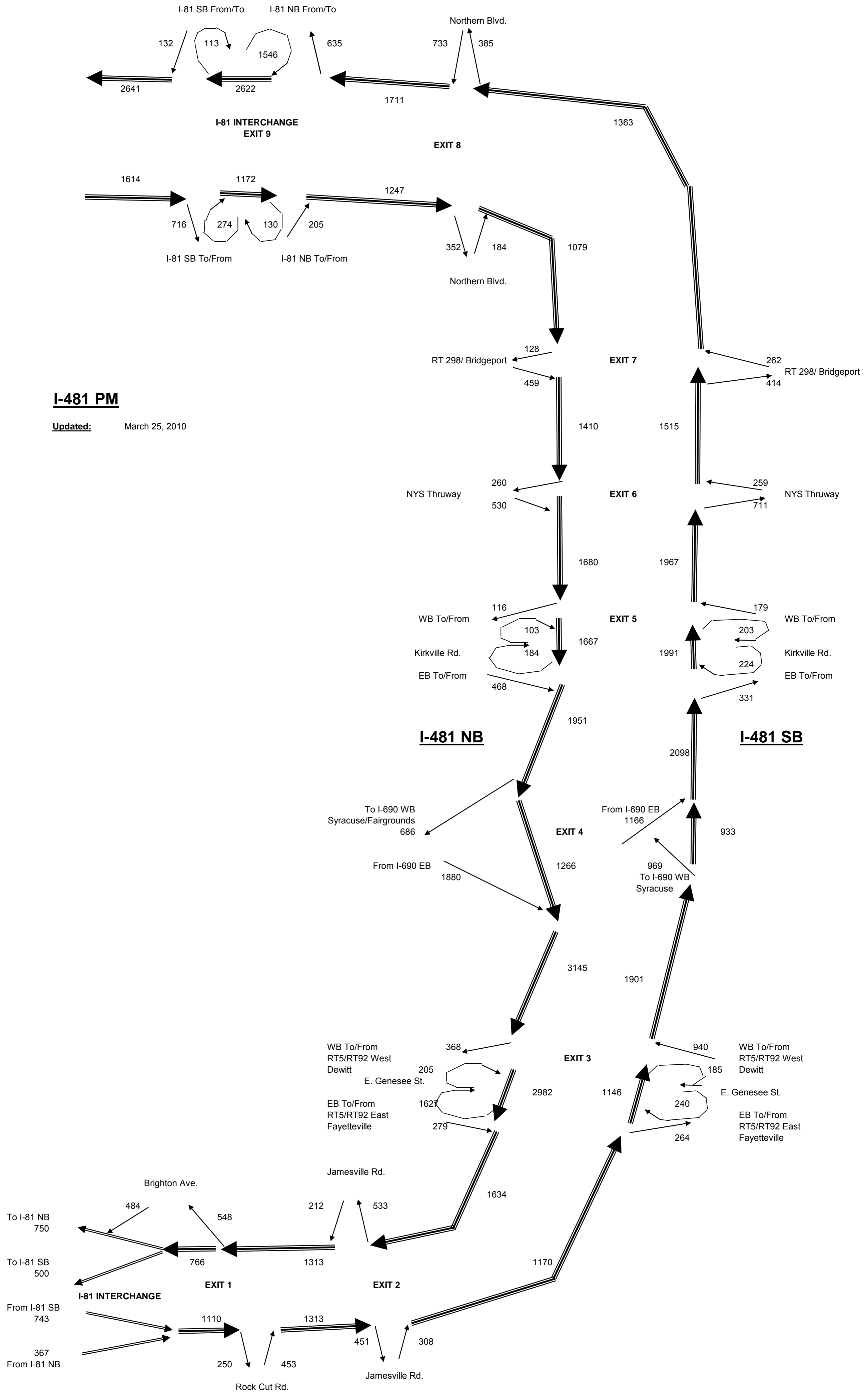


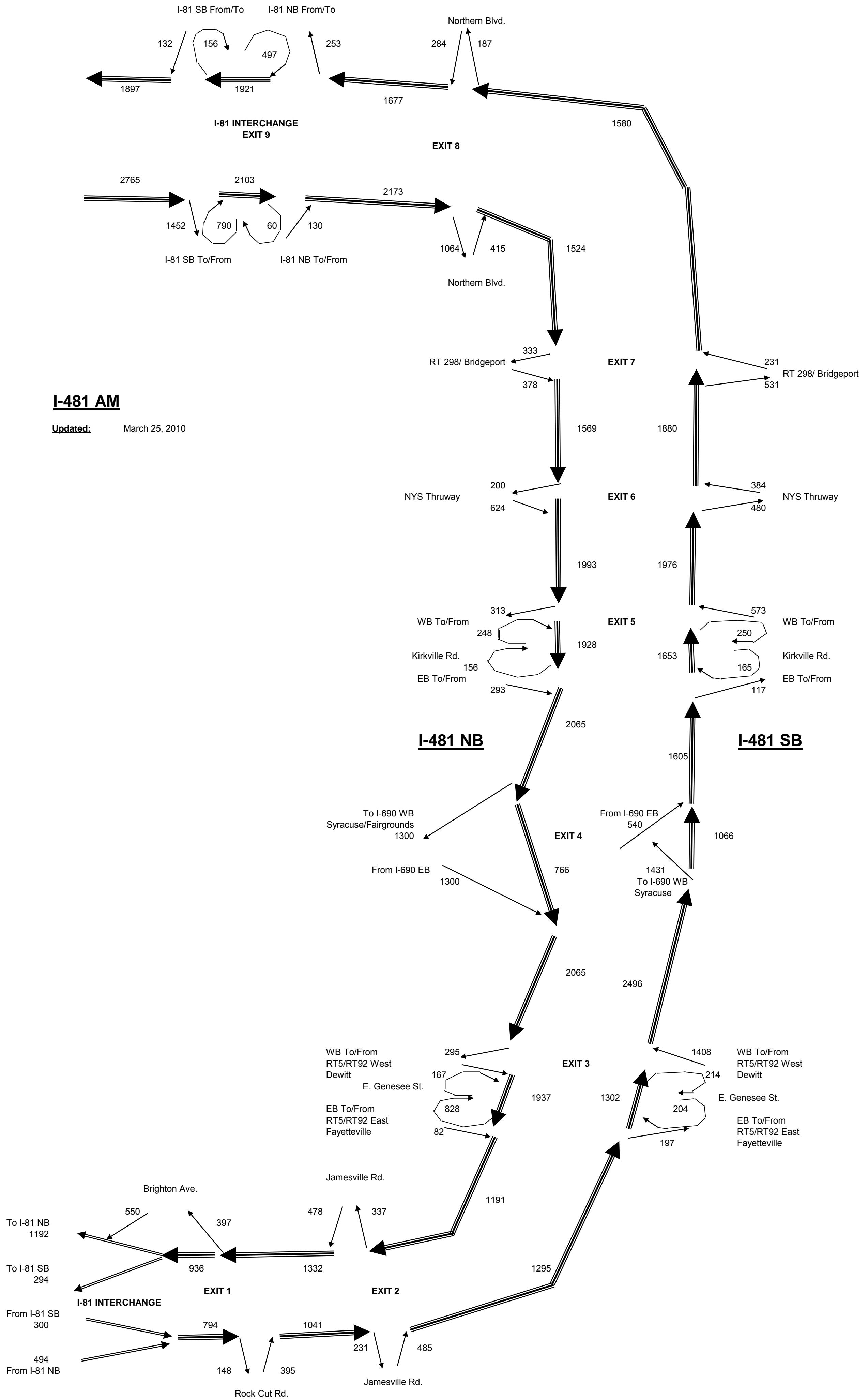
Appendix B

B.	Traffic Information
	Traffic Flow Diagrams
	Travel Times and Average Speeds
	Level of Service Summary – Intersections and Freeway
	Pass Through Study
	Freeway (HCS) Analysis – (6.3MB, 1,250 pages) available on CD upon request
	Intersection (Synchro) Analysis – (4.9MB, 425 pages) available on CD upon request
	Traffic Count Data - (4.7MB, 360 pages) available on CD upon request



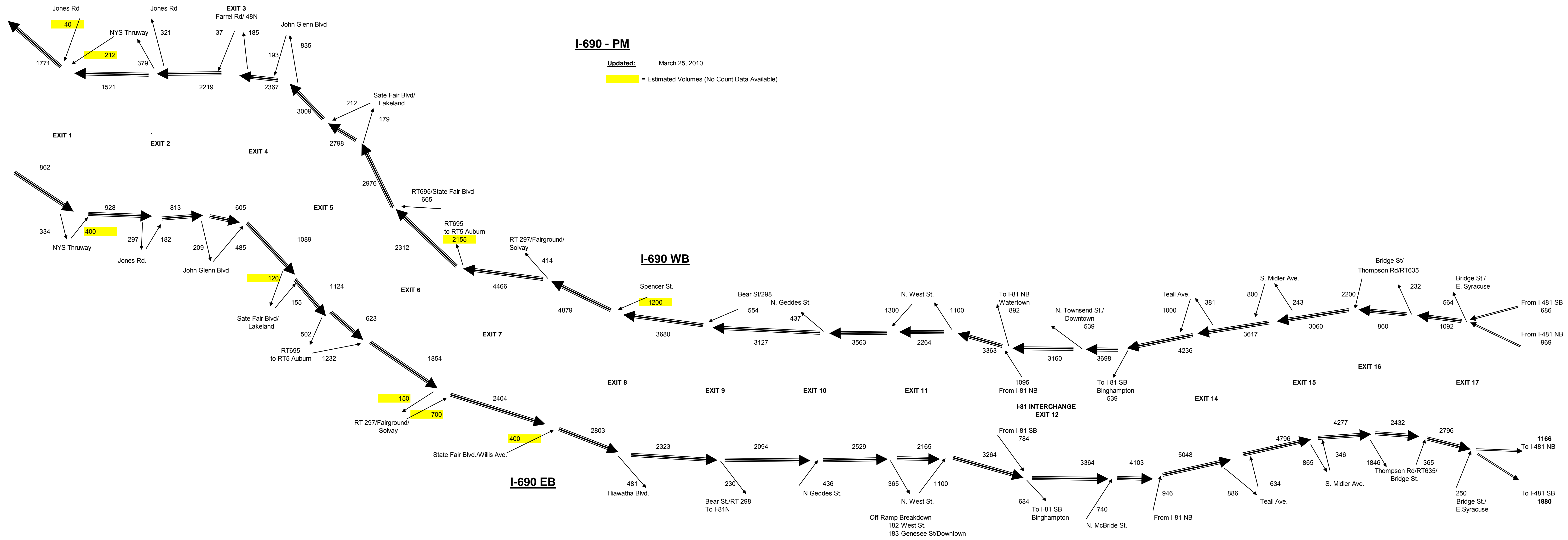
I-481 PM

Updated: March 25, 2010



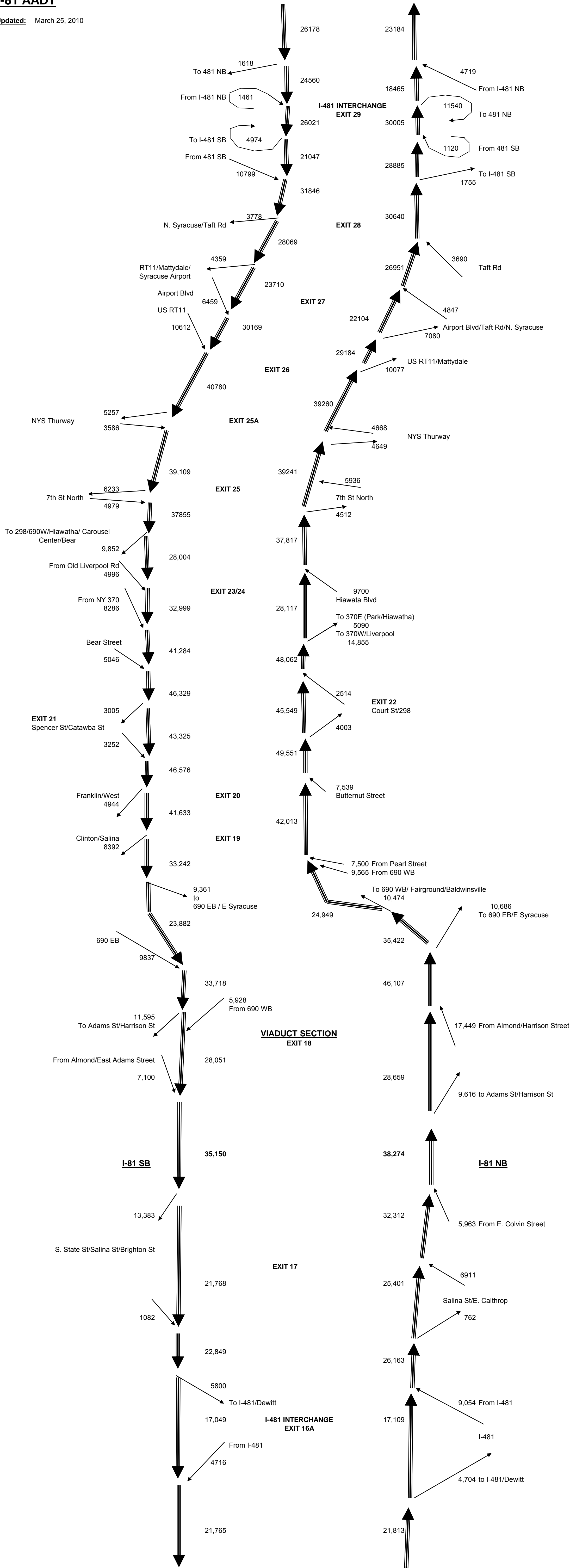
I-481 AM

Updated: March 25, 2010



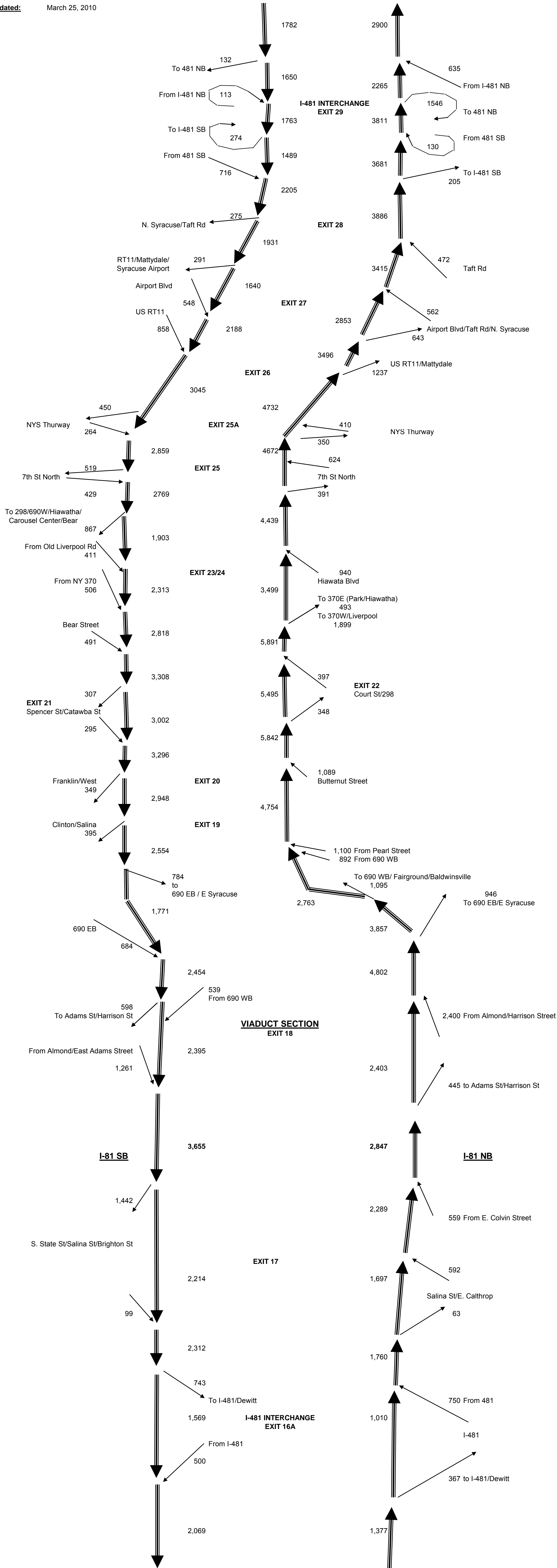
I-81 AADT

Updated: March 25, 2010



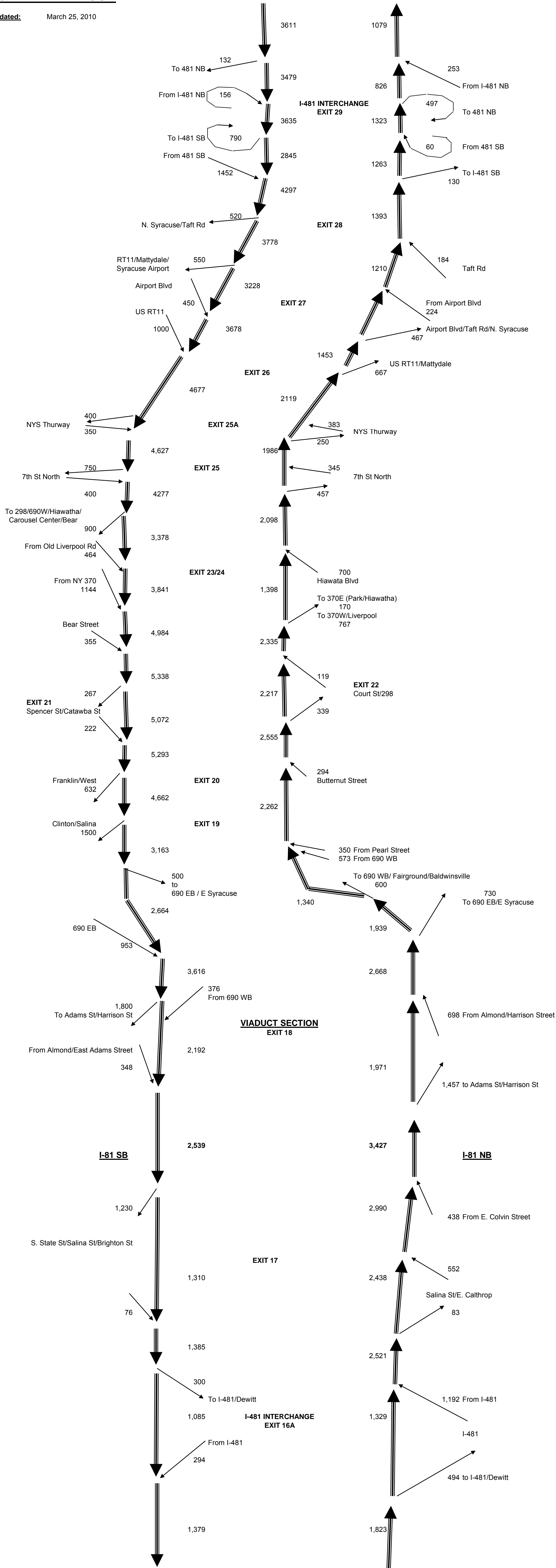
I-81 PM PEAK HOUR

Updated: March 25, 2010



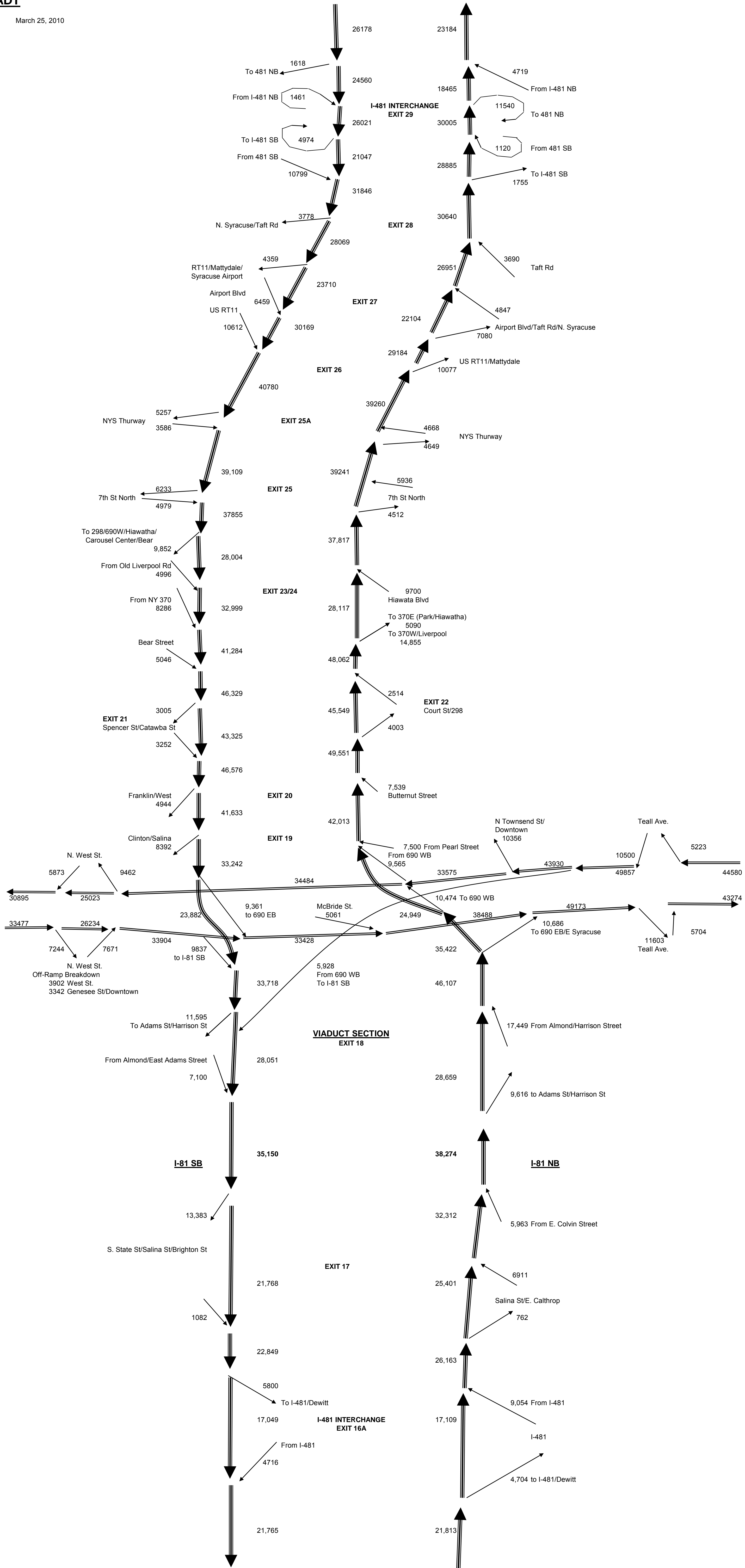
I-81 AM PEAK HOUR

Updated: March 25, 2010



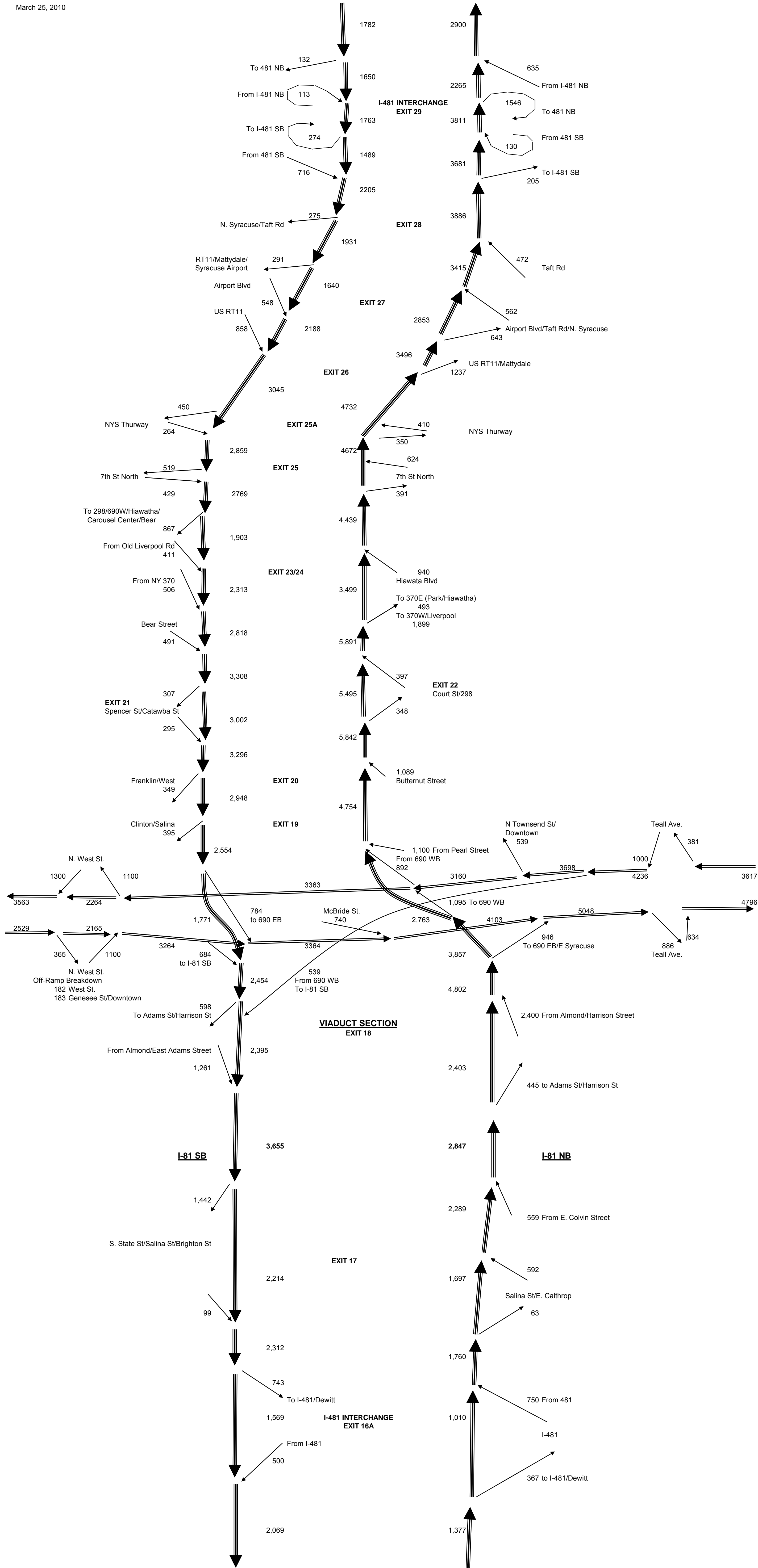
I-81 AADT

Updated: March 25, 2010



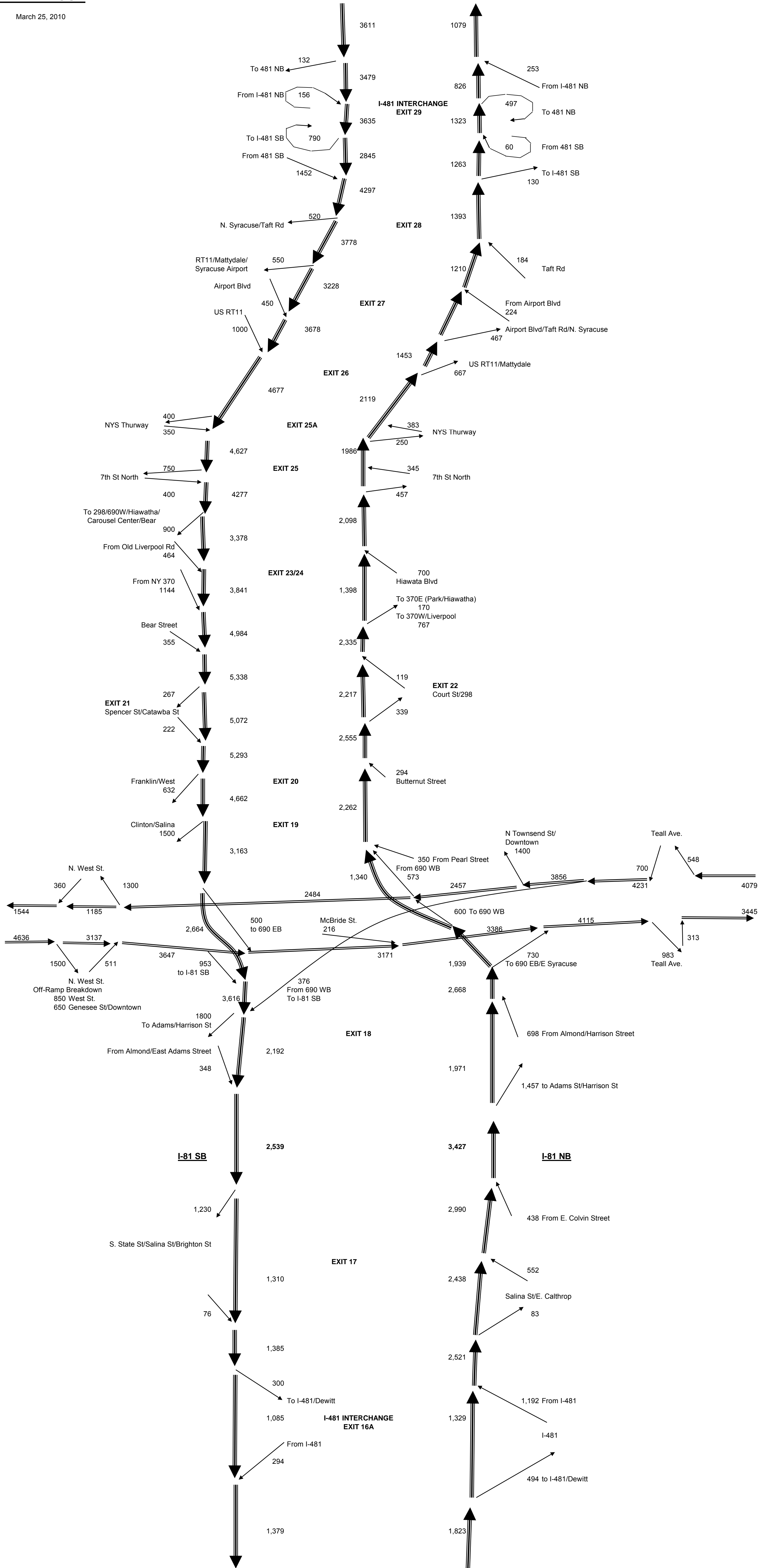
I-81 PM PEAK HOUR

Updated: March 25, 2010



I-81 AM PEAK HOUR

Updated: March 25, 2010



Summary of Travel Times - Evening Peak Hour

File: C:\I-81 VISSIM\2009 PM Existing.inp
 Date: Thursday, May 27, 2010 9:24:49 AM
 VISSIM: 5.20-06 [22271]

From To	I-81 NB at Castle St Overpass E Adams at Irving St			I-81 NB at Castle St Overpass Harrison St			I-81 NB at Castle St Overpass I-690 EB at Tealle Ave			I-81 NB at Castle St Overpass I-690 WB at West St			I-81 NB at Castle St Overpass I-81 NB at Spencer St		
	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0-10	122	4075	23	120	4251	24	159	11086	47	138	9819	49	140	12294	60
10-20	131	4075	21	126	4251	23	175	11086	43	156	9819	43	141	12294	59
20-30	120	4075	23	122	4251	24	176	11086	43	157	9819	43	142	12294	59
30-40	123	4075	23	124	4251	23	179	11086	42	154	9819	44	141	12294	59
40-50	106	4075	26	126	4251	23	207	11086	36	151	9819	44	141	12294	59
50-60	117	4075	24	127	4251	23	239	11086	32	150	9819	45	142	12294	59

From To	I-81 SB at Spencer St Butternut St - South of Franklin			I-81 SB at Spencer St West St via Butternut			I-81 SB at Spencer St Clinton/Salina Offramp			I-81 SB at Spencer St Harrison St			I-81 SB at Spencer St E Adams at Irving St			I-81 SB at Spencer St I-690 EB at Tealle Ave			I-81 SB at Spencer St I-81 SB at Castle St		
	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0-10	63	2492	27	93	4222	31	26	2037	54	136	8076	40	221	9304	29	148	11112	51	142	10990	53
10-20	61	2492	28	95	4222	30	26	2037	54	140	8076	39	228	9304	28	163	11112	46	144	10990	52
20-30	64	2492	27	94	4222	31	26	2037	54	139	8076	40	228	9304	28	168	11112	45	145	10990	52
30-40	70	2492	24	105	4222	27	25	2037	55	143	8076	38	234	9304	27	172	11112	44	144	10990	52
40-50	62	2492	27	93	4222	31	26	2037	54	142	8076	39	227	9304	28	199	11112	38	144	10990	52
50-60	62	2492	27	92	4222	31	26	2037	54	142	8076	39	233	9304	27	233	11112	32	145	10990	52

From To	I-690 EB @ Van Rensselear St I-81 SB at Castle St			I-690 EB @ Van Rensselear St E Adams St at Irving St			I-690 EB @ Van Rensselear St Harrison St			I-690 EB @ Van Rensselear St I-690 EB at Tealle Ave		
	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0-10	165	11854	49	176	10169	39	140	8941	44	155	11941	52
10-20	168	11854	48	240	10169	29	159	8941	38	170	11941	48
20-30	167	11854	48	232	10169	30	143	8941	42	174	11941	47
30-40	168	11854	48	231	10169	30	151	8941	40	178	11941	46
40-50	166	11854	49	227	10169	31	165	8941	37	208	11941	39
50-60	169	11854	48	228	10169	30	161	8941	38	240	11941	34

From To	I-690 WB at Peat St I-690 WB at West St			I-690 WB at Peat St I-81 NB at Spencer St			I-690 WB at Peat St Townsend St Off-Ramp			I-690 WB at Peat St I-81 SB at Castle St		
	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0-10	142	11411	55	166	12568	52	94	7444	54	175	13207	51
10-20	143	11411	54	166	12568	52	94	7444	54	175	13207	51
20-30	143	11411	54	167	12568	51	94	7444	54	176	13207	51
30-40	144	11411	54	167	12568	51	94	7444	54	176	13207	51
40-50	143	11411	54	167	12568	51	94	7444	54	175	13207	51
50-60	143	11411	54	167	12568	51	94	7444	54	176	13207	51

From To	E Adams St at Townsend I-81 SB at Castle St	E Adams St at Townsend I-690 EB at Tealle Ave	E Adams St at Townsend I-81 NB at Spencer St	E Adams St at Townsend I-690 WB at West St
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Time Interval	Link			Link			Link			Link		
	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0-10	119	4093	23	222	9649	30	208	9441	31	203	8180	27
10-20	123	4093	23	238	9649	28	216	9441	30	224	8180	25
20-30	126	4093	22	243	9649	27	217	9441	30	228	8180	24
30-40	124	4093	22	244	9649	27	215	9441	30	225	8180	25
40-50	124	4093	22	272	9649	24	215	9441	30	224	8180	25
50-60	125	4093	22	305	9649	22	214	9441	30	222	8180	25

From To	Harrison St at Irving St I-81 SB at Castle St			Harrison St at Irving St I-690 EB at Tealle Ave			Harrison St at Irving St I-81 NB at Spencer St			Harrison St at Irving St I-690 WB at West St		
	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)
0-10	198	4935	17	208	9154	30	197	8940	31	166	7678	31
10-20	203	4935	17	240	9154	26	208	8940	29	220	7678	24
20-30	201	4935	17	240	9154	26	206	8940	30	224	7678	23
30-40	204	4935	16	240	9154	26	208	8940	29	220	7678	24
40-50	205	4935	16	263	9154	24	212	8940	29	213	7678	25
50-60	202	4935	17	302	9154	21	209	8940	29	202	7678	26

Summary of Travel Times - Morning Peak Hour

File: C:\I-81 VISSIM\2009 AM Existing.inp

Date: Wednesday, May 26, 2010 12:57:30 PM

VISSIM: 5.20-06 [22271]

From	I-81 NB at Castle St Overpass			I-81 NB at Castle St Overpass Harrison St west			I-81 NB at Castle St Overpass			I-81 NB at Castle St Overpass			I-81 NB at Castle St Overpass		
To	E Adams at Irving St			of Townsend St			I-690 EB at Tealle Ave			I-690 WB at West St			I-81 NB at Spencer St		
Time Interval	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0 - 10	147	4264	20	171	4596	18	150	11295	51	130	9826	52	137	11086	55
10 - 20	224	4264	13	212	4596	15	154	11295	50	133	9826	50	139	11086	54
20 - 30	250	4264	12	242	4596	13	154	11295	50	132	9826	51	140	11086	54
30 - 40	259	4264	11	250	4596	13	156	11295	49	134	9826	50	140	11086	54
40 - 50	260	4264	11	258	4596	12	154	11295	50	134	9826	50	140	11086	54
50 - 60	270	4264	11	261	4596	12	155	11295	50	135	9826	50	141	11086	54

From	I-81 SB at Spencer St			I-81 SB at Spencer St			I-81 SB at Spencer St			I-81 SB at Spencer St Harrison St			I-81 SB at Spencer St			I-81 SB at Spencer St			I-81 SB at Spencer St		
To	Butternut St - South of Franklin			West St via Butternut			Clinton/Salina Offramp			west of Townsend St			E Adams at Irving St			I-690 EB at Tealle Ave			I-81 SB at Castle St		
Time Interval	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0 - 10	61	2680	30	91	4223	32	27	2052	51	171	8425	34	275	9494	24	143	11001	52	155	11116	49
10 - 20	64	2680	28	99	4223	29	28	2052	51	224	8425	26	334	9494	19	148	11001	51	163	11116	47
20 - 30	62	2680	29	94	4223	31	28	2052	51	275	8425	21	389	9494	17	152	11001	49	175	11116	43
30 - 40	65	2680	28	97	4223	30	28	2052	50	295	8425	19	411	9494	16	152	11001	49	182	11116	42
40 - 50	59	2680	31	97	4223	30	27	2052	51	289	8425	20	410	9494	16	154	11001	49	183	11116	41
50 - 60	63	2680	29	96	4223	30	28	2052	50	293	8425	20	399	9494	16	152	11001	49	181	11116	42

From	I-690 EB @ Van Rensselear St			I-690 EB @ Van Rensselear St			I-690 EB @ Van Rensselear St Harrison St west			I-690 EB @ Van Rensselear St		
To	I-81 SB at Castle St			E Adams St at Irving St			of Townsend St			I-690 EB at Tealle Ave		
Time Interval	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0 - 10	176	11868	46	283	10358	25	176	9291	36	149	11946	55
10 - 20	197	11868	41	278	10358	25	229	9291	28	151	11946	54
20 - 30	259	11868	31	407	10358	17	295	9291	21	154	11946	53
30 - 40	349	11868	23	469	10358	15	379	9291	17	169	11946	48
40 - 50	383	11868	21	547	10358	13	407	9291	16	192	11946	42
50 - 60	420	11868	19	560	10358	13	452	9291	14	204	11946	40

From	I-690 WB at Peat St			I-690 WB at Peat St			I-690 WB at Peat St			I-690 WB at Peat St		
To	I-690 WB at West St			I-81 NB at Spencer St			Townsend St Off-Ramp			I-81 SB at Castle St		
Time Interval	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0 - 10	141	11412	55	165	12566	52	95	7421	53	173	13215	52
10 - 20	142	11412	55	165	12566	52	96	7421	53	173	13215	52
20 - 30	141	11412	55	165	12566	52	95	7421	53	173	13215	52
30 - 40	141	11412	55	165	12566	52	95	7421	53	174	13215	52
40 - 50	141	11412	55	165	12566	52	95	7421	53	174	13215	52
50 - 60	142	11412	55	165	12566	52	95	7421	53	174	13215	52

From	E Adams St at Townsend			E Adams St at Townsend			E Adams St at Townsend			E Adams St at Townsend		
To	I-81 SB at Castle St			I-690 EB at Tealle Ave			I-81 NB at Spencer St			I-690 WB at West St		
Time Interval	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)	Travel Time (s)	Distance (ft)	Average Speed (mph)
0 - 10	141	11412	55	165	12566	52	95	7421	53	173	13215	52
10 - 20	142	11412	55	165	12566	52	96	7421	53	173	13215	52
20 - 30	141	11412	55	165	12566	52	95	7421	53	173	13215	52
30 - 40	141	11412	55	165	12566	52	95	7421	53	174	13215	52
40 - 50	141	11412	55	165	12566	52	95	7421	53	174	13215	52
50 - 60	142	11412	55	165	12566	52	95	7421	53	174	13215	52

0 - 10	112	3982	24	224	9530	29	216	9322	29	204	8061	27
10 - 20	118	3982	23	242	9530	27	218	9322	29	206	8061	27
20 - 30	124	3982	22	232	9530	28	221	9322	29	211	8061	26
30 - 40	122	3982	22	232	9530	28	219	9322	29	208	8061	26
40 - 50	121	3982	22	225	9530	29	217	9322	29	210	8061	26
50 - 60	120	3982	23	233	9530	28	221	9322	29	215	8061	26

From To	Harrison St at Irving St I-81 SB at Castle St			Harrison St at Irving St I-690 EB at Tealle Ave			Harrison St at Irving St I-81 NB at Spencer St			Harrison St at Irving St I-690 WB at West St		
	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)	Travel Time (s)	Link Distance (ft)	Average Speed (mph)
0 - 10	111	4943	30	167	9151	37	191	8943	32	149	7683	35
10 - 20	117	4943	29	173	9151	36	201	8943	30	143	7683	37
20 - 30	139	4943	24	171	9151	37	191	8943	32	146	7683	36
30 - 40	141	4943	24	204	9151	31	199	8943	31	191	7683	27
40 - 50	141	4943	24	206	9151	30	190	8943	32	192	7683	27
50 - 60	108	4943	31	192	9151	33	199	8943	31	183	7683	29

LOS Table	Synchro Node #	Signal/ Unsignalized	Morning Peak Hour												Evening Peak Hour													
			Overall	EB Approach			WB Approach			NB Approach			SB Approach			Overall	EB Approach			WB Approach			NB Approach			SB Approach		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Water & Townsend	28	S	A		C			C			A			A		B		C			C			A			B	
Water & McBride	27	S	B		A			B			B			B		C		B			A			C			A	
Water & Almond	29	S	C		A			A			C			C		C		A			A			C			C	
Erie & State	151	S	C	B	C		D	C		B	C			C	D	C	C	B		B	B		B	D		C	B	
Erie & Townsend	21	S	B		B		D	C		A	A		B	C	A	C		B		B	B		C	C		C	B	
Erie & McBride	23	S	B		A			B			B			B		C		B			D			B			B	
Erie & Almond	24	S	A	A	A		A	A			A			C		B	A	A		A	A			D			C	
I-690 WB off-ramp & McBride	57	S	B				A	A			D			C		B				A	A			D			C	
James & Waren	158	S														B		A			C	A	B	B	A			
James & Oswego	161	S	B		B			A		D	C			-		B		A			C		C	C			C	
James & State	157	S	B	B	B		B	B		C	C		B	B		B	B	A		C	C		A	B		B	A	
Willow & Franklin	123	S	A		C			C			A			A		B		D			C			A			A	
Willow & Salina	113	S														B				C		A		A			B	
Willow & Pearl	154	U	-		A			A	A							-		a			a	a						
Willow & State	155	S	B		C	A		C		A	A		B	B		C		B	A		D		B	A		C	C	
Herald/West off-ramp & Wallace	116	U	-		na						na					-		na						na				
Herald & Franklin	122	S	B	C	B			A			B			A		C	C	A			A			C			C	
Herald & Clinton	173	S	B		B			C						A		B		C			B						B	
Herald & N Salina	115	S	A		B					A	A			A		A		C					A	A			A	
I-81 NB on-ramp & Pearl	111	U	-					na		na	na		na		na	-					na		na	na		na	na	
Webster Landing & Butternut/Franklin	124	S	A		D	C		C	B	A	A		A	A	A	B		D	C		C	B	A	B		A	B	B
Webster Landing & Clinton/I-81 SB off-ramp	179	U	-		na			na						na		-		na			na						na	
I-81 SB off-ramp & Butternut	181	U	-			E					A			A		-				B				A			A	
Pearl & Salina	109	U						A		A	A			A		-					A			A	A		A	
State & Salina	189	S	B		D	A		D	A	A	A		A	A		B		A	A		A	B	C	A		D	A	
Butternut & I-81 NB on-ramp	185	U	-													-	C	A			A	A						
Butternut & State	190	S														B		C	D	A	B	B		B			B	A
Butternut & Salina	152	S	C	B	D			B			B	A	B	C		C	B	B			D			B	A	B	B	
I-81 NB on-ramp & State	188	U	-													-							A	A			A	A

Level of Service Table - Ramps			Morning Peak Hour					Evening Peak Hour				
			Ramp Volume	Mainline Volume	Average Speed	Density	LOS	Ramp Volume	Mainline Volume	Average Speed	Density	LOS
SEG_ID	Analysis Type	Desc										
81.16A01	Merge	I-81 NB on-ramp from I-481 SB	1192	1329	71.0	0.3	A	750	1010	73.0	6.9	A
81.16A02	Diverge	I-81 NB off-ramp to I-481 NB (Exit 16A)	494	1823	62.0	11.5	B	367	1377	62.4	6.6	A
81.16A03	Merge	I-81 SB on-ramp from I-481 SB	294	1085	63.0	13.1	B	500	1569	62.0	18.2	B
81.16A04	Diverge	I-81 SB off-ramp to I-481 NB (Exit 16A)	300	1385	62.5	21.3	A	743	2312	61.3	13.3	A
81.1701	Merge	I-81 NB on-ramp from E Colvin St	438	2990	56.0	17.4	B	559	2289	56.0	14.0	B
81.1702	Merge	I-81 NB on-ramp from W. Calthrop St	552	2438	56.0	15.2	B	592	1697	56.0	10.9	B
81.1703	Diverge	I-81 NB off-ramp to W. Calthrop St (Exit 17)	83	2521	54.5	8.8	A	63	1760	54.5	3.6	A
81.1704	Merge	I-81 SB on-ramp from W. Calthrop St	76	1310	56.0	4.7	A	99	2214	56.0	10.6	B
81.1705	Diverge	I-81 SB off-ramp to S. State St (Exit 17)	1230	2539	52.1	15.8	B	1442	3655	51.9	20.9	C
81.1801	Merge	I-81 NB on-ramp from Almond St	698	1971	54.0	3.9	A	2400	2403	41.0	22.2	F
81.1802	Diverge	I-81 NB off-ramp to Adams/Harrison/Almond (Exit 18)	1457	3427	49.1	26.3	C	445	2847	50.5	19.7	B
81.1803	Merge	I-81 SB on-ramp from Almond St.	348	2192	51.0	21.0	C	1261	2395	49.0	28.8	D
81.1804	Diverge	I-81 SB off-ramp to Adams/Harrison/Almond (Exit 18)	1800	3616	48.5	36.7	F	598	2454	50.3	22.2	C
81.1805	Unsig Int	I-81 SB off-ramp to Almond (Exit 18 Split)	1200	-	-	-	F	398	-	-	-	B
81.1806	Unsig Int	I-81 SB off-ramp to Harrison (Exit 18 Split)	-	600	-	-	C	-	200	-	-	A
81.69001	Merge	I-81 NB on-ramp from I-690 WB	573	1340	52.0	13.8	B	892	2763	49.0	29.3	D
81.69002	Diverge	I-81 NB off-ramp to I-690 WB	600	1939	51.1	13.3	B	1095	3857	50.5	32.4	F
81.69003	Diverge	I-81 NB off-ramp to I-690 EB	730	2668	50.9	28.3	D	946	4802	50.7	49.5	F
81.69004	Merge	I-81 SB on-ramp from I-690 WB	376	1816	50.0	24.0	C	539	1856	50.0	24.1	C
81.69005	Merge	I-81 SB on-ramp from I-690 EB	953	2664	46.0	39.6	F	684	1771	50.0	26.6	C
81.69006	Diverge	I-81 SB off-ramp to I-690 EB	500	3163	51.2	36.5	E	784	2554	50.9	27.8	C
81.1901	Merge	I-81 NB on-ramp from Pearl Street	350	1913	51.0	16.7	B	1100	3655	49.0	32.4	D
81.1902	Diverge	I-81 SB off-ramp to Clinton St./Salina St. (Exit 19)	1500	4662	47.2	41.0	F	395	2948	48.9	20.1	C
81.2001	Merge	I-81 NB on-ramp from Butternut St/N. State St	294	2262	54.0	18.6	B	1089	4754	48.0	38.7	F
81.2002	Diverge	I-81 SB off-ramp to Franklin St/West St (Exit 20)	632	5293	48.5	54.1	E	349	3296	49.0	20.4	C
81.2101	Diverge	I-81 SB off-ramp to Spring St/Catawba St. (Exit 21)	267	5338	51.8	40.6	E	307	3308	51.7	29.1	D
81.2102	Merge	I-81 SB on-ramp from W. Division St/Genant Dr.	222	5072	37.0	46.0	E	295	3002	54.0	24.1	C
81.2201	Merge	I-81 NB on-ramp from Rt 298 (Court St/Sunset Ave)	119	2217	56.0	8.9	A	397	5495	55.0	19.8	B
81.2202	Diverge	I-81 NB off-ramp to Court Street (Exit 22)	339	2555	51.6	16.3	B	348	5842	51.6	33.6	D
81.2203	Merge	I-81 SB on-ramp from Rt 298 (Bear St.)	355	4984	50.0	33.6	D	491	2818	55.0	20.2	C
81.2301	Diverge	I-81 NB to RT 370 East Hiawatha Blvd/Park St. (Exit 23)	170	2335	55.5	12.2	B	493	5891	54.9	25.7	C
81.2302	Diverge	I-81 SB off-ramp to Hiawatha/Courousel/Bear St (Exit 22/23A/23B)	900	4277	56.3	21.3	C	867	2869	56.5	11.9	B
81.2303	Merge	I-81 SB on-ramp from Old Liverpool Rd/Buckley Rd	464	3378	54.0	24.5	C	411	1903	56.0	14.2	B
81.2304	Merge	I-81 SB on-ramp from RT 370 Onondaga lake pkwy	1144	3841	50.0	35.1	E	506	2313	55.0	19.0	B
81.2401	Merge	Hiawatha on-ramp to I-81 NB	700	1398	54.0	17.2	B	940	3499	52.0	30.4	D
81.2402	Diverge	I-81 NB to RT 370 West Liverpool (Exit 24A/24B)	767	2335	54.3	15.7	B	1899	5891	52.2	13.4	B
81.2501	Merge	7th North St. to I-81 NB on-ramp	345	1641	63.0	13.1	B	624	4048	57.0	31.6	D
81.2502	Diverge	I-81 NB to 7th North St. off-ramp (Exit 25)	457	2098	54.8	6.9	A	391	4439	55.0	19.8	B
81.2503	Merge	7th North St. to I-81 SB on-ramp	400	3877	60.0	27.4	C	429	2340	62.0	17.9	B
81.2504	Diverge	I-81 SB to 7th North St. off-ramp (Exit 25)	750	4627	53.8	46.0	E	519	2859	54.7	23.6	C
81.25A01	Merge	NYS Thruway to I-81 NB on-ramp	383	1738	61.0	15.9	B	410	4322	59.0	29.0	D
81.25A02	Diverge	I-81 NB to NYS Thruway off-ramp (Exit 25A)	250	1986	55.4	5.2	A	350	4672	55.2	15.7	B
81.25A03	Merge	NYS Thruway to I-81 SB on-ramp	350	4277	35.0	45.3	E	264	2595	60.0	25.5	C
81.25A04	Diverge	I-81 SB to NYS Thruway off-ramp (Exit 25A)	400	4677	56.8	29.3	D	450	2045	56.7	14.4	B
81.2601	Diverge	I-81 NB off-ramp to RT11/Mattydale (Exit 26)	667	2119	59.5	16.6	A	1237	4732	58.0	2.8	A
81.2602	Merge	I-81 SB on-ramp from RT11/S. Bay Rd	1000	3678	63.0	20.4	C	858	2188	66.0	11.0	B
81.2701	Merge	Frontage Road/Airport Blvd on-ramp to I-81 NB	224	986	62.0	9.5	A	562	2853	61.0	21.9	C
81.2702	Diverge	I-81 NB off-ramp to Airport/Taft Rd/N Syracuse (Exit 27/28)	467	1453	65.6	11.2	B	643	3496	65.2	23.1	C
81.2703	Merge	Frontage Road/Airport Blvd on-ramp to I-81 SB	450	3228	61.0	24.4	C	548	1640	62.0	16.3	B
81.2704	Diverge	I-81 SB off-ramp to Airport/Mattydale/Route 11 (Exit 26/27)	550	3778	65.5	21.4	C	291	1931	66.2	9.7	A

Level of Service Table - Ramps			Morning Peak Hour					Evening Peak Hour				
			Ramp Volume	Mainline Volume	Average Speed	Density	LOS	Ramp Volume	Mainline Volume	Average Speed	Density	LOS
SEG_ID	Analysis Type	Desc										
81.2801	Merge	Taft Road on-ramp to I-81 NB	184	1210	63.0	10.4	B	472	3415	61.0	24.1	C
81.2802	Diverge	I-81 SB off-ramp to Taft Road (Exit 28)	520	4297	61.9	29.4	D	275	2205	62.7	16.8	B
81.2901	Merge	I-481 NB to I-81 NB on-ramp	253	826	63.0	7.3	A	635	2265	62.0	17.9	B
81.2902	Diverge	I-81 NB to I-481 NB off-ramp	497	1323	58.3	8.1	A	1546	3811	55.3	24.2	C
81.2903	Merge	I-481 SB to I-81 NB on-ramp	60	1263	62.0	10.4	B	130	3681	53.0	34.9	D
81.2904	Diverge	I-81 NB to I-481 SB off-ramp	130	1393	63.1	11.7	B	205	3886	62.9	26.1	C
81.2905	Merge	I-481 SB to I-81 SB on-ramp	1452	2845	59.0	29.3	D	716	1489	62.0	15.6	B
81.2906	Diverge	I-81 SB to I-481 SB off-ramp	790	3635	52.0	20.3	C	274	1763	53.6	7.6	A
81.2907	Merge	I-481 NB to I-81 SB on-ramp	156	3479	61.0	19.7	B	113	1650	62.0	8.8	A
81.2908	Diverge	I-81 SB off-ramp to 481 NB	132	3611	63.1	25.1	C	132	1782	63.1	13.7	B
481.0001	Diverge	I-481 SB split to I-81 NB and I-81 SB	294	936	52.4	0.1	A	500	266	52.1	6.6	A
481.0002	Merge	I-81 NB on-ramp and I-81 SB on-ramp to I-481 NB	494	300	53.0	3.3	A	367	743	53.0	5.9	A
481.0101	Merge	I-481 NB on-ramp from Rock Cut Rd	395	646	61.0	12.6	B	453	860	61.0	14.6	B
481.0102	Diverge	I-481 NB off-ramp from Rock Cut Rd (Exit 1)	148	794	55.7	0.9	A	250	1110	55.5	1.8	A
481.0103	Merge	I-481 SB on-ramp from Brighton Ave	550	642	53.0	6.9	A	484	266	53.0	2.5	A
481.0104	Diverge	I-481 SB off-ramp to Brighton Ave (Exit 1)	397	1332	62.3	5.4	A	548	1313	61.9	4.6	A
481.0201	Merge	I-481 NB on-ramp from Jamesville Rd	485	810	62.0	13.1	B	308	862	62.0	11.5	B
481.0202	Diverge	I-481 NB off-ramp to Jamesville Rd (Exit 2)	231	1041	59.1	12.3	B	451	1313	58.5	14.4	B
481.0203	Merge	I-481 SB on-ramp from Jamesville Rd	478	854	61.0	14.9	B	212	1101	62.0	14.3	B
481.0204	Diverge	I-481 SB off-ramp to Jamesville Rd (Exit 2)	337	1191	58.8	14.8	B	533	1634	58.3	18.6	B
481.0301	Merge	I-481 NB on-ramp from WB Genesee St	1408	1088	63.0	12.1	B	940	961	64.0	5.8	A
481.0302	Diverge	I-481 NB off-ramp to WB Genesee St (RT5 & 92) Exit 3W	214	1302	55.5	14.1	B	185	1146	55.7	11.9	B
481.0303	Merge	I-481 NB on-ramp from EB Genesee St	204	1098	61.0	15.1	B	240	906	61.0	13.0	B
481.0304	Diverge	I-481 NB off-ramp to EB Genesee St (RT5 & 92) Exit 3E	197	1295	55.6	16.0	B	264	1170	55.4	14.1	B
481.0305	Merge	I-481 SB on-ramp from EB Genesee St	82	1109	62.0	9.2	A	279	1355	61.0	11.9	B
481.0306	Diverge	I-481 SB off-ramp to EB Genesee St (RT5 & 92) Exit 3E	828	1937	53.7	16.6	B	1627	2982	51.5	25.3	C
481.0307	Merge	I-481 SB on-ramp from WB Genesee St	167	1770	61.0	16.9	B	205	2777	61.0	18.6	B
481.0308	Diverge	I-481 SB off-ramp to WB Genesee St (RT5 & 92) Exit 3W	295	2065	55.3	18.0	B	368	3145	55.1	23.9	C
481.0401	Merge	I-481 NB on-ramp from I-690 EB	540	1066	64.0	12.2	B	1166	933	63.0	15.6	B
481.0402	Diverge	I-481 NB off-ramp to I-690 WB	1431	2496	59.1	10.1	A	969	1901	60.7	17.4	A
481.0403	Merge	I-481 SB on-ramp from I-690 EB	1300	799	68.0	5.9	A	1880	1266	65.0	14.1	B
481.0404	Diverge	I-481 SB off-ramp to I-690 WB	1300	2065	59.5	24.5	C	686	1951	61.5	22.5	C
481.0501	Merge	I-481 NB on-ramp from WB Kirkville St	250	1080	61.0	15.0	B	179	1788	61.0	20.2	C
481.0502	Diverge	I-481 NB off-ramp to WB Kirkville St Exit 5W	573	1653	54.5	15.6	B	203	1991	55.6	19.1	B
481.0503	Merge	I-481 NB on-ramp from EB Kirkville St	165	1488	61.0	17.6	B	224	1767	61.0	19.9	B
481.0504	Diverge	I-481 NB off-ramp to EB Kirkville St Exit 5E	117	1605	59.5	17.9	B	331	2098	58.9	21.9	C
481.0505	Merge	I-481 SB on-ramp from EB Kirkville St	293	1772	60.0	22.9	C	468	1483	60.0	21.0	C
481.0506	Diverge	I-481 SB off-ramp to EB Kirkville St Exit 5E	156	1928	55.7	19.3	B	184	1667	55.7	15.9	B
481.0507	Merge	I-481 SB on-ramp from WB Kirkville St	248	1680	61.0	20.0	C	103	1564	61.0	17.0	B
481.0508	Diverge	I-481 SB off-ramp to WB Kirkville St Exit 5W	313	1993	58.9	23.0	C	116	1680	59.5	19.1	B
481.0601	Merge	I-481 NB on-ramp from I-90 Thruway	384	850	61.0	14.5	B	259	1256	61.0	16.5	B
481.0602	Diverge	I-481 NB off-ramp to I-90 Thruway	480	1330	54.7	16.8	B	711	1967	54.1	22.4	C
481.0603	Merge	I-481 SB on-ramp from I-90 Thruway	624	1369	61.0	19.1	B	530	1150	62.0	15.6	B
481.0604	Diverge	I-481 SB off-ramp to I-90 Thruway	200	1569	55.6	19.4	B	260	1410	55.4	17.1	B
481.0701	Merge	I-481 NB on-ramp from Bridgeport Rd. (RT 298)	231	703	62.0	9.2	A	262	1101	62.0	12.6	B
481.0702	Diverge	I-481 NB off-ramp to Bridgeport Rd. (Exit 7)	531	1234	54.6	13.6	B	414	1515	55.0	15.7	B
481.0703	Merge	I-481 SB on-ramp from Bridgeport Rd (RT 298)	378	1201	61.0	18.4	B	459	951	61.0	16.2	B
481.0704	Diverge	I-481 SB off-ramp to Bridgeport Rd (Exit 7)	333	1524	58.8	17.3	B	128	1079	59.5	12.2	B
481.0801	Merge	I-481 NB on-ramp from Northern Blvd	284	747	63.0	9.8	A	733	978	62.0	15.2	B
481.0802	Diverge	I-481 NB off-ramp to Northern Blvd. (Exit 8)	187	934	59.3	11.1	B	385	1363	58.7	14.8	B

Level of Service Table - Ramps			Morning Peak Hour					Evening Peak Hour				
			Ramp Volume	Mainline Volume	Average Speed	Density	LOS	Ramp Volume	Mainline Volume	Average Speed	Density	LOS
SEG_ID	Analysis Type	Desc										
481.0803	Merge	I-481 SB on-ramp from Northern Blvd	415	1109	62.0	14.5	B	184	895	62.0	10.0	B
481.0804	Diverge	I-481 SB off-ramp to Northern Blvd (Exit 8)	1064	2173	56.6	23.1	C	352	1247	58.8	13.0	B
481.0901	Merge	481 NB on-ramp from I-81 SB	132	1119	63.0	11.6	B	132	2509	61.0	23.5	C
481.0902	Diverge	I-481 NB off-ramp to I-81 SB	156	1275	55.7	12.1	B	113	2622	55.9	25.1	C
481.0903	Merge	I-81 NB on-ramp to I-481 SB	497	778	61.0	13.7	B	1546	1076	60.0	24.7	C
481.0904	Diverge	I-481 NB to I-81 NB off-ramp	253	1031	64.5	8.3	A	635	1711	63.4	14.5	B
481.0905	Merge	I-81 NB on-ramp to I-481 SB	130	2043	61.0	21.7	C	205	1042	62.0	12.5	B
481.0906	Diverge	I-481 SB off-ramp to I-81 NB	60	2103	56.0	20.8	C	130	1172	55.8	10.7	B
481.0907	Merge	I-81 SB on-ramp to I-481 SB	790	1313	60.0	21.1	C	274	898	61.0	12.2	B
481.0908	Diverge	I-481 SB off-ramp to I-81 SB	1452	2765	55.4	25.7	C	716	1614	57.8	13.1	B
690.00		Total Entering Thruway	991					606				
690.00		Total Exiting Thruway	504					1047				
690.0101	Merge	I-690 WB on-ramp from Jones Road/I-690 WB off-ramp	80	705	61.0	11.3	B	40	1718	61.0	19.7	B
690.0102	Merge	I-690 WB on-ramp from NYS Thruway	350	355	62.0	8.6	A	212	1506	61.0	17.4	B
690.0103	Diverge	I-690 WB off-ramp to NYS Thruway/I-690 WB (Exit 1)	307	660	57.1	2.3	A	379	1883	56.9	9.4	A
690.0104	Merge	I-690 EB on-ramp from NYS Thruway	590	1815	60.0	25.6	C	400	528	61.0	11.7	B
690.0105	Diverge	I-690 EB off-ramp to NYS Thruway (Exit 1)	78	1893	61.4	22.7	C	334	862	60.7	11.9	B
690.0201	Merge	Jones Road on-ramp to NYS Thruway on-ramp to I-690 WB	254	0	51.0	5.9	A	136	0	51.0	4.7	A
690.0202	Diverge	I-690 WB off-ramp to Jones Rd (Exit 2)	200	860	61.0	10.4	B	321	2204	60.7	19.2	B
690.0203	Merge	I-690 EB on-ramp from Jones Rd	266	2254	63.0	19.3	B	182	631	65.0	3.3	A
690.0204	Diverge	I-690 EB off-ramp to Jone Rd. (Exit 2)	151	2405	55.7	25.3	C	297	928	55.3	9.9	A
690.0301	Merge	I-690 WB on-ramp from Farrell Rd	22	838	64.0	4.2	A	37	2182	63.0	15.9	B
690.0302	Diverge	I-690 WB off-ramp to Farrell Rd/RT 48N (Exit 3)	63	901	59.6	10.1	B	185	2367	59.3	23.9	C
690.0401	Merge	I-690 WB on-ramp from John Glenn Blvd	113	788	62.0	11.5	B	193	2174	60.0	24.0	C
690.0402	Diverge	I-690 WB off-ramp to John Glenn Blvd (Exit 4)	433	1221	56.7	3.5	A	835	3009	55.6	20.4	C
690.0403	Merge	I-690 EB on-ramp from John Glenn Blvd	629	2291	70.0	4.0	A	485	605	70.0	0.0	A
690.0404	Diverge	I-690 EB off-ramp to John Glenn Blvd (Exit 4)	230	2520	59.1	16.5	B	209	813	59.5	1.2	A
690.0501	Merge	I-690 WB on-ramp from State Fair Blvd	116	1106	62.0	10.5	B	212	2798	61.0	19.7	B
690.0502	Diverge	I-690 WB off-ramp to State Fair Blvd / Lakeland (Exit 5)	169	1274	63.0	13.4	B	179	2976	63.0	23.4	C
690.0503	Merge	I-690 EB on-ramp from State Fair Blvd	101	2799	61.0	19.4	B	155	969	62.0	9.7	A
690.0504	Diverge	I-690 EB off-ramp to State Fair Blvd / Lakeland (Exit 5)	120	2919	57.7	29.3	D	120	1089	57.7	11.5	B
690.0601	Merge	I-690 WB on-ramp from State Fair Blvd/RT 695	518	757	64.0	7.9	A	665	2312	61.0	22.3	C
690.0602	Diverge	I-690 WB off-ramp to RT696/RT5/Auburn (Exit 6)	1100	1856	58.3	4.8	A	2155	4466	55.4	16.8	B
690.0603	Merge	I-690 EB on-ramp from RT 695	2155	2438	72.0	5.1	A	1232	623	70.0	0.0	A
690.0604	Diverge	I-690 EB off-ramp to RT695/RT5/Auburn (Exit 6)	463	2900	60.3	31.2	D	502	1124	60.2	12.7	B
690.0701	Diverge	I-690 WB off-ramp to Fairgrounds/Solvay RT 297 (Exit 7)	241	2096	57.3	16.9	B	414	4879	56.8	35.1	E
690.0702	Merge	I-690 EB on-ramp from State Fair Blvd	414	4392	58.0	30.8	D	700	1704	61.0	18.2	B
690.0703	Diverge	I-690 EB off-ramp to Fairgrounds/Solvay RT 297 (Exit 7)	200	4592	57.4	20.3	C	150	1854	57.6	4.1	A
690.0704	Merge	I-690 EB on-ramp from State Fair Blvd/ Willis Ave	300	4806	57.0	32.3	D	400	2404	61.0	19.7	B
690.0801	Merge	I-690 WB on-ramp from Spencer St./State Fair Blvd	700	1397	54.0	18.8	B	1200	3680	51.0	34.0	D
690.0802	Diverge	I-690 EB off-ramp to Hiawatha Blvd (Exit 8)	463	5105	51.4	35.8	E	481	2803	51.4	23.2	C
690.0901	Merge	I-690 WB on-ramp from Spencer St./ Bear St.	250	1148	55.0	10.4	B	554	3127	53.0	25.7	C
690.0902	Diverge	I-690 EB off-ramp to RT 298/I-81 NB (Exit 9)	350	4643	51.6	31.6	D	230	2323	51.9	18.4	B
690.1001	Diverge	I-690 WB off-ramp to N Geddes St (Exit 10)	397	1544	51.5	4.6	A	437	3563	51.5	25.8	C
690.1002	Merge	I-690 EB on-ramp from N Geddes St.	343	4294	48.0	33.6	D	436	2094	54.0	19.5	B
690.1101	Merge	I-690 WB on-ramp from West St.	360	1185	61.0	7.8	A	1300	2264	57.0	8.4	A
690.1102	Diverge	I-690 WB off-ramp to West St. (Exit 11)	1300	2484	48.6	20.6	C	1100	3363	49.1	36.0	E
690.1103	Merge	I-690 EB on-ramp from West St.	511	3137	50.0	32.2	D	1100	2165	52.0	31.2	D
690.1104	Diverge	I-690 EB off-ramp to West St. & Genesee St/Rt 5 (Exit 11)	1500	4636	49.4	0.0	A	365	2529	51.6	22.6	A

Level of Service Table - Ramps			Morning Peak Hour					Evening Peak Hour				
			Ramp Volume	Mainline Volume	Average Speed	Density	LOS	Ramp Volume	Mainline Volume	Average Speed	Density	LOS
SEG_ID	Analysis Type	Desc										
690.1201	Diverge	I-690 WB off-ramp to I-81 NB	573	2457	51.2	16.5	B	892	3160	50.8	21.8	C
690.1202	Merge	I-690 WB on-ramp from I-81 NB	600	1884	50.0	25.6	C	1095	2268	48.0	34.3	D
690.1203	Diverge	I-690 WB off-ramp to I-81 SB	376	4231	51.5	24.5	C	539	3698	51.2	28.9	D
690.1204	Merge	I-690 EB on-ramp from I-81 NB	730	3386	51.0	25.2	C	946	4103	49.0	30.7	D
690.1205	Diverge	I-690 EB off-ramp to I-81 SB	953	3647	50.6	26.2	C	684	3264	51.0	26.3	C
690.1206	Merge	I-690 EB on-ramp from I-81 SB	477	2694	50.0	25.2	C	784	2580	49.0	26.0	C
690.1301	Diverge	I-690 WB off-ramp to N Townsend St (Exit 13)	1400	3856	46.6	24.6	C	539	3698	47.9	21.4	C
690.1302	Merge	I-690 EB on-ramp from S. McBride St.	216	3171	52.0	16.3	B	740	3364	50.0	24.9	C
690.1401	Merge	I-690 WB on-ramp from Teall Ave	700	3531	54.0	22.7	C	1000	3236	53.0	26.2	C
690.1402	Diverge	I-690 WB off-ramp to Teall Ave (Exit 14)	548	4079	51.2	29.0	D	381	3617	51.6	26.5	C
690.1403	Merge	I-690 EB on-ramp from Teall Ave	313	3132	55.0	16.8	B	634	4162	53.0	29.4	D
690.1404	Diverge	I-690 EB off-ramp to Teall Ave. (Exit 14)	983	4115	50.4	28.7	D	886	5048	50.6	33.4	D
690.1501	Merge	I-690 WB on-ramp from Midler Ave.	590	3489	54.0	25.6	C	800	2817	54.0	23.4	C
690.1502	Diverge	I-690 WB off-ramp to Midler Ave (Exit 15)	217	3706	53.0	26.6	C	243	3060	53.0	23.1	C
690.1503	Merge	I-690 EB on-ramp from Midler Ave.	183	2580	54.0	17.2	B	346	3931	53.0	25.7	C
690.1504	Diverge	I-690 EB off-ramp to Midler Ave (Exit 15)	865	3445	49.5	27.7	C	865	4796	49.5	34.4	D
690.1601	Merge	I-690 WB on-ramp from Thompson Rd	1500	2206	53.0	20.2	C	2200	860	56.0	13.4	B
690.1602	Diverge	I-690 WB off-ramp to Thompson Rd. (Exit 16)	363	2569	53.9	17.7	B	232	1092	54.2	1.5	A
690.1603	Merge	I-690 EB on-ramp from Thompson Rd	115	1177	55.0	8.6	A	365	2432	55.0	16.7	B
690.1604	Diverge	I-690 EB off-ramp to Thompson Rd. & Bridge St. (Exit 16/17)	1587	2763	50.4	5.1	A	1846	4277	50.0	22.7	C
690.1701	Diverge	I-690 WB off-ramp to Bridge St. (Exit 17)	163	2731	49.6	17.8	B	564	1655	48.9	10.4	B
690.1702	Merge	I-690 EB on-ramp from Bridge St.	550	1291	55.0	10.9	B	250	2796	54.0	17.7	B
690.1801	Merge	I-690 WB merge I-481 SB and I-481 NB	1300	1431	56.0	21.3	C	686	969	57.0	10.5	B
690.1802	Diverge	I-690 EB split I-481 NB and I-481 SB	540	1300	57.1	4.1	A	1166	1880	56.0	9.4	A

Level of Service Table - Mainline			Morning Peak Hour				Evening Peak Hour			
SEG_ID	Analysis Type	Desc	Mainline Volume	Average Speed	Density	LOS	Mainline Volume	Average Speed	Density	LOS
81.16A10	Freeway	I-81 Mainline NB Exit 16A to 17	2521	64.5	15.7	B	1760	64.5	10.8	A
81.16A20	Freeway	I-81 Mainline SB W. Calthrop on-ramp to 16A	1385	64.5	8.6	A	2312	64.5	13.8	B
81.1610	Freeway	I-81 Mainline NB Exit 16 to 16A	1823	68.0	16.5	B	1377	63.0	13.2	B
81.1620	Freeway	I-81 Mainline SB Exit 16A to 16	1379	68.0	12.8	B	2069	63.0	19.2	C
81.1710	Freeway	I-81 Mainline NB Exit 17 to E. Colvin St on-ramp	2990	62.0	19.4	C	2289	62.0	14.6	B
81.1720	Freeway	I-81 Mainline SB Exit 17 to W. Calthrop on-ramp	1310	62.0	8.8	A	2214	62.0	13.8	B
81.1810	Freeway	I-81 Mainline NB E. Colvin on-ramp to Exit 18	3427	58.7	23.5	C	2847	58.7	19.1	C
81.1811	Freeway	I-81 Mainline NB Exit 18 to Almond Street on-ramp	1971	55.6	21.4	C	2403	55.6	25.6	C
81.1812	Freeway	I-81 Mainline NB Almond Street on-ramp to I-690 EB off-ramp	2668	55.0	14.6	B	4802	55.0	25.8	C
81.1813	Freeway	I-81 Mainline NB I-690 EB off-ramp to I-690 WB off-ramp	1939	55.0	14.2	B	3857	55.0	27.7	D
81.1814	Freeway	I-81 Mainline NB I-690 WB off-ramp to I-690 WB on-ramp	1340	55.0	14.7	B	2763	55.0	29.7	D
81.1820	Freeway	I-81 Mainline SB Almond St on-ramp to Exit 17	2539	58.7	18.1	C	3655	58.7	24.0	C
81.1821	Freeway	I-81 Mainline SB Exit 18 to Almond St on-ramp	2192	55.6	24.7	C	2395	55.6	24.9	C
81.1822	Freeway	I-81 Mainline SB I-690 EB on-ramp to Exit 18	3616	50.2	44.7	E	2454	55.0	25.8	C
81.1823	Freeway	I-81 Mainline SB I-690 EB off-ramp to I-690 EB on-ramp	2664	55.0	30.3	D	1771	55.0	18.6	C
81.1824	Freeway	I-81 Mainline SB Exit 19 off-ramp to I-690 EB off-ramp	3163	54.3	36.5	E	2554	55.0	26.8	D
81.1920	Freeway	I-81 Mainline SB Exit 20 to Exit 19	4662	56.9	34.2	D	2948	57.9	19.6	C
81.2010	Freeway	I-81 Mainline NB Pearl St on-ramp to Butternut/State on-ramp	2262	57.9	15.7	B	4754	57.4	32.6	D
81.2020	Freeway	I-81 Mainline SB W. Division St on-ramp to Exit 20	5293	53.0	41.7	E	3296	58.7	21.6	C
81.2110	Freeway	I-81 Mainline NB Butternut/N State on-ramp to Exit 22	2555	58.7	17.5	B	5842	51.3	45.0	E
81.2120	Freeway	I-81 Mainline SB Bear St on-ramp to Exit 21	5338	53.0	42.1	E	3308	59.5	21.4	C
81.2121	Freeway	I-81 Mainline SB Exit 21 to W. Division St on-ramp	5072	55.6	38.1	E	3002	59.5	19.4	C
81.2210	Freeway	I-81 Mainline NB Exit 22 to on-ramp 22	2217	59.5	15.0	B	5495	54.6	39.7	E
81.2220	Freeway	I-81 Mainline SB on-ramp 23B to Bear St on-ramp (22)	4984	56.3	37.0	E	2818	59.5	18.2	C
81.2310	Freeway	I-81 Mainline NB on-ramp 22 to Exit 23/24A/24B	2335	63.5	11.1	B	5891	63.0	27.7	D
81.2320	Freeway	I-81 Mainline SB Exit 22/23A/23B to on-ramp 23A	3378	62.0	22.8	C	1903	62.0	11.8	B
81.2321	Freeway	I-81 Mainline SB on-ramp 23A to on-ramp 23B	3841	59.5	27.0	D	2313	59.5	15.0	B
81.2410	Freeway	I-81 Mainline NB Exit 23/24A/24B to 25	2098	63.5	10.0	A	4439	63.5	20.7	C
81.2420	Freeway	I-81 Mainline SB Exit 25 to 22/23/23B	4277	63.5	21.1	C	2769	63.5	12.6	B
81.2510	Freeway	I-81 Mainline NB Exit 25 to 25A	1986	66.0	9.1	A	4672	66.0	20.9	C
81.2520	Freeway	I-81 Mainline SB Exit 25A to 25	4627	66.0	22.0	C	2859	66.0	12.5	B
81.2610	Freeway	I-81 Mainline NB Exit 25A to 26	2119	66.0	10.1	A	4732	66.0	20.4	C
81.2620	Freeway	I-81 Mainline SB Exit 26 to 25A	4677	66.0	21.2	C	3045	66.0	13.7	B
81.2710	Freeway	I-81 Mainline NB Exit 26 to 27	1453	64.5	9.4	A	3496	64.5	21.0	C
81.2720	Freeway	I-81 Mainline SB Exit 27 to 26	3678	64.5	22.7	C	2188	64.5	13.5	B
81.2810	Freeway	I-81 Mainline NB Exit 27 to 28	1210	64.5	7.9	A	3415	64.5	20.6	C
81.2820	Freeway	I-81 Mainline SB Exit 28 to 27	3778	64.5	23.4	C	1931	64.5	11.9	B
81.2910	Freeway	I-81 Mainline NB Exit 28 to 29	1393	66.0	8.8	A	3886	65.9	22.8	C
81.2920	Freeway	I-81 Mainline SB Exit 29 to 28	4297	65.3	26.2	D	2205	66.0	13.2	B
81.3010	Freeway	I-81 Mainline NB Exit 29 to 30	1079	67.0	6.7	A	2900	67.0	16.7	B
81.3020	Freeway	I-81 Mainline SB Exit 30 to 29	3611	67.0	21.5	C	1782	67.0	10.5	A
481.0010	Freeway	I-481 Mainline NB I-81 Ramps to Exit 1	794	66.0	4.9	A	1110	66.0	6.5	A
481.0020	Freeway	I-481 Mainline SB Exit 1 to I-81 Ramps	936	64.5	8.7	A	766	64.5	6.8	A
481.0110	Freeway	I-481 Mainline NB Exit 1 to Exit 2	1041	65.5	9.7	A	1313	65.5	11.6	B
481.0120	Freeway	I-481 Mainline SB Exit 2 to Exit 1	1332	65.5	12.2	B	1313	65.5	11.5	B

Level of Service Table - Mainline			Morning Peak Hour				Evening Peak Hour			
SEG_ID	Analysis Type	Desc	Mainline Volume	Average Speed	Density	LOS	Mainline Volume	Average Speed	Density	LOS
481.0210	Freeway	I-481 Mainline NB Exit 2 to Exit 3	1295	65.5	12.0	B	1170	65.5	10.3	A
481.0220	Freeway	I-481 Mainline SB Exit 3 to Exit 2	1191	65.5	10.9	A	1634	65.5	14.4	B
481.0310	Freeway	I-481 Mainline NB Exit 3 Weaving section	1302	67.0	7.9	A	1146	67.0	6.6	A
481.0311	Freeway	I-481 Mainline NB Exit 3 to Exit 4	2496	66.0	15.4	B	1901	66.0	11.1	B
481.0320	Freeway	I-481 Mainline SB Exit 3 Weaving section	1937	68.5	8.5	A	2982	68.5	12.5	B
481.0321	Freeway	I-481 Mainline SB Exit 4 to Exit 3	2065	66.0	12.5	B	3145	66.0	18.3	C
481.0410	Freeway	I-481 Mainline NB Between Exit 4 Ramps	1066	64.5	10.1	A	933	64.5	8.4	A
481.0411	Freeway	I-481 Mainline NB Exit 4 to Exit 5	1605	64.5	15.2	B	2098	64.5	18.8	C
481.0420	Freeway	I-481 Mainline SB Between Exit 4 Ramps	766	64.5	7.1	A	1266	64.5	11.3	B
481.0421	Freeway	I-481 Mainline SB Exit 5 to Exit 4	2065	64.5	19.2	C	1951	64.5	17.4	B
481.0510	Freeway	I-481 Mainline NB Exit 5 Weaving section	1653	64.5	10.4	A	1991	64.5	11.9	B
481.0511	Freeway	I-481 Mainline NB Exit 5 to Exit 6	1330	63.0	12.9	B	1967	63.0	18.0	C
481.0520	Freeway	I-481 Mainline SB Exit 5 Weaving section	1928	64.5	12.0	B	1667	64.5	9.9	A
481.0521	Freeway	I-481 Mainline SB Exit 6 to Exit 5	1993	63.0	19.0	C	1680	63.0	15.3	B
481.0610	Freeway	I-481 Mainline NB Exit 6 to Exit 7	1234	63.0	11.9	B	1515	63.0	13.9	B
481.0620	Freeway	I-481 Mainline SB Exit 7 to Exit 6	1569	63.0	15.0	B	1410	63.0	12.9	B
481.0710	Freeway	I-481 Mainline NB Exit 7 to Exit 8	934	65.5	8.7	A	1363	65.5	12.0	B
481.0720	Freeway	I-481 Mainline SB Exit 8 to Exit 7	1524	65.5	14.0	B	1079	65.5	9.5	A
481.0810	Freeway	I-481 Mainline NB Exit 8 to Exit 9	1031	65.5	9.6	A	1711	65.5	15.1	B
481.0820	Freeway	I-481 Mainline SB Exit 9 to Exit 8	2173	65.5	19.9	C	1247	65.5	10.9	A
481.0910	Freeway	I-481 Mainline NB Exit 9 Weaving section	1275	66.0	7.9	A	2622	66.0	15.3	B
481.0911	Freeway	I-481 Mainline NB Exit 9 Just West of Weaving Section	1120	64.5	10.6	A	2510	64.5	22.5	C
481.0920	Freeway	I-481 Mainline SB Exit 9 Weaving section	2103	66.0	12.8	B	1172	66.0	6.8	A
481.0921	Freeway	I-481 Mainline SB Exit 9 Just West of Weaving Section	1314	64.5	12.2	B	899	64.5	8.0	A
481.1010	Freeway	I-481 Mainline NB Exit 9 to Exit 10	1251	64.5	11.8	B	2641	64.4	23.7	C
481.1020	Freeway	I-481 Mainline SB Exit 10 to Exit 9	2765	64.2	25.9	C	1614	64.5	14.4	B
690.0010	Freeway	690 Mainline EB West of Exit 1	1893	63.0	18.0	C	862	63.0	8.2	A
690.0020	Freeway	690 Mainline WB West of Exit 1	783	63.0	7.7	A	1756	63.0	16.8	B
690.0110	Freeway	I-690 Mainline EB In Between Exit 1 Ramps	1816	63.0	17.1	B	529	63.0	4.9	A
690.0111	Freeway	I-690 Mainline EB In Between Exit 1 & 2 Ramps	2405	64.5	14.8	B	928	64.5	5.5	A
690.0120	Freeway	I-690 Mainline WB In Between Exit 1 Ramps	704	63.0	6.8	A	1717	63.0	15.6	B
690.0121	Freeway	I-690 Mainline WB In Between Exit 1 & 2 Ramps	355	63.0	3.4	A	1506	63.0	13.7	B
690.0210	Freeway	I-690 Mainline EB In Between Exit 2 Ramps	2520	63.0	23.8	C	813	63.0	7.5	A
690.0220	Freeway	I-690 Mainline WB In Between Exit 2 Ramps	661	64.5	4.2	A	1884	64.5	11.1	B
690.0221	Freeway	I-690 Mainline WB In Between Exit 2 & 3 Ramps	860	64.5	5.4	A	2204	64.5	13.0	B
690.0310	Freeway	I-690 Mainline EB In Between Exit 4 Ramps	2291	64.5	14.1	B	605	64.5	3.6	A
690.0320	Freeway	I-690 Mainline WB In Between Exit 3 Ramps	839	63.0	8.1	A	2183	63.0	19.8	C
690.0410	Freeway	I-690 Mainline EB In Between Exit 4 & 5 Ramps	2919	62.6	27.7	D	1089	63.0	10.0	A
690.0420	Freeway	I-690 Mainline WB In Between Exit 3 & 4 Ramps	901	64.5	5.7	A	2367	64.5	14.0	B
690.0421	Freeway	I-690 Mainline WB In Between Exit 4 Ramps	789	63.0	7.6	A	2175	63.0	19.8	C
690.0510	Freeway	I-690 Mainline EB In Between Exit 5 Ramps	2800	66.0	12.6	B	970	66.0	4.2	A
690.0511	Freeway	I-690 Mainline EB Between Exit 5 & 6 Ramps	2900	64.5	17.8	B	1124	64.5	6.7	A
690.0520	Freeway	I-690 Mainline WB In Between Exit 4 & 5 Ramps	1221	64.5	7.7	A	3009	64.5	17.8	B
690.0521	Freeway	I-690 Mainline WB Between Exit 5 Ramps	1106	64.5	7.0	A	2798	64.5	16.5	B
690.0610	Freeway	I-690 Mainline EB In Between Exit 6 Ramps	2438	65.5	22.1	C	623	65.5	5.5	A

Level of Service Table - Mainline			Morning Peak Hour				Evening Peak Hour			
SEG_ID	Analysis Type	Desc	Mainline Volume	Average Speed	Density	LOS	Mainline Volume	Average Speed	Density	LOS
690.0611	Freeway	I-690 Mainline EB Between Exit 6 & 7 Ramps	4592	63.5	21.5	C	1854	63.5	8.4	A
690.0620	Freeway	I-690 Mainline WB In Between Exit 5 & 6 Ramps	1274	67.0	7.7	A	2976	67.0	16.9	B
690.0621	Freeway	I-690 Mainline WB Between Exit 6 Ramps	757	60.5	7.6	A	2312	60.5	21.9	C
690.0710	Freeway	I-690 Mainline EB In Between Exit 7 & Willis On-ramp	4806	63.5	22.5	C	2404	63.5	10.9	A
690.0720	Freeway	I-690 Mainline WB In Between Exit 6 & 7 Ramps	1856	62.0	12.2	B	4466	61.8	27.6	D
690.0810	Freeway	I-690 Mainline EB In Between Willis On-ramp & Exit 8 Ramp	5105	60.7	33.3	D	2803	64.5	16.7	B
690.0820	Freeway	I-690 Mainline WB In Between Exit 7 & 8 Ramps	2096	64.5	13.2	B	4879	62.9	29.6	D
690.0910	Freeway	I-690 Mainline EB In Between Exit 8 & 9 Ramps	4643	58.4	31.2	D	2323	58.7	15.2	B
690.0920	Freeway	I-690 Mainline WB In Between Exit 8 & 9 Ramps	1397	58.7	9.7	A	3680	58.7	23.9	C
690.1010	Freeway	I-690 Mainline EB In Between Exit 9 & 10 Ramps	4294	58.7	29.0	D	2094	58.7	13.7	B
690.1020	Freeway	I-690 Mainline WB In Between Exit 9 & 10 Ramps	1148	58.7	7.9	A	3127	58.7	20.3	C
690.1110	Freeway	I-690 Mainline EB In Between Exit 10 & 11 Ramps	4636	60.6	22.8	C	2529	60.6	12.1	B
690.1111	Freeway	I-690 Mainline EB Between Exit 11 Ramps	3137	55.4	33.7	D	2165	55.6	22.5	C
690.1120	Freeway	I-690 Mainline WB In Between Exit 10 & 11 Ramps	1544	60.2	7.6	A	3563	60.6	16.8	B
690.1121	Freeway	I-690 Mainline WB Between Exit 11 Ramps	1185	55.6	13.0	B	2264	55.6	23.3	C
690.1210	Freeway	I-690 Mainline EB In Between Exit 11 & 12 Ramps	3647	52.2	41.6	E	3264	55.4	34.1	D
690.1211	Freeway	I-690 Mainline EB Between Exit 12 Ramps	3171	55.4	34.1	D	3364	55.1	35.3	E
690.1220	Freeway	I-690 Mainline WB In Between Exit 11 & 12 Ramps	2484	55.6	27.2	D	3363	55.2	34.9	D
690.1221	Freeway	I-690 Mainline WB Between Exit 12 Ramps	2457	55.6	26.9	D	3160	55.6	32.5	D
690.1310	Freeway	I-690 Mainline EB In Between Exit 12 & 13 Ramps	3386	55.0	24.4	C	4103	55.0	28.7	D
690.1320	Freeway	I-690 Mainline WB In Between Exit 12 & 13 Ramps	3856	55.0	28.5	D	3698	55.0	25.7	C
690.1410	Freeway	I-690 Mainline EB In Between Exit 13 & 14 Ramps	4115	55.0	29.7	D	5048	54.6	35.6	E
690.1420	Freeway	I-690 Mainline WB In Between Exit 13 & 14 Ramps	4231	55.0	31.2	D	4236	55.0	29.4	D
690.1510	Freeway	I-690 Mainline EB In Between Exit 14 & 15 Ramps	3445	63.7	21.4	C	4796	62.4	29.6	D
690.1520	Freeway	I-690 Mainline WB In Between Exit 14 & 15 Ramps	4079	63.5	26.1	D	3617	63.7	21.9	C
690.1610	Freeway	I-690 Mainline EB In Between Exit 15 & 16 Ramps	2763	63.7	17.2	B	4277	63.6	25.9	C
690.1611	Freeway	I-690 Mainline EB Between Exit 16 Ramps	1177	63.7	7.3	A	2432	63.7	14.7	B
690.1620	Freeway	I-690 Mainline WB In Between Exit 15 & 16 Ramps	3706	63.7	23.6	C	3060	63.7	18.3	C
690.1621	Freeway	I-690 Mainline WB Between Exit 16 Ramps	2207	61.8	21.7	C	861	61.8	8.0	A
690.1710	Freeway	I-690 Mainline EB In Between Exit 16 & 17 Ramps	1291	63.7	8.0	A	2796	63.7	16.9	B
690.1720	Freeway	I-690 Mainline WB In Between Exit 16 & 17 Ramps	2569	63.7	16.4	B	1092	63.7	6.5	A
690.1810	Freeway	I-690 Mainline EB In Between Exit 17 & I-481 Ramps	1840	63.7	11.5	B	3045	63.7	18.4	C
690.1820	Freeway	I-690 Mainline WB In Between Exit 17 & I-481 Ramps	2731	63.7	17.4	B	1655	63.7	9.9	A

Level of Service Table - Weaving			Morning Peak Hour							Evening Peak Hour						
			Off-Ramp A-D Volume	On-Ramp B-C Volume	Ramp to Ramp B-D Volume	Mainline A-C Volume	Average Speed	Density	LOS	Off-Ramp A-D Volume	On-Ramp B-C Volume	Ramp to Ramp B-D Volume	Mainline A-C Volume	Average Speed	Density	LOS
SEG_ID	Analysis Type	Desc														
81.1813	Weaving	Weaving section between 81.1801 & 481.69003								750	2200	200	1650	31.08	42.89	F
81.2512	Weaving	Weaving section between 81.2501 & 81.25A02	200	295	50	1441	56.54	10.72	A	275	549	75	3773	48.65	28.40	C
81.2543	Weaving	Weaving section between 81.2504 & 81.25A03	700	300	50	3577	45.27	32.00	C	469	214	50	2126	52.40	16.13	B
81.2932	Weaving	Weaving section between 81.2902 & 81.2903	497	60	0	766	49.92	8.29	A	1546	130	0	2135	36.73	30.10	C
81.2976	Weaving	Weaving section between 81.2906 & 81.2907	790	156	0	2689	51.49	21.09	B	274	113	0	1376	61.34	8.50	A
481.0332	Weaving	Weaving section between 481.0902 & 481.0903	214	204	0	1098	60.33	10.19	A	185	240	0	906	61.00	8.39	A
481.0376	Weaving	Weaving section between 481.0906 & 481.0907	828	167	0	1770	49.24	16.86	B	1627	205	0	2777	40.59	32.64	D
481.0532	Weaving	Weaving section between 481.0502 & 481.0503	573	165	0	1488	54.56	16.56	B	203	224	0	1767	61.23	13.79	B
481.0576	Weaving	Weaving section between 481.0506 & 481.0507	156	248	0	1680	61.41	13.57	B	184	103	0	1564	64.73	10.95	A
481.0932	Weaving	Weaving section between 481.0902 & 481.0903	156	497	0	778	52.96	10.96	A	113	1546	0	1076	34.06	30.92	C
481.0976	Weaving	Weaving section between 481.0906 & 481.0907	60	790	0	1313	49.63	17.44	B	130	274	0	898	59.14	8.43	A
690.0144	Weaving	Weaving section between 690.0104 & 690.0204	126	565	25	1840	39.86	38.11	E	247	350	50	578	42.53	16.61	B
690.0221	Weaving	Weaving section between 690.0202 & 690.0301	200	22	0	838	60.74	7.08	A	321	37	0	2182	54.36	17.82	B
690.0321	Weaving	Weaving section between 690.0302 & 690.0401	63	113	0	788	63.25	6.18	A	193	185	0	2174	55.97	17.25	B
690.1011	Weaving	Weaving section between 690.1001 & 690.1101	347	310	50	1234	55.65	10.61	A	337	1200	100	2264	59.88	12.19	B
690.1024	Weaving	Weaving section between 690.1002 & 690.1104	1450	293	50	4343	47.88	38.10	E	315	386	50	2094	55.98	14.67	B
690.1122	Weaving	Weaving section between 690.1202 & 690.1102	1200 (non- weaving)	500 (non- weaving)	100 (weaving)	685 (weaving)	43.51	34.78	D	800 (non- weaving)	795 (non- weaving)	300 (weaving)	1468 (weaving)	33.46	57.48	F

= ESTIMATED

Level of Service Table - Synchro Analysis - At Grade Intersection			Morning Peak Hour												Evening Peak Hour													
Intersection	Synchro Node #	Signal/ Unsignalized	Overall	EB Approach			WB Approach			NB Approach			SB Approach			Overall	EB Approach			WB Approach			NB Approach			SB Approach		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
I-81 NB on/off-ramps (Exit 17)	92	U	-	a						f					-	a							f					
I-81 SB on-ramp State (Exit 17)	91	S	A		A			C					C	A	A		A			C					B	A		
Thurber & E. Brighton	104	S	A				C		A		A		A	A	A				C		B		A		A	A		
McClure/I-81 SB off-rsmp & S. State	84	S	B		C		A	A		A			A		B		C		B	A			C		C			
E. Brighton & S. State	87	S	B		B		B	B	A				B	A	B		C		B	B	A				B	A		
Castle & Oakwood	15	S	A		A			A			B		B		A		A		A				A		A			
Almond/Van Buren & Renwick	58	U	-	a			a				c		d		-		A		A				C		C			
Van Buren & Irving	149	S	B		B						B		B		B		B						B		A			
University Place & Irving	146	S	B		B			A			A		B		B		C		A				A		A			
Waverly & Irving	141	S	B				C		A		B	A	B	B	B				B		A		B	A	B	A		
Waverly & Crouse	140	S	A		A			B			C				B		B		B				B					
Waverly & University	142	S	C		B			B					D		B	B		A		B					D	A		
Waverly & Walnut Place	138	S	A		B			A					C	B	B		B			A				C	A			
Waverly & Walnut	143	S	B		B			B			B						B		B				B					
Waverly & Comstock	144	S	C		A	A		A		D	C					B		A	A		A		D	C				
Adams & Townsend	13	S	B	C	C						B		B	B	C	C	C						C		D	D		
Adams & McBride	150	S	A		A							A			A		A							D				
Adams & Almond	14	S	D	D	D	D					C	F	E	B	C	D	B	E					C	A	C	A		
Adams & Sarah Loguen	106	S	D		D						C	A		C	B		A						C	A		C		
Adams & Elizabeth Black	120	U	-	a							-				-		a						-					
Adams & Irving	52	S	B		B						C		A	A	C		B						C		B	B		
Adams & Crouse	19	S	A		A						B				B		B						C					
Adams & University	128	S	B		A									D	B		A								C			
Harrison & Townsend	17	S	B					C			B			A	B				B				B		B			
Harrison & Almond	18	S	C				C	C	C	D	A			C	C				C	B	E	C	A		C			
Harrison & Sarah Loguen	107	S	B		A		A	A			B				B		A		A	B			C					
Harrison & Elizabeth	9	U	-	a			a				c	a		b	-		A			A			C	A		B		
Harrison & Irving	50	S	B		B			B		B	A		C	D	A	C		C		B		D	B		C	D	D	
Harrison & Crouse	49	S	B		A			B			B				B		A		B				B					
Harrison & University	130	S	B		A			A						B	B		A		A						C			
Almond & I-81 SB Ramp	66	S	F				F							C	B			B							C			
Genesee & I-690 off-ramp	167	S	B		C		B	B					B	B	A		A		A	A				C	B			
Genesee & Wallace	117	S	A		B			A			B			C	A		A		A				B		C	A		
Genesee & Willow	169	S	A		A			A							A		A		A							A		
Genesee & Franklin	171	S	B		C	A		B	A		B			C	B		B	A		C	A		C		B			
Genesee & Clinton	164	S	D		D	A	D	A					B	E	C		D	C	C	B				C	D			
Genesee & N Salina	163	S													B		A		C				B		B			
Genesee & Townsend	33	S	B		B		A	B			B			B	B		B		B	B			C		A			
Genesee & McBride	32	S	B		A			B	A		B			C	A		A		A	A			B		B			
Genesee & Almond	34	S	B		B			B		B	B	A		B	B		B		B		C	C	A		A			
Genesee & Irving	125	S	B		B			B		B	B			C	C		C		A			C	D		C			
Genesee & Crouse	47	S	B		B			B		C	C	B	C		A	B		A		A		C	C	A	C	A		
Genesee & University	129	S	C		A			C						C	B		A		A						C			
Genesee & Walnut	133	S	B		B			B			B				B		A		A				C					
Fayette & Townsend	43	S	C		B			A			B			C	B		B		B				B		A			
Fayette & McBride	42	S	B		A			B			C			A	B		A		A				C		C			
Fayette & Almond	44	S	B		C			C			A			A	B		A		B				B		C			
Washington & Townsend	38	S	B		B			B			A			C	A		B		C				A		A			
Washington & McBride	37	S	B		A			A			B			C	B		B		B				B		B	A		
Washington & Almond	39	S	A		B			C			A			A	B		D		C				A		A			

Level of Service Table - Synchro Analysis - At Grade Intersection			Morning Peak Hour												Evening Peak Hour														
Intersection	Synchro Node #	Signal/Unsignalized	Overall	EB Approach			WB Approach			NB Approach			SB Approach			Overall	EB Approach			WB Approach			NB Approach			SB Approach			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Water & Townsend	28	S	A		C			C			A			A		B		C			C			A			B		
Water & McBride	27	S	B		A			B			B			B		C		B			A			C			A		
Water & Almond	29	S	C		A			A			C			C		C		A			A			C			C		
Erie & State	151	S	C	B	C		D	C			B	C			C	C	B			B	B		B	D			C	B	
Erie & Townsend	21	S	B		B		D	C			A	A			B	C	B			B	B		C	C			C	C	
Erie & McBride	23	S	B		A			B			B			B		C		B			D			B			B		
Erie & Almond	24	S	A	A	A		A	A			A			C		B	A	A			A	A			D			C	
I-690 WB off-ramp & McBride	57	S	B				A	A			D			C		B				A	A			D			C		
James & Waren	158	S														B		A			C	A	B	B	A				
James & Oswego	161	S	B		B			A		D	C			-		B		A			C		C	C			C		
James & State	157	S	B	B	B		B	B		C	C			B	B	B	B	A			C	C		A	B		B	A	
Willow & Franklin	123	S	A		C			C			A			A		B		D			C			A			A		
Willow & Salina	113	S														B				C		A		A			B		
Willow & Pearl	154	U	-		A			A	A							-		a			a	a							
Willow & State	155	S	B		C	A		C		A	A			B	B	C		B	A		D		B	A			C	C	
Herald/West off-ramp & Wallace	116	U	-		na						na					-		na						na					
Herald & Franklin	122	S	B	C	B			A			B			A		C	C	A			A			C			C		
Herald & Clinton	173	S	B		B			C						A		B		C			B						B		
Herald & N Salina	115	S	A		B					A	A			A		A		C					A	A			A		
I-81 NB on-ramp & Pearl	111	U	-					na	na	na	na			na	na	-					na		na	na		na	na	na	
Webster Landing & Butternut/Franklin	124	S	A		D	C		C	B	A	A			A	A	B		D	C		C	B	A	B			A	B	
Webster Landing & Clinton/I-81 SB off-ramp	179	U	-		na			na						na		-		na			na							na	
I-81 SB off-ramp & Butternut	181	U	-			E					A			A		-			B					A			A		
Pearl & Salina	109	U						A		A	A			A		-					A			A	A		A		
State & Salina	189	S	B		D	A		D	A	A	A			A	A	B		A	A		A	B	C	A			D	A	
Butternut & I-81 NB on-ramp	185	U	-													-	C	A			A	A							
Butternut & State	190	S														B	C	D	A		B	B					B	A	
Butternut & Salina	152	S	C	B	D			B			B	A		B	C	C	B	B			D			B	A		B	B	
I-81 NB on-ramp & State	188	U	-													-							A	A			A	A	

Memo



Stantec

To: David Balthaser
2250 BHTL Road
File: I-81 Challenge

From: William Holthoff
2250 BHTL Road
Date: June 29, 2010

Reference: Syracuse Pass Through Study

The purpose of the data collection effort was to determine how many vehicles over a 24 hour period bypass Syracuse using I-481, how many vehicles remain on I-81 and pass through the Viaduct section, and how many vehicles from the Thruway Interchange with I-690 pass through Syracuse using the I-81 Viaduct section.

The data was collected by placing Automated License Plate Reader (ALPR) cameras on I-81 both north and south of the I-481 interchanges, on the I-690 ramps to and from the Thruway and on the I-481 ramps on the southern interchange with I-81. Figure 1 shows the count location sites.

Figure 1 - ALPR Data Collection Stations



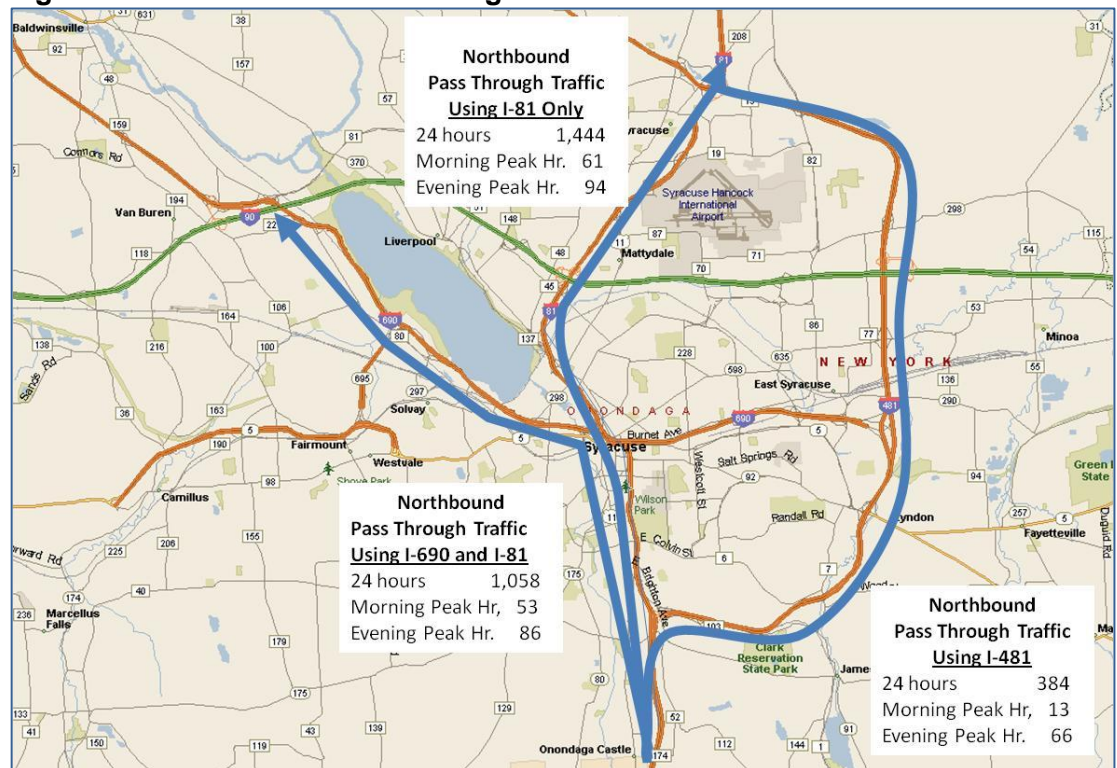
One Team. Infinite Solutions.

Reference: **Syracuse Pass Through Study**

Data was collected on a weekday (Tuesday, April 13, 2010) for 24.5 hours. It should be noted that lane closures on I-81 were in effect during the time of this survey. At each of these sites, automatic traffic recorders (tube counters) were installed to obtain total traffic volumes to assist in normalizing the license plate data. As each vehicle passed each of the camera locations, license plate and the time was recorded. The license plates entering the area were then matched at each of the exit locations to determine the volume of pass through traffic. Travel times for the pass through traffic was then calculated based on the entry/exit times recorded and distance traveled. The study area parameters included a couple of assumptions such as traffic bypassing Syracuse from the east using the Thruway (Interchange 34A) would use I-481, or Thruway traffic from the west would use I-690 which is more direct and less tolls than using the Thruway Interchange with I-81.

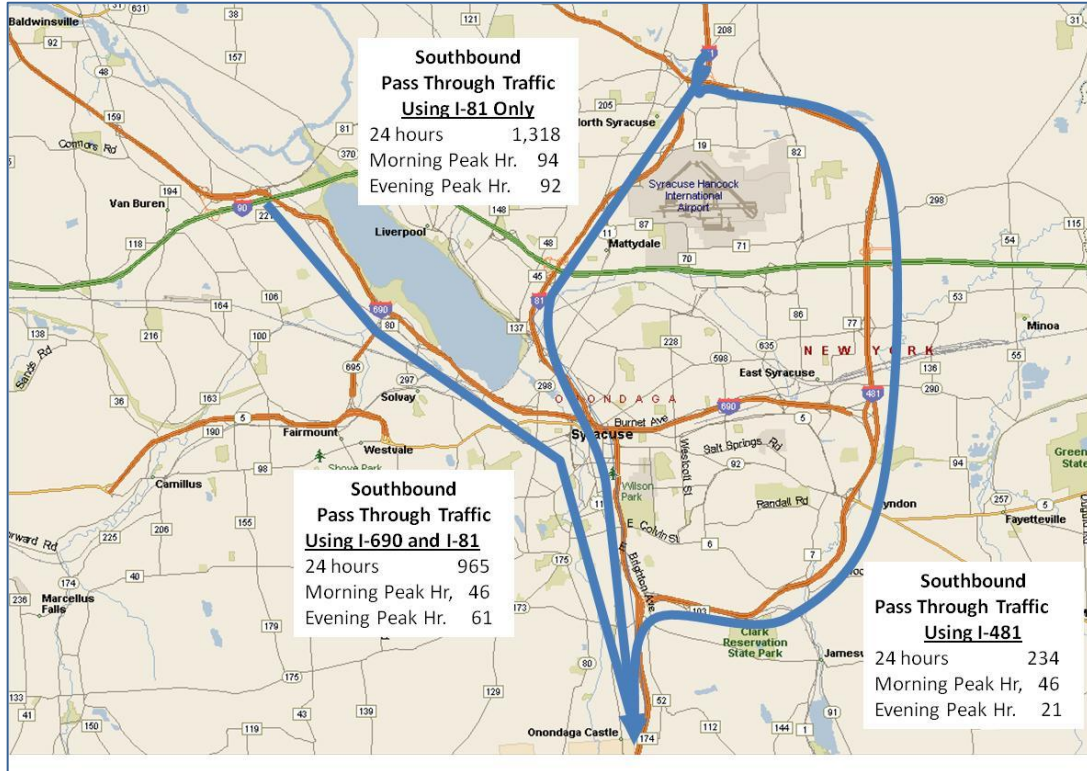
During the 24 hour period, over 96,900 license plates were recorded, of which over 9,500 were heavy vehicles. Based on the automatic tube counters, 112,500 vehicles (15,400 heavy vehicles) were recorded entering or exiting these count locations. Thus, the ALPR totals captured 86% of all vehicles entering or exiting these sites; with a 90% capture rate for passenger cars and 62% for heavy vehicles. The capture rate, however varied by location ranging from a low of 44% for heavy vehicles traveling southbound on I-81 south at the I-481 southern interchange to a high of 97% of the passenger vehicles traveling northbound on I-481. Thus, the matched license plate data passing through Syracuse were factored by route, by direction, and by vehicle type to resemble a 100% sample of the traffic volume passing through Syracuse on a typical day. Figure 2 and 3 show the results.

Figure 2 - Northbound Pass Through Traffic



Reference: Syracuse Pass Through Study

Figure 3 - Southbound Pass Through Traffic



In total, approximately 5,400 vehicles per day have origins or/and destinations outside of the corridor study limits. It is anticipated that seasonal and daily variations do occur, however, not anticipated to be of notable magnitude. The results show that on an average weekday in April, when Syracuse University was in session:

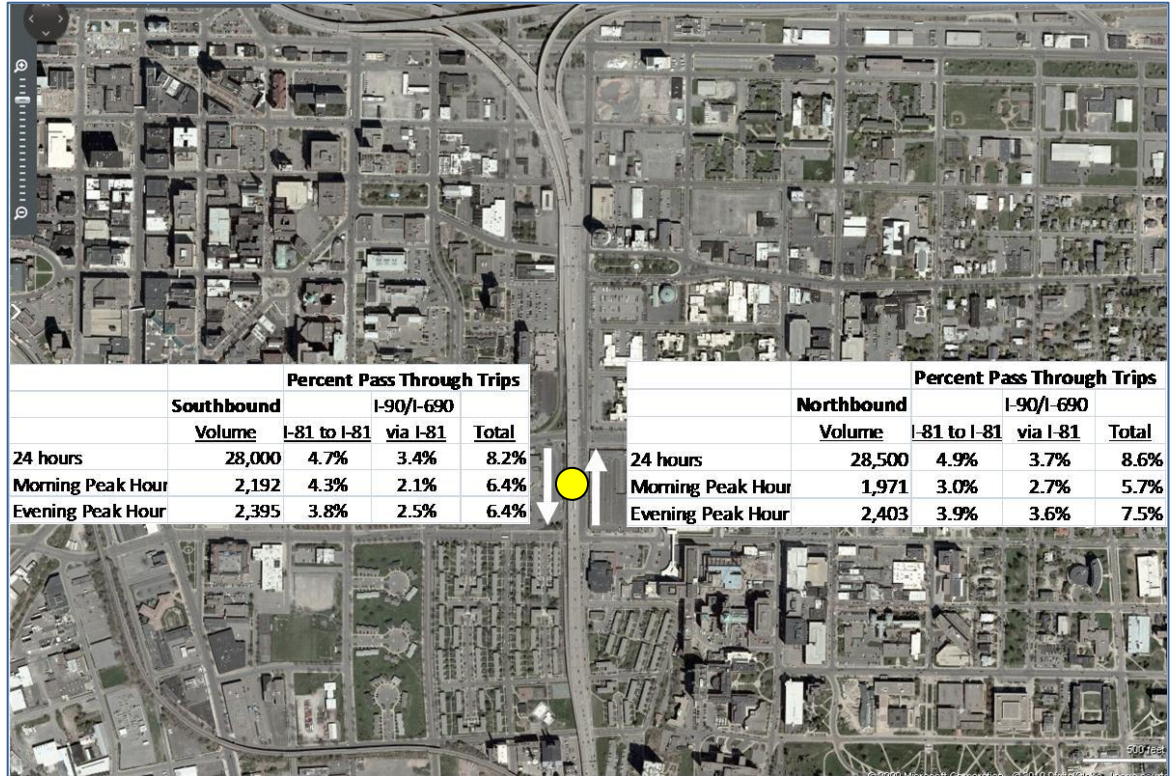
- 12% (5,400 vehicles per day) of the 44,000 vehicles per day on I-81 at the I-481 southern interchange are either traversing the Syracuse area using I-81/I-690 or bypassing Syracuse using I-481; and,
- Of the 5,400 trips that pass through Syracuse daily, 37% is traffic to/from the Thruway via I-690, 51% pass through using I-81 and 11% bypass Syracuse using I-481.

Pass Through Traffic Impact on I-81 Viaduct Section

The I-81 Viaduct Section (between the Harrison Street ramps and the East Adams Street ramps) carries approximately 56,500 vehicles a day. Traffic passing through Syracuse using this section of I-81 is approximately 4,785 vehicles per day or approximately 8.5% of total traffic. Based on this, over 91% of the traffic in the Viaduct Section on a daily basis is local or regional, not traffic that is passing through Syracuse. During the commuter travel periods, traffic using the I-81 Viaduct passing through Syracuse is 7% or less of the peak travel hour volume. Figure 4 presents the pass through traffic using the I-81 Viaduct Section.

Reference: Syracuse Pass Through Study

Figure 4 - Pass Through Traffic in the I-81 Viaduct Section



With over 91% of the Viaduct traffic being local or with origins and destinations within the region, diverting the 7-9% of I-81 traffic passing through the Syracuse area to I-481 or finding an alternative routes for Thruway traffic would have little notable impact on traffic volumes or operations in the I-81 Viaduct Section.

Route Travel Times

The ALPR's recorded when each vehicle entered and exited the area along each of the routes. When the license plates were matched, the travel time was calculated based on which route the vehicle traversed by using the lapsed time and length travelled. Figure 5 and 6 present the average passenger car travel times found for each of the three routes by time of day.

Reference: Syracuse Pass Through Study

Figure 5 - Northbound Travel Times

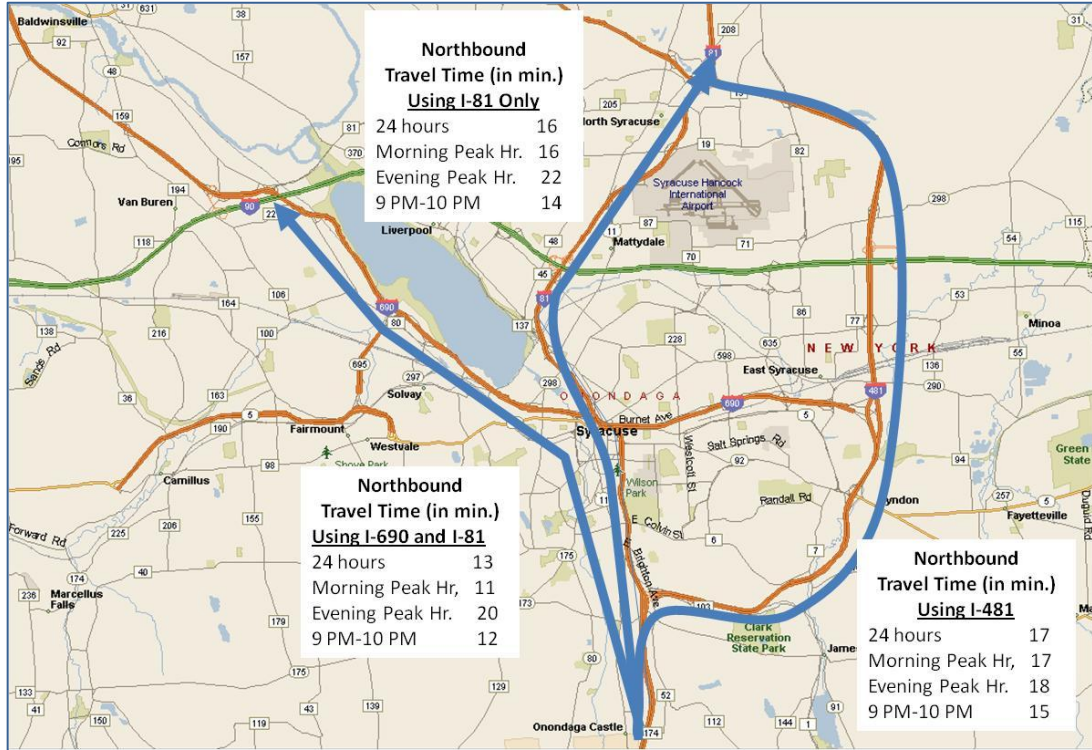
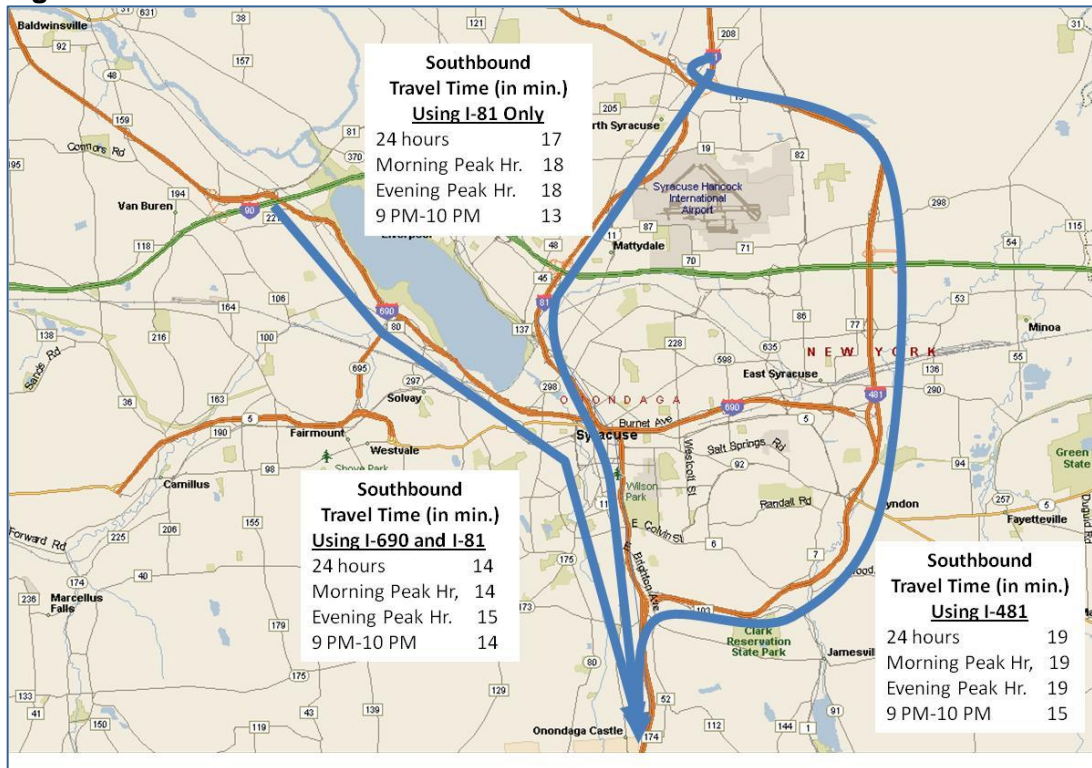


Figure 6 - Southbound Travel Times



Reference: Syracuse Pass Through Study

The 9:00 p.m. to 10:00 p.m. travel times for each of the routes shown represent a period with little, if any, traffic congestion or free flow speeds, and the lane closures on I-81 would have little impact on travel speed. Review of these times indicates that using I-81 to pass through Syracuse rather than using I-481 is generally a minute or two faster, except for northbound traffic during the weekday evening peak travel hour. During the evening peak time period, if the severe congestion caused by the I-81 lane closures associated with the reconstruction of the Butternut Street Bridge over I-81 had not occurred, the travel times for the I-81 route might be faster.

I-81 versus I-481

Using I-481 to bypass Syracuse is approximately 4.3 miles longer, has a posted speed of 65 MPH for its entire length, and traffic congestion and construction is relatively light in comparison to I-81 corridor through Syracuse. In addition, signing on I-81 at both north and south ends directs the use of I-481 to bypass the City of Syracuse. Thus simply considering these elements it would appear that the I-481 corridor to be more attractive route for pass through traffic.

Review of the pass through data, however offers contradictory results. Over a 24 hour period, of the 3,380 vehicles that could use either I-81 or I-481 to pass through Syracuse, only 21% of the passenger vehicles and 11% of the heavy vehicles choose the I-481 route over I-81. The use of this route does increase during peak travel periods. During the evening peak travel hour, 32% of the 224 passenger cars and 33% of the 49 heavy vehicles use the I-481 route rather than staying on I-81 to pass through Syracuse.

Review of the travel time data collected provides an indication as to why this is the chosen route through most time periods of the day. In spite of traffic congestion, construction, lower posted speeds, I-81 is generally still a faster route than I-481.

Heavy Vehicles – Buses and Trucks

Traffic counts taken at each of the count locations indicate that approximately 14% of the daily traffic entering or exiting the study area in a 24 hour period are buses or trucks (heavy vehicles). Isolating the pass through traffic, heavy vehicles passing through Syracuse is generally higher than 14%, particularly along the I-81 corridor (25%) and along I-690/Thruway Interchange 39 (31%).

Table 1 provides a breakdown of passenger vehicles and heavy vehicles passing through Syracuse, by route, direction and time of day.

Stantec

June 29, 2010
 David Balthaser
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Reference: Syracuse Pass Through Study

24 hours							
	I-690		I-81		I-481		
	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>Total</u>
Passenger Cars	691	708	1,001	1,061	203	331	3,995
Heavy Vehicles	<u>274</u>	<u>350</u>	<u>317</u>	<u>383</u>	<u>31</u>	<u>53</u>	<u>1,408</u>
Total	965	1,058	1,318	1,444	234	384	5,403
% Heavy Vehicles	28%	33%	24%	27%	13%	14%	26%
Two way		2,023		2,762		618	

Morning Peak Hour - 7-8 AM							
	I-690		I-81		I-481		
	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>Total</u>
Passenger Cars	30	34	76	46	44	12	242
Heavy Vehicles	<u>16</u>	<u>19</u>	<u>18</u>	<u>15</u>	<u>2</u>	<u>1</u>	<u>71</u>
Total	46	53	94	61	46	13	313
% Heavy Vehicles	35%	36%	19%	25%	4%	8%	23%
Two way		99		155		59	

Evening Peak Hour - 4-5PM							
	I-690		I-81		I-481		
	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>Total</u>
Passenger Cars	52	62	71	82	21	50	338
Heavy Vehicles	<u>9</u>	<u>24</u>	<u>21</u>	<u>12</u>	<u>0</u>	<u>16</u>	<u>82</u>
Total	61	86	92	94	21	66	420
% Heavy Vehicles	15%	28%	23%	13%	0%	24%	20%
Two way		147		186		87	

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June 29, 2010
David Balthaser
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Reference: Syracuse Pass Through Study

Conclusions

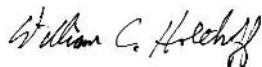
A number of conclusions can be drawn from this data and analysis related to the I-81 corridor and the Viaduct Section. They are:

- Over 91 percent of the traffic travelling on the I-81 Viaduct Section is local or regional and is not passing through Syracuse.
- Using the I-81 corridor directly through Syracuse even with congestion, construction and lower speed limits, is still generally faster than using the I-481.
- Forcing pass through traffic to use I-481 will have little notable impact on traffic operations in and around the I-81 Viaduct section.
- If all pass through traffic was forced to use I-481, the additional traffic would have a minor impact on I-481 traffic operations and the travel time increase would only be one to two minutes.

Overall, the I-81 Viaduct Section is basically serving the travel needs of the citizens of the City of Syracuse and Onondaga County, while providing minor service to national and international traffic.

Greater detail on how the survey was conducted along with summary tables and matched license plates by time entering and exiting the area can be found is attached.

STANTEC CONSULTING SERVICES INC.



William C. Holthoff
Principal
bill.holthoff@stantec.com

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 00:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				1,001				203
BN	1,061				708		331	
BS								
C								
D				691				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				317				31
BN	383				350		53	
BS								
C								
D				274				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				1,318				234
BN	1,444				1,058		384	
BS								
C								
D				965				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 00:00:00-1:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				5				0
BN	7				14		2	
BS								
C								
D				4				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				5				0
BN	2				9		0	
BS								
C								
D				12				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				9				0
BN	9				23		2	
BS								
C								
D				15				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 1:00:00-2:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				1				0
BN	4				6		0	
BS								
C								
D				2				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				5				0
BN	10				14		0	
BS								
C								
D				9				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				6				0
BN	14				20		0	
BS								
C								
D				12				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 2:00:00-3:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				2				0
BN	11				4		0	
BS								
C								
D				4				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				2				0
BN	9				5		0	
BS								
C								
D				9				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				5				0
BN	19				9		0	
BS								
C								
D				13				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 3:00:00-4:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				6				0
BN	5				5		0	
BS								
C								
D				6				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				5				0
BN	7				10		1	
BS								
C								
D				2				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				10				0
BN	12				15		1	
BS								
C								
D				8				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 4:00:00-5:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				12				0
BN	4				4		0	
BS								
C								
D				8				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				2				0
BN	9				9		0	
BS								
C								
D				2				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				14				0
BN	12				12		0	
BS								
C								
D				11				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 5:00:00-6:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				25				6
BN	24				7		1	
BS								
C								
D				8				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				7				0
BN	20				24		0	
BS								
C								
D				2				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				32				6
BN	44				31		1	
BS								
C								
D				11				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 6:00:00-7:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				33				3
BN	28				22		5	
BS								
C								
D				20				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				14				2
BN	17				20		0	
BS								
C								
D				9				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				47				5
BN	45				42		5	
BS								
C								
D				30				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 7:00:00-8:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				76				44
BN	46				34		12	
BS								
C								
D				30				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				18				2
BN	15				19		1	
BS								
C								
D				16				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				94				46
BN	61				53		13	
BS								
C								
D				46				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 8:00:00-9:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				59				30
BN	44				25		19	
BS								
C								
D				37				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				25				4
BN	5				24		4	
BS								
C								
D				18				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				84				34
BN	50				49		22	
BS								
C								
D				56				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 9:00:00-10:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				69				14
BN	64				24		12	
BS								
C								
D				40				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				35				4
BN	15				9		0	
BS								
C								
D				16				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				104				18
BN	79				33		12	
BS								
C								
D				56				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 10:00:00-11:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				90				15
BN	93				31		8	
BS								
C								
D				60				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				12				0
BN	7				12		2	
BS								
C								
D				18				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				102				15
BN	99				43		11	
BS								
C								
D				78				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 11:00:00-12:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				59				6
BN	62				37		13	
BS								
C								
D				47				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				14				0
BN	17				9		1	
BS								
C								
D				2				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				72				6
BN	79				46		15	
BS								
C								
D				49				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 12:00:00-13:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				59				9
BN	59				38		20	
BS								
C								
D				62				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				12				7
BN	10				10		1	
BS								
C								
D				30				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				70				15
BN	69				49		21	
BS								
C								
D				92				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 13:00:00-14:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				56				9
BN	101				58		18	
BS								
C								
D				56				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				18				4
BN	19				12		4	
BS								
C								
D				23				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				75				13
BN	120				70		21	
BS								
C								
D				79				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 14:00:00-15:00:00

indicates number of matches from Origin to this site.

indicates no matches were conducted from Origin to this site.

contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				51				15
BN	83				44		26	
BS								
C								
D				72				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				7				0
BN	43				20		2	
BS								
C								
D				21				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				58				15
BN	125				65		28	
BS								
C								
D				93				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 15:00:00-16:00:00

indicates number of matches from Origin to this site.

indicates no matches were conducted from Origin to this site.

contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				87				11
BN	67				58		43	
BS								
C								
D				48				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				28				7
BN	39				10		5	
BS								
C								
D				9				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				115				18
BN	106				68		48	
BS								
C								
D				57				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 16:00:00-17:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				71				21
BN	82				62		50	
BS								
C								
D				52				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				21				0
BN	12				24		16	
BS								
C								
D				9				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				92				21
BN	94				86		66	
BS								
C								
D				61				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 17:00:00-18:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				83				10
BN	59				59		55	
BS								
C								
D				34				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				14				0
BN	24				26		7	
BS								
C								
D				5				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				97				10
BN	83				84		62	
BS								
C								
D				38				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 18:00:00-19:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				52				3
BN	58				36		20	
BS								
C								
D				31				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				23				0
BN	27				17		2	
BS								
C								
D				16				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				75				3
BN	85				53		22	
BS								
C								
D				47				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 19:00:00-20:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				33				4
BN	60				41		12	
BS								
C								
D				22				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				23				0
BN	27				20		2	
BS								
C								
D				16				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				56				4
BN	87				61		15	
BS								
C								
D				38				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 20:00:00-2100:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				40				1
BN	31				31		4	
BS								
C								
D				22				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				9				0
BN	22				19		1	
BS								
C								
D				7				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				49				1
BN	53				50		5	
BS								
C								
D				29				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 21:00:00-22:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				18				4
BN	29				34		4	
BS								
C								
D				19				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				16				0
BN	12				9		1	
BS								
C								
D				2				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				35				4
BN	41				42		5	
BS								
C								
D				22				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 22:00:00-23:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				17				0
BN	29				25		5	
BS								
C								
D				6				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				2				0
BN	9				12		1	
BS								
C								
D				5				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				20				0
BN	37				37		6	
BS								
C								
D				11				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Syracuse ALPR Study OD Match Summary Table

Survey Date: 4/13/2010

Time Period: 23:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Factored Passenger Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				3				0
BN	18				11		1	
BS								
C								
D				4				
E								
F								

Factored Heavy Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				2				0
BN	7				10		0	
BS								
C								
D				14				
E								
F								

Factored Combined Vehicles

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS
AN								
AS				6				0
BN	25				21		1	
BS								
C								
D				17				
E								
F								

NOTE:

- | | |
|--|---|
| 1. AN: 1-81 northbound, north of the north 1-481 Interchange | 5. C: 1-690 westbound to Thruway |
| 2. AS: 1-81 southbound, north of the north 1-481 Interchange | 6. D: Thruway to 1-690 eastbound |
| 3. BN: 1-81 northbound, north of the south 1-481 Interchange | 7. E: 1-81 northbound to 1-481 northbound |
| 4. BS: 1-81 southbound, north of the south 1-481 Interchange | 8. F: 1-481 southbound to 1-81 southbound |

Stantec

June 17, 2010
David Balthaser
Page 2 of 2

I-81 Northbound Passenger Vehicles – 1.2

The lowest capture rate was at the northern I-81 site of 83%.

I-81 Northbound Heavy Vehicles – 1.7

The lowest capture rate for northbound heavy vehicles was 59% on the southern I-81 site.

I-481 Factors

I-481 Southbound Passenger Vehicles – 1.25

The capture rate was 81%

I-481 Southbound Heavy Vehicles – 2.2

The capture rate was 47%

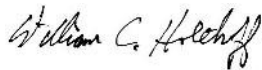
I-481 Northbound Passenger Vehicles – 1.03

The capture rate was 97%

I-481 Northbound Heavy Vehicles – 1.2

The capture rate was 84%

STANTEC CONSULTING SERVICES INC.



William C. Holthoff
Principal
bill.holthoff@stantec.com

c. Benway, Paula

Syracuse Pass Through Traffic Study

Documentation of the Data Collection Effort

I-81, Syracuse, New York

June 28, 2010

Prepared for:

Stantec Consulting Services Inc, NYSDOT and SMTC



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June 28, 2010

Mr. Bill Holthoff
Stantec Consulting Services
2250 Brighton Henrietta Town Line Road
Rochester, New York 14623-2706

RE: I-81 Origin & Destination Study
Syracuse, New York
Our Job No.: 2010-0103

Dear Bill:

We at The Traffic Group, Inc. were honored to complete this traffic study for you. Attached you will find our report in which we have detailed the purpose, procedures and results of the analysis that we undertook on your behalf along I-481, I-81, and I-90 in and around Syracuse, NY.

If you have any questions regarding the process, data or conclusions contained in this report, please advise me immediately. Thank you for allowing us to produce this study for you and the New York Department of Transportation.

Sincerely,

John W. Guckert, PTP
President

JWG:smb

Purpose of the Study

For many years, there has been discussion as to whether or not I-81 should be rebuilt or torn down and replaced with an at-grade arterial roadway, providing the potential for increased development opportunities in Syracuse. (See Appendix A - RFP, page 1)

The purpose of this study was to determine the volume of cars and heavy vehicles (buses and trucks) that travel through Syracuse without stopping using I-81, I-481 or from the NYS Exit 39.

This report details the results of this Pass Through data collection to determine these pass through trips. It was conducted using 14 ALPR (Automatic License Plate Recognition) cameras strategically located in the Syracuse, New York area as shown on Exhibit 1.





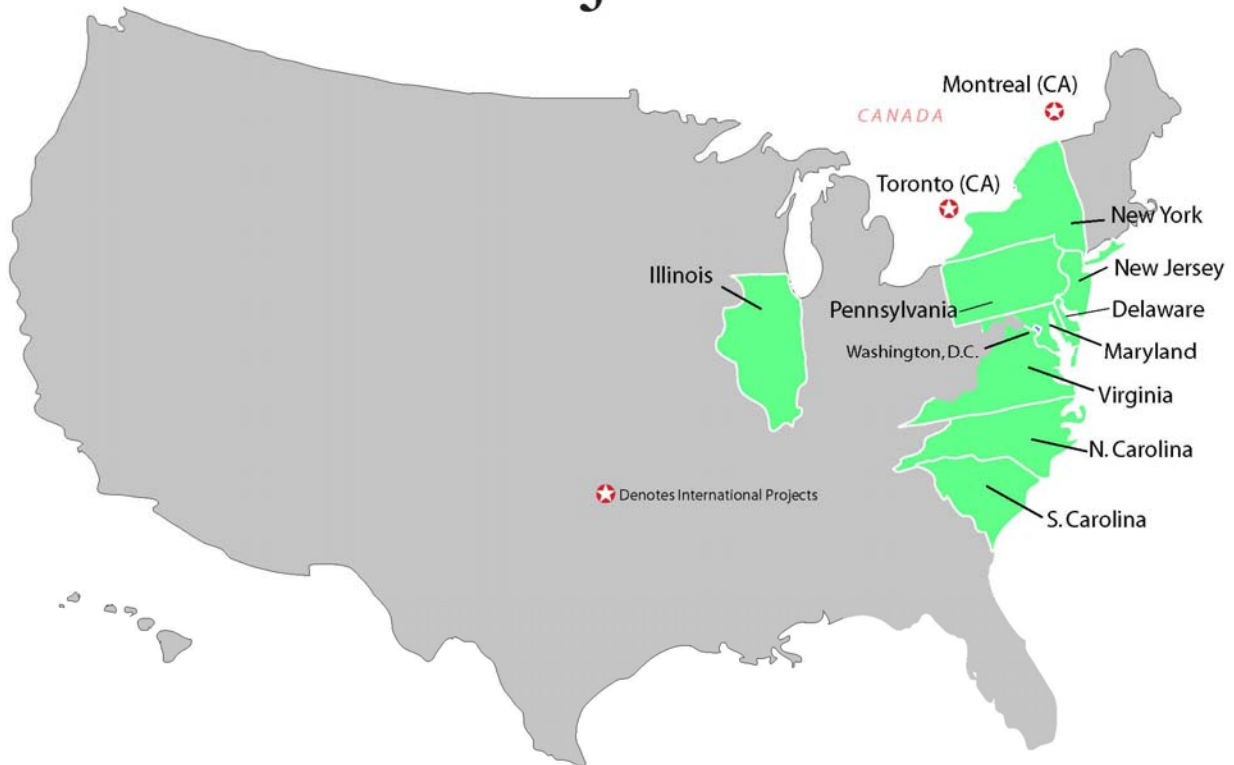
A = I-81 at South Bay Road
B = I-81 North of Sentinel Heights Road
C = WB I-690 Ramp to I-90
D = I-90 Ramp to EB I-690
E = I-81 NB Ramp to I-481 NB
F = I-481 SB Ramp to I-81 SB

EXHIBIT 1
Camera Locations

Company Experience

Since 2003, The Traffic Group, Inc. has conducted more than 20 major ALPR studies. These studies have included the collection and matching of more than 4 million license plates across the country. With headquarters in Baltimore, we conducted more than 20,000 portable mechanical counts a year and are currently contracted by the Department of Transportation in five states. We operate our own automated license plate recognition (ALPR) hardware and software for use in origin/destination studies, pass through studies, as well as travel time and delay studies. In contrast to other permanent stationery systems, this equipment is designed and manufactured specifically for road side capture of license plate data. Our collection of 40 cameras and processors is believed to be the largest private inventory of ALPR equipment in the US. For this project, we used the EVO8. The EVO8 was manufactured by CATraffic and produces the highest quality, and most accurate, and reliable results.

ALPR Projects



*Pass-Through Study
I-81, Syracuse, New York*



Procedures Used in the Study

To conduct the study, The Traffic Group, Inc. used Automated License Plate Recognition (ALPR) cameras positioned at the locations shown on Exhibit 1. Appendix B details the specific locations where the cameras were placed and data was collected.

The data was collected on April 12 through April 13, 2010 from 11:30 PM to 12 AM (24.5 hours). We used a total of 14 CA ALPR cameras. A description and specification sheet of those cameras is provided in Appendix A.

Most cameras were mounted using tripods versus a temporary mounting on a bridge, street light, or overpass.

The specific areas studied include:

- North/south travel using either I-81 or I-481 from just north of the I-81 Interchange with I-481 (Interchange 29) to approximately 2 miles south of the I-81 Interchange with I-481 (Interchange 16A), a distance of approximately 18 miles; and
- East/south and north/west travel from New York State Thruway (I-90), Interchange 39, that use I-690 and then I-81 to a point south of the I-81 Interchange with I-481 (Interchange 16A), a distance of approximately 14 miles.

The Traffic Group, Inc. has collected just such data to support similar critical decisions across the Country over the past 25 years. Here's how we collected this vital data for the Syracuse I-81 decision.

The Data Collection Process

We used seven ALPR cameras manufactured by CA Traffic in seven lanes for each direction, a total of 14 cameras monitoring 14 lanes of traffic. The interchange areas are shown on the attached aerial photographs. (Appendix B)

Working with Stantec, we obtained all necessary permits from NYSDOT and other jurisdictions as required.

The data was collected over a continuous 24 1/2-hour period.

The raw data report includes the following information and is provided in Microsoft Excel. These raw spreadsheets are only available to Stantec Consulting Services, Inc. since individual license plates could be matched to their owners.

- License Plate Number
- Location/Direction
- Time (Hour, Minute, Second)
- Date

We used ALPR equipment manufactured by CA Traffic.

The first step was to evaluate the proposed collection locations. We visited each location to determine lane width and bridge height and identify any challenges to the data collection for each site. Based on lane width and bridge height we calculated the appropriate camera zoom required for accurate license plate capture.

Field technicians and managers arrived at the count locations approximately 12 hours prior to the scheduled start of data collection to set up and calibrate the equipment. During the study period, field personnel stayed on site to monitor the equipment, made required adjustments and ensured that the software was performing properly.

Once the data collection was complete all equipment was removed and the data downloaded. The download process involved copying all the files onto an external drive and transferring the data onto The Traffic Group's in-house server. The data was then ready for the manual review.

All license plate images were manually verified. During the manual verification process, we confirmed the license plate number and vehicle type (passenger car or heavy vehicle) and state. 100% of the license plate images were manually verified.

The license plate image file was used to automatically create a list containing each license plate's time, date, license plate number, and vehicle type. The list was then imported into a usable format in Microsoft Excel.

Visual Basic and Microsoft Excel were then used to 'cleanse' the data. This cleansing process is always necessary to ensure matches are accurate and to remove duplicate license plate numbers that can sometimes be generated during traffic congestion.

Mechanical Classification Counts

The Traffic Group, Inc. also installed mechanical classification counts at each of the ALPR camera locations. These traffic counts were installed using pneumatic road tube sensors and collected 14 bins of axel classification data based upon FHWA's vehicle definitions. The traffic counts were installed on Sunday April 11, 2010 and collected data until the end of the license plate survey. The mechanical counter information was used to determine the total traffic volume passing each of the locations, since the ALPR will not capture the license plates of every vehicle passing a location.

Analysis of License Plate Data

In total, data was collected from 112,476 vehicles driving along the study roadways during the 24 hour period analyzed. The following table show the estimated total vehicle passing each site and the percentage of license plates captured.

SITE	MACHINE COUNT TOTALS	PERCENT OF PLATES CAPTURED
A Northbound	25,876	82%
A Southbound	26,356	91%
B Northbound	20,104	87%
B Southbound	19,171	76%
C	4,076	92%
D	5,608	93%
E	5,743	94%
F	5,542	71%

It is important to note that each and every plate was visually verified prior to inserting the data into the spreadsheet and a vehicle matching program.

As in the more than 20 other studies we have conducted, a vehicle matching program was developed specifically for this project using Visual Basic. Each matching process and project requires specific program development and customization.

The results from the vehicle matching process are shown in Exhibit 4 so there is a clear understanding of the vehicles that were tracked.



The following description explains the information provided within each individual tab of the workbook Individual Matching Record.

Site A: I-81 North of I-481 Interchange (North of Syracuse)

Site B: I-81 South of I-481 Interchange (South of Syracuse)

Site C: I-690 Westbound to Thruway

Site D: Thruway to I-690 Eastbound

Site E: I-81 Northbound to I-481 Northbound

Site F: I-481 Southbound to I-81 Southbound

By-pass AS PC: The matching shows each passenger vehicle that is matched traveling from Site A Southbound to Site B Southbound using I-481. Please notice that there are two records for each vehicle showing that the vehicle went through Site F before finally reaching Site B.

By-pass AS HV: The matching shows each heavy truck that is matched traveling from Site A Southbound to Site B Southbound using I-481. Please notice that there are two records for each truck showing that the truck went through Site F before finally reaching Site B.

By-pass BN PC: The matching shows each passenger vehicle that is matched traveling from Site B Northbound to Site A Northbound using I-481. Please notice that there are two records for each vehicle showing that the vehicle went through Site E before finally reaching Site A.

By-pass BN HV: The matching shows each heavy truck that is matched traveling from Site B Northbound to Site A Northbound using I-481. Please notice that there are two records for each truck showing that the truck went through Site E before finally reaching Site B.

Return AS PC: The matching shows each passenger vehicle that is matched entering Syracuse via Site A Southbound, staying Syracuse for some time, and then returning back North via Site A Northbound.

Return AS HV: The matching shows each heavy truck that is matched entering Syracuse via Site A Southbound, staying Syracuse for some time, and then returning back North via Site A Northbound.

Return BN PC: The matching shows each passenger vehicle that is matched entering Syracuse via Site B Northbound, staying Syracuse for some time, and then returning back South via Site B Southbound.

Return BN HV: The matching shows each heavy truck that is matched entering Syracuse via Site B Northbound, staying Syracuse for some time, and then returning back South via Site B Southbound.

Return D PC: The matching shows each passenger vehicle that is matched entering Syracuse via Site D, staying Syracuse for some time, and then returning back West via Site C.

Return D HV: The matching shows each heavy that is matched entering Syracuse via Site D, staying Syracuse for some time, and then returning back West via Site C.

Cut Thru AS PC: The matching shows all passenger vehicle matching between Site A Southbound and the potential destination. Site A Southbound could be matched with Site B Southbound, Site F, or Site C.

Cut Thru AS HV: The matching shows all heavy truck matching between Site A Southbound and the potential destination. Site A Southbound could be matched with Site B Southbound, Site F, or Site C.

Cut Thru BN PC: The matching shows all passenger vehicle matching between Site B Northbound and the potential destination. Site B Northbound could be matched with Site A Northbound, Site E, or Site C.

Cut Thru BN HV: The matching shows all heavy truck matching between Site B Northbound and the potential destination. Site B Northbound could be matched with Site A Northbound, Site E, or Site C.

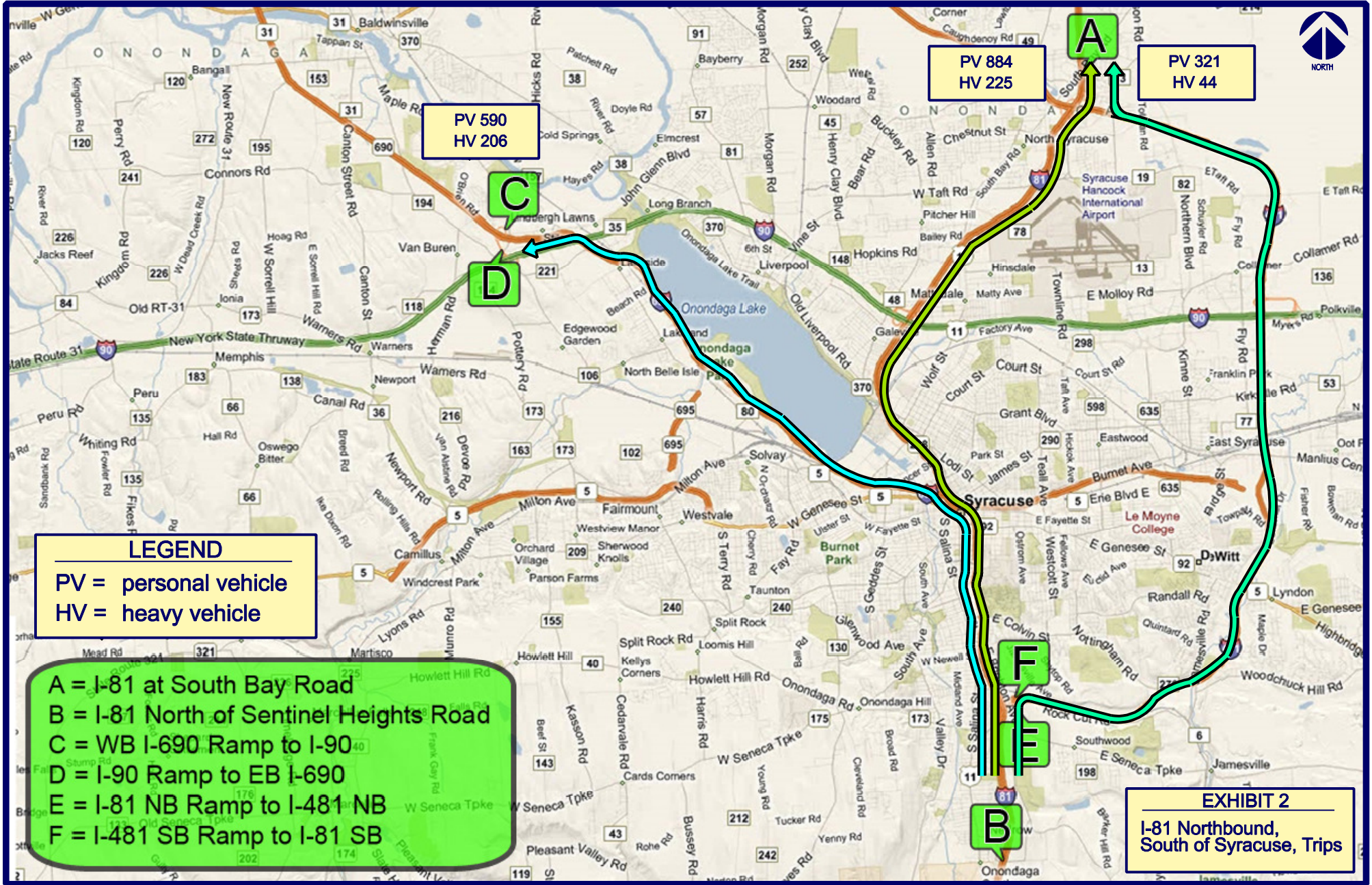
Cut Thru D PC: The matching shows all passenger vehicle matching between Site D and the potential destination. Site D could be matched with Site A Northbound or Site B Southbound.

Cut Thru D HV: The matching shows all heavy truck matching between Site D and the potential destination. Site D could be matched with Site A Northbound or Site B Southbound.

Summary

Using ALPR technology, these cameras were able to capture 90% of the 97,093 passenger vehicles and 62% of the 15,383 heavy vehicles (buses and truck) that entered or exited each of the sample sites over a 24 hour period. Of the license plates captured in this 24 hour period, 2,762 were found to pass directly through Syracuse using I-81, another 618 used I-481 and another 2,023 pass through Syracuse from the Thruway Exit 39 via I-690.

These volumes and those contained in the Appendix only reflect those volumes that were captured using the ALPR cameras. These volumes were further factored by Stantec Consulting Service, Inc. based on the traffic machine counts, to estimate the total volume of vehicles passing through Syracuse, using each of these routes.



PV 590
HV 206

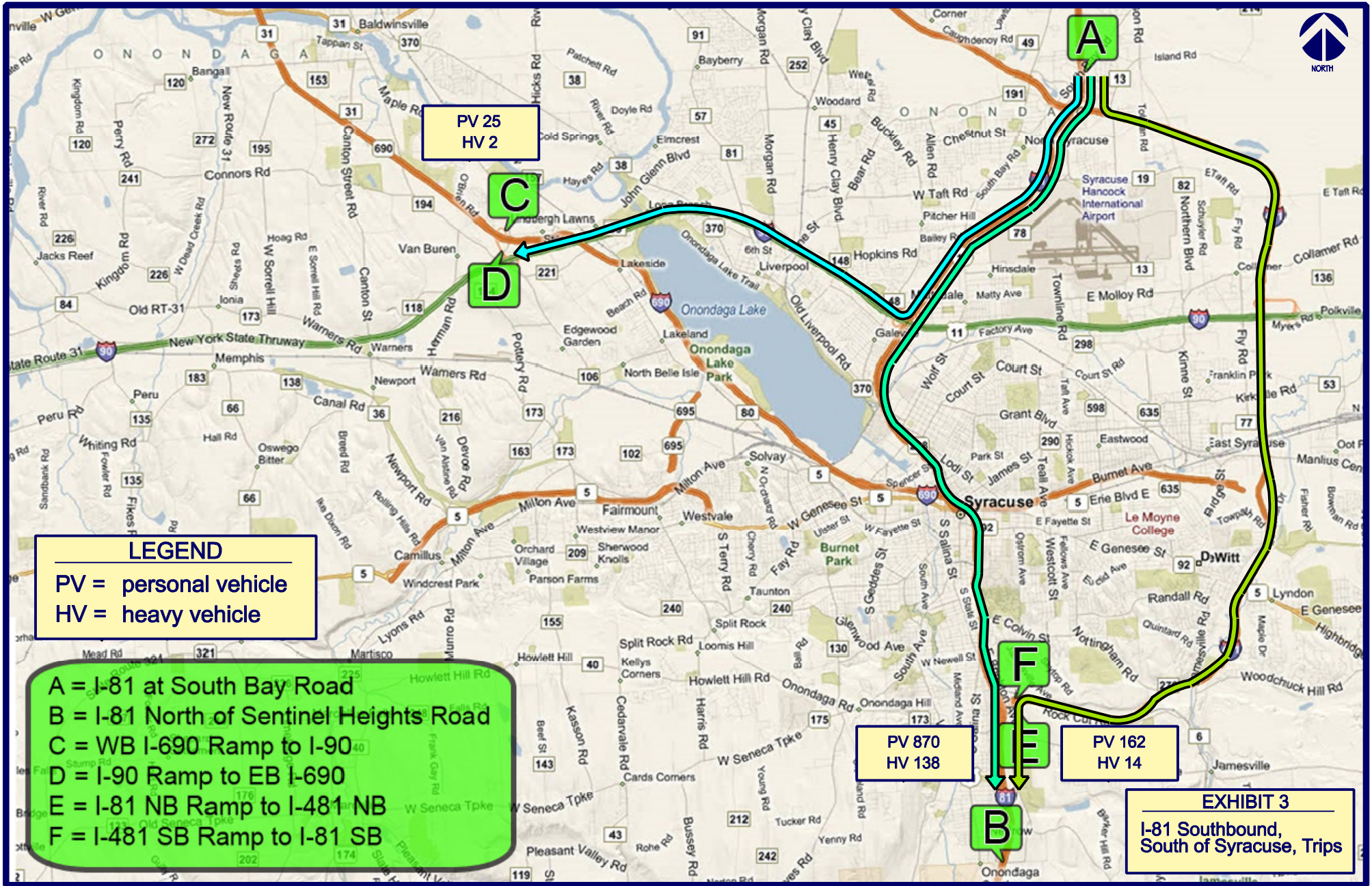
PV 884
HV 225

PV 321
HV 44

LEGEND
PV = personal vehicle
HV = heavy vehicle

A = I-81 at South Bay Road
B = I-81 North of Sentinel Heights Road
C = WB I-690 Ramp to I-90
D = I-90 Ramp to EB I-690
E = I-81 NB Ramp to I-481 NB
F = I-481 SB Ramp to I-81 SB

EXHIBIT 2
I-81 Northbound,
South of Syracuse, Trips





LEGEND
PV = personal vehicle
HV = heavy vehicle

A = I-81 at South Bay Road
B = I-81 North of Sentinel Heights Road
C = WB I-690 Ramp to I-90
D = I-90 Ramp to EB I-690
E = I-81 NB Ramp to I-481 NB
F = I-481 SB Ramp to I-81 SB

PV 576
HV 119

EXHIBIT 4
I-690 Eastbound,
West of Syracuse to
I-81 Trips



I-81 & I 481 Interchange, North of Syracuse



I-81 & I-481 Interchange, South of Syracuse



I-690 & I-90 Interchange, West of Syracuse

APPENDIX A

Location Maps and Photographs



TRUCK PULL-OFF


TYPICAL
CAMERA
LOCATION

There is a chain link fence over the rail, both directions.
The fence is 4' total, 16" above railing.
Railing is 34" high, width of rail is 5".
Measurements are the same for both sides.
There is a 44" shoulder on overpass.

TYPICAL
CAMERA
LOCATION



02-23-2010



**SITE
No.
A**



S. Bay Road

SHOULDER

SB

↑ ↑ ↑

NB

SHOULDER

NOTES:

- 1. Installation and Removal will take place during off-peak hours.
- 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

I-81 North of North I-481 Interchange

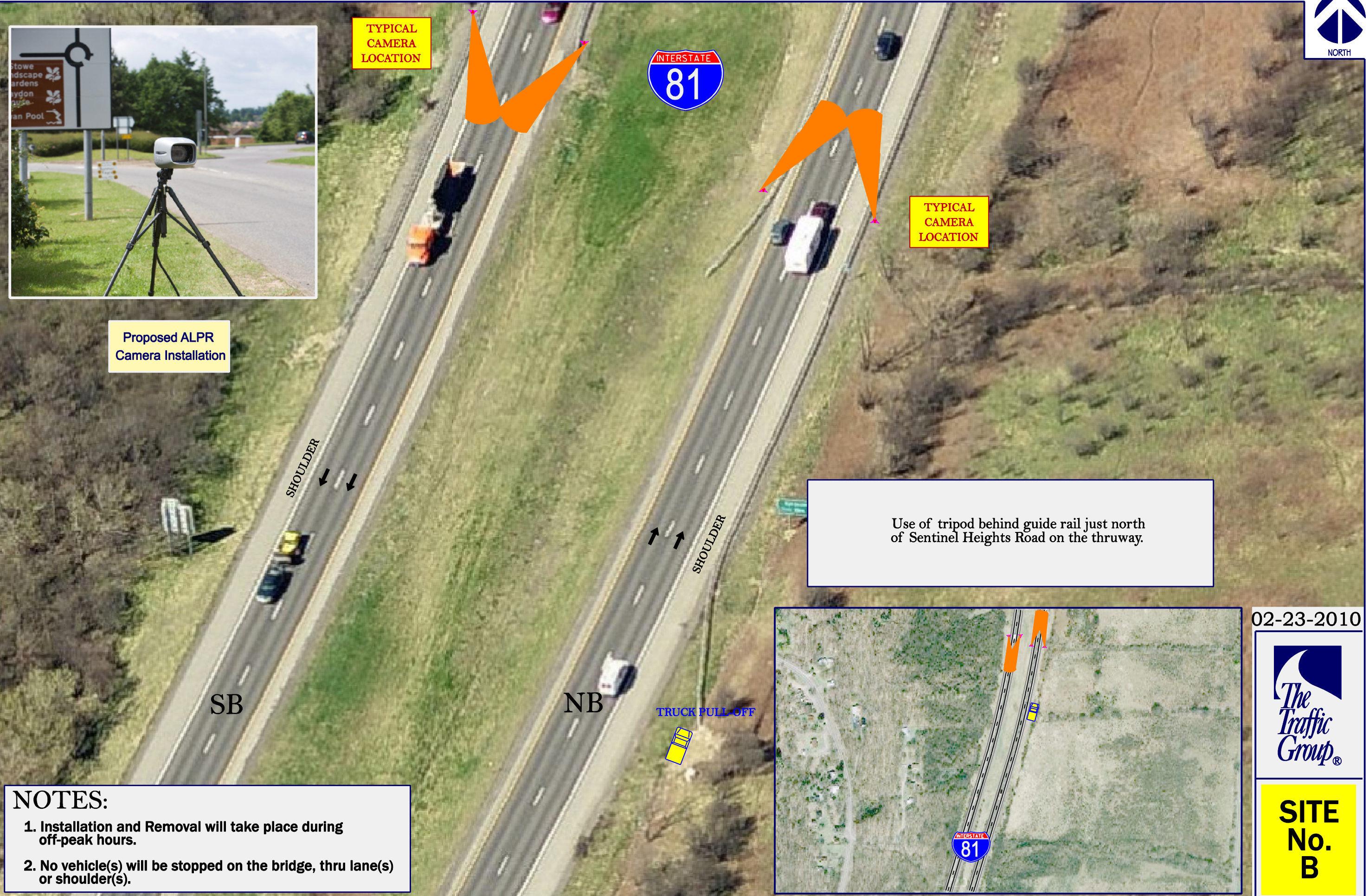




Proposed ALPR Camera Installation

TYPICAL CAMERA LOCATION

TYPICAL CAMERA LOCATION



Use of tripod behind guide rail just north of Sentinel Heights Road on the thruway.



- NOTES:**
- 1. Installation and Removal will take place during off-peak hours.
 - 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

02-23-2010



SITE No. B

I-81 NB South of South I-481 Interchange



I-81 SB South of South I-481 Interchange





Proposed ALPR Camera Installation



Proposed ALPR Camera Installation



CAMERA LOCATION

TRUCK PULL-OFF

I-690 (exit 2)

I-690 (exit 1)

There is an EXIT 1 sign with 91" from the bottom of the sign to the ground. There are also right curve arrow signs that are 92" from the bottom of the sign to the ground.

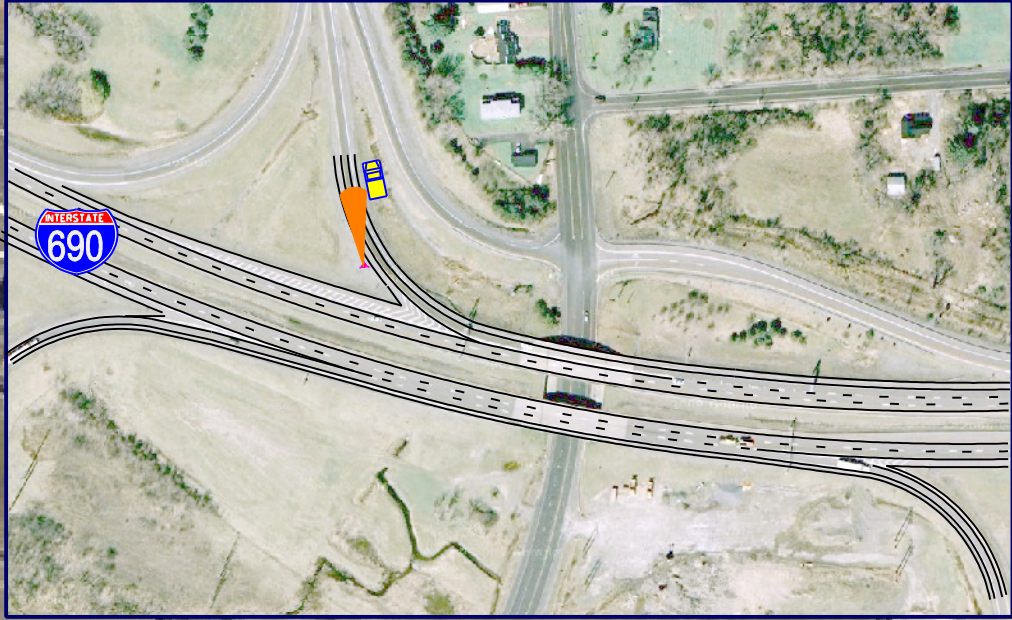
WB

SHOULDER



EB

SHOULDER



02-23-2010



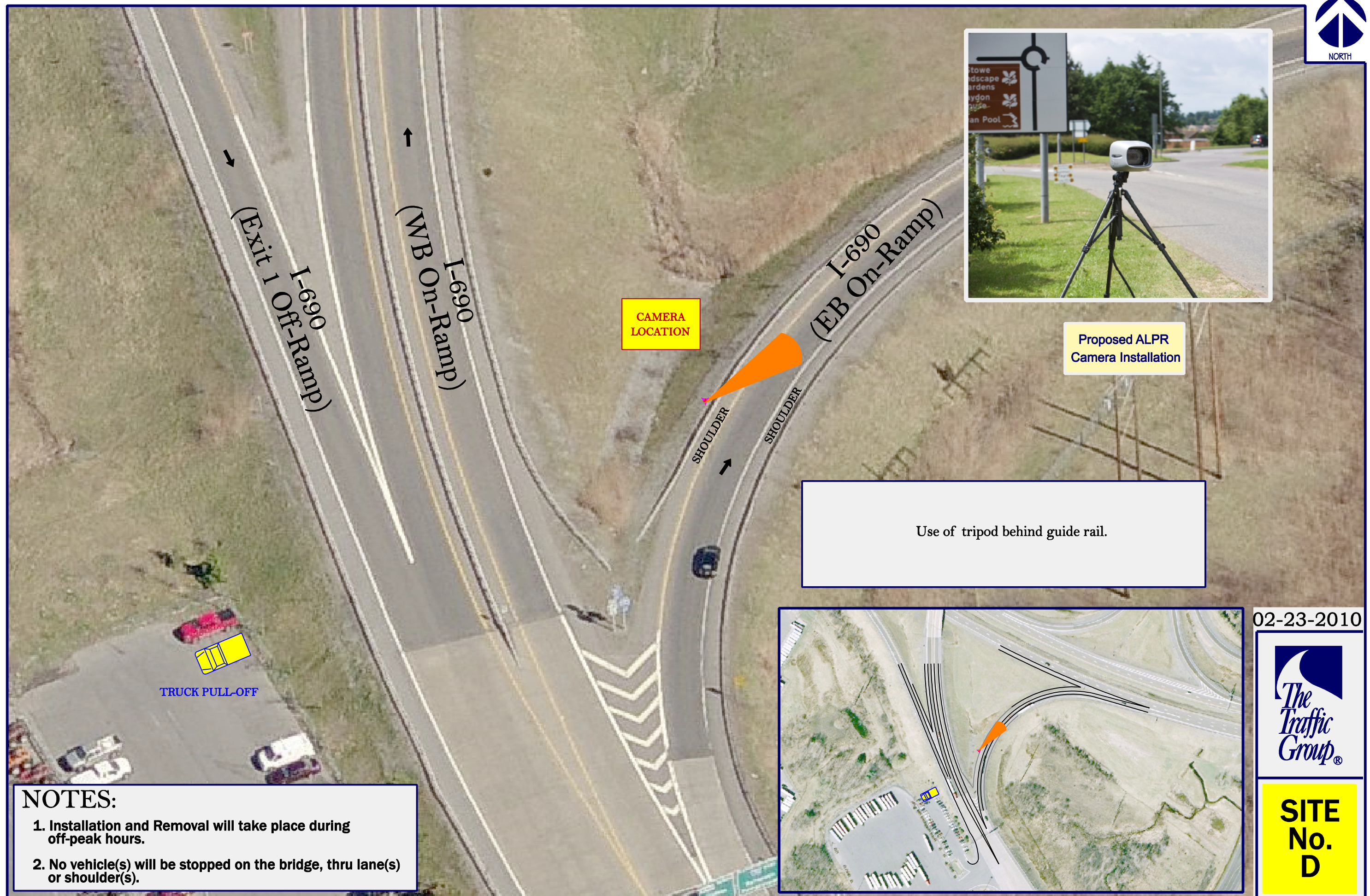
SITE No. C

NOTES:

- 1. Installation and Removal will take place during off-peak hours.
- 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

I-690 Westbound to Thruway





Proposed ALPR Camera Installation

Use of tripod behind guide rail.

TRUCK PULL-OFF

NOTES:

- 1. Installation and Removal will take place during off-peak hours.
- 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

02-23-2010



SITE No. D

Thruway to I-690 Westbound





NB I-481 (I-81 exit 16a)

TRUCK PULL-OFF



Proposed ALPR Camera Installation

CAMERA LOCATION

Use of tripod behind exit sign.

SHOULDER
↑
NB
↑



02-23-2010

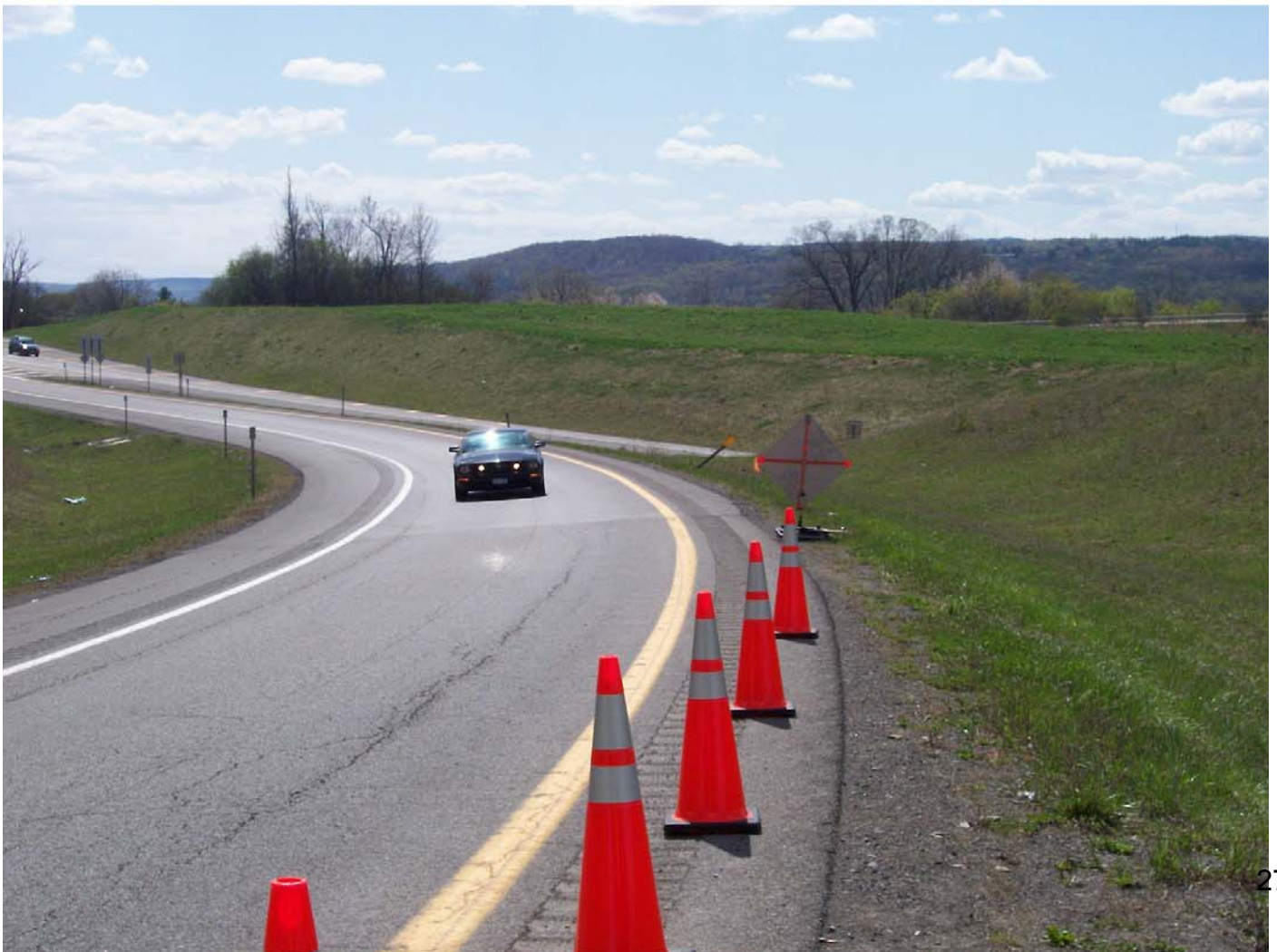


SITE No. E

NOTES:

- 1. Installation and Removal will take place during off-peak hours.
- 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

I-81 Northbound to I-481 Northbound





CAMERA LOCATION



Proposed ALPR Camera Installation

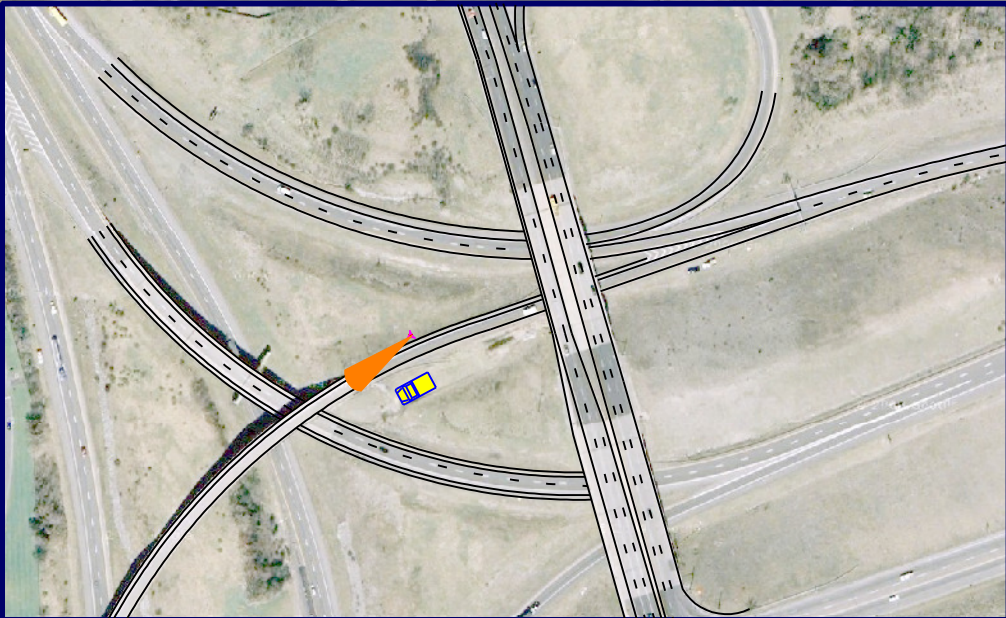
Use of tripod behind guide rail.



SB I-481 (Exit 1 to SB I-81)

SHOULDER
←
SHOULDER

TRUCK PULL-OFF



02-23-2010



SITE No. F

NOTES:

- 1. Installation and Removal will take place during off-peak hours.
- 2. No vehicle(s) will be stopped on the bridge, thru lane(s) or shoulder(s).

I-481 Southbound to I-81 Southbound



APPENDIX B

Matching Tables

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 0:00:00-1:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	174								
AS	33	29		4					
BN	6		37	35	12		2		
BS				108					
C					22				
D				3	4	32			
E							11		
F								13	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		44%		6%	0%			0%	
BN	7%		40%		13%		2%		
BS				100%					
C					100%				
D	0%			8%		82%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	17			12					
BN	12			26	9		14		
BS									
C									
D				12	352				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1219			14	0			0	
BN	14			1178	12		16		
BS									
C									
D	0			14	1098				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	614			13					
BN	13			578	10		15		
BS									
C									
D				13	642				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 1:00:00-2:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	97								
AS	21	11		1					
BN	3		39	21	5				
BS				38					
C					9				
D	1			2	4	11			
E							14		
F								10	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		33%		3%	0%			0%	
BN	4%		57%		7%		0%		
BS				100%					
C					100%				
D	6%			11%		61%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	27			39					
BN	13			5	9				
BS									
C									
D	20			14	50				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1112			39	0			0	
BN	14			1317	15		0		
BS									
C									
D	20			14	901				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	584			39					
BN	14			548	11				
BS									
C									
D	20			14	509				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 2:00:00-3:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	84								
AS	31	25		2					
BN	9		15	12	3				
BS				44					
C					8				
D				3	6	6			
E							6		
F								11	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		43%		3%	0%			0%	
BN	23%		38%		8%		0%		
BS				100%					
C					100%				
D	0%			20%		40%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	17			12					
BN	12			5	10				
BS									
C									
D				12	24				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1099			14	0			0	
BN	15			871	15		0		
BS									
C									
D	0			14	965				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	486			13					
BN	13			498	12				
BS									
C									
D				13	657				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 3:00:00-4:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	55								
AS	67	17		5					
BN	4		17	26	4				
BS				56					
C					10				
D				5	3	11			
E							9		
F								5	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		19%		6%	0%			0%	
BN	8%		33%		8%		0%		
BS				100%					
C					100%				
D	0%			26%		58%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	7			12					
BN	14			25	11				
BS									
C									
D				13	335				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1140			13	0			0	
BN	15			1032	12		0		
BS									
C									
D	0			21	1116				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	554			13					
BN	14			601	12				
BS									
C									
D				16	665				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 4:00:00-5:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	81								
AS	159	73		10	1				
BN	3		57	52	3				
BS				60					
C					19				
D				7	7	12			
E							19		
F								16	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		30%		4%	0%			0%	
BN	3%		50%		3%		0%		
BS				100%					
C					100%				
D	0%			27%		46%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	10			11	18				
BN	14			29	10				
BS									
C									
D				12	495				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1016			28	18			0	
BN	14			1128	12		0		
BS									
C									
D	0			15	1110				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	509			14	18				
BN	14			532	11				
BS									
C									
D				13	738				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 5:00:00-6:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	192								
AS	511	194		22	2			5	
BN	20		78	174	6		1		
BS				182					
C					44				
D				7	15	28			
E							53		
F								38	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		26%		3%	0%			1%	
BN	7%		28%		2%		0%		
BS				100%					
C					100%				
D	0%			14%		56%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	10			10	10			14	
BN	12			6	9		16		
BS									
C									
D				13	24				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1091			35	18			35	
BN	25			1071	13		16		
BS									
C									
D	0			15	933				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	556			15	14			21	
BN	14			582	11		16		
BS									
C									
D				14	483				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 6:00:00-7:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	426								
AS	1485	560		29	2			2	
BN	23		186	644	18		5		
BS				338					
C					157				
D				17	76	65			
E							196		
F								69	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		27%		1%	0%			0%	
BN	3%		21%		2%		1%		
BS				100%					
C					100%				
D	0%			11%		41%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1			12	24			14	
BN	12			1	9		14		
BS									
C									
D				12	28				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1034			39	30			16	
BN	36			1041	38		17		
BS									
C									
D	0			14	1013				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	532			17	27			15	
BN	16			557	14		15		
BS									
C									
D				13	559				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 7:00:00-8:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	794								
AS	2134	996		66	8			35	
BN	38		331	1190	28		12		
BS				719					
C					236				
D	2			25	133	151			
E							452		
F								261	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		31%		2%	0%			1%	
BN	2%		21%		2%		1%		
BS				100%					
C					100%				
D	1%			8%		49%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	3			10	10			12	
BN	11			7	9		11		
BS									
C									
D	20			10	7				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	982			39	37			39	
BN	34			992	16		36		
BS									
C									
D	37			18	958				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	500			18	23			19	
BN	16			513	11		17		
BS									
C									
D	29			14	505				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 8:00:00-9:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	718								
AS	1401	752		51	2			24	
BN	37		410	952	21		18		
BS				684					
C					185				
D				31	118	118			
E							459		
F								279	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		34%		2%	0%			1%	
BN	3%		29%		1%		1%		
BS				100%					
C					100%				
D	0%			12%		44%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	4			10	30			15	
BN	10			2	9		10		
BS									
C									
D				12	9				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	918			37	32			36	
BN	39			946	28		34		
BS									
C									
D	0			31	845				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	453			19	31			19	
BN	14			427	12		16		
BS									
C									
D				14	407				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 9:00:00-10:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	771								
AS	733	547		60	1			11	
BN	53		301	561	20		12		
BS				693					
C					143				
D				33	82	96			
E							280		
F								191	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		40%		4%	0%			1%	
BN	6%		32%		2%		1%		
BS				100%					
C					100%				
D	0%			16%		45%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	5			12	33			16	
BN	12			1	9		14		
BS									
C									
D				11	20				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	885			37	33			32	
BN	38			834	12		23		
BS									
C									
D	0			16	825				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	334			17	33			19	
BN	14			323	11		16		
BS									
C									
D				14	320				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 10:00:00-11:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	782								
AS	549	547		72	1			11	
BN	74		339	391	25		8		
BS				688					
C					127				
D				48	60	92			
E							239		
F								185	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		46%		6%	0%			1%	
BN	9%		41%		3%		1%		
BS				100%					
C					100%				
D	0%			24%		46%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	5			11	30			14	
BN	11			8	9		14		
BS									
C									
D				12	4				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	823			40	30			38	
BN	16			801	35		16		
BS									
C									
D	0			38	808				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	296			15	30			20	
BN	13			256	12		15		
BS									
C									
D				14	295				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 11:00:00-12:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	882								
AS	431	511		51	1			5	
BN	52		354	341	31		13		
BS				762					
C					137				
D				39	38	88			
E							234		
F								193	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		51%		5%	0%			1%	
BN	7%		45%	4%			2%		
BS				100%					
C					100%				
D	0%			24%		53%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	5			11	29			15	
BN	12			12	9		14		
BS									
C									
D				12	9				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	744			37	29			36	
BN	39			757	19		16		
BS									
C									
D	0			21	579				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	256			15	29			24	
BN	15			242	11		15		
BS									
C									
D				14	242				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 12:00:00-13:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	991								
AS	458	607		51	2			7	
BN	49		420	266	32		19		
BS				792					
C					144				
D	2			52	33	114			
E							252		
F								192	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		54%		5%	0%			1%	
BN	6%		53%	4%			2%		
BS				100%					
C					100%				
D	1%			26%		57%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	7			12	20			16	
BN	10			4	9		13		
BS									
C									
D	15			11	13				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	707			35	26			36	
BN	20			668	37		16		
BS									
C									
D	32			40	558				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	230			15	23			22	
BN	14			228	12		15		
BS									
C									
D	24			15	180				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 13:00:00-14:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	1049								
AS	380	688		49				7	
BN	84		468	281	48		17		
BS				786					
C					175				
D	1			47	29	131			
E							257		
F								205	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		61%		4%	0%			1%	
BN	9%		52%		5%		2%		
BS				100%					
C					100%				
D	0%			23%		63%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1			12				16	
BN	12			1	9		14		
BS									
C									
D	34			11	3				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	627			35	0			29	
BN	36			622	28		17		
BS									
C									
D	34			29	503				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	231			17				18	
BN	15			188	12		16		
BS									
C									
D	34			14	195				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 14:00:00-15:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	1221								
AS	355	692		44				12	
BN	69		531	230	37		25		
BS				957					
C					210				
D	1			60	26	169			
E							284		
F								251	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		63%		4%	0%			1%	
BN	8%		60%		4%		3%		
BS				100%					
C					100%				
D	0%			23%		66%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	4			12				15	
BN	12			2	9		14		
BS									
C									
D	38			12	3				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	589			35	0			31	
BN	38			575	13		40		
BS									
C									
D	38			37	540				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	239			17				18	
BN	16			205	11		19		
BS									
C									
D	38			15	189				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 15:00:00-16:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	1946								
AS	294	837		76	2			9	
BN	56		653	220	48		42		
BS				1235					
C					254				
D	3			40	27	214			
E							353		
F								341	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		69%		6%	0%			1%	
BN	5%		64%		5%		4%		
BS				100%					
C					100%				
D	1%			14%		75%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1			10	15			14	
BN	10			12	9		13		
BS									
C									
D	14			11	21				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	516			39	19			36	
BN	33			447	28		40		
BS									
C									
D	23			28	404				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	169			18	17			19	
BN	17			167	15		16		
BS									
C									
D	20			14	211				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 16:00:00-17:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	2409								
AS	258	844		62	2			17	
BN	68		728	233	52		49		
BS				1636					
C					250				
D	10			43	18	371			
E							455		
F								445	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		71%		5%	0%			1%	
BN	6%		64%		5%		4%		
BS				100%					
C					100%				
D	2%			10%		84%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1			10	34			15	
BN	13			1	16		14		
BS									
C									
D	12			12	18				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	469			40	38			35	
BN	37			411	35		37		
BS									
C									
D	35			39	333				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	144			18	36			19	
BN	22			162	20		18		
BS									
C									
D	25			15	138				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 17:00:00-18:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	2463								
AS	289	832		72				8	
BN	49		713	199	49		53		
BS				1585					
C					270				
D	10			28	27	410			
E							447		
F								353	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		69%		6%	0%			1%	
BN	5%		67%		5%		5%		
BS				100%					
C					100%				
D	2%			6%		86%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	2			11				14	
BN	10			11	9		10		
BS									
C									
D	8			12	16				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	394			38	0			34	
BN	38			410	25		38		
BS									
C									
D	39			34	270				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	160			19				18	
BN	18			155	14		17		
BS									
C									
D	22			15	155				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 18:00:00-19:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	1355								
AS	207	691		45				2	
BN	48		567	143	30		19		
BS				899					
C					120				
D	7			26	11	197			
E							265		
F								172	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		73%		5%	0%			0%	
BN	6%		70%		4%		2%		
BS				100%					
C					100%				
D	3%			11%		82%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	7			11				17	
BN	11			1	9		10		
BS									
C									
D	8			12	2				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	339			35	0			17	
BN	39			296	12		39		
BS									
C									
D	31			19	216				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	128			15				17	
BN	16			129	10		17		
BS									
C									
D	21			14	127				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 19:00:00-20:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	960								
AS	115	587		29				3	
BN	50		377	87	34		12		
BS				648					
C					86				
D	2			18	4	141			
E							161		
F								163	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS	16%	80%		4%	0%			0%	
BN	9%		67%	16%	6%		2%		
BS				100%					
C					100%				
D	1%			11%	2%	85%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	6			11				16	
BN	12			3	9		13		
BS									
C									
D	15			12	49				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	265			39	0			18	
BN	34			267	13		38		
BS									
C									
D	27			18	208				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	99			16				17	
BN	15			135	11		18		
BS									
C									
D	21			14	117				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 20:00:00-21:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	754								
AS	65	488		35				1	
BN	26		364	36	26		4		
BS				501					
C					88				
D	1			18	2	131			
E							127		
F								116	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		83%		6%	0%			0%	
BN	6%		80%	6%	6%		1%		
BS				100%					
C					100%				
D	1%			12%		86%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	5			11				17	
BN	12			6	9		14		
BS									
C									
D	25			12	75				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	209			27	0			17	
BN	39			163	15		16		
BS									
C									
D	25			15	117				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	85			14				17	
BN	15			69	11		15		
BS									
C									
D	25			14	96				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 21:00:00-22:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	645								
AS	42	355		16				3	
BN	24		292	16	28		4		
BS				393					
C					81				
D				16		98			
E							102		
F								99	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		85%		4%	0%			1%	
BN	7%		80%		8%		1%		
BS				100%					
C					100%				
D	0%			14%		86%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	12			11				10	
BN	11			14	9		13		
BS									
C									
D				12					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	153			19	0			18	
BN	24			108	31		17		
BS									
C									
D	0			16	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	63			13				15	
BN	14			57	12		15		
BS									
C									
D				14					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 22:00:00-23:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	420								
AS	10	294		15	1				
BN	24		360	10	21		5		
BS				228					
C					53				
D				5		72			
E							89		
F								47	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		92%		5%	0%			0%	
BN	6%		86%		5%		1%		
BS				100%					
C					100%				
D	0%			6%		94%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	16			12	33				
BN	12			15	9		14		
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	69			15	33			0	
BN	22			59	24		16		
BS									
C									
D	0			19	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	38			13	33				
BN	14			38	12		15		
BS									
C									
D				15					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 23:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	281								
AS	7	139		3					
BN	15		193	4	9		1		
BS				147					
C					21				
D				3		59			
E							49		
F								19	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		93%		2%	0%			0%	
BN	7%		87%	4%	4%		0%		
BS				100%					
C					100%				
D	0%			5%		95%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	12			11					
BN	11			16	9		16		
BS									
C									
D				11					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	56			31	0			0	
BN	35			21	12		16		
BS									
C									
D	0			14	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	31			19					
BN	15			19	10		16		
BS									
C									
D				13					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Passenger Cars

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 00:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	19550								
AS	10035	11316		870	25			162	
BN	884		7830	6124	590		321		
BS				14179					
C					2849				
D	40			576	723	2817			
E							4813		
F								3674	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS	45%	50%		4%	0%			1%	
BN	6%		50%	39%	4%		2%		
BS				100%					
C					100%				
D	1%			14%	17%	68%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1			10	10			10	
BN	10			1	9		10		
BS									
C									
D	8			10	2				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1219			40	38			39	
BN	39			1317	38		40		
BS									
C									
D	39			40	1116				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	390			17	25			19	
BN	16			363	13		17		
BS									
C									
D	23			14	366				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 0:00:00-1:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	18								
AS	3	6		2					
BN	1		44	6	5				
BS				29					
C					18				
D				5	6	17			
E							12		
F								6	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		55%		18%	0%			0%	
BN	2%		79%	6%	9%		0%		
BS				100%					
C					100%				
D	0%			18%		61%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	792			14					
BN	15			194	10				
BS									
C									
D				13	84				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1295			14	0			0	
BN	15			780	12		0		
BS									
C									
D	0			17	1371				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1003			14					
BN	15			421	11				
BS									
C									
D				14	523				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 1:00:00-2:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	26								
AS	4	23		2					
BN	6		25	10	8				
BS				24					
C					20				
D				4	1	25			
E							9		
F								5	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		79%		7%	0%			0%	
BN	12%		51%		16%		0%		
BS				100%					
C					100%				
D	0%			13%		83%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	316			14					
BN	12			180	10				
BS									
C									
D				15	821				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	615			14	0			0	
BN	16			1299	17		0		
BS									
C									
D	0			16	821				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	412			14					
BN	14			596	12				
BS									
C									
D				16	821				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 2:00:00-3:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	17								
AS		11		1					
BN	5		22	13	3				
BS				17					
C					22				
D				4	7	10			
E							8		
F								8	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		92%		8%	0%			0%	
BN	12%		51%	7%			0%		
BS				100%					
C					100%				
D	0%			19%		48%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS				14					
BN	13			200	10				
BS									
C									
D				13	57				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	0			14	0			0	
BN	14			1031	33		0		
BS									
C									
D	0			14	494				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS				14					
BN	14			641	18				
BS									
C									
D				14	243				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 3:00:00-4:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	23								
AS	8	8		2					
BN	4		31	10	6		1		
BS				16					
C					17				
D				1	2	9			
E							9		
F								7	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		44%		11%	0%			0%	
BN	8%		60%		12%		2%		
BS				100%					
C					100%				
D	0%			8%		75%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	46			14					
BN	12			109	10		17		
BS									
C									
D				13	61				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1186			15	0			0	
BN	15			807	12		17		
BS									
C									
D	0			13	490				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	557			15					
BN	14			437	11		17		
BS									
C									
D				13	276				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 4:00:00-5:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	29								
AS	6	9		1					
BN	5		20	11	5				
BS				40					
C					32				
D				1		14			
E							8		
F								12	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		56%		6%	0%			0%	
BN	12%		49%	12%			0%		
BS				100%					
C					100%				
D	0%			7%		93%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	156			12					
BN	13			176	10				
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	989			12	0			0	
BN	14			822	13		0		
BS									
C									
D	0			13	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	720			12					
BN	14			358	11				
BS									
C									
D				13					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 5:00:00-6:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	45								
AS	5	21		3					
BN	12		33	14	14				
BS				41					
C					45				
D	1			1	7	6			
E							19		
F								8	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		72%		10%	0%			0%	
BN	16%		45%		19%		0%		
BS				100%					
C					100%				
D	7%			7%		40%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	297			14					
BN	13			70	9				
BS									
C									
D	36			14	103				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	902			33	0			0	
BN	16			642	13		0		
BS									
C									
D	36			14	518				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	535			20					
BN	14			334	11				
BS									
C									
D	36			14	303				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 6:00:00-7:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	92								
AS	13	63		6				1	
BN	10		74	18	12				
BS				45					
C					62				
D				4	8	28			
E							20		
F								16	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		76%		7%	0%			1%	
BN	9%		65%		11%		0%		
BS				100%					
C					100%				
D	0%			10%		70%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	36			13				19	
BN	12			79	10				
BS									
C									
D				13	28				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	773			19	0			19	
BN	16			1026	12		0		
BS									
C									
D	0			15	486				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	297			15				19	
BN	14			443	11				
BS									
C									
D				14	198				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 7:00:00-8:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	89								
AS	29	67		8				1	
BN	9		79	21	11		1		
BS				76					
C					46				
D				7	9	23			
E							34		
F								29	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		64%		8%	0%			1%	
BN	7%		65%	21%	9%		1%		
BS				100%					
C					100%				
D	0%			18%		59%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	21			14				16	
BN	13			92	10		15		
BS									
C									
D				13	113				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	682			18	0			16	
BN	16			690	14		15		
BS									
C									
D	0			17	785				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	269			16				16	
BN	14			294	12		15		
BS									
C									
D				15	435				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 8:00:00-9:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	111								
AS	16	55		11	1			2	
BN	3		63	23	14		3		
BS				76					
C					50				
D				8	18	32			
E							34		
F								38	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		65%		13%	1%			2%	
BN	3%		59%		13%		3%		
BS				100%					
C					100%				
D	0%			14%		55%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	29			15	12			18	
BN	13			12	10		15		
BS									
C									
D				13	55				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	886			35	12			18	
BN	15			868	13		16		
BS									
C									
D	0			16	835				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	365			18	12			18	
BN	14			342	11		16		
BS									
C									
D				15	339				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 9:00:00-10:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	108								
AS	19	74		15				2	
BN	9		49	19	5				
BS				128					
C					71				
D				7	8	39			
E							31		
F								29	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		67%		14%	0%			2%	
BN	11%		60%		6%		0%		
BS				100%					
C					100%				
D	0%			13%		72%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	20			13				17	
BN	13			25	12				
BS									
C									
D				13	38				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	623			40	0			18	
BN	15			486	13		0		
BS									
C									
D	0			15	721				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	211			19				18	
BN	14			230	12				
BS									
C									
D				14	269				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 10:00:00-11:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	108								
AS	14	72		5					
BN	4		45	10	7		2		
BS				110					
C					46				
D				8	13	39			
E							25		
F								26	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		79%		5%	0%			0%	
BN	6%		66%	10%	10%		3%		
BS				100%	100%				
C					100%				
D	0%			13%		65%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	39			13					
BN	14			46	10		16		
BS									
C									
D				14	31				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	780			15	0			0	
BN	16			410	12		16		
BS									
C									
D	0			16	325				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	238			14					
BN	15			208	11		16		
BS									
C									
D				15	111				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 11:00:00-12:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	106								
AS	14	89		6					
BN	10		54	13	5		1		
BS				92					
C					52				
D				1	7	40			
E							33		
F								32	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		82%		6%	0%			0%	
BN	12%		65%		6%		1%		
BS				100%					
C					100%				
D	0%			2%		83%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	20			13					
BN	13			63	10		14		
BS									
C									
D				14	55				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	620			18	0			0	
BN	16			757	12		14		
BS									
C									
D	0			14	673				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	159			15					
BN	14			290	11		14		
BS									
C									
D				14	212				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 12:00:00-13:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	90								
AS	14	67		5				3	
BN	6		63	6	6		1		
BS				100					
C					31				
D				13	10	39			
E							27		
F								28	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		75%		6%	0%			3%	
BN	7%		77%		7%		1%		
BS				100%					
C					100%				
D	0%			21%		63%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	41			13				18	
BN	12			59	11		16		
BS									
C									
D				13	23				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	437			18	0			19	
BN	15			649	12		16		
BS									
C									
D	0			16	132				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	198			15				18	
BN	14			285	11		16		
BS									
C									
D				15	67				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 13:00:00-14:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	90								
AS	4	54		8				2	
BN	11		72	7	7		3		
BS				73					
C					47				
D	1			10	7	43			
E							41		
F								35	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		79%		12%	0%			3%	
BN	11%		72%		7%		3%		
BS				100%					
C					100%				
D	2%			16%		70%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	46			13				16	
BN	13			72	11		15		
BS									
C									
D	20			13	36				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	339			19	0			20	
BN	14			446	13		16		
BS									
C									
D	20			16	417				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	173			15				18	
BN	14			281	12		15		
BS									
C									
D	20			15	178				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 14:00:00-15:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100								
AS	4	70		3					
BN	25		90	12	12		2		
BS				56					
C					39				
D				9	4	42			
E							52		
F								23	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		91%		4%	0%			0%	
BN	18%		64%		9%		1%		
BS				100%					
C					100%				
D	0%			16%		76%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	33			13					
BN	13			43	10		15		
BS									
C									
D				13	65				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	333			17	0			0	
BN	36			565	29		16		
BS									
C									
D	0			15	111				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	169			15					
BN	15			180	13		16		
BS									
C									
D				14	83				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 15:00:00-16:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	86								
AS	6	85		12	1			3	
BN	23		85	5	6		4		
BS				60					
C					47				
D				4	5	50			
E							53		
F								27	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		79%		11%	1%			3%	
BN	19%		69%		5%		3%		
BS				100%					
C					100%				
D	0%			7%		85%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	71			15	32			17	
BN	13			81	11		15		
BS									
C									
D				14	40				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	394			20	32			18	
BN	29			301	14		17		
BS									
C									
D	0			14	341				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	206			18	32			18	
BN	16			210	12		16		
BS									
C									
D				14	112				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 16:00:00-17:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	87								
AS	4	82		9					
BN	7		80	4	14		13		
BS				79					
C					25				
D				4	2	67			
E							78		
F								28	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		86%		9%	0%			0%	
BN	6%		68%		12%		11%		
BS				100%					
C					100%				
D	0%			5%		92%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	52			16					
BN	15			71	17		15		
BS									
C									
D				13	48				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	129			38	0			0	
BN	26			392	23		17		
BS									
C									
D	0			14	184				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	91			20					
BN	22			178	20		16		
BS									
C									
D				14	116				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 17:00:00-18:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	93								
AS	2	70		6					
BN	14		81	1	15		6		
BS				66					
C					49				
D				2	3	46			
E							49		
F								20	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		90%		8%	0%			0%	
BN	12%		69%		13%		5%		
BS				100%					
C					100%				
D	0%			4%		90%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	159			15					
BN	14			128	11		15		
BS									
C									
D				12	79				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	276			20	0			0	
BN	21			128	17		16		
BS									
C									
D	0			14	171				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	218			18					
BN	17			128	14		16		
BS									
C									
D				13	132				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 18:00:00-19:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	82								
AS	1	72		10					
BN	16		77		10		2		
BS				49					
C					24				
D				7	1	43			
E							36		
F								9	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		87%		12%	0%			0%	
BN	15%		73%		10%		2%		
BS				100%					
C					100%				
D	0%			14%		84%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	151			12					
BN	13				9		15		
BS									
C									
D				13	72				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	151			16	0			0	
BN	32			0	12		16		
BS									
C									
D	0			15	72				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	151			14					
BN	15				11		16		
BS									
C									
D				14	72				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 19:00:00-20:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	81								
AS	2	73		10					
BN	16		66		12		2		
BS				45					
C					25				
D				7		31			
E							18		
F								13	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS	2%	86%		12%	0%			0%	
BN	17%		69%	0%	13%		2%		
BS				100%					
C					100%				
D	0%			18%	0%	82%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	24			13					
BN	12				11		16		
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	150			18	0			0	
BN	38			0	12		16		
BS									
C									
D	0			15	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	87			14					
BN	15				11		16		
BS									
C									
D				14					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 20:00:00-21:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	75								
AS	1	57		4					
BN	13		58	4	11		1		
BS				41					
C					35				
D				3	2	25			
E							11		
F								29	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		92%		6%	0%			0%	
BN	15%		67%		13%		1%		
BS				100%					
C					100%				
D	0%			10%		83%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	125			14					
BN	13			25	11		16		
BS									
C									
D				13	26				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	125			37	0			0	
BN	16			184	15		16		
BS									
C									
D	0			16	34				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	125			21					
BN	14			83	12		16		
BS									
C									
D				15	30				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 21:00:00-22:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	47								
AS	1	34		7					
BN	7		44		5		1		
BS				37					
C					27				
D				1		20			
E							11		
F								15	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		81%		17%	0%			0%	
BN	12%		77%		9%		2%		
BS				100%					
C					100%				
D	0%			5%		95%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	36			12					
BN	12				10		16		
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	36			15	0			0	
BN	15			0	11		16		
BS									
C									
D	0			13	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	36			14					
BN	14				11		16		
BS									
C									
D				13					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 22:00:00-23:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	24								
AS	1	27		1					
BN	5		49		7		1		
BS				21					
C					18				
D				2		27			
E							14		
F								12	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		93%		3%	0%			0%	
BN	8%		79%		11%		2%		
BS				100%					
C					100%				
D	0%			7%		93%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	52			15					
BN	13				10		16		
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	52			15	0			0	
BN	14			0	12		16		
BS									
C									
D	0			14	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	52			15					
BN	14				11		16		
BS									
C									
D				14					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 23:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	32								
AS		31		1					
BN	4		44		6				
BS				21					
C					16				
D				6		24			
E							19		
F								7	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS		97%		3%	0%			0%	
BN	7%		81%		11%		0%		
BS				100%					
C					100%				
D	0%			20%		80%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS				14					
BN	13				11				
BS									
C									
D				13					
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	0			14	0			0	
BN	16			0	12		0		
BS									
C									
D	0			15	0				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS				14					
BN	14				11				
BS									
C									
D				14					
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

Syracuse ALPR Study OD Match Summary Table

Heavy Trucks

Survey Date: 4/13/2010

Tuesday, June 15, 2010

Time Period: 00:00:00-24:00:00

	indicates number of matches from Origin to this site.
	indicates no matches were conducted from Origin to this site.
	contains number of records only identified in this site.

Number of License Plate Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	1659								
AS	171	1220		138	2			14	
BN	225		1348	207	206		44		
BS				1342					
C					864				
D	2			119	120	739			
E							651		
F								462	

(from)

% of License Plates Captured at Downstream Survey Site

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN	100%								
AS	11%	79%		9%	0%			1%	
BN	11%		66%	10%	10%		2%		
BS				100%					
C					100%				
D	0%			12%	12%	75%			
E							100%		
F								100%	

(from)

Min. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	20			12	12			16	
BN	12			12	9		14		
BS									
C									
D	20			12	23				
E									
F									

(from)

Max. Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	1295			40	32			20	
BN	38			1299	33		17		
BS									
C									
D	36			17	1371				
E									
F									

(from)

Average Travel Time (Minutes)

	direct to AN	AS	BN	direct to BS	C	D	via E to AN	via F to BS	(to)
AN									
AS	292			16	22			18	
BN	15			339	12		16		
BS									
C									
D	28			14	238				
E									
F									

NOTE:

- Travel times for traffic using I-481 include the additional time to go to Site E or F
- AN: 1-81 northbound, north of the north 1-481 Interchange
- AS: 1-81 southbound, north of the north 1-481 Interchange
- BN: 1-81 northbound, north of the south 1-481 Interchange
- BS: 1-81 southbound, north of the south 1-481 Interchange
- C: 1-690 westbound to Thruway
- D: Thruway to 1-690 eastbound
- E: 1-81 northbound to 1-481 northbound
- F: 1-481 southbound to 1-81 southbound

APPENDIX C

Mechanical Classification

Counts

FHWA Vehicle Classification Figures

FHWA Vehicle Classifications

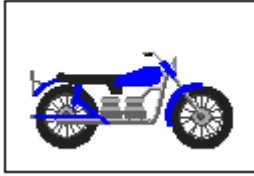


Figure 1-14. FHWA Class 1 — Motorcycles



Figure 1-15. FHWA Class 2 — Passenger Cars (With 1- or 2-Axle Trailers)

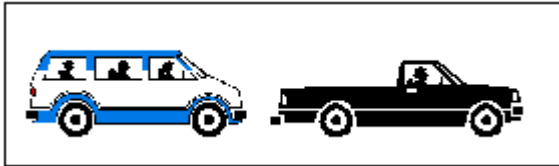


Figure 1-16. FHWA Class 3 — 2 Axles, 4-Tire Single Units, Pickup or Van (With 1- or 2-Axle Trailers)



Figure 1-17. FHWA Class 4 — Buses

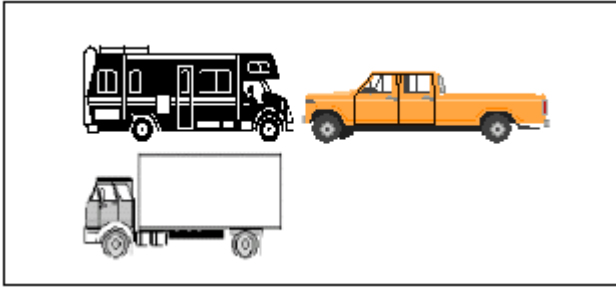


Figure 1-18. Figure 1-18: FHWA Class 5 — 2D - 2 Axles, 6-Tire Single Units (Includes Handicap-Equipped Bus and Mini School Bus)

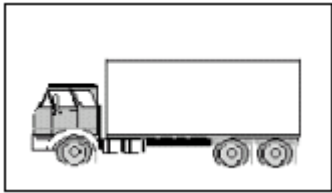


Figure 1-19. FHWA Class 6 — 3 Axles, Single Unit

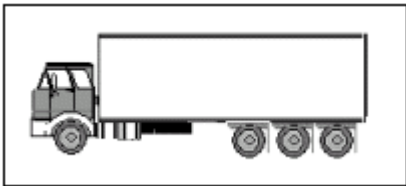


Figure 1-20. FHWA Class 7 — 4 or More Axles, Single Unit

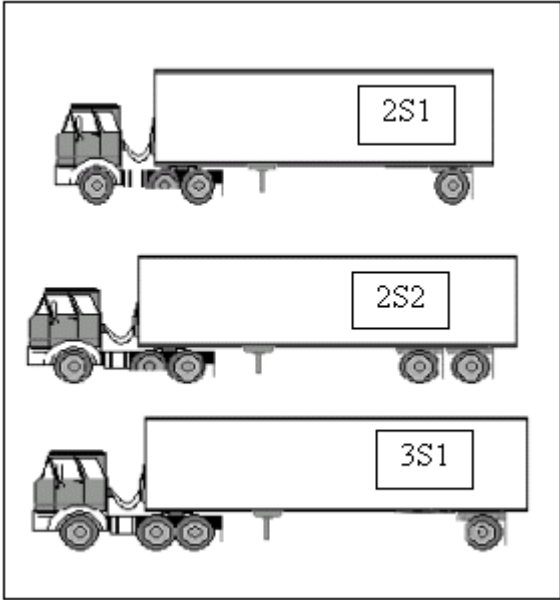


Figure 1-21. FHWA Class 8 — 3 to 4 Axles, Single Trailer

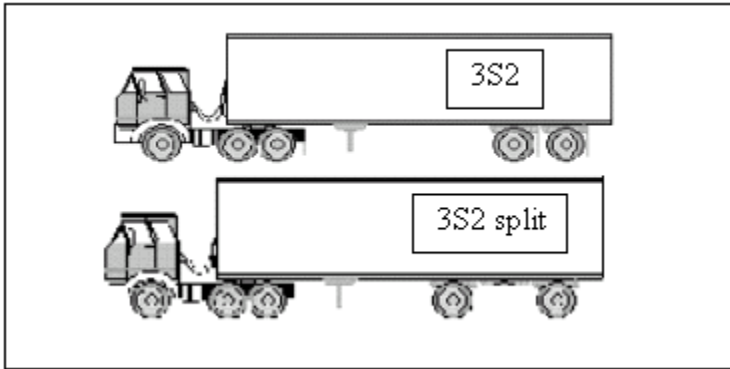


Figure 1-22. FHWA Class 9 — 5 Axles, Single Trailer



Figure 1-23. FHWA Class 10 — 6 or More Axles, Single Trailer

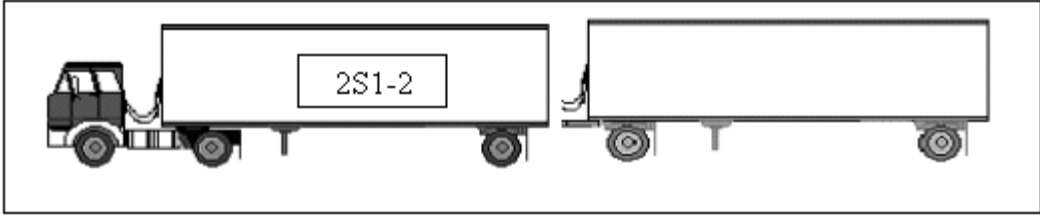


Figure 1-24. FHWA Class 11 — 5 or Less Axles, Multi-Trailers

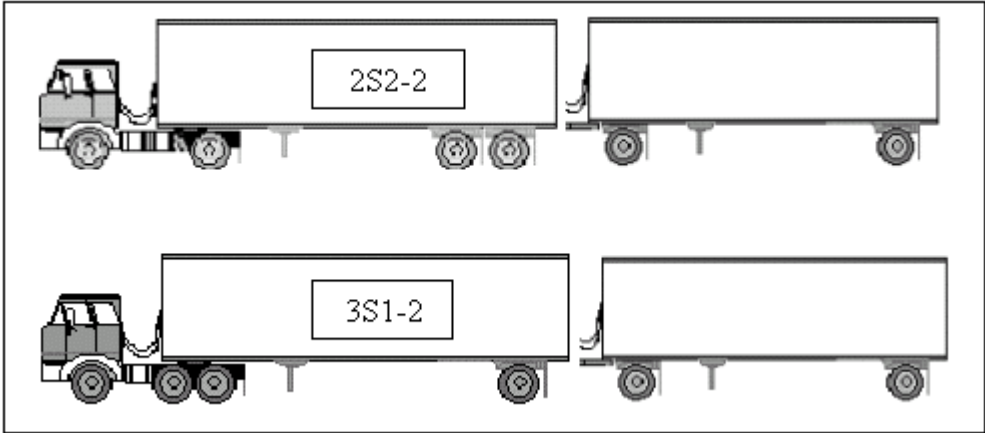


Figure 1-25. FHWA Class 12 — 6 Axles, Multi-Trailers

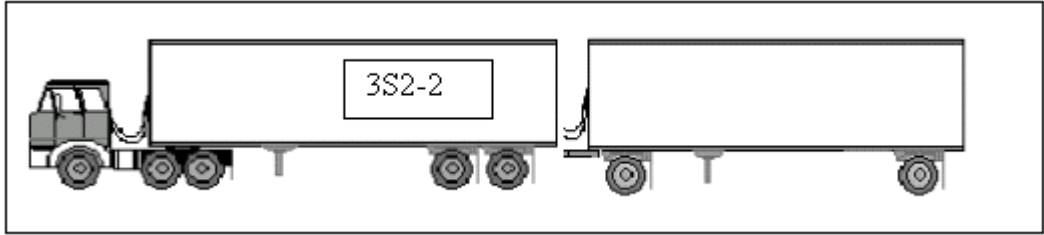


Figure 1-26. FHWA Class 13 — 7 or More Axles, Multi-Trailers

The Traffic Group Inc.

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

Site Code: Sitea nbln1
 Station ID: 100325

NB Ln 1 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	68	8	0	0	0	0	0	10	1	1	0	0	0	0	88
01:00	0	32	6	0	2	1	0	1	5	0	0	0	0	0	0	47
02:00	0	31	8	1	0	3	0	0	9	0	0	0	0	0	0	52
03:00	0	22	7	0	2	0	0	0	11	0	1	0	0	1	0	44
04:00	0	28	8	1	1	0	0	2	3	1	1	0	0	0	0	45
05:00	0	72	35	3	6	0	0	5	13	2	0	0	0	1	0	137
06:00	0	145	59	24	15	3	1	6	21	5	0	0	1	0	0	280
07:00	0	290	70	11	21	7	3	12	18	3	0	0	1	1	0	437
08:00	2	248	90	13	11	8	6	9	23	4	0	0	0	1	0	415
09:00	0	297	102	9	16	9	2	6	37	2	0	0	1	6	0	487
10:00	1	283	93	9	16	10	7	13	29	2	0	0	0	4	0	467
11:00	1	342	106	12	16	8	7	11	38	5	0	0	0	6	0	552
12 PM	3	359	87	11	11	13	4	7	32	5	0	0	2	5	0	539
13:00	1	346	97	30	30	6	9	6	24	5	0	0	0	8	0	562
14:00	1	458	92	9	20	7	3	10	24	4	0	0	0	4	0	632
15:00	2	604	158	9	12	3	3	9	32	2	0	0	1	6	0	841
16:00	1	838	153	3	15	5	0	4	23	2	0	0	0	3	0	1047
17:00	5	853	125	1	9	0	0	8	21	5	0	0	0	3	0	1030
18:00	1	503	97	2	6	1	0	2	29	1	0	0	0	1	0	643
19:00	3	358	57	4	8	2	0	2	21	1	0	0	1	3	0	460
20:00	1	281	35	1	1	0	0	1	26	1	0	0	0	1	0	348
21:00	0	206	28	0	2	0	0	0	16	1	0	0	0	1	0	254
22:00	0	151	25	2	2	1	0	2	21	0	1	0	0	1	0	206
23:00	0	98	20	0	3	1	0	0	9	1	1	0	0	1	0	134
Total	22	6913	1566	155	225	88	45	116	495	53	5	0	7	57	0	9747
Percent	0.2%	70.9%	16.1%	1.6%	2.3%	0.9%	0.5%	1.2%	5.1%	0.5%	0.1%	0.0%	0.1%	0.6%	0.0%	

The Traffic Group Inc.

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 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

Latitude: 0' 0.000 Undefined

NB Ln 1	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	88	11	0	0	0	0	1	7	0	0	0	0	0	0	107
01:00	1	34	7	0	1	2	0	2	1	0	1	0	0	0	0	49
02:00	0	34	13	0	0	0	0	0	9	1	0	0	0	0	0	57
03:00	0	31	7	0	0	2	0	0	10	1	2	0	0	0	0	53
04:00	0	34	10	0	1	0	0	2	7	1	1	1	0	0	0	57
05:00	0	75	26	0	4	2	0	5	19	1	1	0	0	0	0	133
06:00	0	136	57	25	16	10	0	3	25	2	1	0	0	3	0	278
07:00	0	291	62	17	16	4	8	5	24	4	0	0	0	1	0	432
08:00	0	261	88	14	14	7	5	13	27	3	0	0	0	4	0	436
09:00	0	290	93	9	16	7	7	9	37	5	0	0	1	5	0	479
10:00	0	272	85	8	9	8	6	12	31	1	0	0	0	2	0	434
11:00	3	305	80	15	10	6	6	9	33	5	1	0	0	4	0	477
12 PM	0	348	93	5	15	7	6	5	32	2	0	0	0	4	0	517
13:00	1	346	78	27	25	7	6	10	30	6	0	0	0	9	0	545
14:00	3	402	92	10	15	6	5	14	35	5	0	0	0	6	0	593
15:00	1	607	143	11	16	3	0	10	32	1	0	0	1	5	0	830
16:00	4	799	153	4	7	4	0	13	40	5	0	0	2	2	0	1033
17:00	6	839	167	1	15	5	0	4	49	1	0	0	1	1	0	1089
18:00	3	506	109	3	6	4	0	4	46	1	0	0	0	4	0	686
19:00	1	360	75	4	3	2	0	3	32	2	0	0	0	1	0	483
20:00	1	296	51	5	5	0	0	1	27	3	0	0	0	3	0	392
21:00	0	241	37	0	1	0	0	0	27	2	1	1	0	0	0	310
22:00	0	181	23	1	2	0	0	0	18	1	0	0	0	0	0	226
23:00	0	121	25	1	1	1	0	1	18	1	2	0	0	0	0	171
Total	24	6897	1585	160	198	87	49	126	616	54	10	2	5	54	0	9867
Percent	0.2%	69.9%	16.1%	1.6%	2.0%	0.9%	0.5%	1.3%	6.2%	0.5%	0.1%	0.0%	0.1%	0.5%	0.0%	
Grand Total	46	13810	3151	315	423	175	94	242	1111	107	15	2	12	111	0	19614
Percent	0.2%	70.4%	16.1%	1.6%	2.2%	0.9%	0.5%	1.2%	5.7%	0.5%	0.1%	0.0%	0.1%	0.6%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

Latitude: 0' 0.000 Undefined

NB Ln 2	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	76	8	0	0	0	0	0	9	0	0	0	1	0	0	94
01:00	0	37	4	0	1	0	0	2	10	0	0	0	0	1	0	55
02:00	0	40	1	0	0	0	0	0	11	0	1	0	0	0	0	53
03:00	0	34	4	0	1	0	0	0	7	0	0	0	0	0	0	46
04:00	0	42	11	2	3	0	0	2	9	0	0	0	0	2	0	71
05:00	0	102	34	2	8	1	0	3	10	0	0	0	0	1	0	161
06:00	0	175	73	4	4	5	0	6	19	0	0	0	0	0	0	286
07:00	1	376	70	6	13	6	1	12	10	4	0	0	1	4	0	504
08:00	0	316	67	2	13	1	1	10	24	6	0	0	1	3	0	444
09:00	0	325	92	3	12	1	1	14	16	3	0	0	3	4	0	474
10:00	2	375	90	1	10	5	1	5	29	5	0	0	0	3	0	526
11:00	1	394	95	5	5	4	1	7	13	6	0	1	2	12	0	546
12 PM	2	447	76	0	9	2	2	9	23	1	0	0	1	7	0	579
13:00	3	444	102	9	8	1	1	15	26	4	0	0	2	12	0	627
14:00	2	574	116	5	10	5	1	6	26	1	0	0	1	6	0	753
15:00	3	813	212	1	15	2	0	5	19	2	0	0	1	7	0	1080
16:00	5	1050	205	2	9	2	1	11	27	2	0	0	1	10	0	1325
17:00	5	1048	169	6	9	2	1	7	28	5	1	0	2	3	0	1286
18:00	3	577	103	3	10	1	0	3	22	0	0	0	0	5	0	727
19:00	3	426	60	1	4	0	0	5	24	0	0	0	0	2	0	525
20:00	0	310	48	3	3	0	0	4	22	0	0	0	1	3	0	394
21:00	1	258	40	0	4	1	0	0	24	2	1	0	2	1	0	334
22:00	2	193	22	0	0	0	0	0	13	0	0	0	2	1	0	233
23:00	0	159	19	1	2	0	0	1	10	0	0	1	2	0	0	195
Total	33	8591	1721	56	153	39	11	127	431	41	3	2	23	87	0	11318
Percent	0.3%	75.9%	15.2%	0.5%	1.4%	0.3%	0.1%	1.1%	3.8%	0.4%	0.0%	0.0%	0.2%	0.8%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

Latitude: 0' 0.000 Undefined

NB Ln 2	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	83	11	0	1	0	0	3	10	3	0	0	1	0	0	112
01:00	1	49	9	0	2	0	0	1	13	0	0	1	0	3	0	79
02:00	0	50	1	1	0	0	0	2	11	1	0	0	1	0	0	67
03:00	0	27	6	0	1	0	0	0	9	2	4	0	0	0	0	49
04:00	0	49	7	4	1	0	0	2	15	1	0	0	1	2	0	82
05:00	0	97	26	5	3	1	0	4	14	3	1	0	0	2	0	156
06:00	1	200	63	2	5	6	0	5	16	5	1	0	2	5	0	311
07:00	2	384	69	2	12	3	2	5	23	3	0	0	1	5	0	511
08:00	3	290	81	2	16	6	3	12	28	4	0	0	4	2	0	451
09:00	5	374	78	2	9	2	0	6	23	5	0	0	0	10	0	514
10:00	0	374	94	1	12	3	1	10	25	5	0	0	1	5	0	531
11:00	3	427	81	3	13	5	1	7	20	5	0	0	0	5	0	570
12 PM	3	445	94	4	14	4	1	8	17	0	0	0	1	7	0	598
13:00	1	480	94	3	6	3	2	7	32	6	0	0	2	4	0	640
14:00	5	576	100	1	14	3	0	13	35	3	0	0	3	8	0	761
15:00	4	857	212	5	9	2	0	11	32	1	0	0	4	9	0	1146
16:00	3	1066	224	2	11	1	0	5	27	6	0	0	2	13	0	1360
17:00	3	1098	178	2	9	3	2	6	27	2	0	0	6	8	0	1344
18:00	3	632	102	1	8	0	0	3	29	0	0	0	4	3	0	785
19:00	0	430	79	0	8	1	0	4	42	3	0	0	1	2	0	570
20:00	3	402	35	1	2	0	0	3	33	0	0	0	3	3	0	485
21:00	1	311	44	1	3	0	0	1	29	0	1	1	2	3	0	397
22:00	0	194	28	0	1	1	0	1	16	7	0	0	1	2	0	251
23:00	0	164	23	0	2	0	0	1	20	1	0	0	2	3	0	216
Total	41	9059	1739	42	162	44	12	120	546	66	7	2	42	104	0	11986
Percent	0.3%	75.6%	14.5%	0.4%	1.4%	0.4%	0.1%	1.0%	4.6%	0.6%	0.1%	0.0%	0.4%	0.9%	0.0%	
Grand Total	74	17650	3460	98	315	83	23	247	977	107	10	4	65	191	0	23304
Percent	0.3%	75.7%	14.8%	0.4%	1.4%	0.4%	0.1%	1.1%	4.2%	0.5%	0.0%	0.0%	0.3%	0.8%	0.0%	

The Traffic Group Inc.

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

Site Code: Sitea nbln1
 Station ID: 100325

NB Ln 3 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	8	9	0	0	0	0	0	1	0	0	0	0	0	0	18
06:00	0	32	14	0	3	1	0	2	0	0	0	0	0	0	0	52
07:00	1	97	18	0	1	0	0	1	0	1	0	0	0	0	0	119
08:00	0	79	20	0	4	0	0	1	0	0	0	0	0	1	0	105
09:00	0	78	16	1	0	0	0	1	3	0	0	0	0	0	0	99
10:00	0	99	22	0	3	1	0	2	4	0	0	0	0	0	0	131
11:00	0	117	21	0	2	0	0	0	1	0	0	0	0	0	0	141
12 PM	0	134	33	0	0	0	0	0	4	0	0	0	0	0	0	171
13:00	1	157	26	0	2	0	0	0	2	1	0	0	0	0	0	189
14:00	2	225	37	1	2	1	0	0	5	0	0	0	0	0	0	273
15:00	0	403	94	1	2	0	0	1	3	0	0	0	0	0	0	504
16:00	1	614	112	0	5	1	0	0	1	0	0	0	0	0	0	734
17:00	3	607	98	2	4	0	0	0	2	0	0	0	0	1	0	717
18:00	1	198	35	0	3	0	0	0	0	0	0	0	0	0	0	237
19:00	0	122	27	0	0	0	0	0	0	0	0	0	0	0	0	149
20:00	0	90	17	0	2	0	0	2	0	0	0	0	0	0	0	111
21:00	1	63	6	0	2	0	0	1	2	0	0	0	0	0	0	75
22:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
Total	10	3190	611	5	36	4	0	11	28	2	0	0	0	2	0	3899
Percent	0.3%	81.8%	15.7%	0.1%	0.9%	0.1%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

NB Ln 3 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
05:00	0	10	6	1	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	31	20	0	2	0	0	0	0	0	0	0	0	0	0	53
07:00	1	79	17	0	2	1	0	1	3	0	0	0	0	0	0	104
08:00	0	77	22	0	1	0	0	0	1	0	0	0	0	0	0	101
09:00	0	90	14	0	0	0	0	1	3	0	0	0	0	0	0	108
10:00	0	97	13	0	1	1	0	0	1	1	0	0	0	0	0	114
11:00	2	103	21	0	1	0	0	0	2	1	0	0	0	0	0	130
12 PM	0	123	26	0	1	0	0	0	1	0	0	0	0	0	0	151
13:00	0	152	29	2	2	1	1	0	2	1	0	0	0	0	0	190
14:00	2	214	29	1	2	0	0	2	1	1	0	0	0	0	0	252
15:00	2	454	86	0	5	0	1	1	2	0	0	0	0	2	0	553
16:00	4	653	95	0	5	0	0	1	2	0	0	0	0	0	0	760
17:00	3	620	118	1	5	0	0	3	0	0	0	0	0	3	0	753
18:00	1	198	31	0	2	0	0	0	0	1	0	0	1	1	0	235
19:00	1	131	24	1	1	0	0	0	2	0	0	0	0	0	0	160
20:00	1	138	18	0	1	0	0	0	0	0	0	0	0	0	0	158
21:00	1	76	11	0	1	0	0	0	1	0	0	0	0	0	0	90
22:00	1	34	6	0	0	0	0	1	1	0	0	0	0	0	0	43
23:00	0	24	5	0	0	0	0	1	0	0	0	1	0	0	0	31
Total	19	3317	595	6	32	3	2	11	24	5	0	1	1	7	0	4023
Percent	0.5%	82.5%	14.8%	0.1%	0.8%	0.1%	0.0%	0.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	
Grand Total	29	6507	1206	11	68	7	2	22	52	7	0	1	1	9	0	7922
Percent	0.4%	82.1%	15.2%	0.1%	0.9%	0.1%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

Site Code: Sitea nbln1
 Station ID: 100325

SB Ln 3 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	68	28	0	1	0	0	0	0	0	0	0	0	0	0	97
06:00	1	363	123	0	12	0	0	0	0	0	0	0	0	1	0	500
07:00	2	697	124	0	5	0	0	2	2	0	0	0	0	0	0	832
08:00	1	423	74	0	7	0	0	1	0	0	0	0	0	0	0	506
09:00	0	176	41	1	2	0	0	0	1	0	0	0	0	1	0	222
10:00	0	133	26	0	2	0	0	0	0	0	0	0	0	0	0	161
11:00	0	95	20	0	2	0	0	0	1	1	0	0	0	1	0	120
12 PM	0	103	22	0	3	0	0	1	0	0	0	0	0	0	0	129
13:00	0	121	20	0	0	0	0	0	0	0	0	0	0	0	0	141
14:00	1	151	23	0	2	0	0	1	2	0	0	0	0	1	0	181
15:00	1	109	26	0	3	0	0	0	0	0	0	0	0	0	0	139
16:00	0	123	25	2	2	0	0	0	0	0	0	0	0	0	0	152
17:00	1	92	30	0	2	0	0	1	0	0	0	0	0	0	0	126
18:00	0	44	7	1	2	0	0	0	0	0	0	0	0	0	0	54
19:00	1	43	4	0	3	0	0	0	0	0	0	0	0	0	0	51
20:00	0	25	6	0	0	0	0	0	1	0	0	0	0	0	0	32
21:00	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	2794	609	4	50	0	0	6	8	1	0	0	0	4	0	3484
Percent	0.2%	80.2%	17.5%	0.1%	1.4%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

Site Code: Sitea nbln1
 Station ID: 100325

SB Ln 3 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	52	27	0	2	0	0	0	0	0	0	0	0	0	0	81
06:00	1	391	136	0	10	0	0	0	0	0	0	0	0	0	0	538
07:00	3	731	129	1	10	0	0	1	1	0	0	0	0	0	0	876
08:00	3	363	58	0	4	0	0	0	1	0	0	0	1	0	0	430
09:00	0	181	34	0	4	0	0	0	1	0	0	0	0	0	0	220
10:00	1	145	29	0	5	0	0	0	1	0	0	0	0	0	0	181
11:00	0	92	22	0	1	0	0	0	1	0	0	0	0	0	0	116
12 PM	4	128	18	0	6	0	0	0	0	0	0	0	0	0	0	156
13:00	2	124	21	1	3	0	0	0	0	0	0	0	0	0	0	151
14:00	0	121	22	1	3	0	0	1	0	0	0	0	0	0	0	148
15:00	1	144	27	0	3	0	0	0	1	0	0	0	0	0	0	176
16:00	0	125	27	1	3	1	0	1	1	0	0	0	0	0	0	159
17:00	0	127	30	0	6	0	0	0	0	0	0	0	0	0	0	163
18:00	0	79	9	1	2	0	0	0	0	0	0	0	0	0	0	91
19:00	1	42	12	1	2	1	0	0	0	0	0	0	0	0	0	59
20:00	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
21:00	0	24	4	0	0	0	0	1	1	0	0	0	0	0	0	30
22:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	16	2927	616	6	65	2	0	4	8	0	0	0	1	0	0	3645
Percent	0.4%	80.3%	16.9%	0.2%	1.8%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	24	5721	1225	10	115	2	0	10	16	1	0	0	1	4	0	7129
Percent	0.3%	80.2%	17.2%	0.1%	1.6%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

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I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

SB Ln 2 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	28	6	1	1	0	0	0	5	0	0	0	0	0	0	41
01:00	0	19	2	0	1	0	0	0	5	0	0	0	0	0	0	27
02:00	0	14	5	1	0	0	2	0	0	1	0	0	0	0	0	23
03:00	0	34	12	3	0	0	0	0	6	1	0	0	0	0	0	56
04:00	0	81	41	5	5	0	0	1	4	0	0	0	0	0	0	137
05:00	0	293	111	2	10	0	0	0	13	1	0	0	1	1	0	432
06:00	0	751	283	1	15	7	0	1	14	2	0	0	0	1	0	1075
07:00	1	1176	251	2	20	4	0	2	16	9	0	0	0	0	0	1481
08:00	0	902	182	0	15	4	0	3	14	0	0	0	0	1	0	1121
09:00	1	554	150	1	13	2	1	2	18	2	0	1	0	0	0	745
10:00	1	490	107	2	10	3	0	0	17	3	0	0	0	0	0	633
11:00	1	449	98	3	10	1	0	3	19	6	0	0	0	2	0	592
12 PM	1	450	96	2	10	3	0	4	22	2	0	0	0	2	0	592
13:00	5	487	92	1	15	4	0	6	17	4	0	0	0	0	0	631
14:00	3	522	104	2	19	2	0	2	17	2	0	0	0	4	0	677
15:00	2	503	104	3	18	4	0	3	27	3	0	0	0	2	0	669
16:00	0	464	139	2	28	2	0	6	28	1	0	0	0	1	0	671
17:00	1	481	94	1	13	0	0	5	22	1	0	0	0	1	0	619
18:00	3	339	72	5	8	1	0	2	19	0	0	0	0	2	0	451
19:00	1	236	42	1	12	0	0	1	27	0	0	0	0	1	0	321
20:00	0	140	41	0	4	0	0	1	20	0	2	0	0	1	0	209
21:00	0	133	22	1	4	0	0	1	27	2	1	1	0	2	0	194
22:00	0	114	21	0	1	0	0	1	7	0	0	0	0	0	0	144
23:00	0	56	9	0	2	0	0	0	8	2	0	1	0	0	0	78
Total	20	8716	2084	39	234	37	3	44	372	42	3	3	1	21	0	11619
Percent	0.2%	75.0%	17.9%	0.3%	2.0%	0.3%	0.0%	0.4%	3.2%	0.4%	0.0%	0.0%	0.0%	0.2%	0.0%	

The Traffic Group Inc.

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I 81
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 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

SB Ln 2 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	34	2	0	1	0	0	0	1	1	0	0	0	0	0	39
01:00	0	10	5	0	0	1	0	1	2	2	0	0	0	0	0	21
02:00	0	11	4	0	1	0	0	0	3	0	0	0	0	0	0	19
03:00	0	27	8	1	2	0	0	1	4	1	0	0	0	0	0	44
04:00	0	89	24	0	1	0	0	0	7	1	0	0	0	0	0	122
05:00	0	294	115	0	11	0	0	1	10	2	0	0	0	0	0	433
06:00	0	771	260	1	18	8	0	3	17	1	0	0	0	1	0	1080
07:00	2	1178	291	2	20	2	0	6	16	1	0	0	2	0	0	1520
08:00	0	888	162	1	17	2	0	4	29	6	0	0	0	1	0	1110
09:00	1	563	129	5	16	2	1	0	20	3	0	0	0	1	0	741
10:00	1	498	123	5	15	5	0	3	30	5	0	0	0	1	0	686
11:00	1	434	101	1	8	4	3	3	22	5	0	0	0	1	0	583
12 PM	7	475	108	3	16	8	2	0	24	5	0	0	0	2	0	650
13:00	2	465	90	3	11	1	1	6	24	1	0	0	0	2	0	606
14:00	4	455	95	5	10	0	0	1	21	0	0	0	0	1	0	592
15:00	1	483	140	5	16	3	0	5	28	2	0	0	0	0	0	683
16:00	2	480	109	2	14	1	0	4	31	4	1	0	0	0	0	648
17:00	2	490	87	2	2	1	0	7	25	0	0	0	0	0	0	616
18:00	2	371	68	1	8	0	0	2	37	0	0	0	1	2	0	492
19:00	2	264	64	2	9	2	0	1	29	1	0	0	0	0	0	374
20:00	1	209	54	1	5	0	0	3	19	0	1	0	0	0	0	293
21:00	1	172	24	2	5	0	0	2	11	0	1	0	0	0	0	218
22:00	0	117	20	0	0	0	0	1	9	0	0	1	0	0	0	148
23:00	0	54	8	0	2	0	0	0	5	0	0	1	0	0	0	70
Total	29	8832	2091	42	208	40	7	54	424	41	3	2	3	12	0	11788
Percent	0.2%	74.9%	17.7%	0.4%	1.8%	0.3%	0.1%	0.5%	3.6%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	
Grand Total	49	17548	4175	81	442	77	10	98	796	83	6	5	4	33	0	23407
Percent	0.2%	75.0%	17.8%	0.3%	1.9%	0.3%	0.0%	0.4%	3.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

SB Ln 1 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	35	7	1	3	1	0	0	13	1	0	0	0	0	0	61
01:00	0	29	5	1	3	1	0	0	13	0	0	0	0	2	0	54
02:00	0	26	4	2	1	0	0	0	13	0	1	0	0	0	0	47
03:00	0	49	19	2	0	1	0	0	16	1	0	0	0	0	0	88
04:00	0	106	43	0	5	0	0	1	21	0	0	0	0	0	0	176
05:00	0	250	108	2	4	2	0	1	25	2	0	0	0	0	0	394
06:00	0	578	208	2	16	4	0	5	15	5	0	0	0	4	0	837
07:00	4	930	208	14	14	7	1	6	27	4	0	0	0	2	0	1217
08:00	0	681	138	5	13	12	4	3	35	5	0	0	0	3	0	899
09:00	3	427	106	14	25	6	2	6	26	4	0	0	0	4	0	623
10:00	0	404	103	4	11	14	3	2	34	6	0	0	0	0	0	581
11:00	5	387	106	13	13	18	2	10	38	10	0	0	0	3	0	605
12 PM	0	395	100	7	20	11	0	6	44	7	0	0	0	5	0	595
13:00	1	416	100	6	19	6	0	8	41	2	0	0	0	2	0	601
14:00	1	382	121	15	31	8	0	3	53	4	0	0	0	2	0	620
15:00	0	380	104	8	18	7	1	11	64	6	0	0	0	2	0	601
16:00	0	434	95	21	24	5	0	11	72	2	1	0	0	4	0	669
17:00	2	448	90	3	11	1	0	10	60	2	0	0	0	1	0	628
18:00	1	321	62	7	5	2	1	10	60	7	0	0	0	2	0	478
19:00	1	269	51	2	8	3	0	5	60	2	0	0	0	2	0	403
20:00	1	216	33	2	2	1	0	3	51	1	1	0	0	1	0	312
21:00	1	152	22	4	3	1	0	2	49	0	1	0	0	1	0	236
22:00	0	114	20	1	1	0	0	0	28	1	3	0	0	0	0	168
23:00	0	84	13	0	2	0	0	2	18	2	1	0	0	0	0	122
Total	20	7513	1866	136	252	111	14	105	876	74	8	0	0	40	0	11015
Percent	0.2%	68.2%	16.9%	1.2%	2.3%	1.0%	0.1%	1.0%	8.0%	0.7%	0.1%	0.0%	0.0%	0.4%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 @ South Bay Road Overpass
 Syracuse, New York
 Site A

Site Code: Sitea nbln1
 Station ID: 100325

Latitude: 0' 0.000 Undefined

SB Ln 1

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	1	30	6	0	3	1	0	3	15	0	1	0	0	0	0	60
01:00	0	22	3	0	0	0	0	1	16	1	2	1	0	0	0	46
02:00	1	33	8	0	0	0	0	0	13	1	1	0	0	1	0	58
03:00	0	39	12	0	3	0	0	0	15	0	1	0	0	0	0	70
04:00	1	104	35	1	2	3	0	0	18	1	0	0	0	0	0	165
05:00	0	255	84	0	5	3	0	4	18	1	0	0	0	1	0	371
06:00	1	548	186	3	9	8	0	3	29	4	2	0	0	2	0	795
07:00	2	904	193	14	20	14	3	4	37	4	0	0	0	0	0	1195
08:00	1	679	116	5	9	11	1	6	35	2	0	0	0	2	0	867
09:00	3	421	105	16	22	11	1	9	51	5	0	0	0	3	0	647
10:00	1	368	90	5	16	11	1	4	50	5	0	0	0	2	0	553
11:00	0	360	95	11	15	14	0	2	42	5	0	0	0	4	0	548
12 PM	4	395	102	7	19	11	1	6	57	2	0	0	0	1	0	605
13:00	5	378	88	8	13	14	0	8	36	5	0	0	0	1	0	556
14:00	1	393	98	18	24	6	0	5	46	4	0	0	0	1	0	596
15:00	3	413	102	14	22	3	2	10	69	4	0	0	0	5	0	647
16:00	4	420	101	14	22	4	0	15	62	8	0	0	0	1	0	651
17:00	0	455	91	2	15	2	0	14	56	2	0	0	0	4	0	641
18:00	0	351	66	9	11	1	0	11	47	1	1	0	0	1	0	499
19:00	2	306	69	5	8	2	0	6	62	1	1	0	0	0	0	462
20:00	0	241	40	2	7	0	0	9	38	5	1	0	0	1	0	344
21:00	0	164	23	1	5	1	0	3	31	2	0	0	0	1	0	231
22:00	0	149	24	1	0	0	0	0	25	0	3	0	0	0	0	202
23:00	1	74	10	0	2	0	0	1	21	4	1	0	0	0	0	114
Total	31	7502	1747	136	252	120	9	124	889	67	14	1	0	31	0	10923
Percent	0.3%	68.7%	16.0%	1.2%	2.3%	1.1%	0.1%	1.1%	8.1%	0.6%	0.1%	0.0%	0.0%	0.3%	0.0%	
Grand Total	51	15015	3613	272	504	231	23	229	1765	141	22	1	0	71	0	21938
Percent	0.2%	68.4%	16.5%	1.2%	2.3%	1.1%	0.1%	1.0%	8.0%	0.6%	0.1%	0.0%	0.0%	0.3%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
Baltimore, Maryland 21236
800-583-8411

I 81
North of Sentinel Heights Road
Syracuse, New York
Site B

Site Code: sitebnbln1
Station ID: 101722

NB Ln 1 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	107	13	1	0	0	0	1	46	0	0	0	0	3	0	171
01:00	0	75	5	3	1	0	0	3	37	0	0	1	0	0	0	125
02:00	1	46	10	5	0	0	0	3	40	0	0	1	0	0	0	106
03:00	0	38	17	5	1	0	0	1	27	1	0	0	0	1	0	91
04:00	0	80	29	1	4	2	0	3	48	1	1	0	0	1	0	170
05:00	0	171	66	7	8	5	0	8	50	2	0	0	0	1	0	318
06:00	3	426	154	4	9	5	0	7	85	1	0	0	0	0	0	694
07:00	2	723	127	2	13	3	0	9	81	5	1	0	0	3	0	969
08:00	2	705	117	6	17	4	0	12	73	10	1	1	0	3	0	951
09:00	0	524	100	10	17	3	0	12	75	2	0	0	0	7	0	750
10:00	1	504	97	6	20	4	0	14	84	7	0	0	0	9	0	746
11:00	1	488	75	11	16	5	0	13	78	7	1	0	0	9	0	704
12 PM	3	488	97	14	12	6	1	8	78	9	1	0	2	6	0	725
13:00	2	499	100	13	23	3	2	18	81	11	3	0	0	12	0	767
14:00	0	523	125	12	22	9	0	13	73	10	1	1	0	4	0	793
15:00	0	563	90	13	22	4	0	12	85	9	0	0	0	6	0	804
16:00	0	566	118	12	17	5	2	20	83	7	0	0	0	7	0	837
17:00	4	550	77	10	13	5	0	12	91	3	1	0	0	3	0	769
18:00	1	522	71	7	10	7	0	5	74	8	1	0	0	2	0	708
19:00	3	326	40	5	8	1	0	7	75	2	3	0	0	4	0	474
20:00	0	246	39	1	5	2	0	4	70	4	2	0	0	0	0	373
21:00	0	251	27	4	5	1	0	3	60	1	2	0	0	1	0	355
22:00	1	183	23	6	1	0	0	4	52	1	4	1	0	0	0	276
23:00	1	115	20	3	0	2	0	7	60	0	2	0	0	0	0	210
Total	25	8719	1637	161	244	76	5	199	1606	101	24	5	2	82	0	12886
Percent	0.2%	67.7%	12.7%	1.2%	1.9%	0.6%	0.0%	1.5%	12.5%	0.8%	0.2%	0.0%	0.0%	0.6%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

Site Code: sitebnln1
 Station ID: 101722

Latitude: 0' 0.000 Undefined

NB Ln 1	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	59	6	3	3	1	0	2	55	0	2	3	0	3	0	137
01:00	0	41	8	0	4	0	0	7	58	1	1	1	0	1	0	122
02:00	0	29	8	5	0	0	0	4	50	1	3	0	0	1	0	101
03:00	1	35	7	1	1	2	0	5	41	2	3	0	0	0	0	98
04:00	1	62	23	2	7	1	0	10	56	0	2	0	0	1	0	165
05:00	1	155	54	6	5	3	0	8	81	3	9	1	0	1	0	327
06:00	4	403	158	4	12	2	0	10	97	4	7	2	0	0	0	703
07:00	4	752	138	6	16	2	0	16	97	2	5	1	0	1	0	1040
08:00	2	692	117	5	16	2	1	14	92	8	1	1	0	4	0	955
09:00	2	517	108	10	19	6	2	12	79	1	5	0	1	5	0	767
10:00	1	488	104	3	15	1	1	9	83	10	0	0	0	4	0	719
11:00	2	453	89	6	16	3	1	12	84	7	2	0	0	5	0	680
12 PM	2	431	96	14	18	5	2	10	79	8	2	0	0	9	0	676
13:00	0	459	101	11	23	6	2	17	103	7	1	1	0	7	0	738
14:00	3	437	113	11	24	8	0	19	118	12	0	0	0	9	0	754
15:00	1	494	107	16	17	7	0	14	102	8	1	1	0	10	0	778
16:00	1	557	101	12	11	4	1	21	120	7	3	1	1	3	0	843
17:00	1	559	99	11	20	7	0	9	106	4	0	0	0	4	0	820
18:00	2	484	75	3	7	1	0	14	95	1	0	1	0	3	0	686
19:00	2	332	39	10	3	4	0	7	96	5	3	1	0	1	0	503
20:00	0	262	37	3	5	1	0	3	95	0	3	0	0	1	0	410
21:00	1	256	23	10	4	1	0	1	67	5	0	0	0	2	0	370
22:00	0	265	39	12	2	0	0	4	66	2	5	1	0	1	0	397
23:00	0	132	20	4	1	1	0	5	67	1	2	0	0	2	0	235
Total	31	8354	1670	168	249	68	10	233	1987	99	60	15	2	78	0	13024
Percent	0.2%	64.1%	12.8%	1.3%	1.9%	0.5%	0.1%	1.8%	15.3%	0.8%	0.5%	0.1%	0.0%	0.6%	0.0%	
Grand Total	56	17073	3307	329	493	144	15	432	3593	200	84	20	4	160	0	25910
Percent	0.2%	65.9%	12.8%	1.3%	1.9%	0.6%	0.1%	1.7%	13.9%	0.8%	0.3%	0.1%	0.0%	0.6%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

Site Code: sitebnbl1
 Station ID: 101722

NB Ln 2 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	21	2	1	0	0	0	0	4	0	0	0	0	1	0	29
01:00	0	19	4	0	0	0	0	2	1	0	0	0	0	0	0	26
02:00	1	19	2	0	0	0	0	1	6	0	0	0	0	0	0	29
03:00	0	7	3	1	0	0	0	1	2	2	0	0	0	1	0	17
04:00	0	18	6	0	2	0	0	0	8	0	0	0	0	0	0	34
05:00	0	39	19	0	2	0	0	2	9	0	0	0	0	0	0	71
06:00	1	260	112	1	3	0	0	3	11	1	0	0	1	2	0	395
07:00	0	729	124	1	9	0	0	2	12	1	0	0	0	2	0	880
08:00	0	598	87	2	9	0	0	1	17	1	0	0	0	0	0	715
09:00	0	331	57	3	6	1	0	1	7	0	0	0	0	1	0	407
10:00	0	279	52	3	3	3	0	1	12	0	0	0	0	1	0	354
11:00	0	348	66	4	6	0	0	1	14	4	0	0	0	2	0	445
12 PM	1	284	50	6	11	1	0	4	15	3	0	0	0	2	0	377
13:00	0	342	63	5	10	0	1	3	13	4	0	0	0	1	0	442
14:00	1	400	76	8	13	1	0	1	10	1	0	0	0	1	0	512
15:00	0	411	74	3	13	0	0	5	7	1	0	0	0	3	0	517
16:00	1	434	75	4	12	0	0	2	10	0	0	0	0	0	0	538
17:00	1	407	54	2	10	0	0	0	10	2	0	0	0	1	0	487
18:00	3	209	45	0	3	0	0	3	7	0	0	0	0	1	0	271
19:00	1	207	27	3	3	0	0	4	23	1	1	0	0	0	0	270
20:00	0	99	12	1	4	0	0	1	7	1	1	0	0	0	0	126
21:00	0	67	8	0	3	0	0	0	4	0	0	0	0	0	0	82
22:00	0	48	7	0	1	1	0	0	6	1	1	0	0	0	0	65
23:00	0	30	8	1	3	0	0	1	6	0	0	0	0	0	0	49
Total	10	5606	1033	49	126	7	1	39	221	23	3	0	1	19	0	7138
Percent	0.1%	78.5%	14.5%	0.7%	1.8%	0.1%	0.0%	0.5%	3.1%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	

The Traffic Group Inc.

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
800-583-8411

Site Code: sitebnbl1
 Station ID: 101722

Latitude: 0' 0.000 Undefined

NB Ln 2	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	22	2	1	1	0	0	0	12	0	0	0	0	0	0	38
01:00	0	14	2	2	0	0	0	0	7	1	0	0	0	0	0	26
02:00	0	5	1	0	0	0	0	0	7	0	0	0	0	0	0	13
03:00	0	12	5	2	1	0	0	0	15	0	1	1	0	0	0	37
04:00	1	11	4	0	2	0	0	2	3	0	0	0	0	0	0	23
05:00	2	47	17	1	1	0	0	1	9	0	0	0	0	0	0	78
06:00	2	255	91	2	8	3	0	4	7	1	3	0	0	1	0	377
07:00	0	702	113	2	16	0	0	2	12	2	1	0	0	0	0	850
08:00	0	587	92	2	12	0	0	3	11	0	1	0	0	0	0	708
09:00	0	302	54	5	11	0	0	2	23	3	0	1	0	1	0	402
10:00	2	268	46	1	9	1	0	3	12	1	0	0	0	1	0	344
11:00	2	258	45	2	8	0	0	2	19	0	0	0	0	0	0	336
12 PM	2	284	49	1	7	1	1	3	12	2	0	0	0	0	0	362
13:00	0	341	67	2	9	1	0	2	17	3	0	0	1	0	0	443
14:00	2	340	53	4	9	1	0	7	26	5	0	0	0	2	0	449
15:00	0	393	84	3	7	0	0	3	15	1	0	0	0	5	0	511
16:00	5	407	90	4	9	1	0	3	15	1	0	0	1	1	0	537
17:00	1	416	71	1	10	0	0	2	10	1	0	0	0	1	0	513
18:00	0	288	28	1	1	1	0	1	13	0	0	0	0	0	0	333
19:00	2	178	24	0	0	2	0	1	8	0	1	0	0	0	0	216
20:00	0	157	15	1	2	1	0	0	10	0	0	0	0	0	0	186
21:00	1	88	12	2	2	0	0	0	5	0	0	0	0	0	0	110
22:00	0	108	13	1	0	0	0	1	3	0	2	0	0	2	0	130
23:00	0	39	8	1	1	0	0	0	9	0	0	0	0	0	0	58
Total	22	5522	986	41	126	12	1	42	280	21	9	2	2	14	0	7080
Percent	0.3%	78.0%	13.9%	0.6%	1.8%	0.2%	0.0%	0.6%	4.0%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	
Grand Total	32	11128	2019	90	252	19	2	81	501	44	12	2	3	33	0	14218
Percent	0.2%	78.3%	14.2%	0.6%	1.8%	0.1%	0.0%	0.6%	3.5%	0.3%	0.1%	0.0%	0.0%	0.2%	0.0%	

The Traffic Group Inc.

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

Site Code: sitebnbn1
 Station ID: 101722

SB Ln 2 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	26	4	0	0	0	0	0	1	0	0	0	0	0	0	31
01:00	0	6	2	0	0	0	0	0	3	0	0	0	0	0	0	11
02:00	0	6	0	0	0	0	0	0	1	0	0	0	0	1	0	8
03:00	0	12	5	0	0	0	0	0	3	0	0	0	0	0	0	20
04:00	0	12	4	3	0	0	0	0	6	4	0	0	0	0	0	29
05:00	0	50	24	0	2	0	0	0	10	1	0	0	0	0	0	87
06:00	0	146	46	0	4	1	0	0	7	1	0	0	0	0	0	205
07:00	0	307	44	1	4	1	0	1	5	0	0	0	0	1	0	364
08:00	0	256	44	3	10	0	0	3	11	2	1	0	0	0	0	330
09:00	0	229	66	0	8	1	0	1	16	1	0	0	0	1	0	323
10:00	1	237	46	2	2	0	0	3	11	0	0	0	0	2	0	304
11:00	0	270	40	2	4	1	0	3	15	2	0	0	0	0	0	337
12 PM	0	282	45	3	6	1	0	0	7	0	0	0	0	1	0	345
13:00	1	296	38	3	1	0	0	2	11	1	0	0	0	0	0	353
14:00	0	346	49	2	5	0	0	3	10	0	0	0	0	1	0	416
15:00	1	529	123	0	10	4	0	2	18	0	0	0	0	2	0	689
16:00	1	724	141	3	14	0	0	6	9	1	0	0	0	2	0	901
17:00	1	575	96	4	8	0	0	3	10	0	0	0	0	1	0	698
18:00	1	293	54	0	2	1	0	1	12	0	0	0	1	0	0	365
19:00	1	185	29	1	1	1	0	0	9	0	0	0	0	0	0	227
20:00	0	149	18	1	0	0	0	1	9	0	1	0	0	0	0	179
21:00	0	110	11	0	3	0	0	2	16	0	4	0	0	0	0	146
22:00	0	64	14	0	1	0	0	0	15	1	0	0	0	0	0	95
23:00	0	26	3	1	0	0	0	0	1	0	0	0	0	0	0	31
Total	7	5136	946	29	85	11	0	31	216	14	6	0	1	12	0	6494
Percent	0.1%	79.1%	14.6%	0.4%	1.3%	0.2%	0.0%	0.5%	3.3%	0.2%	0.1%	0.0%	0.0%	0.2%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

Site Code: sitebnln1
 Station ID: 101722

SB Ln 2 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	17	5	1	0	0	0	1	2	0	0	0	0	0	0	26
01:00	0	10	2	1	0	0	0	0	5	0	0	0	0	0	0	18
02:00	0	6	0	0	0	0	0	1	1	0	1	0	0	0	0	9
03:00	0	7	0	1	0	0	0	0	4	0	0	0	0	0	0	12
04:00	0	13	2	1	0	0	0	1	1	0	0	0	0	0	0	18
05:00	0	35	11	0	3	1	0	0	6	0	0	1	0	0	0	57
06:00	0	102	23	1	2	1	0	0	8	0	0	0	0	0	0	137
07:00	0	316	50	5	3	1	0	0	10	0	1	0	0	0	0	386
08:00	0	249	53	3	4	3	0	2	14	0	0	0	0	0	0	328
09:00	0	221	39	1	7	0	0	1	13	1	0	2	0	0	0	285
10:00	0	206	44	5	2	0	0	3	26	1	0	2	1	1	0	291
11:00	0	231	41	0	5	0	0	2	20	1	0	0	0	0	0	300
12 PM	0	259	47	4	9	1	0	3	12	2	0	0	0	0	0	337
13:00	2	273	45	3	6	0	0	2	25	2	0	0	0	0	0	358
14:00	1	343	66	4	7	2	0	1	9	1	0	0	0	0	0	434
15:00	4	522	101	1	4	2	0	3	13	0	0	0	0	0	0	650
16:00	4	740	128	2	12	1	0	4	23	0	0	0	0	0	0	914
17:00	2	655	120	2	5	0	0	0	14	0	0	0	1	0	0	799
18:00	0	349	43	0	3	0	0	0	10	0	0	0	0	0	0	405
19:00	1	210	30	3	1	0	0	0	12	0	0	0	0	0	0	257
20:00	0	159	24	0	1	0	0	1	8	0	5	0	0	0	0	198
21:00	0	135	12	1	0	0	0	2	6	0	1	0	0	0	0	157
22:00	0	60	6	1	0	0	0	1	3	0	0	0	0	0	0	71
23:00	0	30	7	0	0	0	0	0	4	0	0	0	0	0	0	41
Total	14	5148	899	40	74	12	0	28	249	8	8	5	2	1	0	6488
Percent	0.2%	79.3%	13.9%	0.6%	1.1%	0.2%	0.0%	0.4%	3.8%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	
Grand Total	21	10284	1845	69	159	23	0	59	465	22	14	5	3	13	0	12982
Percent	0.2%	79.2%	14.2%	0.5%	1.2%	0.2%	0.0%	0.5%	3.6%	0.2%	0.1%	0.0%	0.0%	0.1%	0.0%	

The Traffic Group Inc.

I 81
North of Sentinel Heights Road
Syracuse, New York
Site B

9900 Franklin Square Dr. Suite H
Baltimore, Maryland 21236
800-583-8411

Site Code: sitebnbln1
Station ID: 101722

SB Ln 1 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	78	10	4	3	0	0	2	34	1	2	0	0	1	0	135
01:00	0	45	8	2	1	0	0	0	36	0	2	1	0	0	0	95
02:00	0	34	8	10	3	1	0	2	27	0	0	0	0	2	0	87
03:00	0	42	5	10	4	0	0	1	27	4	2	0	0	0	0	95
04:00	0	54	20	7	15	1	0	6	40	3	0	0	0	2	0	148
05:00	0	135	58	4	11	4	1	6	55	4	1	0	0	2	0	281
06:00	0	287	94	12	30	5	0	11	49	2	0	0	0	4	0	494
07:00	0	466	114	18	35	1	0	8	57	2	0	0	0	3	0	704
08:00	0	381	113	10	36	8	1	13	78	7	0	0	0	2	0	649
09:00	1	387	112	13	32	6	0	7	89	6	2	1	0	2	0	658
10:00	0	438	104	9	21	4	0	11	75	2	1	0	0	2	0	667
11:00	1	478	107	10	30	4	1	13	83	10	1	0	0	1	0	739
12 PM	1	498	100	9	15	2	0	11	90	1	0	0	0	3	0	730
13:00	1	501	112	13	21	5	2	9	71	4	0	0	0	2	0	741
14:00	2	526	94	12	16	6	0	8	84	3	0	0	0	3	0	754
15:00	5	633	166	8	17	6	0	11	116	4	0	0	0	1	0	967
16:00	2	731	146	10	17	2	0	5	105	2	0	1	1	2	0	1024
17:00	6	767	136	5	14	2	0	7	111	1	0	0	0	1	0	1050
18:00	0	525	80	9	9	2	0	7	103	1	0	0	0	2	0	738
19:00	0	421	60	5	8	1	0	8	85	2	2	0	0	1	0	593
20:00	1	334	48	6	8	0	0	6	68	0	11	0	0	1	0	483
21:00	1	244	37	2	6	0	0	2	80	2	10	1	0	1	0	386
22:00	0	150	20	2	2	0	0	3	58	0	7	1	0	0	0	243
23:00	0	107	15	2	0	0	0	6	49	1	1	1	0	1	0	183
Total	21	8262	1767	192	354	60	5	163	1670	62	42	6	1	39	0	12644
Percent	0.2%	65.3%	14.0%	1.5%	2.8%	0.5%	0.0%	1.3%	13.2%	0.5%	0.3%	0.0%	0.0%	0.3%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81
 North of Sentinel Heights Road
 Syracuse, New York
 Site B

Site Code: sitebnln1
 Station ID: 101722

SB Ln 1 Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	80	19	3	2	0	0	6	52	0	3	0	0	1	0	166
01:00	0	28	4	1	2	0	0	4	36	1	4	1	0	1	0	82
02:00	0	36	8	7	3	0	0	6	37	0	1	1	0	1	0	100
03:00	0	42	12	3	3	1	0	4	28	0	6	2	0	2	0	103
04:00	0	40	12	4	5	3	0	16	54	2	8	3	0	0	0	147
05:00	0	119	53	5	22	3	0	12	40	4	1	0	0	0	0	259
06:00	0	225	70	17	21	12	1	8	58	4	3	0	0	0	0	419
07:00	4	403	106	15	35	10	2	10	63	5	0	2	0	2	0	657
08:00	1	385	106	12	32	5	0	9	92	4	2	0	0	1	0	649
09:00	0	401	96	11	28	1	0	11	107	9	1	0	0	1	0	666
10:00	0	411	106	15	19	6	1	8	91	8	2	2	0	1	0	670
11:00	2	452	93	8	21	6	0	12	93	7	0	0	0	3	0	697
12 PM	2	477	102	8	25	10	0	8	103	2	1	0	1	5	0	744
13:00	0	463	88	7	19	2	0	10	78	4	1	0	0	1	0	673
14:00	1	547	125	6	15	3	1	7	79	4	0	0	0	2	0	790
15:00	3	638	165	7	12	3	0	7	94	3	0	0	0	4	0	936
16:00	3	836	154	5	16	3	0	8	113	3	0	0	0	1	0	1142
17:00	3	794	131	9	12	1	0	4	85	2	1	0	0	1	0	1043
18:00	6	524	82	5	9	2	0	8	105	0	1	0	0	2	0	744
19:00	9	464	49	7	6	2	0	2	78	3	0	0	0	3	0	623
20:00	1	335	47	6	2	0	0	3	82	4	10	0	0	1	0	491
21:00	1	267	41	2	4	2	0	7	76	1	10	1	0	1	0	413
22:00	0	185	23	3	3	1	0	4	48	2	4	1	0	0	0	274
23:00	0	117	16	2	1	0	0	11	44	2	1	1	0	0	0	195
Total	36	8269	1708	168	317	76	5	185	1736	74	60	14	1	34	0	12683
Percent	0.3%	65.2%	13.5%	1.3%	2.5%	0.6%	0.0%	1.5%	13.7%	0.6%	0.5%	0.1%	0.0%	0.3%	0.0%	
Grand Total	57	16531	3475	360	671	136	10	348	3406	136	102	20	2	73	0	25327
Percent	0.2%	65.3%	13.7%	1.4%	2.6%	0.5%	0.0%	1.4%	13.4%	0.5%	0.4%	0.1%	0.0%	0.3%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

WB I 690
 Ramp to I 90
 Syracuse, New York
 Site C

Site Code: sitec wboff
 Station ID: 101095

Latitude: 0' 0.000 Undefined

WB Off Ramp	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	33	1	1	0	1	0	1	11	0	0	0	0	0	0	48
01:00	0	20	4	0	1	2	0	0	11	0	0	0	0	0	0	38
02:00	1	19	5	0	0	1	0	1	12	0	0	0	1	0	0	40
03:00	0	9	3	0	0	0	0	0	10	1	0	0	0	0	0	23
04:00	0	18	11	3	7	1	0	3	19	1	0	0	1	0	0	64
05:00	1	41	15	7	2	5	3	6	19	3	0	0	0	1	0	103
06:00	0	152	26	3	9	9	2	3	21	4	0	0	2	2	0	233
07:00	0	212	28	8	7	8	1	1	27	4	0	0	1	0	0	297
08:00	0	177	28	5	7	5	6	4	25	6	0	0	1	3	0	267
09:00	0	163	21	3	4	6	0	6	31	2	0	0	0	1	0	237
10:00	0	141	22	7	5	12	4	4	24	1	0	0	2	3	0	225
11:00	0	163	23	7	7	5	3	6	22	6	0	0	2	2	0	246
12 PM	0	169	28	8	3	7	2	6	34	10	0	0	1	4	0	272
13:00	0	181	32	4	3	3	2	4	36	10	0	0	0	3	0	278
14:00	1	202	31	3	4	7	1	4	19	2	0	0	1	1	0	276
15:00	1	259	48	3	6	6	4	3	30	1	0	0	0	2	0	363
16:00	3	300	44	3	4	3	0	9	21	2	0	0	1	5	0	395
17:00	0	274	47	0	5	7	0	6	16	2	0	0	0	4	0	361
18:00	0	148	20	4	6	3	1	6	18	1	0	0	0	1	0	208
19:00	0	131	10	3	4	5	0	1	24	1	0	0	0	2	0	181
20:00	0	79	9	2	0	1	0	2	27	1	0	0	0	1	0	122
21:00	0	62	12	1	2	1	0	2	21	1	0	0	0	0	0	102
22:00	1	38	7	1	2	1	0	1	23	1	0	0	0	0	0	75
23:00	1	23	3	3	0	3	0	0	19	0	0	0	0	0	0	52
Total	9	3014	478	79	88	102	29	79	520	60	0	0	13	35	0	4506
Percent	0.2%	66.9%	10.6%	1.8%	2.0%	2.3%	0.6%	1.8%	11.5%	1.3%	0.0%	0.0%	0.3%	0.8%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

WB I 690
 Ramp to I 90
 Syracuse, New York
 Site C

Site Code: sitec wboff
 Station ID: 101095

Latitude: 0' 0.000 Undefined

WB Off Ramp	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	21	0	0	0	1	0	0	16	0	0	0	0	0	0	38
01:00	0	5	2	0	2	1	0	0	20	0	0	0	0	0	0	30
02:00	1	4	2	1	1	1	0	0	25	2	0	0	0	0	0	37
03:00	0	6	1	1	1	0	0	2	14	0	0	0	0	1	0	26
04:00	0	12	7	4	2	2	0	4	26	0	0	0	0	1	0	58
05:00	0	31	17	6	2	4	3	7	28	4	0	0	0	1	0	103
06:00	1	129	27	3	6	4	2	5	43	7	0	0	2	2	0	231
07:00	0	217	20	11	6	4	3	3	34	1	0	0	0	0	0	299
08:00	0	170	26	3	3	7	6	2	34	5	0	0	0	2	0	258
09:00	0	146	13	2	6	9	5	4	39	4	0	0	2	2	0	232
10:00	1	112	23	8	6	7	3	2	31	5	0	0	0	1	0	199
11:00	2	131	19	5	6	11	1	3	44	4	0	0	4	0	0	230
12 PM	1	137	19	2	1	2	1	2	33	4	0	0	0	1	0	203
13:00	0	170	18	7	3	9	1	1	30	6	0	0	0	4	0	249
14:00	2	194	29	2	6	5	0	4	30	4	0	0	1	0	0	277
15:00	1	236	28	3	5	1	1	5	26	2	0	0	1	2	0	311
16:00	0	238	20	3	6	1	1	5	16	0	0	0	0	0	0	290
17:00	3	251	40	6	9	9	0	5	30	2	0	0	0	3	0	358
18:00	1	119	20	1	0	5	0	2	23	2	0	0	0	0	0	173
19:00	1	76	12	1	3	0	0	1	18	1	0	0	0	2	0	115
20:00	0	82	13	2	1	4	0	0	23	0	0	0	1	0	0	126
21:00	1	73	10	1	1	3	0	2	18	2	0	0	0	0	0	111
22:00	0	45	7	2	1	1	0	0	21	1	0	0	0	0	0	78
23:00	0	20	4	2	0	5	0	0	10	1	0	0	0	2	0	44
Total	15	2625	377	76	77	96	27	59	632	57	0	0	11	24	0	4076
Percent	0.4%	64.4%	9.2%	1.9%	1.9%	2.4%	0.7%	1.4%	15.5%	1.4%	0.0%	0.0%	0.3%	0.6%	0.0%	
Grand Total	24	5639	855	155	165	198	56	138	1152	117	0	0	24	59	0	8582
Percent	0.3%	65.7%	10.0%	1.8%	1.9%	2.3%	0.7%	1.6%	13.4%	1.4%	0.0%	0.0%	0.3%	0.7%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 90 Ramp
 to EB I 690
 Syracuse, New York
 Site D

Site Code: sited
 Station ID: 101408

Latitude: 0' 0.000 Undefined

EB	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	27	2	0	1	1	0	2	9	1	0	0	0	0	0	43
01:00	0	22	3	0	0	3	0	2	9	1	0	0	0	0	0	40
02:00	0	18	0	2	1	0	0	2	4	1	0	0	0	0	0	28
03:00	0	18	1	1	0	1	0	0	7	1	0	0	0	1	0	30
04:00	0	26	7	0	1	1	0	0	10	0	0	0	0	0	0	45
05:00	0	50	10	0	1	2	0	2	19	2	0	0	0	0	0	86
06:00	1	165	23	0	5	4	1	3	19	0	0	0	0	0	0	221
07:00	0	324	30	1	5	7	0	1	25	1	0	0	0	2	0	396
08:00	0	319	29	1	8	12	0	3	28	3	0	0	1	7	0	411
09:00	0	239	26	1	5	12	1	8	46	5	0	0	0	2	0	345
10:00	0	216	19	2	3	16	3	5	33	3	0	0	1	3	0	304
11:00	0	204	23	2	7	7	1	5	45	3	0	0	2	0	0	299
12 PM	0	219	19	0	8	10	2	5	33	1	0	0	1	0	0	298
13:00	0	239	20	0	7	16	1	9	34	3	0	1	0	3	0	333
14:00	1	249	12	2	14	10	1	2	32	1	0	0	1	0	0	325
15:00	1	355	29	2	12	12	0	11	34	2	0	0	0	3	0	461
16:00	0	392	46	3	7	7	2	5	33	3	1	0	0	5	0	504
17:00	0	419	27	3	8	11	0	8	37	0	0	0	0	4	0	517
18:00	0	252	19	4	7	0	0	6	41	1	0	0	0	2	0	332
19:00	0	154	8	2	4	5	0	5	27	0	0	0	0	1	0	206
20:00	0	105	6	0	2	3	0	4	20	0	2	0	0	0	0	142
21:00	0	110	6	1	3	4	0	1	30	0	2	0	0	0	0	157
22:00	0	68	6	0	0	2	0	2	25	0	0	0	0	0	0	103
23:00	0	41	4	1	0	3	0	1	9	2	0	0	0	0	0	61
Total	3	4231	375	28	109	149	12	92	609	34	5	1	6	33	0	5687
Percent	0.1%	74.4%	6.6%	0.5%	1.9%	2.6%	0.2%	1.6%	10.7%	0.6%	0.1%	0.0%	0.1%	0.6%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 90 Ramp
 to EB I 690
 Syracuse, New York
 Site D

Site Code: sited
 Station ID: 101408

Latitude: 0' 0.000 Undefined

EB	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	38	4	0	2	2	0	2	17	1	0	2	0	0	0	68
01:00	0	19	2	0	0	3	0	3	14	2	0	1	0	1	0	45
02:00	0	17	0	2	1	2	0	0	18	1	0	1	0	0	0	42
03:00	0	16	1	0	0	3	0	2	9	0	0	1	0	0	0	32
04:00	0	25	5	0	2	3	0	1	10	0	0	2	0	1	0	49
05:00	0	44	6	0	0	3	0	1	16	1	0	0	0	1	0	72
06:00	0	150	27	2	1	1	0	3	22	1	0	0	1	2	0	210
07:00	0	303	32	1	10	8	0	4	29	1	1	0	0	1	0	390
08:00	0	249	33	2	6	5	0	4	46	2	0	0	1	1	0	349
09:00	0	213	26	0	7	7	1	5	39	8	0	0	0	1	0	307
10:00	1	195	19	2	11	14	0	6	43	2	0	0	0	2	0	295
11:00	0	164	17	1	9	11	3	1	42	3	0	0	0	1	0	252
12 PM	0	199	16	2	12	16	1	5	35	6	0	1	4	4	0	301
13:00	2	210	15	1	9	10	0	2	36	4	0	0	1	3	0	293
14:00	1	252	15	3	7	11	0	6	41	2	0	0	0	1	0	339
15:00	0	277	29	1	9	6	1	10	31	3	0	1	0	4	0	372
16:00	0	431	39	0	9	15	3	17	45	2	0	1	0	4	0	566
17:00	2	456	29	2	5	6	0	13	31	1	1	1	0	3	0	550
18:00	1	252	17	0	4	8	0	2	35	0	0	1	0	2	0	322
19:00	1	163	7	0	4	6	0	5	23	2	0	0	0	1	0	212
20:00	0	147	11	0	3	3	0	4	31	0	0	0	0	0	0	199
21:00	0	101	6	0	2	4	0	2	19	0	4	0	0	0	0	138
22:00	1	76	8	0	2	5	0	2	23	4	0	0	0	0	0	121
23:00	0	56	2	0	1	1	0	4	17	0	0	1	0	2	0	84
Total	9	4053	366	19	116	153	9	104	672	46	6	13	7	35	0	5608
Percent	0.2%	72.3%	6.5%	0.3%	2.1%	2.7%	0.2%	1.9%	12.0%	0.8%	0.1%	0.2%	0.1%	0.6%	0.0%	
Grand Total	12	8284	741	47	225	302	21	196	1281	80	11	14	13	68	0	11295
Percent	0.1%	73.3%	6.6%	0.4%	2.0%	2.7%	0.2%	1.7%	11.3%	0.7%	0.1%	0.1%	0.1%	0.6%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81 NB Exit 16A
 to NB I 481
 Syracuse, New York
 Site E

Site Code: sitte e nbof
 Station ID: 101381

Latitude: 0' 0.000 Undefined

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41
01:00	0	24	3	0	0	0	0	0	2	0	0	0	0	0	0	29
02:00	0	24	1	1	2	0	0	0	1	0	0	0	0	0	0	29
03:00	0	6	1	1	0	0	0	1	2	0	0	0	0	0	0	11
04:00	0	7	2	1	1	0	0	1	1	0	0	0	0	0	0	13
05:00	0	12	3	0	0	0	0	1	4	0	0	0	0	0	0	20
06:00	0	31	5	0	1	0	0	0	2	0	0	0	0	0	0	39
07:00	0	64	7	0	0	0	0	0	4	0	0	0	0	0	0	75
08:00	0	96	13	3	3	0	0	2	3	0	0	0	0	0	0	120
09:00	0	178	29	1	3	0	0	0	5	0	0	0	0	1	0	217
10:00	0	227	28	2	4	0	0	1	7	0	0	0	0	1	0	270
11:00	0	295	40	1	0	0	0	2	7	1	0	0	0	2	0	348
12 PM	1	297	27	1	0	0	0	1	8	0	0	0	0	1	0	336
13:00	0	312	27	0	1	0	0	3	2	1	0	0	1	1	0	348
14:00	0	322	34	0	2	0	0	4	10	0	0	0	0	3	0	375
15:00	1	298	27	1	3	1	0	2	9	0	0	0	0	1	0	343
16:00	1	290	44	0	0	1	0	3	9	0	0	0	1	3	0	352
17:00	2	287	24	1	1	1	0	7	9	0	0	0	1	2	0	335
18:00	3	231	31	1	0	0	0	4	8	0	0	0	0	1	0	279
19:00	2	172	26	0	1	1	0	3	11	0	0	0	0	0	0	216
20:00	2	161	19	0	4	0	0	3	15	0	0	0	0	2	0	206
21:00	0	106	9	0	1	1	0	2	9	0	0	0	0	0	0	128
22:00	0	72	4	0	3	0	0	0	3	0	0	0	0	0	0	82
23:00	0	31	0	1	0	0	0	1	5	0	2	0	0	0	0	40
Total	12	3582	406	15	30	5	0	41	136	2	2	0	3	18	0	4252
Percent	0.3%	84.2%	9.5%	0.4%	0.7%	0.1%	0.0%	1.0%	3.2%	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

I 81 NB Exit 16A
 to NB I 481
 Syracuse, New York
 Site E

Site Code: sitte e nbof
 Station ID: 101381

Latitude: 0' 0.000 Undefined

NB	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	13	2	0	0	0	0	0	7	0	0	0	0	0	0	22
01:00	0	21	0	0	0	1	0	2	6	0	0	0	0	0	0	30
02:00	0	11	1	0	0	0	0	1	7	0	0	0	0	0	0	20
03:00	0	8	5	5	0	1	0	1	6	2	0	0	0	1	0	29
04:00	0	18	4	0	0	1	0	0	9	0	0	0	0	1	0	33
05:00	0	60	15	3	1	4	0	2	18	0	0	0	0	0	0	103
06:00	0	179	67	1	1	0	0	8	25	0	0	0	1	1	0	283
07:00	0	460	67	0	9	3	0	4	17	4	1	0	0	2	0	567
08:00	3	377	52	2	3	2	0	3	21	5	0	1	0	1	0	470
09:00	0	247	50	0	9	3	0	3	18	0	0	0	0	3	0	333
10:00	0	209	36	4	5	2	0	9	23	4	0	0	0	4	0	296
11:00	0	211	41	3	6	1	0	8	20	3	1	0	0	4	0	298
12 PM	1	236	41	3	6	7	0	1	29	7	1	0	0	4	0	336
13:00	1	240	48	3	8	2	2	7	18	0	3	0	1	3	0	336
14:00	0	257	71	9	16	6	0	7	22	8	1	0	0	3	0	400
15:00	0	322	59	3	10	3	0	9	23	8	0	0	0	3	0	440
16:00	0	364	71	3	7	0	0	11	29	5	0	0	0	1	0	491
17:00	1	316	49	1	4	2	0	9	29	2	1	0	1	1	0	416
18:00	4	217	38	1	1	5	0	4	16	3	1	0	0	0	0	290
19:00	0	134	10	1	6	1	0	3	15	0	3	0	0	1	0	174
20:00	0	92	18	0	3	0	0	0	13	1	2	0	0	0	0	129
21:00	0	91	6	0	1	1	0	0	13	1	1	0	0	1	0	115
22:00	0	51	6	1	0	0	0	1	13	0	5	0	0	0	0	77
23:00	0	32	5	0	0	2	0	5	9	0	2	0	0	0	0	55
Total	10	4166	762	43	96	47	2	98	406	53	22	1	3	34	0	5743
Percent	0.2%	72.5%	13.3%	0.7%	1.7%	0.8%	0.0%	1.7%	7.1%	0.9%	0.4%	0.0%	0.1%	0.6%	0.0%	
Grand Total	22	7748	1168	58	126	52	2	139	542	55	24	1	6	52	0	9995
Percent	0.2%	77.5%	11.7%	0.6%	1.3%	0.5%	0.0%	1.4%	5.4%	0.6%	0.2%	0.0%	0.1%	0.5%	0.0%	

The Traffic Group Inc.

9900 Franklin Square Dr. Suite H
 Baltimore, Maryland 21236
 800-583-8411

SB I 481 (Exit 1 to SB I 81)
 just past E. Brighton Overpass
 Syracuse, New York
 Site F

Site Code: Site f sbon
 Station ID: 101115

Latitude: 0' 0.000 Undefined

SB	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/12/10	0	8	2	0	2	0	0	1	1	0	1	0	0	1	0	16
01:00	0	4	4	1	0	1	0	0	2	0	2	1	0	0	0	15
02:00	0	11	3	0	2	0	0	0	5	0	0	0	0	0	0	21
03:00	0	6	5	0	2	0	0	0	2	0	2	0	0	0	0	17
04:00	0	18	11	1	0	1	0	3	13	6	0	0	0	1	0	54
05:00	0	26	38	0	8	1	0	1	14	3	1	0	0	1	0	93
06:00	0	97	52	2	26	2	0	3	16	1	0	0	0	4	0	203
07:00	1	243	87	6	29	2	0	9	18	0	0	0	0	1	0	396
08:00	0	163	104	6	30	0	0	10	28	5	1	0	1	1	0	349
09:00	0	119	72	9	26	2	0	4	30	1	2	1	0	2	0	268
10:00	0	131	79	3	17	2	0	6	24	0	1	0	0	1	0	264
11:00	0	147	80	6	20	2	1	7	28	4	0	0	0	0	0	295
12 PM	0	144	77	4	20	1	0	2	26	0	0	0	0	2	0	276
13:00	1	157	114	9	13	0	2	3	18	1	0	0	0	2	0	320
14:00	0	174	88	5	10	0	0	2	26	0	0	0	0	1	0	306
15:00	2	225	137	1	26	6	0	7	35	0	0	0	0	4	0	443
16:00	0	299	139	5	30	3	0	6	28	1	0	0	1	1	0	513
17:00	2	316	154	0	25	0	0	3	27	0	0	0	0	0	0	527
18:00	0	167	71	0	14	0	0	5	24	0	0	0	0	0	0	281
19:00	0	140	53	1	7	1	0	4	15	1	2	0	0	1	0	225
20:00	0	104	50	1	2	0	0	1	5	0	12	0	0	0	0	175
21:00	1	76	19	0	4	0	0	2	10	0	9	1	0	1	0	123
22:00	0	39	17	0	1	0	0	2	4	0	2	1	0	0	0	66
23:00	0	20	11	0	0	0	0	4	10	0	0	0	0	0	0	45
Total	7	2834	1467	60	314	24	3	85	409	23	35	4	2	24	0	5291
Percent	0.1%	53.6%	27.7%	1.1%	5.9%	0.5%	0.1%	1.6%	7.7%	0.4%	0.7%	0.1%	0.0%	0.5%	0.0%	

The Traffic Group Inc.

SB I 481 (Exit 1 to SB I 81)
just past E. Brighton Overpass
Syracuse, New York
Site F

9900 Franklin Square Dr. Suite H
Baltimore, Maryland 21236
800-583-8411

Site Code: Site f sbon
Station ID: 101115

Latitude: 0' 0.000 Undefined

SB	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
4/13/10	0	11	6	0	0	0	0	3	12	0	2	0	0	0	0	34
01:00	0	6	2	0	2	0	0	2	9	0	2	0	0	0	0	23
02:00	0	5	4	2	3	0	0	4	6	0	2	1	0	1	0	28
03:00	0	6	4	0	0	0	0	0	5	0	5	2	0	0	0	22
04:00	0	11	5	0	1	1	0	9	9	0	8	0	0	0	0	44
05:00	0	22	19	0	13	0	0	0	12	1	1	0	0	0	0	68
06:00	0	62	26	2	9	2	0	6	14	2	3	0	0	0	0	126
07:00	1	227	94	12	17	3	1	4	23	3	0	1	0	2	0	388
08:00	0	170	104	12	25	1	0	4	29	1	2	0	0	1	0	349
09:00	2	134	80	7	17	5	0	3	24	2	1	0	0	3	0	278
10:00	0	136	75	2	12	2	0	4	28	4	1	1	1	2	0	268
11:00	1	145	76	2	14	1	0	4	36	2	0	0	0	4	0	285
12 PM	0	141	82	5	14	4	0	3	29	2	0	0	0	4	0	284
13:00	1	148	85	5	11	1	0	7	27	3	0	1	0	0	0	289
14:00	1	183	97	6	13	1	1	4	18	1	0	0	0	4	0	329
15:00	3	250	148	3	22	2	0	3	32	1	0	0	0	1	0	465
16:00	3	349	193	7	33	1	0	5	30	0	0	0	0	2	0	623
17:00	1	351	165	3	19	0	0	3	24	1	0	0	0	0	0	567
18:00	2	212	88	2	14	2	0	3	16	0	1	0	0	0	0	340
19:00	2	155	73	3	7	0	0	3	14	0	0	0	0	2	0	259
20:00	0	93	47	3	4	0	0	2	19	3	15	0	0	0	0	186
21:00	0	88	41	1	4	0	0	6	12	0	4	1	0	0	0	157
22:00	0	53	13	0	2	0	0	3	14	0	2	1	0	0	0	88
23:00	0	23	5	0	1	0	0	6	6	0	1	0	0	0	0	42
Total	17	2981	1532	77	257	26	2	91	448	26	50	8	1	26	0	5542
Percent	0.3%	53.8%	27.6%	1.4%	4.6%	0.5%	0.0%	1.6%	8.1%	0.5%	0.9%	0.1%	0.0%	0.5%	0.0%	
Grand Total	24	5815	2999	137	571	50	5	176	857	49	85	12	3	50	0	10833
Percent	0.2%	53.7%	27.7%	1.3%	5.3%	0.5%	0.0%	1.6%	7.9%	0.5%	0.8%	0.1%	0.0%	0.5%	0.0%	

APPENDIX D

Digital Report

APPENDIX E

Hourly Capture Percentages

Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site A Northbound

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	174	18	205	27	83%	85%	67%
1:00	97	26	105	25	95%	92%	104%
2:00	84	17	100	26	80%	84%	65%
3:00	55	23	71	31	76%	77%	74%
4:00	81	29	105	37	77%	77%	78%
5:00	192	45	242	64	77%	79%	70%
6:00	426	92	516	126	81%	83%	73%
7:00	794	89	911	136	84%	87%	65%
8:00	718	111	828	160	84%	87%	69%
9:00	771	108	959	142	80%	80%	76%
10:00	782	108	942	137	82%	83%	79%
11:00	882	106	1034	143	84%	85%	74%
12:00	991	90	1143	123	85%	87%	73%
13:00	1046	90	1194	181	83%	88%	50%
14:00	1221	100	1437	169	82%	85%	59%
15:00	1946	86	2382	147	80%	82%	59%
16:00	2409	87	3016	137	79%	80%	64%
17:00	2463	93	3044	142	80%	81%	65%
18:00	1355	82	1593	113	84%	85%	73%
19:00	960	81	1104	109	86%	87%	74%
20:00	754	75	951	84	80%	79%	89%
21:00	645	47	725	72	87%	89%	65%
22:00	420	24	469	51	85%	90%	47%
23:00	281	32	365	53	75%	77%	60%
TOTAL	19547	1659	23441	2435	82%	83%	68%

The license plate capture rate was determined by calculating the number of analyzed license plates (after cleansing) each hour and dividing it by the number of vehicles recorded using the mechanical classification count.

You will notice a lower capture rate among Heavy Vehicles. This is a result of the vehicle not having a license plate or the license plate read due to placement, i.e. too far under trailer to be seen.

Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site A Southbound

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	66	11	75	26	76%	88%	42%
1:00	33	29	40	27	93%	83%	107%
2:00	58	12	58	19	91%	100%	63%
3:00	89	18	87	28	93%	102%	64%
4:00	243	16	256	34	89%	95%	47%
5:00	734	29	828	57	86%	89%	51%
6:00	2078	83	2297	116	90%	90%	72%
7:00	3239	105	3433	158	93%	94%	66%
8:00	2230	85	2273	134	96%	98%	63%
9:00	1352	110	1441	167	91%	94%	66%
10:00	1180	91	1259	161	90%	94%	57%
11:00	999	109	1110	137	89%	90%	80%
12:00	1125	89	1244	167	86%	90%	53%
13:00	1124	68	1178	135	91%	95%	50%
14:00	1103	77	1191	145	88%	93%	53%
15:00	1218	107	1319	187	88%	92%	57%
16:00	1183	95	1269	189	88%	93%	50%
17:00	1201	78	1286	134	90%	93%	58%
18:00	945	83	949	133	95%	100%	62%
19:00	734	85	762	133	92%	96%	64%
20:00	589	62	592	91	95%	99%	68%
21:00	416	42	413	66	96%	101%	64%
22:00	320	29	320	41	97%	100%	71%
23:00	149	32	154	37	95%	97%	86%
TOTAL	22408	1545	23834	2522	91%	94%	61%

The license plate capture rate was determined by calculating the number of analyzed license plates (after cleansing) each hour and dividing it by the number of vehicles recorded using the mechanical classification count.

You will notice a lower capture rate among Heavy Vehicles. This is a result of the vehicle not having a license plate or the license plate read due to placement, i.e. too far under trailer to be seen.

Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site B Northbound

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	92	56	92	83	85%	100%	67%
1:00	68	49	66	82	79%	103%	60%
2:00	39	43	44	70	72%	89%	61%
3:00	51	52	60	75	76%	85%	69%
4:00	115	41	103	85	83%	112%	48%
5:00	279	73	277	128	87%	101%	57%
6:00	876	114	914	166	92%	96%	69%
7:00	1599	121	1710	180	91%	94%	67%
8:00	1438	106	1494	169	93%	96%	63%
9:00	947	82	989	180	88%	96%	46%
10:00	837	68	914	149	85%	92%	46%
11:00	791	83	854	162	86%	93%	51%
12:00	786	82	873	165	84%	90%	50%
13:00	898	100	975	206	85%	92%	49%
14:00	892	141	959	244	86%	93%	58%
15:00	1019	123	1094	195	89%	93%	63%
16:00	1130	118	1165	215	90%	97%	55%
17:00	1063	117	1152	181	89%	92%	65%
18:00	807	105	880	139	89%	92%	76%
19:00	560	96	578	141	91%	97%	68%
20:00	456	87	472	124	91%	97%	70%
21:00	364	57	383	97	88%	95%	59%
22:00	420	62	428	99	91%	98%	63%
23:00	222	54	201	92	94%	110%	59%
TOTAL	15749	2030	16677	3427	88%	94%	59%

The license plate capture rate was determined by calculating the number of analyzed license plates (after cleansing) each hour and dividing it by the number of vehicles recorded using the mechanical classification count.

You will notice a lower capture rate among Heavy Vehicles. This is a result of the vehicle not having a license plate or the license plate read due to placement, i.e. too far under trailer to be seen.

Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site B Southbound

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	108	29	122	70	71%	89%	41%
1:00	38	24	45	55	62%	84%	44%
2:00	44	17	51	58	56%	86%	29%
3:00	56	16	63	52	63%	89%	31%
4:00	60	40	67	98	61%	90%	41%
5:00	182	41	218	98	71%	83%	42%
6:00	338	45	420	136	69%	80%	33%
7:00	719	76	881	162	76%	82%	47%
8:00	684	76	795	182	78%	86%	42%
9:00	693	128	758	193	86%	91%	66%
10:00	688	110	769	192	83%	89%	57%
11:00	762	92	822	175	86%	93%	53%
12:00	792	100	892	189	83%	89%	53%
13:00	786	73	872	159	83%	90%	46%
14:00	957	56	1085	139	83%	88%	40%
15:00	1235	60	1437	149	82%	86%	40%
16:00	1636	79	1866	190	83%	88%	42%
17:00	1585	66	1706	136	90%	93%	49%
18:00	899	49	1006	143	83%	89%	34%
19:00	648	45	766	114	79%	85%	39%
20:00	501	41	567	122	79%	88%	34%
21:00	393	37	457	113	75%	86%	33%
22:00	228	21	274	71	72%	83%	30%
23:00	147	21	170	66	71%	86%	32%
TOTAL	14179	1342	16109	3062	81%	88%	44%

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Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site C

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	22	18	21	17	105%	105%	106%
1:00	9	20	7	23	97%	129%	87%
2:00	8	22	7	30	81%	114%	73%
3:00	10	17	8	18	104%	125%	94%
4:00	19	32	20	38	88%	95%	84%
5:00	44	45	49	54	86%	90%	83%
6:00	157	62	159	72	95%	99%	86%
7:00	236	46	237	62	94%	100%	74%
8:00	185	50	198	60	91%	93%	83%
9:00	143	71	161	71	92%	89%	100%
10:00	127	46	137	62	87%	93%	74%
11:00	137	52	152	78	82%	90%	67%
12:00	144	31	158	45	86%	91%	69%
13:00	175	47	192	57	89%	91%	82%
14:00	210	39	225	52	90%	93%	75%
15:00	254	47	267	44	97%	95%	107%
16:00	250	25	258	32	95%	97%	78%
17:00	270	49	297	61	89%	91%	80%
18:00	120	24	140	33	83%	86%	73%
19:00	86	25	91	24	97%	95%	104%
20:00	88	35	95	31	98%	93%	113%
21:00	81	27	84	27	97%	96%	100%
22:00	53	18	52	26	91%	102%	69%
23:00	21	16	26	18	84%	81%	89%
TOTAL	2849	864	3041	1035	91%	94%	83%

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Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site D

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	39	28	42	26	99%	93%	108%
1:00	18	30	22	23	107%	82%	130%
2:00	15	21	17	25	86%	88%	84%
3:00	19	12	17	15	97%	112%	80%
4:00	26	15	31	18	84%	84%	83%
5:00	50	15	51	21	90%	98%	71%
6:00	158	40	179	31	94%	88%	129%
7:00	311	39	336	54	90%	93%	72%
8:00	267	58	283	66	93%	94%	88%
9:00	211	54	240	67	86%	88%	81%
10:00	200	60	217	78	88%	92%	77%
11:00	165	48	182	70	85%	91%	69%
12:00	201	62	219	82	87%	92%	76%
13:00	208	61	230	63	92%	90%	97%
14:00	256	55	269	70	92%	95%	79%
15:00	284	59	310	62	92%	92%	95%
16:00	442	73	474	92	91%	93%	79%
17:00	475	51	490	60	96%	97%	85%
18:00	241	51	272	50	91%	89%	102%
19:00	165	38	172	40	96%	96%	95%
20:00	152	30	158	41	91%	96%	73%
21:00	114	21	107	31	98%	107%	68%
22:00	77	29	85	36	88%	91%	81%
23:00	62	30	60	24	110%	103%	125%
TOTAL	4156	980	4463	1145	92%	93%	86%

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Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site E

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	11	12	15	7	105%	73%	171%
1:00	14	9	21	9	77%	67%	100%
2:00	6	8	12	8	70%	50%	100%
3:00	9	9	14	15	62%	64%	60%
4:00	19	8	23	10	82%	83%	80%
5:00	53	19	75	28	70%	71%	68%
6:00	196	20	247	36	76%	79%	56%
7:00	452	34	529	38	86%	85%	89%
8:00	459	34	433	37	105%	106%	92%
9:00	280	31	300	33	93%	93%	94%
10:00	239	25	249	47	89%	96%	53%
11:00	234	33	256	42	90%	91%	79%
12:00	252	27	282	54	83%	89%	50%
13:00	257	41	292	44	89%	88%	93%
14:00	284	52	331	69	84%	86%	75%
15:00	353	53	384	56	92%	92%	95%
16:00	455	78	436	55	109%	104%	142%
17:00	447	49	367	49	119%	122%	100%
18:00	265	36	259	31	104%	102%	116%
19:00	161	18	145	29	103%	111%	62%
20:00	127	11	110	19	107%	115%	58%
21:00	102	11	98	17	98%	104%	65%
22:00	89	14	57	20	134%	156%	70%
23:00	49	19	37	18	124%	132%	106%
TOTAL	4813	651	4972	771	95%	97%	84%

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Capture Rate Summary
Syracuse ALPR Project

Count Date: April 13, 2010

Site F

Peak Period

Time	ALPR - PV	ALPR - HV	Machine - PV	Machine - HV	Capture %	Capture % - PV	Capture % - HV
0:00	13	6	17	17	56%	76%	35%
1:00	10	5	8	15	65%	125%	33%
2:00	11	8	10	18	68%	110%	44%
3:00	5	7	10	12	55%	50%	58%
4:00	16	12	16	28	64%	100%	43%
5:00	38	8	41	27	68%	93%	30%
6:00	69	16	88	38	67%	78%	42%
7:00	261	29	324	64	75%	81%	45%
8:00	279	38	275	74	91%	101%	51%
9:00	191	29	219	59	79%	87%	49%
10:00	185	26	213	55	79%	87%	47%
11:00	193	32	226	59	79%	85%	54%
12:00	192	28	227	57	77%	85%	49%
13:00	205	35	234	55	83%	88%	64%
14:00	251	23	285	44	83%	88%	52%
15:00	341	27	402	63	79%	85%	43%
16:00	445	28	547	76	76%	81%	37%
17:00	353	20	517	50	66%	68%	40%
18:00	172	9	302	38	53%	57%	24%
19:00	163	13	232	27	68%	70%	48%
20:00	116	29	140	46	78%	83%	63%
21:00	99	15	129	28	73%	77%	54%
22:00	47	12	66	22	67%	71%	55%
23:00	19	7	28	14	62%	68%	50%
TOTAL	3674	462	4556	986	75%	81%	47%

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ROAD WORK NOTIFICATION REPORT

as of 04/12/10

Next Entry 96

DATE	ROUTE	LOCATION	POLICE (Y) WHY	TYPE	TIME	WORK	CONTACT	LOG #
03/19/10- 04/30/10	Rte 41SB	Under I-81 Bridge Polkville		Right lane closed	0700-1530 24/7	?	John Banewicz 607-745- 5014	37
02/04/10- 04/30/10	I-81 SB	West St off ramp		Left shoulder closed	24/7	Bridge Construction	Drew Fuller 952-7728	13
04/02/10- 05/06/10	I-81SB	Hastings Rest area on ramp to Canal bridge to north of Bartell Rd	Y-Monitor Speed	Reduced to one lane	0900-1700 Daily weekdays	Bridge rehab	John DeOrdio 427-5067	66
05/13/09- 05/31/10	I-81 NB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	255 (2009)
05/15/09- 05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	253 (2009)
06/17/09- 05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	455 (2009)
06/26/09- 05/31/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	498 (2009)
12/29/09- 06/01/10	I-690 WB	I-81 to West St off ramp	Y- Speed Enforcement	Travel lane width reduced- no shoulders	24/7	Retaining wall repair	Kurt Bower 433-1258	1073 (2009)

03/17/10-06/01/10	I-81 NB	Harrison St to Butternut St	Y- Speed Enforcement	Left Lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	29
03/20/10-06/01/10	I-81SB	Park St to I-690 EB off Ramp		Left lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	40
03/23/10-06/23/10	Rte 48 SB	Between 1 st and 3 rd St-Oswego		Reduced to one lane	0800-1500 24/7	Bridge Re-construction	Tom Munson	36
02/12/10-07/31/10	I-81 NB/SB	Butternut St		Right shoulder closed	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	17
01/04/10-08/25/10	I-81	Butternut St over I-81		CLOSED	0900-1600 24/7	Bridge Replacement	Drew Fuller 952-7728	5
03/22/10-09/30/10	Rte 930B NB (West St)	Ramp from West St NB to Erie Blvd WB		CLOSED	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	42
04/05/10-10/16/10	Rte 90 NB/SB	Just north of Lake Rd to south of Village of Aurora, Over Paines Creek Cayuga County		Single line alternating with Temp Traffic signal, Temp Ped bridge in place.	24/7	Bridge construction	James Harmon 404-0841	62
4/19/10-5/1/10	I-81SB	At Mattydale, Bridge over Rte 11	Y-Monitor speed	Reduced to one lane, Two lanes available at close of business each day	0630-1930	Install Stripping and temp concrete barriers	Travis Corr 315 263-2491	88
4/19/10-8/5/10	I-81SB	At Mattydale Bridge over Rte 11	Y-Monitor Speed	Reduced to two lanes	0630-1930	Bridge joint replacement	Travis Corr 315 263-2491	87
08/18/09-11/30/10	I-81 SB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Right lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	710 (2009)
11/05/09-11/30/10	I-81 NB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Left lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	982 (2009)

02/26/10- further notice	I-81 BN	Butternut St on ramp		CLOSED	24/7	Building demolition	Rob Smith 952-3800	56
		SHORT		TERM		CLOSURES		
04/09/10- 04/12/10	Rte 173 EB	Jamesville Rd		Right lane closed	24/7	Drainage Repair	Dan Heffernan 448-7307	86
04/12/10	I-81 NB	Bridge over Rte 80 Tully		Reduced to one lane	0800-1500	Survey Work	Sam Warner 677-3168	79
4/12/10	I-690 WB	From Crouse Ave to Hiawatha.	Y- Monitor speed	Reduced to two lanes, setup and removed daily	0900-1930	Trimming and reshaping shoulders	Travis Corr 315- 263-2491	89
04/05/10- 04/16/10	Rt 931B (State Fair Blvd)	Rte 297 (Bridge St) to Rte 695 ramp		Various lane closures	0630-1600 Daily	Resurfacing Operations	Tom Hood 454-0095	68 85
04/06/10- 04/16/10	Rte 173 EB	Jamesville Rd		Right Lane Closed	0700-1700 Daily	Drainage Repair	Dan Heffernan 448-7307	75
04/13/10	I-81 SB	@ X-31 (Bartell Rd)	Y-Monitor Speed	Reduced to one lane w/ brief traffic stoppages	0900-1700	Bridge Construction	John DeOrdio	90
04/13/10	I-81 NB	@ X-31 (Bartell Rd)	Y-Monitor Speed	Rolling road blocks w/brief traffic stoppages	0900-1700	Bridge Construction	John DeOrdio 676-2041	91
04/13/10	US-11 both directions	½ mile north and 1 mile south of Intersection Bailey Rd		Reduced to one lane travel	0700-1500	construction	Eric Sczerbanie wicz 451-1280	95
04/14/10	I-81 NB	Exit-31 (Bartell Rd)	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0700-1500	Bridge Construction	John DeOrdio 676-2041	92

04/15/10	I-81 SB	Exit-31 (Bartell Rd)	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0900-1700	Bridge Construction	John DeOrdio 676-2041	93
04/20/10	I-690 WB	X-7 Solvay to Rt 695 ramp		Right shoulder closed	0900-1500	Drainage Work	Mark Bush 672-8151	94
04/22/10	I-481 SB	Exit 3 (5/92)		Left two lanes closed	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770-3287	70
04/22/10	I-481 SB	South end at I-81		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	71
04/23/10	I-481NB	I-81 SB ramp-south of city		Alternating ramps lane restrictions	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770-3287	69
04/23/10	I-481 SB	Exit 3 (5/92)		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	72





ROAD WORK NOTIFICATION REPORT

as of 04/13/10

Next Entry 96

DATE	ROUTE	LOCATION	POLICE (Y) WHY	TYPE	TIME	WORK	CONTACT	LOG #
03/19/10- 04/30/10	Rte 41SB	Under I-81 Bridge Polkville		Right lane closed	0700-1530 24/7	?	John Banewicz 607-745- 5014	37
02/04/10- 04/30/10	I-81 SB	West St off ramp		Left shoulder closed	24/7	Bridge Construction	Drew Fuller 952-7728	13
04/19/10- 05/01/10	I-81SB	At Mattydale, Bridge over Rte 11	Y-Monitor speed	Reduced to one lane, Two lanes available at close of business each day	0630-1930	Install Stripping and temp concrete barriers	Travis Corr 263-2491	88
04/02/10- 05/06/10	I-81SB	Hastings Rest area on ramp to Canal bridge to north of Bartell Rd	Y-Monitor Speed	Reduced to one lane	0900-1700 Daily weekdays	Bridge rehab	John DeOrdio 427-5067	66
05/13/09- 05/31/10	I-81 NB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	255 (2009)
05/15/09- 05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	253 (2009)
06/17/09- 05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	455 (2009)
06/26/09- 05/31/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	498 (2009)

12/29/09-06/01/10	I-690 WB	I-81 to West St off ramp	Y- Speed Enforcement	Travel lane width reduced- no shoulders	24/7	Retaining wall repair	Kurt Bower 433-1258	1073 (2009)
03/17/10-06/01/10	I-81 NB	Harrison St to Butternut St	Y- Speed Enforcement	Left Lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	29
03/20/10-06/01/10	I-81SB	Park St to I-690 EB off Ramp		Left lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	40
03/23/10-06/23/10	Rte 48 SB	Between 1 st and 3 rd St-Oswego		Reduced to one lane	0800-1500 24/7	Bridge Re-construction	Tom Munson	36
02/12/10-07/31/10	I-81 NB/SB	Butternut St		Right shoulder closed	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	17
04/19/10-08/05/10	I-81SB	Rte 11- Mattydale	Y-Monitor Speed	Reduced to two lanes	0630-1930	Bridge joint replacement	Travis Corr 263-2491	87
01/04/10-08/25/10	I-81	Butternut St over I-81		CLOSED	0900-1600 24/7	Bridge Replacement	Drew Fuller 952-7728	5
03/22/10-09/30/10	Rte 930B NB (West St)	Ramp from West St NB to Erie Blvd WB		CLOSED	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	42
04/05/10-10/16/10	Rte 90 NB/SB	Just north of Lake Rd to south of Village of Aurora, Over Paines Creek Cayuga County		Single line alternating with Temp Traffic signal, Temp Ped bridge in place.	24/7	Bridge construction	James Harmon 404-0841	62
08/18/09-11/30/10	I-81 SB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Right lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	710 (2009)
11/05/09-11/30/10	I-81 NB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Left lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	982 (2009)

02/26/10- further notice	I-81 BN	Butternut St on ramp		CLOSED	24/7	Building demolition	Rob Smith 952-3800	56
		SHORT		TERM		CLOSURES		
04/12/10- 04/15/10	I-690 WB	Crouse Ave to Hiawatha Blvd.	Y-Monitor Speed	Reduced to two lanes	0900-1930 Daily	Shoulder work	Travis Corr 263-2491	89
04/05/10- 04/16/10	Rt 931B (State Fair Blvd)	Rte 297 (Bridge St) to Rte 695 ramp		Various lane closures	0630-1600 Daily	Resurfacing Operations	Tom Hood 454-0095	68 85
04/06/10- 04/16/10	Rte 173 EB	Jamesville Rd		Right Lane Closed	0700-1700 Daily	Drainage Repair	Dan Heffernan 448-7307	75
04/13/10	I-81 SB	Bartell Rd	Y-Monitor Speed	Reduced to one lane w/ brief traffic stoppage	0900-1700	Bridge Construction	John DeOrdio 427-5067	90
04/13/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Rolling road blocks w/brief traffic stoppage	0900-1700	Bridge Construction	John DeOrdio 427-5067	91
04/13/10	Rte 11 NB/SB	½ mile north and 1 mile south of Intersection Bailey Rd		Reduced to one lane	0700-1500	construction	Eric Sczerbanie wicz 451-1280	95
04/14/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0700-1500	Bridge Construction	John DeOrdio 427-5067	92
04/15/10	I-81 SB	Bartell Rd	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0900-1700	Bridge Construction	John DeOrdio 427-5067	93
04/20/10	I-690 WB	X-7 Solvay to Rte 695 ramp		Right shoulder closed	0900-1500	Drainage Work	Mark Bush 672-8151	94
04/22/10	I-481 SB	Exit 3 (5/92)		Left two lanes closed	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770- 3287	70

04/22/10	I-481 SB	South end at I-81		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	71
04/23/10	I-481NB	I-81 SB ramp-south of city		Alternating ramps lane restrictions	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770-3287	69
04/23/10	I-481 SB	Exit 3 (5/92)		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	72





ROAD WORK NOTIFICATION REPORT

as of 04/14/10

Next Entry 99

DATE	ROUTE	LOCATION	POLICE (Y) WHY	TYPE	TIME	WORK	CONTACT	LOG #
03/19/10- 04/30/10	Rte 41SB	Under I-81 Bridge Polkville		Right lane closed	0700-1530 24/7	?	John Banewicz 607-745- 5014	37
02/04/10- 04/30/10	I-81 SB	West St off ramp		Left shoulder closed	24/7	Bridge Construction	Drew Fuller 952-7728	13
04/16/10- 05/27/10	I-81 NB	X-9 to X-10 Cortland	Y-Speed Enforcement	Reduced to one lane	24/7	Bridge Repair	Rob Smith 952-3800	96
4/14/10- 4/30/10	I-81 NB/SB	Under Albany St. ½ mile north of Exit 12 Homer	Y-Speed Enforcement	Left lane with alternating to Right lane closure	0700-1530	Bridge Painting	Rob Smith 952-3800	97
04/19/10- 05/01/10	I-81SB	At Mattydale, Bridge over Rte 11	Y-Monitor speed	Reduced to one lane, Two lanes available at close of business each day	0630-1930	Install Stripping and temp concrete barriers	Travis Corr 263-2491	88
04/02/10- 05/06/10	I-81SB	Hastings Rest area on ramp to Canal bridge to north of Bartell Rd	Y-Monitor Speed	Reduced to one lane	0900-1700 Daily weekdays	Bridge rehab	John DeOrdio 427-5067	66
05/13/09- 05/31/10	I-81 NB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	255 (2009)
05/15/09- 05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Left lane closed	24/7	Bridge Replacement	John DeOrdio 427-5067	253 (2009)

06/17/09-05/31/10	I-81 SB	Bartell Rd	Y- Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	455 (2009)
06/26/09-05/31/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Right shoulder closed	0900-1600 24/7	Bridge Replacement	John DeOrdio 427-5067	498 (2009)
12/29/09-06/01/10	I-690 WB	I-81 to West St off ramp	Y- Speed Enforcement	Travel lane width reduced- no shoulders	24/7	Retaining wall repair	Kurt Bower 433-1258	1073 (2009)
03/17/10-06/01/10	I-81 NB	Harrison St to Butternut St	Y- Speed Enforcement	Left Lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	29
03/20/10-06/01/10	I-81SB	Park St to I-690 EB off Ramp		Left lane closed	0700-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	40
03/23/10-06/23/10	Rte 48 SB	Between 1 st and 3 rd St-Oswego		Reduced to one lane	0800-1500 24/7	Bridge Re-construction	Tom Munson	36
02/12/10-07/31/10	I-81 NB/SB	Butternut St		Right shoulder closed	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	17
04/19/10-08/05/10	I-81SB	Rte 11- Mattydale	Y-Monitor Speed	Reduced to two lanes	0630-1930	Bridge joint replacement	Travis Corr 263-2491	87
01/04/10-08/25/10	I-81	Butternut St over I-81		CLOSED	0900-1600 24/7	Bridge Replacement	Drew Fuller 952-7728	5
03/22/10-09/30/10	Rte 930B NB (West St)	Ramp from West St NB to Erie Blvd WB		CLOSED	0900-1630 24/7	Bridge Replacement	Drew Fuller 952-7728	42
04/05/10-10/16/10	Rte 90 NB/SB	Just north of Lake Rd to south of Village of Aurora, Over Paines Creek Cayuga County		Single line alternating with Temp Traffic signal, Temp Ped bridge in place.	24/7	Bridge construction	James Harmon 404-0841	62

08/18/09-11/30/10	I-81 SB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Right lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	710 (2009)
11/05/09-11/30/10	I-81 NB	Erie Canal-Oneida Lake bridge	Y- Monitor Speed	Left lane closed	24/7	Bridge rehab	John DeOrdio 427-5067	982 (2009)
02/26/10- further notice	I-81 BN	Butternut St on ramp		CLOSED	24/7	Building demolition	Rob Smith 952-3800	56
		SHORT		TERM		CLOSURES		
04/12/10-04/15/10	I-690 WB	Crouse Ave to Hiawatha Blvd.	Y-Monitor Speed	Reduced to two lanes	0900-1930 Daily	Shoulder work	Travis Corr 263-2491	89
04/05/10-04/16/10	Rt 931B (State Fair Blvd)	Rte 297 (Bridge St) to Rte 695 ramp		Various lane closures	0630-1600 Daily	Resurfacing Operations	Tom Hood 454-0095	68 85
04/06/10-04/16/10	Rte 173 EB	Jamesville Rd		Right Lane Closed	0700-1700 Daily	Drainage Repair	Dan Heffernan 448-7307	75
04/14/10	I-81 NB	Bartell Rd	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0700-1500	Bridge Construction	John DeOrdio 427-5067	92
04/15/10	I-81 SB	Bartell Rd	Y-Monitor Speed	Reduced to one lane for installation of steel diaphragms	0900-1700	Bridge Construction	John DeOrdio 427-5067	93
04/15/10	Rte 11 NB/SB	½ mile north and 1 mile south of Intersection Bailey Rd		Reduced to one lane	0700-1500	construction	Eric Sczerbaniewicz 451-1280	98
04/20/10	I-690 WB	X-7 Solvay to Rte 695 ramp		Right shoulder closed	0900-1500	Drainage Work	Mark Bush 672-8151	94
04/22/10	I-481 SB	Exit 3 (5/92)		Left two lanes closed	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770-3287	70

04/22/10	I-481 SB	South end at I-81		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	71
04/23/10	I-481NB	I-81 SB ramp-south of city		Alternating ramps lane restrictions	1200-1500	Overhead Sign Inspection	Bill Doughty 585-770-3287	69
04/23/10	I-481 SB	Exit 3 (5/92)		Right lane closed	0900-1200	Overhead Sign Inspection	Bill Doughty 585-770-3287	72