramp to where it merges with 81 NB	280	425	66%
81.16A02	Headlight Sight Distance	I-81 exit 16A NB off ramp between where it merges off 81 and before crossing E Brighton Ave	300	425	71%

NON-STANDARD FEATURE - SIGHT DISTANCE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.16A03	Headlight Sight Distance	I-81 exit 16A SB on ramp as it approaches to merge with 81 SB	295	425	69%
81.16A04	Headlight Sight Distance	I-81 exit 16A SB off ramp at the gore area	340	425	80%
481.0003	Headlight Sight Distance	I-81 exit 16A SB on ramp as it crosses over E Brighton Ave	290	425	68%
81.16A10	Headlight Sight Distance	I-81 NB Mainline at exit 16A on ramp from 481 S	525	730	72%
81.16A20	Headlight Sight Distance	I-81 SB Mainline after exit 16A off ramp to 481 NB as it breaks away after merging off	600	730	82%
81.1701	Headlight Sight Distance	I-81 NB on ramp from E Colvin St right as traffic enters ramp from intersection	150	305	49%
81.1702	Headlight Sight Distance	I-81 exit 17 NB on ramp right as traffic enters ramp from intersection	140	305	46%
81.1703	Headlight Sight Distance	I-81 exit 17 NB off ramp right before the intersection stop	140	305	46%
81.1704	Headlight Sight Distance	I-81 exit 17 SB on ramp right as traffic turns onto ramp from W. Calthrop Ave	200	305	66%
81.1705	Headlight Sight Distance	I-81 exit 17 SB off ramp right before the intersection stop	60	305	20%
81.1705	Stopping Sight Distance	Exit 17 I-81 SB Exit Ramp	275	305	90%
81.1710 & 81.1720	Headlight Sight Distance	I-81 Mainline between exit 17 NB off ramp and bridge overpass near/at Calthrop Ave	525	730	72%
81.1801	Stopping Sight Distance	I-81 NB on ramp near Almond & E Genesee St	300	305	98%
81.1801	Headlight Sight Distance	I-81 NB on ramp near Cedar & Madison St	95	305	31%
81.1802	Headlight Sight Distance	I-81 Exit 18 NB off ramp (towards E Adams St)	200	305	66%
81.1803	Headlight Sight Distance	I-81 Exit 18 SB on ramp (from E Adams St)	170	305	56%
81.1804	Stopping Sight Distance	I-81 SB off ramp near Almond & E Genesee St	292.5	305	96%
81.1806	Headlight Sight Distance	I-81 SB off ramp near Cedar & Madison St	95	305	31%
81.1810 & 81.1820	Stopping Sight Distance	I-81 Mainline at start of Syracuse Viaduct	465	730	64%
81.1811 & 81.1821	Headlight Sight Distance	I-81 Centerline as NB on ramp from Almond St approaches to merge near Madison and Cedar St	380	570	67%
81.1814	Headlight Sight Distance	I-81 NB Mainline as it crosses over 690 WB towards Pearl St (N side of interchange)	265	570	46%
81.1814	Headlight Sight Distance	I-81 NB Mainline at NB 81 to WB 690 interchange	470	570	82%
81.1814	Stopping Sight Distance	I-81 NB Mainline between E Willow St and James St	490	570	86%
81.1822	Headlight Sight Distance	I-81 SB Mainline between E Fayette St and E Washington St	445	570	78%
81.1823	Headlight Sight Distance	I-81 SB Mainline as it crosses Rt. 11/ State St	545	570	96%

NON-STANDARD FEATURE - SIGHT DISTANCE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.1823	Stopping Sight Distance	I-81 SB Mainline as it crosses James St	515	570	90%
81.1824	Headlight Sight Distance	I-81 SB Mainline as it crosses over 690 WB towards Pearl St (N side of interchange)	265	570	46%
81.1824	Stopping Sight Distance	I-81 SB Mainline between Websters landing and 81 SB exit ramp to Butternut St.	460	570	81%
81.1824	Stopping Sight Distance	I-81 SB Mainline as Pearl & Hickory St merge onto 81 NB	460	570	81%
81.1901	Headlight Sight Distance	I-81 NB entrance ramp from Pearl and Hickory St before it merges with on ramp (loop) from Pearl St	235	305	77%
81.1901	Headlight Sight Distance	I-81 NB on ramp from Pearl St as it merges with traffic from Hickory/ Pearl St on ramp	150	155	97%
81.1920	Headlight Sight Distance	I-81 SB Mainline between SB exit 20 E Butternut St and SB exit 19 W Butternut St exit ramps for 81 SB	355	570	62%
81.2010	Stopping Sight Distance	I-81 NB Mainline as Pearl & Hickory St merge onto 81 NB	415	570	73%
81.2010	Stopping Sight Distance	I-81 NB Mainline between NB entrance ramp from Pearl St. and Butternut St.	495	570	87%
81.2010	Headlight Sight Distance	I-81 NB Mainline between E and W Butternut St exit ramps for 81 SB (exits 19 and 20)	390	570	68%
81.2010 & 81.2110	Stopping Sight Distance	I-81 NB Mainline as NB entrance ramp from N State St and Butternut St merge	515	570	90%
81.2020 & 81.2121	Stopping Sight Distance	I-81 SB Mainline as SB entrance ramp from W Division St and Genant Dr merge	475	570	83%
81.2002	Headlight Sight Distance	I-81 SB exit ramp to W Butternut St and near end of gore area once lane seperates	155	305	51%
81.2002	Stopping Sight Distance	I-81 SB off ramp to Butternut St as ramp merges with Butternut St	195	305	64%
81.2020	Headlight Sight Distance	I-81 SB Mainline when parallel to NB on ramps from Butternut and N State St as they merge together	505	570	89%
81.2110	Headlight Sight Distance	I-81 NB Mainline as Spencer St/ Catawba St crosses over	470	570	82%
81.2110	Headlight Sight Distance	I-81 NB Mainline just north of the Catawba/ Spencer St bridge overpass	400	570	70%
81.2102	Headlight Sight Distance	I-81 SB entrance ramp from Genant Dr and W Division St intersection when lane begins to merge	180	305	59%
81.2120	Headlight Sight Distance	I-81 SB Mainline as Court St crosses over	500	570	88%
81.2201	Stopping Sight Distance	I-81 exit 22 NB on ramp as traffic enters ramp from intersection	280	305	92%
81.2201	Headlight Sight Distance	I-81 exit 22 NB on ramp as lane begins to merge onto 81	90	305	30%

NON-STANDARD FEATURE - SIGHT DISTANCE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.2202	Headlight Sight Distance	I-81 exit 22 NB off ramp at gore area	215	305	70%
81.2203	Headlight Sight Distance	I-81 exit 22 SB on ramp at gore area	180	305	59%
81.2203	Stopping Sight Distance	I-81 exit 22 SB on ramp as traffic enters ramp from intersection	265	305	87%
81.2210 & 81.2310	Headlight Sight Distance	I-81 NB Mainline between NB exit 22 on ramp to Bear St bridge overpass	350	570	61%
81.2220	Headlight Sight Distance	I-81 SB Mainline just north of the Bear St bridge overpass	485	570	85%
81.2220	Headlight Sight Distance	I-81 SB Mainline between NB exit 22 on ramp to Bear St bridge overpass	450	570	79%
81.2220	Headlight Sight Distance	I-81 SB Mainline at Bear St bridge overpass	450	570	79%
81.2302 & 81.2304	Headlight Sight Distance	Exit 23A I-81 SB Exit Ramp as it merges on the 4-5 parallel lane parkway	215	305	70%
81.2310	Headlight Sight Distance	I-81 NB Mainline just north of the Bear St bridge overpass	405	570	71%
81.2401	Headlight Sight Distance	I-81 NB on ramp from Hiawatha Blvd W as the ramp passes over 81 exit 23 NB off ramp	255	305	84%
81.25A01	Headlight Sight Distance	I-81 exit 25A NB on ramp as it stops running parallel to the NB off ramp	255	305	84%
81.25A03	Headlight Sight Distance	Exit 25A SB on ramp towards 81 SB end	205	305	67%
81.25A03	Stopping Sight Distance	Exit 25A SB on ramp towards I-90 Toll Booths end	280	305	92%
81.25A04	Stopping Sight Distance	Exit 25A NB Exit Ramp	275	305	90%
81.25A04	Headlight Sight Distance	I-81 exit 25A SB off ramp after gore and before merging with 81 NB off ramp traffic	300	305	98%
81.2601	Headlight Sight Distance	I-81 exit 26 NB off ramp as the ramp lane separates for traffic turning right versus going straight at the intersection	265	305	87%
81.2610 & 81.2620	Headlight Sight Distance	I-81 Mainline just north of bridge at Exit 25A to leading to/from Thruway tolls	700	730	96%
81.2710	Headlight Sight Distance	I-81 NB Mainline in between Exit 26 NB Exit Ramp and Brewerton Rd/ Rt 11S	640	730	88%
81.2710	Headlight Sight Distance	I-81 NB Mainline at the Airport Rd bridge overpass	640	730	88%
81.2720	Headlight Sight Distance	I-81 SB Mainline in between Exit 26 SB Entrance Ramp and Brewerton Rd/ RT 11S	525	730	72%
81.2720	Headlight Sight Distance	I-81 SB Mainline at the Airport Rd bridge overpass	725	730	99%
81.2820	Headlight Sight Distance	I-81 SB Mainline at the south side of the Taft Rd bridge overpass	570	730	78%
81.2820	Headlight Sight Distance	I-81 SB Mainline at the north side of the Taft Rd bridge overpass	450	730	62%
81.2905	Headlight Sight Distance	I-81 exit 29S SB on ramp at gore area	240	425	56%

NON-STANDARD FEATURE - SIGHT DISTANCE

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.2905	Headlight Sight Distance	I-81 exit 29S SB on ramp as ramp runs parallel to clover ramp on inside - closer to 81 (direct ramp)	320	425	75%
81.2905	Headlight Sight Distance	I-81 exit 29S SB on ramp as ramp runs parallel to clover ramp on inside - closer to 481 (direct ramp)	270	425	64%
81.2906	Headlight Sight Distance	I 81 exit 29S SB off ramp to 481 SB in between where it merges off 81 to where it runs parrallel with 481 SB to 81 SB ramp	185	200	93%
81.2908	Headlight Sight Distance	I-81 exit 29N SB off ramp to 481 NB when approaching 481 NB to 81 SB ramp to area where they run parralel to one another	270	425	64%
81.2908	Headlight Sight Distance	I-81 exit 29N SB off ramp to 481 NB at gore area when merging off 81	390	425	92%
481.0902	Headlight Sight Distance	I 81 exit 29N SB on ramp from 481 NB when approaching 81 SB to 481 NB ramp to area where they run parralel to one another	190	200	95%
81.2908	Headlight Sight Distance	Exit 29 SB Exit Ramp towards 481 N	300	425	71%
81.2910	Headlight Sight Distance	I-81 NB Mainline at the south side of the Taft Rd bridge overpass	605	730	83%
81.2910	Headlight Sight Distance	I-81 NB Mainline approximatly 1200 ft south of the Church St bridge overpass	580	730	79%
81.2910	Headlight Sight Distance	I-81 NB Mainline approximatly 900 ft south of the Church St bridge overpass	690	730	95%
81.2910 & 81.3010	Headlight Sight Distance	I-81 NB Mainline at exit 29S NB off ramp to 481 SB (direct ramp)	570	730	78%
81.3010	Headlight Sight Distance	I-81 NB Mainline at exit 29N NB on ramp from 481 NB (direct ramp)	440	730	60%
81.3020	Headlight Sight Distance	I-81 SB Mainline at exit 29S SB off ramp to 481 SB (clover ramp)	435	730	60%
81.3020	Headlight Sight Distance	I-81 SB Mainline at exit 29N SB on ramp from 481 NB (clover ramp)	410	730	56%
81.69004	Headlight Sight Distance	690 WB to 81 SB Connector as it becomes parrellel with 81 SB	285	425	67%
81.69005	Headlight Sight Distance	690 EB to 81 SB Connector at crossing of Townsend St	200	425	47%
690.1201 & 81.69001	Headlight Sight Distance	690 WB to 81 NB Connector as it merges with on ramps from Pearl & Hickory St	205	425	48%
690.1202 & 81.69002	Headlight Sight Distance	81 NB to 690 WB Connector when crossing over N Salina St.	380	425	89%
690.1205 & 81.69005	Stopping Sight Distance	690 EB to 81 SB Connector at crossing of Route 11/ State St.	365	425	86%

NON-STANDARD FEATURE - SUPER ELEVATION

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Over Required Value
690.1103	Superelevation	I-690 EB ext 11 on ramp from N West St to end of gore area where lane pulls off to Herald Pl	7.80%	6%	30%
690.1104	Superelevation	I-690 EB exit 11 off ramp on portion of ramp going to West St, not ramp merging to Genesee St	7.30%	6%	22%
690.1104	Superelevation	I-690 EB exit 11 off ramp on portion of ramp going to Genesee St, not ramp merging to West St	6.25%	6%	4%
81.16A10	Superelevation	I-81 NB Mainline between 81 NB - 481 NB interchange and 481 SB - 81 NB interchange	8.00%	6%	33%
81.16A10	Superelevation	I-81 NB Mainline between bridge overpass at E Glen Ave to N end of Fahey Rehabilitation Center building	Varies	6%	#VALUE!
81.16A20	Superelevation	I-81 SB Mainline between exit 16A 81 SB off and on ramp at the south 481-81 interchange	6.50%	6%	8%
81.1710 & 81.1720	Superelevation	I-81 Centerline between overpass near Calthrop ave to 81 SB exit 17 off ramp	Varies	6%	#VALUE!
81.1810 & 81.1820	Superelevation	I-81 Centerline at bridge overpass E Castle St, just South of Syracuse viaduct	Varies	6%	#VALUE!
81.1824	Superelevation	I-81 SB Mainline between SB off ramp to E Butternut St and NB on ramp from Pearl and Hickory St	7.80%	6%	30%
81.1920, 81.2020, 81.2120, 81.2121, & 81.2220	Superelevation	I-81 SB Mainline between SB off ramp to E Butternut St and bridge overpass at Bear St	7.70%	6%	28%
81.2010	Superelevation	I-81 NB Mainline between NB on ramp from Pearl and Hickory St to bridge overpass at Butternut St	8.00%	6%	33%
81.2010, 81.2110 & 81.2210	Superelevation	I-81 NB Mainline between bridge overpass at Butternut St to bridge overpass at Bear St	8.00%	6%	33%
81.2220	Superelevation	I-81 SB Mainline between just S of Bear St and NB exit 23-24A&B off ramp	7.80%	6%	30%
81.2302	Superelevation	I-81 SB exit 23A off ramp where it becomes elevated and loops over Onadaga Parkway before multiple lanes	7.80%	6%	30%
81.2303 & 81.2304	Superelevation	I-81 SB exit 23B on ramp from Onondaga Lake Pkwy/ Rt370 at start of ramp near highway overpass	7.30%	6%	22%
81.2303 XXXXX	Superelevation	I-81 SB exit 23B on ramp from Onondaga Lake Pkwy/ Rt370 at N end of highway overpass to Rt 370 intersection	7.80%	6%	30%
81.2310	Superelevation	I-81 NB Mainline between just S of Bear St and NB exit 23-24A&B off ramp	7.80%	6%	30%
81.2401	Superelevation	I-81 NB exit 23B on ramp from Hiawatha Blvd	6.80%	6%	13%
81.2402	Superelevation	I-81 NB exit 23-24A&B off ramp from where it starts to when it splits left and goes under I-81	7.80%	6%	30%
81.2501	Superelevation	I-81 NB exit 25 on ramp from 7th N St/County Rd 45	7.80%	6%	30%

NON-STANDARD FEATURE - SUPER ELEVATION

SEG_ID	Feature	Location	Existing Value	Required Value	Percentage Over Required Value
81.2502	Superelevation	I-81 NB exit 25 off ramp to 7th N St/County Rd 45 at start of loop curvature to where it runs parallel to NB on ramp	7.80%	6%	30%
81.2503	Superelevation	I-81 SB exit 25 on ramp from 7th N St/County Rd 45 when it ends being parallel to SB off ramp to when meets 81	7.80%	6%	30%
81.2504	Superelevation	I-81 SB exit 25 off ramp to th N St.County Rd 45 from start of first curve to end of loop curvature	7.80%	6%	30%
81.25A01	Superelevation	I-81 NB exit 25 A on ramp from crossing over 81 to merging onto NB 81	7.80%	6%	30%
81.25A02	Superelevation	I-81 NB exit 25A off ramp to I-90 at start of loop curvature past gore area to where it runs parallel to NB on ramp	7.80%	6%	30%
81.25A03	Superelevation	I-81 SB exit 25A on ramp from I-90	6.80%	6%	13%
81.2510 & 81.2520	Superelevation	I-81 Centerline at bridge overpass over I-90	6.10%	6%	2%
81.2710	Superelevation	I-81 NB Mainline from center of Mattydale oval with Rt 11 to exit 27 NB off ramp	7.80%	6%	30%
81.2720	Superelevation	I-81 SB Mainline from center of Mattydale oval with Rt 11 to exit 27 SB on ramp	7.80%	6%	30%
81.2802	Superelevation	I-81 SB exit 28 off ramp to Taft Rd	6.25%	6%	4%
81.2910	Superelevation	I-81 NB Mainline between bridge overpass at Church St. to NB exit 29S off ramp	7.80%	6%	30%
81.2910	Superelevation	I-81 NB Mainline between perpendicular Verda and Wells Ave to bridge overpass at Church St	7.80%	6%	30%
81.2920	Superelevation	I-81 SB Mainline between bridge overpass at Church St. to SB exit 29S on ramp	7.80%	6%	30%
81.2920	Superelevation	I-81 SB Mainline between perpendicular Verda and Wells Ave to bridge overpass at Church St	7.80%	6%	30%
81.16A02 & 481.0002	Superelevation	I-81 exit 16A NB off ramp between where horizontal curve starts to where it crosses E Brighton Ave	8.00%	6%	33%
81.16A04 & 481.0004	Superelevation	I-81 exit 16A SB off ramp between where ramp starts to where it merges with traffic from 81 NB	7.80%	6%	30%
18.16A03 & 481.0003	Superelevation	I-81 exit 16A SB on ramp between where it crosses E Brighton Ave to where it merges on 81	7.70%	6%	28%
81.16A01 & 481.0001	Superelevation	I-81 exit 16A NB on ramp between where it merges off of 481 to where it merges onto 81	7.70%	6%	28%
481.0103	Superelevation	I-81 exit 16A NB on ramp from E Brighton Ave between where ramp starts to where it merges with traffic from 481	7.80%	6%	30%

NON-CONFORMING FEATURES - RAMP ACCELERATION/DECELERATION LANE LENGTH

SEG_ID	Feature	Location	Existing Value	Required Value	Percentage Met of Required Value
81.1801	Accel Length	I-81 NB on-ramp from Almond St	1350	1938	70%
81.1901	Accel Length	I-81 NB on-ramp from Pearl Street	400	1530	26%
81.2001	Accel Length	I-81 NB on-ramp from Butternut St/N. State St	310	1020	30%
81.2101	Decel Length	I-81 SB off-ramp to Spring St/Catawba St. (Exit 21)	410	530	77%
81.2102	Accel Length	I-81 SB on-ramp from W. Division St/Genant Dr.	400	1140	35%
81.2201	Accel Length	I-81 NB on-ramp from Rt 298 (Court St/Sunset Ave)	1100	1140	96%
81.2203	Accel Length	I-81 SB on-ramp from Rt 298 (Bear St.)	860	1140	75%
81.2501	Accel Length	7th North St. to I-81 NB on-ramp	900	1560	58%
81.25A03	Accel Length	NYS Thruway to I-81 SB on-ramp	500	1230	41%
81.2703	Accel Length	Frontage Road/Airport Blvd on-ramp to I-81 SB	450	820	55%
81.2801	Accel Length	Taft Road on-ramp to I-81 NB	600	1560	38%
81.2903	Accel Length	I-481 SB to I-81 NB on-ramp	800	1420	56%
81.2905	Accel Length	I-481 SB to I-81 SB on-ramp	650	820	79%
81.2907	Accel Length	I-481 NB to I-81 SB on-ramp	1100	1420	77%
81.69005	Accel Length	I-81 SB on-ramp from I-690 EB	100	252	40%
81.69006	Decel Length	I-81 SB off-ramp to I-690 EB	200	300	67%
690.1002	Accel Length	I-690 EB on-ramp from N Geddes St.	1400	1596	88%
690.1103	Accel Length	I-690 EB on-ramp from West St.	1100	1365	81%
690.1302	Accel Length	I-690 EB on-ramp from S. McBride St.	1530	1596	96%
690.1402	Decel Length	I-690 WB off-ramp to Teall Ave (Exit 14)	380	516	74%
690.1403	Accel Length	I-690 EB on-ramp from Teall Ave	1500	1596	94%
690.1404	Decel Length	I-690 EB off-ramp to Teall Ave. (Exit 14)	480	516	93%

NON-CONFORMING FEATURE - RAMP SPACING

SEG_ID	Feature	Location	Existing Value	Current Standard	Percentage Met of Required Value
81.1812	ENT - EXT Spacing	I-81 NB between Exit 18 on-ramp and I-690 EB off-ramp	720	1600	45%
81.1822	ENT - EXT Spacing	I-81 SB between I-690 EB on-ramp to Exit 18 off-ramp	1230	1600	77%
81.1822	EXT - ENT Spacing	I-81 SB between Exit 18 off-ramp and I-690 WB on-ramp	360	500	72%
81.69001	ENT - ENT Spacing	I-81 NB between I-690 WB on-ramp and Pearl Street on-ramp	85	1000	9%
81.1920	EXT - EXT Spacing	I-81 SB between Exit 20 off-ramp and Exit 19 off-ramp	750	1000	75%
81.2020	ENT - EXT Spacing	I-81 SB between Exit 21 on-ramp and Exit 20 off-ramp	400	800	50%
81.2321	ENT - ENT Spacing	I-81 SB between Exit 23A on-ramp and Exit 23B on-ramp	800	1000	80%
81.2510	ENT - EXT Spacing	I-81 NB between Exit 25 on-ramp and Exit 25A off-ramp	700	1000	70%
81.2520	ENT - EXT Spacing	I-81 SB between Exit 25A on-ramp and Exit 25 off-ramp	500	1600	31%
81.2910	EXT - ENT Spacing	I-81 NB between I-481 SB off-ramp and 481 SB on-ramp	775	1600	48%
690.1220	ENT - EXT Spacing	I-690 WB between Exit 12 on-ramp and Exit 11 off-ramp	1080	1600	68%
81.1901	Turning Roadways	I-81 NB on-ramp from Pearl St, merge from NB and SB	230	600	38%
81.1902	Turning Roadways	I-81 SB Exit 19 off-ramp split to Clinton & Salina	260	600	43%
81.2001	Turning Roadways	I-81 NB on-ramp from Butternut St and Pearl Street	235	600	39%
690.1104	Turning Roadways	I-690 EB Exit 11 off-ramp split to Genesee St & West St	580	600	97%
690.1103	Turning Roadways	I-690 EB on-ramp from West St. Split to Herald Place	160	600	27%