

Appendix C-6

Engineering Tables

Appendix C-6

C-6.1: Existing Non-Standard Features Table

C-6.2: Existing Non-Conforming Feature Table

C-6.3: Design Criteria Tables

C-6.4: Other Design Parameters

C-6.5: Existing Functional Classifications Table

C-6.6: Ownership and Maintenance Jurisdiction

C-6.7: In-Depth Bridge Inspections

C-6.8: Existing Bridges impacted by Viaduct Alternative

C-6.9: Potential Utility Conflicts – Viaduct Alternative

C-6.10: Existing Bridges Impacted by Community Grid Alternative

C-6.11: Potential Utility Conflicts - Community Grid Alternative

C-6.1: Existing Non-Standard Features Table

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
Viaduct Area (2)				
I-81 SB, E. Kennedy St. to MLK Jr., East	HSSD	60	570 ft.	350 ft.
I-81 NB, E. Kennedy St. to MLK Jr., East	HSSD	60	570 ft.	352 ft.
I-81 SB, E Raynor Ave. to E. Taylor St.	HSSD	60	570 ft.	425 ft.
I-81 NB, E Raynor Ave. to E. Taylor St.	HSSD	60	570 ft.	402 ft.
I-81 SB, E Taylor St. to Monroe St.	HSSD	60	570 ft.	552 ft.
I-81 SB, E Genesee St. to Townsend St.	HSSD	60	570 ft.	462 ft.
I-81 SB near Rose Ave	VSSD	60	570 ft.	536 ft.
I-81 NB near Van Buren St	VSSD	60	570 ft.	516 ft.
I-81 NB, I-81/I481 south interchange to Burt St.	Left SHLD Width	60	10 ft.	2.8 ft.
I-81 SB, I-81/I481 south interchange to Burt St.	Left SHLD Width	60	10 ft.	2.8 ft.
I-81 NB Burt St. to E. Genesee St	Left SHLD Width	60	4 ft.	3.2 ft.
I-81 SB, Burt St. to E Genesee St.	Left SHLD Width	60	4 ft.	2.8 ft.
I-81 SB at MLK, Jr. East	Right SHLD Width	60	10 ft.	2.5 ft.
I-81 NB at MLK, Jr. East	Right SHLD Width	60	10 ft.	3.0 ft.
I-81 SB, Railroad crossing to Burt St.	Right SHLD Width	60	10 ft.	2.1 ft.
I-81 NB Railroad crossing to Burt St.	Right SHLD Width	60	10 ft.	2.5 ft.
I-81 NB off-ramp to Adams St.	Right SHLD Width	40	6 ft.	1.6 ft.
I-81 SB on-ramp from Adams St.	Right SHLD Width	40	6 ft.	2.8 ft.
I-81 SB, Jackson St. to E Genesee St.	Right SHLD Width	60	10 ft.	2.2 ft.
I-81 NB, Jackson St. to E Genesee St.	Right SHLD Width	60	10 ft.	2.7 ft.
I-81 NB on-ramp from Harrison St	Left SHLD Width	40	4 ft.	1.9 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-81 NB on-ramp from Harrison St	Right SHLD Width	40	6 ft.	1.8 ft.
I-81 SB off-ramp to Harrison St	Right SHLD Width	40	6 ft.	1.8 ft.
I-81 NB near Van Buren St	Superelevation (8% Max)	60	5.8%	4.1%
I-81 SB near Van Buren St	Superelevation (8% Max)	60	5.8%	3.9%
I-81 NB near Dyer Ct	Superelevation (8% Max)	60	3.6%	2.1%
I-81 SB near Dyer Ct	Superelevation (8% Max)	60	3.6%	2.5%
I-81/I-690 Interchange Area (2)				
I-81 NB, E Fayette St to S Townsend St	Horizontal Curvature	60	1200 ft.	1134 ft.
I-81 SB, E Fayette St to S Townsend St	Horizontal Curvature	60	1200 ft.	1106 ft.
I-81 SB on-ramp from I-690 EB	Horizontal Curvature	40 (Ramp)	444 ft.	411 ft.
I-690 EB, E. Willow St. to State St.	Horizontal Curvature	60	1200 ft.	1150 ft.
I-81 SB, State St. to E Willow St.	Horizontal Curvature	60	1200 ft.	1092 ft.
I-81 NB, State St. to E Willow St.	Horizontal Curvature	60	1200 ft.	1054 ft.
I-81 SB, E. Willow St. to N. Salina St.	Horizontal Curvature	60	1200 ft.	1146 ft.
I-690 EB, N. Franklin St. to E. Willow St.	Horizontal Curvature	60	1200 ft.	1156 ft.
I-81 NB, E. Willow St. to N. Salina St.	Horizontal Curvature	60	1200 ft.	1130 ft.
I-690 WB, N Salina St to N Franklin St	HSSD	60	570 ft.	368 ft.
I-690 EB, N Clinton St to James St	HSSD	60	570 ft.	302 ft.
I-690 EB, E Willow St to James St	HSSD	60	570 ft.	337 ft.
I-690 EB, on-ramp from I-81 SB	HSSD	40 (Ramp)	305 ft.	257 ft.
I-690 EB, State St to Townsend St	HSSD	60	570 ft.	427 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-690 EB, ramp to I-81 SB	HSSD	40 (Ramp)	305 ft.	182 ft.
I-690 WB, near Almond St	HSSD	60	570 ft.	474 ft.
I-690 EB, on-ramp from I-81 NB	HSSD	40 (Ramp)	305 ft.	225 ft.
I-81 SB, on-ramp from I-690 WB near E. Fayette St	HSSD	40 (Ramp)	305 ft.	231 ft.
I-81 NB, E Fayette St to N State St	HSSD	60	570 ft.	280 ft.
I-81 SB, E Willow St to N State St	HSSD	60	570 ft.	264 ft.
I-81 NB, State St to E Willow St	HSSD	60	570 ft.	259 ft.
I-81 SB, Salina St to E Willow St	HSSD	60	570 ft.	474 ft.
I-81 NB, on-ramp from Pearl St	HSSD	30 (Ramp)	200 ft.	93 ft.
I-81 SB near James St	VSSD	60	570 ft.	516 ft.
I-81 NB near E Willow St	VSSD	60	570 ft.	538 ft.
I-81 SB near N Salina St	VSSD	60	570 ft.	565 ft.
I-690 EB near N McBride St	VSSD	60	570 ft.	524 ft.
I-81 NB, Genesee St to N Salina St	Left SHLD Width	60	4 ft.	3.2 ft.
I-81 SB, E Fayette St to N Salina St	Left SHLD Width	60	4 ft.	1.9 ft.
I-81 SB, Erie Blvd to Fayette St	Right SHLD Width	60	10 ft.	2.5 ft.
I-81 NB off-ramp to I-690 EB	Right SHLD Width	40	8 ft.	4.7 ft.
I-81 NB near E Fayette St	Right SHLD Width	60	10 ft.	4.9 ft.
I-81 NB, E Washington St to Townsend St.	Right SHLD Width	60	10 ft.	3.6 ft.
I-690 EB off-ramp to I-81 SB	Right SHLD Width	40	8 ft.	1.6 ft.
I-81 SB, Erie Blvd to James St	Right SHLD Width	60	10 ft.	2.3 ft.
I-81 NB, N State St to E. Willow St.	Right SHLD Width	60	10 ft.	1.8 ft.
I-81 SB near N Salina St.	Right SHLD Width	60	10 ft.	6.0 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-690 EB, N Franklin St. to State St.	Right SHLD Width	60	10 ft.	2.1 ft.
I-690 EB, West St. to State St.	Left SHLD Width	60	4 ft.	2.9 ft.
I-690 WB, E Willow St. to N Salina St.	Right SHLD Width	60	10 ft.	3.3 ft.
I-690 WB, West St. to State St.	Left SHLD Width	60	4 ft.	1.8 ft.
I-690 EB on-ramp from I-81 SB	Left SHLD Width	40	4 ft.	2.4 ft.
I-690 EB on-ramp from I-81 SB	Right SHLD Width	40	8 ft.	4.0 ft.
I-690 WB on-ramp from I-81 NB	Right SHLD Width	40	8 ft.	3.2 ft.
I-690 EB, N State St to Catherine St.	Left SHLD Width	60	4 ft.	2.3 ft.
I-690 EB, N State St to Catherine St.	Right SHLD Width	60	10 ft.	3.3 ft.
I-690 WB off-ramp to S Townsend St.	Right SHLD Width	40	6 ft.	3.3 ft.
I-81 NB, E Willow St. to Salina St.	Grade	60	4%	4.2%
I-81 SB, E. Willow St. to Salina St.	Grade	60	4%	4.4%
I-81 NB, Water St to E Fayette St	Superelevation (8% Max)	60	7.8%	5.0%
I-81 NB, E Fayette St to S Townsend St	Superelevation (8% Max)	60	8.0%	6.0%
I-81 NB off-ramp to I-690 EB	Superelevation (8% Max)	40 (Ramp)	8.0%	6.8%
I-81 SB, E Fayette St to S Townsend St	Superelevation (8% Max)	60	8.0%	6.1%
I-81 SB, State St. to E Willow St.	Superelevation (8% Max)	60	8.0%	5.4%
I-81 NB, State St. to E Willow St.	Superelevation (8% Max)	60	8.0%	5.8%
I-690 EB, N. Franklin St. to E. Willow St.	Superelevation (8% Max)	60	8.0%	6.2%

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-690 EB Clinton St to Salina St	Superelevation (8% Max)	60	8.0%	6.4%
I-690 WB over Salina and I-81	Superelevation (8% Max)	60	7.8%	5.6%
I-690 EB near State St to Willow St	Superelevation (8% Max)	60	8.0%	4.7%
I-690 WB near State to Willow St	Superelevation (8% Max)	60	7.2%	4.6%
I-690 WB near S Townsend St to McBride St	Superelevation (8% Max)	60	5.4%	3.9%
I-81 NB just south of N Salina St	Superelevation (8% Max)	60	8.0%	4.2%
I-81 SB just south of N Salina St	Superelevation (8% Max)	60	8.0%	4.1%
I-81 SB near Butternut St	Superelevation (8% Max)	60	7.9%	6.2%
I-690 EB to I-81 SB Connector Ramp	Superelevation (8% Max)	40 (Ramp)	8.0%	7.0%
I-81 NB to I-690 EB Connector Ramp	Superelevation (8% Max)	40 (Ramp)	7.8%	6.6%
I-690 WB to I-81 SB Connector Ramp	Superelevation (8% Max)	40 (Ramp)	7.8%	6.6%
I-81 Northern Segment (2)				
I-81 SB near Spencer St	Horizontal Curvature	60	1200 ft.	1167 ft.
I-81 NB on-ramp from State St	Horizontal Curvature	30 (Ramp)	214 ft	57 ft – 98 ft
I-81 NB on-ramp from Pearl St (northern leg)	Horizontal Curvature	30 (Ramp)	214 ft	90 ft
I-81 SB, N Clinton St to N Salina St	HSSD	60	570 ft.	328 ft.
I-81 NB, near N Salina St	HSSD	60	570 ft.	434 ft.
I-81 NB, near Butternut St	HSSD	60	570 ft.	401 ft.
I-81 NB, near Ash St	HSSD	60	570 ft.	411 ft.
I-81 SB, near Spencer St	HSSD	60	570 ft.	468 ft.
I-81 NB, near Spencer St	HSSD	60	570 ft.	311 ft.
I-81 SB, near Kirkpatrick St	HSSD	60	570 ft.	350 ft.
I-81 NB near Kirkpatrick St	HSSD	60	570 ft.	504 ft.
I-81 SB, near Court St	HSSD	60	570 ft.	467 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-81 NB, near Court St	HSSD	60	570 ft.	329 ft.
I-81 SB, north of Bear St	HSSD	60	570 ft.	315 ft.
I-81 NB, north of Bear St	HSSD	60	570 ft.	399 ft.
I-81 NB near Salt St	VSSD	60	570 ft.	484 ft.
I-81 SB near Genant Dr	VSSD	60	570 ft.	564 ft.
I-81 NB near E Division St	VSSD	60	570 ft.	550 ft.
I-81 NB, Salina St. to Hiawatha Blvd.	Left SHLD Width	60	10 ft.	3.0 ft.
I-81 SB, Salina St. to Hiawatha Blvd.	Left SHLD Width	60	10 ft.	3.4 ft.
I-81 SB near Hickory St.	Right SHLD Width	60	10 ft.	6.0 ft.
I-81 NB, Ash St to Spencer St	Right SHLD Width	60	10 ft.	6.9 ft.
I-81 NB near Bear St	Right SHLD Width	60	10 ft.	6.3 ft.
I-81 NB on-ramp from Pearl St.	Right SHLD Width	30 (Ramp)	6 ft.	0.7 ft.
I-81 NB near Kirkpatrick St	Superelevation (8% Max)	60	7.8%	7.0%
I-81 NB on-ramp from Pearl St. (Northern Leg)	Superelevation (8% Max)	30 (Ramp)	8.0%	3.8%
I-690/West St. Interchange Area (2)				
Erie Blvd. to West St. connector ramp	Horizontal Curve	20 (Ramp)	86 ft.	55 ft.
I-690 WB, off-ramp to S West St	HSSD	30 (Ramp)	200 ft.	159 ft.
I-690 WB, on-ramp from N West St	HSSD	30 (Ramp)	200 ft.	158 ft.
I-690 WB, at West St.	HSSD	60	570 ft.	409 ft.
I-690 EB, off-ramp to S West St	HSSD	30 (Ramp)	200 ft.	164 ft.
I-690 EB, off-ramp to Genesee St	HSSD	30 (Ramp)	200 ft.	103 ft.
Ramp spur from N West St to Herald Pl	HSSD	30 (Ramp)	200 ft.	171 ft.
I-690 EB near N Franklin St	VSSD	60	570 ft.	509 ft.
I-690 WB at Leavenworth Ave	Right SHLD Width	60	10 ft.	3.2 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-690 EB at Leavenworth Ave	Right SHLD Width	60	10 ft.	3.2 ft.
I-690 EB off-ramp to W Genesee St	Right SHLD Width	30 (Ramp)	6 ft.	1.2 ft.
I-690 WB, N Franklin St to Plum St.	Right SHLD Width	60	10 ft.	6.7 ft.
I-690 EB at Onondaga Creek	Right SHLD Width	60	10 ft.	7.0 ft.
I-690 WB on-ramp from N West St	Right SHLD Width	30 (Ramp)	6 ft.	2.3 ft.
S West St on-ramp from N Franklin St.	Right SHLD Width	30 (Ramp)	6 ft.	3.0 ft.
I-690 EB on-ramp from N West St.	Right SHLD Width	30 (Ramp)	6 ft.	3.3 ft.
I-690 WB off-ramp to S West St.	Right SHLD Width	30 (Ramp)	6 ft.	4.0 ft.
I-690 EB, Bear St. to West St. off-ramp	Left SHLD Width	60	10 ft.	7.5 ft.
I-690 WB, Bear St. to West St. on-ramp	Left SHLD Width	60	10 ft.	7.3 ft.
I-690 WB near Evans St	Superelevation (8% Max)	60	6.6%	4.4%
I-690 EB near Evans St	Superelevation (8% Max)	60	6.4%	4.2%
I-690 EB off-ramp to West St	Superelevation (8% Max)	30 (Ramp)	7.6%	9.1%
I-690 EB off-ramp to Genesee St	Superelevation (8% Max)	30 (Ramp)	7.8%	5.6%
I-690 EB on-ramp from West St	Superelevation (8% Max)	30 (Ramp)	8.0%	6.1%
I-690 WB off-ramp to West St	Superelevation (8% Max)	30 (Ramp)	7.2%	5.4%
I-690 WB on-ramp from West St	Superelevation (8% Max)	30 (Ramp)	7.2%	5.2%
Erie Blvd. to West St. connector ramp	Superelevation (4% Max)	20 (Ramp)	4.0%	1.5%

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-690 Eastern Segment (2)				
I-690 WB near N Beech St	HSSD	60	570 ft.	459 ft.
I-690 EB near N Beech St	HSSD	60	570 ft.	401 ft.
I-690 EB on-ramp from N McBride St.	Right SHLD Width	30 (Ramp)	6 ft.	2.5 ft.
I-690 W, State St. to Beech St.	Left SHLD Width	60	10 ft.	3.0 ft.
I-690 EB, State St. to Beech St.	Left SHLD Width	60	10 ft.	3.6 ft.
I-690 WB near Almond St	Superelevation (8% Max)	60	4.8%	3.0%
I-690 EB near Almond St	Superelevation (8% Max)	60	4.6%	3.4%
I-481 Corridor (2)				
I-81 NB near E Brighton Ave	Horizontal Curvature	70	1815 ft.	1572 ft.
I-481 SB near I-690 Interchange.	Horizontal Curvature	70	1815 ft.	1235 ft.
I-81 NB near E Brighton Ave	HSSD	70	730 ft.	389 ft.
I-481 NB at bridge over Route 5/92	Right SHLD Width	70	10 ft.	2.5 ft.
I-481 NB at bridge over Route 5/92	Left SHLD Width	70	4 ft.	2.5 ft.
I-481 SB at bridge over Route 5/92	Right SHLD Width	70	10 ft.	2.5 ft.
I-481 SB at bridge over Route 5/92	Left SHLD Width	70	10 ft.	5 ft.
I-481 NB, WB Route 5/92 On-Ramp gore to Kinne Road	Left SHLD Width	70	10 ft.	5 ft.
I-481 SB, Route 5/92 to Kinne Road	Left SHLD Width	70	10 ft.	5 ft.
I-81 SB near Church St (North I-481 Interchange)	Right SHLD Width	70	10 ft.	4.1 ft.
I-81 NB near Church St (North I-481 Interchange)	Right SHLD Width	70	10 ft.	3.3 ft.
I-81 NB, Church St to S. Bay Road (North I-481 Interchange)	Left SHLD Width	70	10 ft.	4.1 ft.

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-81 SB, Church St to S. Bay Road (North I-481 Interchange)	Left SHLD Width	70	10 ft.	3.6 ft.
I-81 NB near E Seneca Turnpike (South I-481 Interchange)	Right SHLD Width	70	10 ft.	8.8 ft.
I-81 SB near E Seneca Turnpike (South I-481 Interchange)	Right SHLD Width	70	10 ft.	6.2 ft.
I-81 SB near E Glen Ave (South I-481 Interchange)	Right SHLD Width	70	10 ft.	6.8 ft.
I-81 NB near E Glen Ave (South I-481 Interchange)	Right SHLD Width	70	10 ft.	5.6 ft.
I-81 NB near E Seneca Turnpike (South Interchange)	Grade	70	4%	4.8%
SR-481 NB near S Bay Rd (North Study Area)	Superelevation (8% Max)	70	8.0%	5.3%
SR-481 SB near S Bay Rd (North Study Area)	Superelevation (8% Max)	70	8.0%	4.4%
SR-481 NB on-ramp from I-81 SB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	7.8%	4.6%
I-481 NB off-ramp to I-81 NB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	6.0%	4.2%
I-481 SB on-ramp from I-81 NB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	6.0%	3.8%
I-81 NB off-ramp to I-481 SB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	7.4%	5.1%
I-481 SB off-ramp to I-81 NB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	7.0%	4.8%
I-81 NB off-ramp to I-481 NB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	6.4%	5.8%
I-81 NB on-ramp from I-481 SB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	7.2%	5.6%
I-81 SB off-ramp to I-481 SB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	7.0%	5.4%
I-481 SB on-ramp from I-81 SB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	6.4%	5.0%
I-481 NB off-ramp to I-81 SB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	7.0%	6.1%

Appendix C-6

Table C-6.1
Existing Nonstandard Features

Location	Critical Design Element (1)	Design Speed (mph)	Design Standard	Existing Condition
I-81 SB on-ramp from I-481 NB (North Study Area)	Superelevation (8% Max)	25 (Ramp)	7.0%	6.1%
I-81 SB on-ramp from SR-481 SB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	6.6%	5.4%
SR-481 SB off-ramp to I-81 SB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	8.0%	5.2%
I-81 SB off-ramp to SR-481 NB (North Study Area)	Superelevation (8% Max)	40 (Ramp)	6.6%	6.1%
I-81 NB near Tuller Rd (North Study Area)	Superelevation (8% Max)	70	6.2%	5.1%
I-81 SB near Tuller Rd (North Study Area)	Superelevation (8% Max)	70	6.6%	5.2%
I-81 NB near E Glen Ave (South Study Area)	Superelevation (8% Max)	70	7.2%	4.1%
Notes: 1. The following abbreviations are used: HHSD – Horizontal Stopping Sight Distance VSSD – Vertical Stopping Sight Distance for crest vertical curves. Headlight sight distance for sag vertical curves is not included. SHLD – Shoulder 2. For the purposes of Table C-6.1 , the Highway Segments are generally described as follows: —I-81 Viaduct Area is the I-81 highway segment between MLK. Jr., East and Genesee Street. —I-81/I-690 interchange includes I-81 between Genesee Street and Butternut Street and I-690 between Franklin Street and Almond Street —I-81 Northern Segment is the I-81 highway section between Butternut Street and Hiawatha Boulevard —I-690/West Street Interchange Area is the I-690 highway section between Leavenworth Avenue and Franklin Street —I-690 Eastern Segment is the I-690 highway section between Catherine Street and Lodi Street —The I-481 Corridor includes the I-481 North, South and East Study Areas.				

C-6.2: Existing Non-Conforming Feature Table

Appendix C-6

Table C.6.2
Existing Non-Conforming Features (1)

Location	Design Element	Recommended Design Standard (feet)	Existing Condition (feet)
Viaduct Area (2)			
I-81, MLK, Jr. East to E. Genesee St.	Median Width	10	8
I-81/I-690 Interchange Area (2)			
NB I-81, Almond St. on-ramp to EB I-690 off-ramp	Ramp Spacing	1600	725
NB I-81, WB I-690 on-ramp to Pearl St. on-ramp	Ramp Spacing	800	45
SB I-81, EB I-690 on-ramp to Almond St./ Harrison St. off-ramp	Ramp Spacing	1600	1175
NB I-81, on-ramp merge between Pearl St. NB & SB ramp spurs	Ramp Spacing	600	250
I-81 SB, off-ramp split from N Clinton St. to N. Salina St.	Ramp Spacing	600	300
SB I-81, on-ramp from EB I-690	Ramp Lane Length	420	150
NB I-81, on-ramp from Pearl St	Ramp Lane Length	910	362
I-81 Northern Segment Area (2)			
SB I-81, Genant Dr. on-ramp to Butternut St. off-ramp	Ramp Spacing	1000	650
SB I-81, Butternut St. off-ramp to Clinton St./ Salina St. off-ramp	Ramp Spacing	1000	450
NB I-81, on-ramp merge between N State St. & Butternut St.	Ramp Spacing	600	350
SB Onondaga Lake Parkway Ramp, Hiawatha Blvd. (Right) off-ramp to SB I-81 (Left) off-ramp	Ramp Spacing	800	360
SB Onondaga Lake Parkway Ramp, SB I-81 on-ramp to Hiawatha Boulevard off-ramp	Ramp Spacing	1600	980
NB I-81, on-ramp from Butternut St./ N State St.	Ramp Lane Length	910	432
SB I-81, on-ramp from Bear St	Ramp Lane Length	637	603
I-690 / West Street Area (2)			
I-690 WB, NB I-81 (Left) on-ramp to West St. (Right) off-ramp	Ramp Spacing	1600	1074
I-690 EB, off-ramp split to W. Genesee St. and West St.	Ramp Spacing	600	525
I-690 Eastern Segment Area (2)			
EB I-690, N. Crouse Ave. to Beech St.	Median Width	10	9
I-481 Corridor Area (2)			
NB I-81, SB I-481 on-ramp to NB I-481 off-ramp (North Study Area)	Ramp Spacing	2000	640
SB I-81, NB I-481 on-ramp to SB I-481 off-ramp (North Study Area)	Ramp Spacing	2000	975

Table C.6.2
Existing Non-Conforming Features (1)

Location	Design Element	Recommended Design Standard (feet)	Existing Condition (feet)
SB I-81, S Salina St. on-ramp (right) to NB I-481 off-ramp (Left) (South Study Area)	Ramp Spacing	1600	1561
Notes: 1. Table includes a listing of existing geometric non-conforming design features. Additionally, highways and streets with Levels of Service (LOS) = E or worse, would be considered non-conforming, and are documented in Chapter 5 . 2. For the purposes of Table C.6.2 , the Highway Segments are generally described as per Note 1 in Table C.6.1			

C-6.3: Design Criteria Tables

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3A

DESIGN CRITERIA FOR I-81, VIADUCT ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		I-81, I-481 south interchange to Hiawatha Blvd.		Functional Classification:	Urban Principal Arterial - Interstate
Project Type:		Reconstruction		Design Classification:	Interstate
% Trucks:		13%		Terrain:	Rolling
ADT (2050):		134,500		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	60 mph (1)	Posted 45 and 55 mph (2)	60 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	10 ft. 4 ft. 10 ft.	2-4ft.* 2-4ft.* 2-4ft.*	7 ft. (3,7) * 4 ft. (3) 7 ft. (7) *	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	4 %	4%	HDM § 2.7.1.1.G Exhibit 2-2
5	Horizontal Curve Radius (Min. Radius)	1200 ft. @ 8%	1054 ft.*	1333 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	5.4% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	570 ft.	259 ft.*	426 ft. * (4)	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	14 ft. Min. (5, 6) 14.5 ft. Desired	14 ft. (Min.)	14.5 ft. Min. (5, 6)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 60 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- I-81 is posted 55 mph between southern I-81/I-481 interchange and Adams Street, then posted 45 mph between Adams Street and Butternut Street, then 55 mph between Butternut Street and Hiawatha Boulevard.
- On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
- Proposed Horizontal Stopping Sight Distance is non-standard along four curves in the I-81/I-690 interchange area (See Non-Standard Feature Justification Forms in **Appendix A-3**). All other locations meet design criteria of 570 feet minimum.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- 16-ft clearance exemption. I-481 is the designated 16-ft route.
- A 10-ft. left side shoulder and 10-ft. right side shoulder to be provided in sections with 3 or more lanes, except at two locations between Butternut Street and Spencer Street. See Non-Standard Justification form in Appendix A-3 for more information.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3B

DESIGN CRITERIA FOR I-690, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		I-690, Leavenworth Ave. to Beech Street		Functional Classification:	Urban Principal Arterial - Interstate
Project Type:		Reconstruction		Design Classification:	Interstate
% Trucks:		9%		Terrain:	Rolling
ADT (2050):		111,900(V), 127,400 (CG)-		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	60 mph (1)	Posted 45 and 55 mph (2)	60 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	10 ft. 4 ft. 10 ft.	3.2 ft.* 1.8 ft.* 4 ft.*	10 ft. (3) 4 ft. (3) 4 ft. (7) *	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	4%	4%	HDM § 2.7.1.1.G Exhibit 2-2
5	Horizontal Curve Radius (Min. Radius)	1200 ft. @ 8%	1156 ft.*	1333 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	6.2% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	570 ft.	302 ft.*	509 ft. * (4)	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	14 ft. Min. (5, 6) 14.5 ft. Desired	14 ft. (Min.)	14.5 ft. Min. (5, 6)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope Pavement (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 60 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- I-690 is posted 55 mph between western project limit to West Street interchange, then posted 45 mph between West Street interchange and Lodi Street, then 55 mph from Lodi Street to eastern project limit.
- On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
- Proposed Horizontal Stopping Sight Distance is non-standard along one curve in the I-81/I-690 interchange area for the Viaduct Alternative (See Non-Standard Feature Justification Forms). All other locations meet design criteria of 570 feet minimum.
- 16-ft clearance exemption. I-481 is the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- A 10-ft. left side shoulder is to be provided under the Community Grid Alternative and for the eastern section (I-81 to Lodi Street) under the Viaduct Alternative. A non-standard left side shoulder is recommended to be retained along the western section of I-690, between Leavenworth Avenue and West Street, under the Viaduct Alternative. Refer to the Non-Standard Justification form in **Appendix A-3** for more information.

APPENDIX C-6
DESIGN CRITERIA TABLES

TABLE C.6.3C

DESIGN CRITERIA FOR BL 81 NORTHERN SEGMENT, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Business Loop 81 (Former I-81) Northern Segment, Butternut St. to Hiawatha Boulevard		Functional Classification:	Urban Principal Arterial – Other Freeway/Expressway
Project Type:		Reconstruction		Design Classification:	Freeway/Expressway
% Trucks:		9%		Terrain:	Rolling
ADT (2050):		114,300		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	60 mph (1)	Posted 45 and 55 mph (2)	60 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	11-12 ft.*	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	10 ft. 4 ft. 10 ft.	6 ft.* 4 ft. 4 ft. *	7 ft. (3, 6) * 4 ft. (3) 7 ft. (6) *	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	4%	4%	HDM § 2.7.1.1.G Exhibit 2-2
5	Horizontal Curve Radius (Min. Radius)	1200 ft. @ 8%	1167 ft.*	1333 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	7.8%	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	570 ft.	311 ft.*	570 ft.	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	14 ft. Min. (4, 5) 14.5 ft. Desired	14 ft. (Min.)	14.5 ft. Min. (4, 5)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 60 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Existing I-81 is posted 45 mph between I-690 and Butternut Street, then 55 mph between Butternut Street and Hiawatha Boulevard.
- On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
- 16-ft clearance exemption. New I-81 is the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- A 10-ft. left side shoulder and 10-ft. right side shoulder is to be provided in sections with 3 or more lanes, except at two locations between Butternut Street and Spencer Street. See Non-Standard Justification form in **Appendix A-3** for more information.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3D1

DESIGN CRITERIA – NEW I-81 (FORMER I-481), COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Re-designated I-81 (Former I-481)		Functional Classification:	Urban Principal Arterial – Other Freeway/Expressway
Project Type:		Reconstruction		Design Classification:	Freeway/Expressway
% Trucks:		6%		Terrain:	Rolling
ADT (2050):		56,800		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	70 mph (1)	Posted 65 mph (2)	70 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	10 ft. 4 ft. 10 ft.	2.5 ft.* (3) 2.5 ft.* (3) 5 ft. * (3)	2.5 ft.* (3, 4) 2.5 ft.* (3, 4) 5 ft.* (3, 4, 5)	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	5.0%*	4%	HDM § 2.7.1.1.G Exhibit 2-2,
5	Horizontal Curve Radius (Min. Radius)	1815 ft. @ 8%	1572 ft.*	1912 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	4.1% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	730 ft.	389 ft.*	524 ft. * (6)	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	16 ft. Min. (7) 16.5 ft. Desired	16 ft. (Min.)	16.5 ft. Min. (7)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	H20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 70 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Posted 55 mph between southern project limit and Rock Cut Road interchange on existing I-481, then posted 65 mph between Rock Cut Road interchange to northern project limit.
- All shoulders meet the design standard except for the existing left and right shoulders on both the existing NB and SB I-481 bridge over Route 5/92 (see Non-Standard Feature Justification Forms in **Appendix A-3**).
- On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
- There is no qualifying 3-lane section in the South Study Area or in the East Study Area between I-690 and I-90 (the 3-lane sections between I-690 and I-90 are due to auxiliary lanes which are less than 1-mile long). There are qualifying 3-lane segments in the East Study Area (between Route 5/92 and Kinne Road) and in the North Study Area, where 10-foot median side shoulders are provided in accordance with the design criteria.
- Proposed Horizontal Stopping Sight Distance is non-standard along two curves in the south interchange area and one curve in the north interchange area (See Non-Standard Feature Justification Forms). All other locations meet design criteria of 730 feet minimum.
- New I-81 is the designated 16-ft route. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3D2

DESIGN CRITERIA – BL 81 and NY 481 AT NORTH INTERCHANGE, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		BL 81 and NY-481 at North ern Interchange		Functional Classification:	Urban Principal Arterial – Other Freeway/Expressway
Project Type:		Reconstruction		Design Classification:	Freeway/Expressway
% Trucks:		6%		Terrain:	Rolling
ADT (2050):		56,800		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	70 mph (1)	Posted 65 mph	70 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.) Right Left (2-lanes per direction) Left (3-lanes per direction)	10 ft. 4 ft. 10 ft.	10 ft. 4 ft. 4 ft. *	10 ft. (2) 4 ft. (2) 10 ft. (2)	HDM § 2.7.1.1.C Exhibit 2-2
4	Grade (Max.)	4%	5.0%*	4%	HDM § 2.7.1.1.G Exhibit 2-2,
5	Horizontal Curve Radius (Min. Radius)	1815 ft. @ 8%	1572 ft.*	2712 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	4.1% *	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	730 ft.	> 730 ft.	> 730 ft.	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	16 ft. Min. (3, 4) 16.5 ft. Desired	16 ft. (Min.)	16.5 ft. Min. (3, 4)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	H20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 70 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- On inside of horizontal curves, the proposed shoulder width varies to 12 feet maximum to meet Horizontal Stopping Sight Distance criteria.
- In addition to New I-81 being on the designated 16-ft clearance route, the section of BL 81, between I-90 and the northern limit (North Interchange) is also on the designated 16-ft clearance route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3E

DESIGN CRITERIA, INTERSTATE DIRECT CONNECTOR RAMPS, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Interstate Direct Connector Ramps (1)		Functional Classification:	Urban Principal Arterial - Interstate
Project Type:		Reconstruction		Design Classification:	Ramp (Direct Connection) (2)
% Trucks:		Varies		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING (4) CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	40 mph (3)	40 mph	40 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.)	16 ft. (1 lane) for R=485 ft. 15 ft. (1 lane) for R>500 ft. (5)	16 ft.	16 ft. (1 lane) for R=485 15 ft. (1 lane) for R>500 (5)	HDM § 2.7.5.3.B Exhibit 2-9
3	Shoulder Width (Min.) Right Left	6 ft. 4 ft.	5 ft.* 9 ft.	Varies 8-14 ft. (6, 7) 4 ft. (7)	HDM § 2.7.5.3.C Exhibit 2-10a
4	Grade (Max.)	6%	1.5%	6%	HDM § 2.7.5.3.G Exhibit 2-10a
5	Horizontal Curve Radius (Min. Radius)	444 ft. @ 8%	411 ft. *	485 ft. Min.	HDM § 2.7.5.3.D Exhibit 2-10a
6	Superelevation	8%	7.0% *	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	305 ft.	225 ft.*	305 ft.	HDM § 2.7.5.3.F Exhibit 2-10a
8	Vertical Clearance	14 ft. Min. (8, 9) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (8, 9)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature
Notes

- This table applies to five ramps under the Viaduct Alternative (SB I-81 to WB I-690, EB I-690 to NB I-81, EB I-690 to SB I-81, NB I-81 to EB I-690 and WB I-690 to SB I-81) and one connector ramp under the Community Grid Alternative, SB BL-81 to EB I-690.
- Ramp to be designed with provision for passing a WB-67 stalled vehicle (Case IIC).
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 40 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Existing values based on existing NB I-81 to EB I-690 connector ramp.
- Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
- On inside of curves, the proposed shoulder width varies from 8 feet to 14 feet maximum to meet HSSD criteria along the horizontal curve and to match abutting highway shoulders on the SB I-81 to WB I-690 ramp and to accommodate higher speed transition areas abutting the EB I-690 to NB I-81 ramp and the EB I-690 to SB I-81 ramp.
- Under the Viaduct Alternative, two of the ramps (eastbound I-690 to northbound I-81 ramp and the westbound I-690 to southbound I-81 ramp), the left and right shoulder widths are reversed per AASHTO 10.9.6 to provide horizontal sight distance.
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) is the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3F

DESIGN CRITERIA, INTERSTATE DIRECT CONNECTOR RAMPS, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Interstate Direct Connector Ramps (1)		Functional Classification:	Urban Principal Arterial - Interstate
Project Type:		Reconstruction		Design Classification:	Ramp (Direct Connection) (2)
% Trucks:		Varies		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	45 mph (3)	45 mph	45 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.)	12 ft. (1 lane) for R > 1000 ft. (4)	15 ft.	12 ft. (1 lane) for R > 1000 ft. (4)	HDM § 2.7.5.3.B, Exhibit 2-9
3	Shoulder Width (Min.) Right Left	8 ft. 4 ft.	3 ft.* 2 ft.*	8 ft. Min. & varies (5, 6) 4 ft. Min. & varies (5, 6)	HDM § 2.7.5.3.C Exhibit 2-10a, Note 2
4	Grade (Max.)	5%	3.9%	5%	HDM § 2.7.5.3.G Exhibit 2-10a
5	Horizontal Curve Radius (Min. Radius)	587 ft. @ 8%	411 ft. & Varies*	1000 ft. Min.	HDM § 2.7.5.3.D Exhibit 2-10a
6	Superelevation	8%	7.0% *	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	360 ft.	180 ft. & Varies*	360 ft.	HDM § 2.7.5.3.F Exhibit 2-10a
8	Vertical Clearance	14 ft. Min. (7, 8) 14.5 ft. Desired	14 ft.	14.5 ft. Min. (7, 8)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%-	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

1. This table applies to three connector ramps under the Viaduct Alternative (SB I-81 to EB I-690, NB I-81 to WB I-690 and WB I-690 to NB I-81) and one ramp under the Community Grid Alternative (WB I-690 to NB BL-81).
2. Ramp to be designed with provision for passing a WB-67 stalled vehicle (Case IIC).
3. The Regional Traffic Engineer has concurred that the use of a Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
4. Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
5. On inside of curves, the proposed shoulder width varies up to a maximum of 12 feet to meet HSSD criteria along the horizontal curve and to match abutting highway shoulders.
6. Under the Viaduct Alternative, two of the ramps (northbound I-81 to westbound I-690 ramp and the southbound I-81 to eastbound I-690 ramp), the left and right shoulder widths are reversed per AASHTO 10.9.6 to provide horizontal sight distance.
7. 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) is the designated 16-ft route.
8. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft. greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3G

DESIGN CRITERIA FOR DIAGONAL RAMPS, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Interstate/Freeway Diagonal Ramps (1)		Functional Classification:	Urban Principal Arterial – Interstate or Other Freeway
Project Type:		Reconstruction		Design Classification:	Ramp (Diagonal) (1)
% Trucks:		Varies		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	30 mph (2)	30 mph	30 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.) (3, 4) Turn Lane	12 ft. (1 lane) R>1000 ft., Tangent 16 ft. (1 lane) R=200 ft-499 ft. 17 ft. (1 lane) R=150 ft-199 ft. 33 ft. (2 lane) R=150 ft-199 ft. 12 ft.	12 ft.	12 ft. (1 lane) R>1000 ft., Tangent 16 ft. (1 lane) R=200 ft-499 ft. 17 ft. (1 lane) R=150 ft-199 ft. 33 ft. (2 lane) R=150 ft-199 ft. 12 ft.	HDM § 2.7.5.3.B Exhibit 2.9.
3	Shoulder Width (Min.) Right Left 2 Lane Ramp	6 ft. (1 lane ramp) 4 ft. (1 lane ramp) Add 2 ft. for curb section	1ft & Varies*	6 ft. 4 ft. Add 2 ft. for curb section	HDM § 2.7.5.3.C Exhibit 2-10a
4	Grade (Max.)	7%	7%	7%	HDM § 2.7.5.3.G Exhibit 2-10
5	Horizontal Curve Radius (Min. Radius)	214 ft. @ 8%	57 ft. *	158 ft. * (5)	HDM § 2.7.5.3.D Exhibit 2-10
6	Superelevation	8%	3.8% *	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	200 ft.	160 ft. & Varies*	135 ft. *	HDM § 2.7.5.3.F Exhibit 2-10
8	Vertical Clearance	14 ft. Min. (6, 7) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (6, 7)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18 (8)	At Ramp Terminal	Complies with PROWAG and HDM Chapter 18 (8)	HDM § 2.7.5.3.K

* Nonstandard feature

Note

- Table applies to all interstate or freeway diagonal ramps where the mainline design speed= 60 mph or less.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Ramps to be designed with provision for passing a WB-67 stalled vehicle (Case IIC for one lane ramp or Case IIIC for two lane ramp) except for the SB I-81 off-ramp to N. Clinton St. and the SB I-81 on-ramp from N. Clinton St under the Viaduct Alternative and the SB BL 81 off-ramp to N. Clinton St., the SB BL 81 on-ramp from N. Clinton St. and the WB I-690 on-ramp from Irving Ave under the Community Grid Alternative which will be designed for Case IC).
- Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
- Proposed Horizontal Curve Radius is non-standard along three ramp curves (See Non-Standard Feature Justification Forms in **Appendix A-3**). All other locations meet design criteria.
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) is the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- At Ramp Terminal only.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3H

DESIGN CRITERIA FOR DIAGONAL RAMPS, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Interstate Diagonal Ramps (1)		Functional Classification:	Urban Principal Arterial – Interstate (2)
Project Type:		Reconstruction		Design Classification:	Ramp (Diagonal)
% Trucks:		Varies		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	40 mph (3)	40 mph	40 mph	HDM § 2.7.5.3.A
2	Travel Lane Width (Min.)	12 ft. (1 lane) R>1000 ft., Tangent (4)	12 ft.	12 ft. (1 lane) R>1000 ft., Tangent (4)	HDM § 2.7.5.3.B Exhibit 2.9
3	Shoulder Width (Min.) Right Left	6 ft. 4 ft.	1ft & Varies*	6 ft. 4 ft.	HDM § 2.7.5.3.C Exhibit 2-10a
4	Grade (Max.)	6%	6%	6%	HDM § 2.7.5.3.G Exhibit 2-10a
5	Horizontal Curve Radius (Min. Radius)	444 ft. @ 8%	> 444 ft.	444 ft. @ 8%	HDM § 2.7.5.3.D Exhibit 2-10a
6	Superelevation	8%	8% Max.	8%	HDM § 2.7.5.3.E
7	Stopping Sight Distance (Min.)	305 ft.	160 ft. & Varies*	305 ft.	HDM § 2.7.5.3.F Exhibit 2-10a
8	Vertical Clearance	16 ft. Min. (5, 6) 16.5 ft. Desired	16 ft. Min.	16.5 ft. Min. (5, 6)	HDM § 2.7.5.3.I / NYSDOT Brg. Man. § 2.3.1 Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18 (7)	At Ramp Terminal	Complies with PROWAG and HDM Chapter 18 (7)	HDM § 2.7.5.3.K

* Nonstandard feature

Note

- Table applies to all diagonal ramps where the mainline design speed= 70 mph.
- Ramps to be designed with provision for passing a WB-67 stalled vehicle (Case IIC).
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 40 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Lane width based on deducting right and left shoulder widths from the Exhibit 2-9 Traveled Way Width, Case IIC, and applying the minimum Case I lane width. Per Exhibit 2-9, where the combined shoulder width is 4 ft. or wider, a 12-foot lane width may be used on tangents (radius greater than or equal to 1000 ft.).
- Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) are the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- At Ramp Terminal only.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3I

DESIGN CRITERIA FOR BL 81, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Business Loop 81 (Former I-81), south interchange to E. Colvin St.		Functional Classification:	Urban Principal Arterial - Other Freeway/Expressway
Project Type:		Reconstruction		Design Classification:	Freeway/Expressway
% Trucks:		5%		Terrain:	Rolling
ADT (2050):		39,300		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	60 mph (1)	Posted 55 mph	60 mph	HDM § 2.7.1.1.A
2	Travel Lane Width (Min.)	12 ft.	12 ft.	12 ft.	HDM § 2.7.1.1.B
3	Shoulder Width (Min.)				
	Right	10 ft.	2.1 ft.*	10 ft.	HDM § 2.7.1.1.C Exhibit 2-2
	Left (2-lanes per direction)	4 ft.	n/a	4 ft.	
	Left (3-lanes per direction)	10 ft.	2.8 ft. *	N/A (4)	
4	Grade (Max.)	4%	4%	4%	HDM § 2.7.1.1.G Exhibit 2-2
5	Horizontal Curve Radius (Min. Radius)	1200 ft. @ 8%	1400 ft.	>1333 ft.	HDM § 2.7.1.1.D Exhibit 2-2
6	Superelevation	8%	7.8%	8%	HDM § 2.7.1.1.E
7	Stopping Sight Distance (Min.)	570 ft.	>570	>570 ft.	HDM § 2.7.1.1.F Exhibit 2-2
8	Vertical Clearance	14 ft. Min. (2, 3) 14.5 ft. Desired	14 ft. Min.	16.5 ft. Min. (2, 3)	HDM § 2.7.1.1.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.1.1.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 60 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- While the new I-81 is the designated 16-ft route, a minimum vertical clearance of 16.5 feet is to be provided along the section of BL 81 from the south interchange to the Van Buren St/BL 81 intersection.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1ft greater.
- The only location with 3 or more lanes is at the southern tie in point, approximately 1300 ft. south of MLK, Jr. East and is less than 800 feet long. This is considered a transitional area where the 30 mph, 2 lane urban section is transitioning to the existing higher speed 3 lane freeway section, therefore the 10 ft. left side shoulder criteria does not apply to this section.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3J1

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes (1, 2)
Route No. & Name:		Business Loop 81 (speed transition segment), including segment approximately between East Colvin Street and East Kennedy Street See Note 1, 2		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	45 mph (3)	Posted 55 mph	45 mph design, 40 mph posted	HDM § 2.7.2.4.A
2	Travel Lane Width	12 ft.	12ft.	12 ft. (4)	HDM § 2.7.2.4.B Exhibit 2-4a
3	Uncurbed Left Shoulder Width	4 ft	6 ft.	4 ft	HDM § 2.7.2.4.C Exhibit 2-3a (uncurbed) and Exhibit 2-4a (curbed)
	Right Shoulder Width	8 ft	10 ft.	8 ft	
	Curbed Left Shoulder Width	0-2 ft	N/A	2 ft	
	Right Shoulder Width	0-4 ft	N/A	4 ft	
4	Grade (Max.)	7.0%	<7%	<7.0%	HDM § 2.7.2.4.G Exhibit 2-4a
5	Horizontal Curve Radius (Min. Radius)	711ft. @ e=4%	>711 ft.	>711 ft.	HDM § 2.7.2.4.D Exhibit 2-4a
6	Superelevation	4.0% max.	4.0% max.	4.0% max.	HDM § 2.7.2.4.E Exhibit 2-1b
7	Stopping Sight Distance (Min.)	360 ft.	>360 ft.	>360 ft.	HDM § 2.7.2.4.F Exhibit 2-4a
8	Vertical Clearance	14 ft. Min. (2, 3) 14.5 ft. Desired	14 ft. Min.	16.5 ft. Min. (5, 6)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	N/A	N/A (7)	HDM § 2.7.2.4.K

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- 12 ft. lane required on Qualifying Highway segments.
- While the new I-81 is the designated 16-ft route, a minimum vertical clearance of 16.5 feet is to be provided along the section of BL 81 from the south interchange to the Van Buren St/BL 81 intersection.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- This section of BL 81 has full access control and is transitioning to/from a freeway section. As such, pedestrians and bicycles are prohibited. In addition, there are adjacent city streets which would accommodate pedestrians and bicycles.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3J2

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes (1, 2)
Route No. & Name:		Business Loop 81 (city street segments), including: Almond Street, Erie Boulevard East (between Oswego Boulevard and Almond Street), Oswego Boulevard, Pearl Street (between Erie Boulevard and on-ramps to BL-81) See Note 1, 2		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Qualifying Highway
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (3)	Posted 30 mph	35 mph	HDM § 2.7.2.4.A
2	Outside Lane Width Inside Lane Width Shared Lane Width Turn Lane Width Parking Lane Width	12 ft. 12 ft. 13 ft. 12 ft. 8 ft.	11ft. and varies	12 ft. (4) 12 ft. (4) 12 ft. (5) * 12 ft. 8 ft.	HDM § 2.7.2.4.B Exhibit 2-4a
3	Shoulder Width (Min.)	0-4 ft. (6)	1 ft. Curb Offset	0 ft. (6)	HDM § 2.7.2.4.C Exhibit 2-4a
4	Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.2.4.G Exhibit 2-4a
5	Horizontal Curve Radius (Min. Radius)	371 ft.	>371 ft.	>371 ft.	HDM § 2.7.2.4.D Exhibit 2-4a
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.4.E
7	Stopping Sight Distance (Min.)	250 ft.	>250 ft.	>250 ft.	HDM § 2.7.2.4.F Exhibit 2-4a
8	Vertical Clearance	Varies 14 Min. (7, 8, 9) Varies 14.5 Desired	Varies 14 - 16 ft. Min.	Varies 14.5 ft. min. to 16.5 ft. min. (7, 8, 9)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.4.K

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- 12 ft. lane required on Qualifying Highway segments, which also meets lane criteria on Almond Street since it contains a separated bicycle facility.
- Shared travel lanes not provided on Erie Boulevard, Oswego Boulevard and Pearl Street. There are adjacent streets which have designated bicycle facilities. Refer to Non-Standard Justification forms in **Appendix A-3** for more information.
- A 0-4 ft. shoulder may be used in locations where a separate bicycle facility is provided or where the lane width is a minimum of 13 feet (refer to note 5).
- 14.5 ft. minimum except on BL 81, between the BL 81/I-81 south interchange and the Van Buren St./BL 81 intersection, where a minimum of 16.5 ft. is required
- 16-ft clearance exemption. New I-81 is the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3K

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:	3501.60		NHS (Y/N):	Yes (1, 2)	
Route No. & Name:	Almond St., James Street, Harrison Street, East Adams St. Erie Boulevard East, West Genesee Street, West Street, State St., East Brighton Ave. See Note 1, 2, 3		Functional Classification:	Urban Principal Arterial – Other (2)	
Project Type:	Reconstruction		Design Classification:	Urban Arterial	
% Trucks:	3%		Terrain:	Rolling	
ADT (2050):	Varies		Truck Access/Qualifying:	Neither	
DESIGN ELEMENT	STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE	
1 Design Speed (Min.)	35 mph (4)	Posted 30 mph	35 mph	HDM § 2.7.2.4.A	
2 Outside Lane Width Inside Lane Width Shared Lane Width Turn Lane Width Parking Lane Width	11 ft. min., 12 ft. desirable 11 ft. min., 12 ft. desirable 13 ft. 11 ft. min., 12 ft. desirable 8 ft.	11ft. and varies	11 ft. min. (5) 11 ft. min. (5) 11 ft. (6, 7) * 11 ft. min. (5) 8 ft.	HDM § 2.7.2.4.B Exhibit 2-4a	
3 Shoulder Width (Min.)	0-4 ft. (8)	1 ft. Curb Offset	0 ft. (8)	HDM § 2.7.2.4.C Exhibit 2-4a	
4 Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.2.4.G Exhibit 2-4a	
5 Horizontal Curve Radius (Min. Radius)	371 ft.	>371 ft.	>371 ft.	HDM § 2.7.2.4.D Exhibit 2-4a	
6 Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.4.E	
7 Stopping Sight Distance (Min.)	250 ft.	>250 ft.	>250 ft.	HDM § 2.7.2.4.F Exhibit 2-4a	
8 Vertical Clearance	Varies 14 Min. (9, 10) Varies 14.5 Desired	Varies 14 - 16 ft. Min.	14.5 ft. Min. (9, 10)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1	
9 Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H	
10 Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5	
11 Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.4.K	

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
- This Table applies to Almond St., Harrison St., Adams St., Erie Boulevard East, W. Genesee St., and West St. under the Viaduct Alternative and to non-Business Loop 81 segments of James St., Harrison St., Adams St., Erie Boulevard East, W. Genesee St., West St., State St., and E. Brighton Ave. under the Community Grid Alternative. For city street segments of Business Loop 81, see Table C.6.3.J.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Travel and Turn Lanes adjacent to curbing to be 12 ft., min. except for Harrison St., between Salina Street and State Street, which will be 11 ft. Travel and Turn Lanes not adjacent to curbing to be 11 ft. min.
- Shared travel lanes to be minimum 13 ft. on all streets except for Harrison St. (between Salina St. and State St.) and Erie Blvd. East under the Community Grid Alternative and Erie Blvd. East under the Viaduct Alternative. Shared Lanes not provided on Harrison St. (Townsend St. to Almond St.), West St. and State St. under the Community Grid Alternative and Almond St. and West St. under the Viaduct Alternative as there are separate designated bicycle facilities.
- Shared travel lanes not provided on Harrison St. (between Salina St. and State St.) and Erie Blvd. East under the Community Grid Alternative and Erie Blvd. East under the Viaduct Alternative. There are adjacent streets which have designated bicycle facilities. Refer to Non-Standard Justification forms in **Appendix A-3** for more information
- A 0-4 ft. shoulder may be used in locations where a separate bicycle facility is provided or where the lane width is a minimum of 13 feet.
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) are the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3L

DESIGN CRITERIA, EAST GENESEE ST. – VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		East Genesee Street, east of Almond Street.		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		4,400		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (1)	Posted 30 mph	35 mph	HDM § 2.7.2.4.A
2	Travel Lane Width	11 ft. min., 12 ft. desired	11 ft.	11 ft.	HDM § 2.7.2.4.B
	Turning Lane Width	11 ft. min., 12 ft. desired	11 ft.	11 ft.	Exhibit 2-4a, HDM
	Bike Lane Width	5 ft. min.	Varies 5-6 ft.	Varies 5-6 ft.	Chapter 17
3	Shoulder Width (Min.)	0-4 ft. (2)	0 ft.	0 ft. (2)	HDM § 2.7.2.4.C Exhibit 2-4a
4	Grade (Max.)	8.0%	8.0%	8.0%	HDM § 2.7.2.4.G Exhibit 2-4a
5	Horizontal Curve Radius (Min. Radius)	371 ft.	411 ft.	371 ft.	HDM § 2.7.2.4.D Exhibit 2-4a
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.4.E
7	Stopping Sight Distance (Min.)	250 ft.	250 ft.	250 ft.	HDM § 2.7.2.4.F Exhibit 2-4a
8	Vertical Clearance	14 ft. Min. (3, 4) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (3, 4)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	Travel Lane: 2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft.	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.4.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- A 0-4 ft. shoulder may be used in locations where a separate bicycle facility is provided.
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) are the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3M

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		E. Willow St., Crouse Ave., Irving Ave. (See Notes 1, 2, 3)		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		Varies 3,000 to 17,000		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (4)	Posted 30 mph	35 mph	HDM § 2.7.2.3.A
2	Travel Lane Width	11 ft. min., 12 ft. desired	12 ft.	12 ft. (5)	HDM § 2.7.2.3.B Exhibit 2-4, HDM Chapter 17
	Inside Lane Width	11 ft. min., 12 ft. desired	11 ft.	11 ft. (5)	
	Shared Lane Width	13 ft. min.	n/a	12 ft. (6) *	
	Turn Lane Width	11 ft. min., 12 ft. desired	11 ft.	Varies 11-12 ft. (5)	
	Parking Lane Width	8 ft. min.	8 ft.	8 ft.	
3	Shoulder Width (Min.)	0-4 ft. (7)	0 ft.	0 ft. (7)	HDM § 2.7.2.3.C Exhibit 2-4
4	Grade (Max.)	8.0%	8.0%	8.0%	HDM § 2.7.2.3.G Exhibit 2-4
5	Horizontal Curve Radius (Min. Radius)	263 ft.	411 ft.	> 263 ft.	HDM § 2.7.2.3.D Exhibit 2-4
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.3.E
7	Stopping Sight Distance (Min.)	220 ft.	> 220 ft.	> 220 ft.	HDM § 2.7.2.3.F Exhibit 2-4
8	Vertical Clearance	14 ft. Min. (8) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (8)	HDM § 2.7.2.3.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	Travel Lane: 2.0%	1.5% min, 2.5% max	HDM § 2.7.2.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft.	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
- This table applies to E. Willow St., Crouse Ave. and Irving Ave. under the Community Grid Alternative, and Irving Ave. under the Viaduct Alternative.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Travel and Turn Lanes adjacent to curbing to be 12 ft., min. Travel and Turn Lanes not adjacent to curbing to be 11 ft. min.
- 13 ft. shared travel lanes provided except for Crouse Ave. (between Waverly Ave. and Genesee St.) and Irving Ave. (Van Buren St. to Erie Blvd.) under the Community Grid Alternative and Irving Ave. (Van Buren St. to Waverly Ave.) under the Viaduct Alternative. Refer to Non-Standard Justification forms in **Appendix A-3** for more information.
- A 0-4 ft. shoulder may be used in locations where a separate bicycle facility is provided or where the lane width is a minimum of 13 feet.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3N

DESIGN CRITERIA, BEAR STREET – VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Bear Street (NY 298), west of Sunset Avenue		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		12,400(V) 12,100(CG)		Truck Access/Qualifying:	Truck Access
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (1)	Posted 30 mph	35 mph	HDM § 2.7.2.4.A
2	Travel Lane Width	11 ft. min., 12 ft. desired	12 ft.	12 ft.	HDM § 2.7.2.4.B
	Turning Lane Width	11 ft. min., 12 ft. desired	12 ft.	12 ft.	Exhibit 2-4a
3	Shoulder Width (Min.)	6 ft. min. (2)	2 ft. Curb Offset	6 ft.	HDM § 2.7.2.4.C Exhibit 2-4a
4	Grade (Max.)	8.0%	8.0%	8.0%	HDM § 2.7.2.4.G Exhibit 2-4a
5	Horizontal Curve Radius (Min. Radius)	371 ft.	411 ft.	> 371 ft.	HDM § 2.7.2.4.D Exhibit 2-4a
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.4.E
7	Stopping Sight Distance (Min.)	250 ft.	250 ft.	250 ft.	HDM § 2.7.2.4.F Exhibit 2-4a
8	Vertical Clearance	14 ft. Min. (3, 4) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (3, 4)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	Travel Lane: 2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft.	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.4.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- 6 ft. shoulder width to provide for breakdowns and turning movements.
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) are the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.30

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes (1, 2)
Route No. & Name:		Relocated E. Glen Avenue, Brighton Ave. to western highway boundary limit. See Note 1, 2		Functional Classification:	Urban Principal Arterial - Other
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		13,200		Truck Access/Qualifying:	Truck Access
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (3)	Posted 30 mph	35 mph	HDM § 2.7.2.4.A
2	Outside Lane Width	11 ft. min., 12 ft. desirable	11ft and varies	12 ft.	HDM § 2.7.2.4.B Exhibit 2-4a
	Inside Lane Width	11 ft. min., 12 ft. desirable		12 ft.	
	Turn Lane Width	11 ft. min., 12 ft. desirable		12 ft.	
3	Shoulder Width (Min.)	6 ft. (4)	Varies 0-4 ft. Curb Offset	6 ft. (4)	HDM § 2.7.2.4.C Exhibit 2-4
4	Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.2.4.G Exhibit 2-4a
5	Horizontal Curve Radius (Min. Radius)	371 ft.	>371 ft.	>371 ft.	HDM § 2.7.2.4.D Exhibit 2-4a
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.4.E
7	Stopping Sight Distance (Min.)	250 ft.	>250 ft.	>250 ft.	HDM § 2.7.2.4.F Exhibit 2-4a
8	Vertical Clearance	Varies 14 Min. (5,6) Varies 14.5 Desired	Varies 14 - 16 ft. Min.	14.5 ft. Min. (5,6)	HDM § 2.7.2.4.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	2.0%	1.5% min, 2.5% max	HDM § 2.7.2.4.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.4.K

* Nonstandard feature

Notes

1. See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
2. Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
3. The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
4. 6 ft. shoulder width to provide for breakdowns and turning movements.
5. 16-ft clearance exemption. New I-81 is the designated 16-ft route.
6. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3P

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL RAMP, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	Yes
Route No. & Name:		Non-Interstate Ramp and Turning Roadway (two-way) connecting Erie Boulevard to West Street.		Functional Classification:	Urban Principal Arterial – Other
Project Type:		Reconstruction		Design Classification:	Non-Interstate Ramp and Turning Roadway (two way) (1)
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		1,500 (V) 1,800(CG)-		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	20 mph (2)	15 mph*	20 mph	HDM § 2.7.5.3.A
2	Travel Lane Width Min. for 2-way	35 ft. (2-way) with curb offset (3)	25 ft. (1 way)	35 ft. (2-way) with curb offset (3)	HDM § 2.7.5.3.B Exhibit 2-9, Case IIIC
3	Shoulder Width (Min.)	1 ft. curb offsets	1 ft. curb offset	1 ft. curb offsets	HDM § 2.7.5.2.C Exhibit 2-9, Case IIIC
4	Grade (Max.)	8%	8%	8%	HDM § 2.7.5.2.G Exhibit 2-10a
5	Horizontal Curve Radius (Min. Radius)	86 ft. @ 4%	55ft *	100 ft. @ 4%	HDM § 2.7.5.2.D Exhibit 2-10a
6	Superelevation	4.0%	1.5% *	4.0%	HDM § 2.7.5.2.E
7	Stopping Sight Distance (Min.)	115 ft.	115 ft.	>115 ft.	HDM § 2.7.5.2.F Exhibit 2-10a
8	Vertical Clearance	14 ft. Min. (4, 5) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (4, 5)	HDM § 2.7.5.2.I / NYSDOT Brg. Man. § 2.3.1, Table 2-2
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 2.5% max	1.5% / 2.0%	1.5% min, 2.5% max	HDM § 2.7.5.2.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	N/A	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.2.K

* Nonstandard feature

Note

- Ramp to be designed for Case IIIC.
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 20 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- For radius <150 feet, the Traveled Way Width is determined by design vehicle turning path (HDM Exhibit 2-9, Note 1).
- 16-ft clearance exemption. Existing I-481 (Viaduct Alternative) and new I-81 (Community Grid Alternative) are the designated 16-ft route.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3Q

DESIGN CRITERIA FOR COURT STREET, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		Court Street		Functional Classification:	Urban Minor Arterial
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		6,700 (V) 8,000(CG)		Truck Access/Qualifying:	Truck Access
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (1)	Posted 30 mph	35 mph	HDM § 2.7.2.3.A
2	Travel Lane Width Turning Lane Width Parking Lane Width	11 ft. min., 12 ft. desirable 11 ft. min., 12 ft. desirable 8 ft.	12 ft.	12 ft. 12 ft. 8 ft.	HDM § 2.7.2.3.B Exhibit 2-4
3	Shoulder Width (Min.)	6 ft. Shoulder (2)	2 ft. curb offset	6 ft. Shoulder (2)	HDM § 2.7.2.3.C Exhibit 2-4
4	Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.2.3.G Exhibit 2-4
5	Horizontal Curve Radius (Min. Radius)	263 ft.	>263 ft.	>263 ft.	HDM § 2.7.2.3.D Exhibit 2-4
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.3.E
7	Stopping Sight Distance (Min.)	220 ft.	>220 ft.	>220 ft.	HDM § 2.7.2.3.F Exhibit 2-4
8	Vertical Clearance	14 ft. Min. (3) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (3)	HDM § 2.7.2.3.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2%	1.5% min, 3.0% max	HDM § 2.7.2.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft (Both Sides)	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- 6 ft. shoulder width to provide for breakdowns and turning movements.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6

DESIGN CRITERIA TABLES

TABLE C-6.3R

DESIGN CRITERIA FOR URBAN MINOR ARTERIAL VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		MLK Jr., East, Renwick Ave., Burt St., Van Buren St., Lodi St., N. Salina St., Harrison St., Adams St., Pearl St. (BL 81 on-ramp to Salina St.), E. Brighton Ave., N. Clinton St., State St. (See Notes 1, 2 & 3)		Functional Classification:	Urban Minor Arterial (2)
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	35 mph (4)	Posted 30 mph	35 mph	HDM § 2.7.2.3.A
2	Outside Lane Width Inside Lane Width Shared Lane Width Turn Lane Width Bike Lane (4)	11 ft. min., 12 ft. desirable 11 ft. min., 12 ft. desirable 13 ft. min. 11 ft. min., 12 ft. desirable 5 ft. min.	Varies	Varies 11 to 15 ft. (5, 6) 11 ft. (5) 12 ft. (7) * Varies 11-12 ft. (5) Varies 5-6 ft. (6)	HDM § 2.7.2.3.B Exhibit 2-4 HDM Chapter 17
3	Shoulder Width (Min.)	0-4 ft. (8)	1 ft. curb offset	0 ft.	HDM § 2.7.2.3.C Exhibit 2-4
4	Grade (Max.)	8.0%	8%	15.5 % *	HDM § 2.7.2.3.G Exhibit 2-4
5	Horizontal Curve Radius (Min. Radius)	263 ft.	Varies *	>263 ft.	HDM § 2.7.2.3.D Exhibit 2-4
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.3.E
7	Stopping Sight Distance (Min.)	220 ft.	Varies*	190 ft. *	HDM § 2.7.2.3.F Exhibit 2-4
8	Vertical Clearance	14 ft. Min. (9) 14.5 ft. Desired	14 ft. (Min.)	14.5 ft. Min. (9)	HDM § 2.7.2.3.I/ NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2.0%	1.5% min, 3.0% max	HDM § 2.7.2.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.
- This table applies to both alternatives, except for Renwick Ave (Viaduct Alt. only) and Pearl St. and E. Brighton Ave. (Community Grid Alt. only).
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 35 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Travel and Turn Lanes adjacent to curbing to be 12 ft., min. Travel and Turn Lanes not adjacent to curbing to be 11 ft. min.
- Applies to streets with separate bicycle facilities, including MLK, Jr. East under the CG Alternative and on Lodi St. (between Burnet Ave. and Erie Blvd.) and on N. Salina St. (between Herald Place and State St.) under both alternatives.
- For the remaining streets without separate bicycle facilities, minimum 13 ft. shared travel lanes are provided except for Van Buren St. under both alternatives. Refer to Non-Standard Justification forms in Appendix A-3 for more information.
- A 0-4 ft. shoulder may be used in locations where a separate bicycle facility is provided or where the lane width is a minimum of 13 feet.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3S

DESIGN CRITERIA FOR BUTTERNUT STREET, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		Butternut Street		Functional Classification:	Urban Arterial Minor
Project Type:		Reconstruction		Design Classification:	Urban Arterial
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		4,700 (V) 6,600(CG)		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	30 mph (1)	Posted 30 mph	30 mph	HDM § 2.7.2.3.A
2	Travel Lane Width Turn Lane Width Bike Lane Width	11 ft. min., 12 ft. desirable 11 ft. min., 12 ft. desirable 5 ft. min.	12 ft.	12 ft. 12 ft. 6 ft.	HDM § 2.7.2.3.B Exhibit 2-4, HDM Chapter 17
3	Shoulder Width (Min.)	0-4 ft. (3)	2 ft. curb offset	0 ft.	HDM § 2.7.2.3.C Exhibit 2-4, Note 2
4	Grade (Max.)	9.0 %	9 %	9.0 %	HDM § 2.7.2.3.G Exhibit 2-4
5	Horizontal Curve Radius (Min. Radius)	188 ft.	>188 ft.	>188 ft.	HDM § 2.7.2.3.D Exhibit 2-4
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.2.3.E
7	Stopping Sight Distance (Min.)	175 ft.	>175 ft.	>175 ft.	HDM § 2.7.2.3.F Exhibit 2-4
8	Vertical Clearance	14 ft. Min. (2) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (2)	HDM § 2.7.2.3.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2.0%	1.5% min, 3.0% max	HDM § 2.7.2.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft. (One Side)	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.
- Where a separate bike lane or other bicycle facility is provided, a 0-4 ft. shoulder is allowable.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3T

DESIGN CRITERIA FOR URBAN LOCAL STREET, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		Spencer Street, Catawba Street, Canal Street, Walnut Avenue, Lodi Street		Functional Classification:	Urban Local Street
Project Type:		Reconstruction		Design Classification:	Urban Local Street
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		7,300 (V) 7,400(CG)		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	30 mph (1)	Posted 30 mph	30 mph	HDM § 2.7.4.3.A
2	Travel Lane Width Inside Lane Width Shared Lane Width Turn Lane Width Parking Lane Width Bike Lane	10 ft. Min, 11 ft. desirable 10 ft. Min, 11 ft. desirable 13 ft. 9 ft. Min, 12 ft. desirable 8 ft. 5 ft. min.	varies varies n/a varies 11-12 ft. 8 ft. N/A	Varies 11 to 12 ft. (2) 11 ft. (2) 13 ft. (3) Varies 11-12 ft. (2) 8 ft. 6 ft. (4)	HDM § 2.7.4.3.B Exhibit 2-8, HDM Chapter 17
3	Shoulder Width (Min.)	0 ft. min.	2 ft. curb offset	0 ft.	HDM § 2.7.4.3.C Exhibit 2-8
4	Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.4.3.G Exhibit 2-8
5	Horizontal Curve Radius (Min. Radius)	188 ft.	>188 ft.	>188 ft.	HDM § 2.7.4.3.D Exhibit 2-8
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.4.3.E
7	Stopping Sight Distance (Min.)	175 ft.	>175 ft.	>175 ft.	HDM § 2.7.4.3.F Exhibit 2-8
8	Vertical Clearance	14 ft. Min. (5) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (5)	HDM § 2.7.4.3.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2%	1.5% min, 3.0% max	HDM § 2.7.4.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft. (Both Sides)	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.4.3.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Travel and Turn Lanes adjacent to bike lanes on Spencer St. (N. Clinton St. to State St.), Lodi St. (Burnet Ave. to Canal St.) and Canal St. (Lodi St. to Walnut Ave.) to be 12 ft. min. and 11 ft. min on Catawba St. (State St. to Salina St.). Travel and Turn Lanes not adjacent to bike lane or curbing to be 11 ft. min.
- A 13-ft. shared travel lane is provided on Walnut Street (Canal St. to Water St.) and one side of Canal Street (Lodi St. to Walnut Ave.).
- On-street Bike Lanes are provided on both sides of Spencer St. and Catawba Street and on one side of Canal Street (see plans in Appendix A).
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3U

DESIGN CRITERIA FOR URBAN LOCAL, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:	3501.60		NHS (Y/N):	No	
Route No. & Name:	Catherine Street, Evans Street Websters Landing, Salt Street North Clinton Street, Fineview Place, North Franklin Street		Functional Classification:	Urban Local Street	
Project Type:	Reconstruction		Design Classification:	Urban Local Street	
% Trucks:	3%		Terrain:	Rolling	
ADT (2050):	Varies 1,000 to 16,000		Truck Access/Qualifying:	Neither	
DESIGN ELEMENT	STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE	
1 Design Speed (Min.)	30 mph (1)	Posted 30 mph	30 mph	HDM § 2.7.4.3.A	
2 Travel Lane Width Turning Lane Width Shared Lane Width Parking Lane Width	10 ft. Min., 11 ft. desirable 9 ft. Min., 12 ft. desirable 13 ft. 8 ft. min.	Varies*	12 ft. (2) varies 11-12 ft. (2) 13 ft. (3) 8 ft.	HDM § 2.7.4.3.B Exhibit 2-8	
3 Shoulder Width (Min.)	0 ft. min.	1 ft. curb offset	0 ft.	HDM § 2.7.4.3.C Exhibit 2-8	
4 Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.4.3.G Exhibit 2-8	
5 Horizontal Curve Radius (Min. Radius)	188 ft.	>188 ft.	40 ft. *	HDM § 2.7.4.3.D Exhibit 2-8	
6 Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.4.3.E	
7 Stopping Sight Distance (Min.)	175 ft.	>175 ft.	>175 ft.	HDM § 2.7.4.3.F Exhibit 2-8	
8 Vertical Clearance	14 ft. Min. (4) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (4)	HDM § 2.7.4.3.I / NYSDOT Brg. Man. § 2.3.1	
9 Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2.0%	1.5% min, 3.0% max	HDM § 2.7.4.3.H	
10 Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5	
11 Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K	

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Lane adjacent to curbing to be 12 feet where separate bicycle facilities provided (Catherine St. under CG Alternative) or where bicycle demand is not anticipated to be high (Catherine St. under Viaduct Alternative and Websters Landing under CG Alternative). Travel/Turn Lanes not adjacent to curbing to be 11 ft. min.
- Local streets designated as Shared Lanes to have minimum 13 ft. wide lanes. Applicable to all streets listed, except for Catherine St. and Websters Landing as a bike route is not present and low bicycle demand is anticipated (see Note 2).
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3V

DESIGN CRITERIA, GENANT DRIVE, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:	3501.60		NHS (Y/N):	No	
Route No. & Name:	Genant Drive		Functional Classification:	Urban Local Street (1)	
Project Type:	Reconstruction		Design Classification:	Urban Local Street	
% Trucks:	3%		Terrain:	Rolling	
ADT (2050):	1,100(V) 600(CG)		Truck Access/Qualifying:	Neither (1)	
DESIGN ELEMENT	STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE	
1 Design Speed (Min.)	30 mph (2)	Posted 30 mph	30 mph	HDM § 2.7.4.3.A	
2 Travel Lane Width Turn Lane Width Parking Lane Width	10 ft. Min, 11 ft. desirable 9 ft. Min., 12 ft. desirable 8 ft.	Varies Varies 8 ft.	12 ft. min. (3) 12 ft. 8 ft.	HDM § 2.7.4.3.B Exhibit 2-8, HDM Chapter 17	
3 Shoulder Width (Min.)	0 ft. min.	1 ft. curb offset	varies 0-6 ft. (4)	HDM § 2.7.4.3.C Exhibit 2-8	
4 Grade (Max.)	8.0%	8.0%	8.0%	HDM § 2.7.4.3.G Exhibit 2-8	
5 Horizontal Curve Radius (Min. Radius)	188 ft.	>188 ft.	>188 ft.	HDM § 2.7.4.3.D Exhibit 2-8	
6 Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.4.3.E	
7 Stopping Sight Distance (Min.)	175 ft.	>175 ft.	>175 ft.	HDM § 2.7.4.3.F Exhibit 2-8	
8 Vertical Clearance	14 ft. Min. (4) 14.5 ft. Desired	14 ft. Min.	14.5 ft. Min. (5)	HDM § 2.7.4.3.I / NYSDOT Brg. Man. § 2.3.1	
9 Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2.0%	1.5% min, 3.0% max	HDM § 2.7.4.3.H	
10 Design Loading Structural Capacity	N/A	N/A	N/A	NYSDOT Bridge Manual, Section 2.5	
11 Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	5 ft. (One side)	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.4.3.K	

* Nonstandard feature

Notes

- Functional Classification is Urban Local, except for the portion between Bear St and Court Street, which is currently Urban Minor Arterial and a designated truck route, but will be changed to Urban Local and no longer a truck route (See **Table 5-25** and **5-49**).
- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- Low bicycle demand is anticipated.
- In two-way segment, shoulder width = 0 feet. In one-way segment, right shoulder width = 0 feet, left shoulder width = 6 feet, except at specific locations where a 3-foot shoulder is provided (refer to plans in **Appendix A-1**).
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3W

DESIGN CRITERIA FOR URBAN LOCAL, VIADUCT and COMMUNITY GRID ALTERNATIVE					
PIN:		3501.60		NHS (Y/N):	No
Route No. & Name:		Water Street		Functional Classification:	Urban Local Street
Project Type:		Reconstruction		Design Classification:	Urban Local Street
% Trucks:		3%		Terrain:	Rolling
ADT (2050):		Varies		Truck Access/Qualifying:	Neither
DESIGN ELEMENT		STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE
1	Design Speed (Min.)	30 mph (1)	Posted 30 mph	30 mph	HDM § 2.7.4.3.A
2	Travel Lane Width Turning Lane Width Bike Lane Width	10 ft. Min., 11 ft. desirable 9 ft. Min., 12 ft. desirable 5 ft. min.	Varies*	11 ft. 11 ft. 6 ft.	HDM § 2.7.4.3.B Exhibit 2-8, HDM Chapter 17
3	Shoulder Width (Min.)	0 ft. min.	1 ft. curb offset	0 ft.	HDM § 2.7.4.3.C Exhibit 2-8
4	Grade (Max.)	8.0%	8%	8.0%	HDM § 2.7.4.3.G Exhibit 2-8
5	Horizontal Curve Radius (Min. Radius)	188 ft.	>188 ft.	>188 ft.	HDM § 2.7.4.3.D Exhibit 2-8
6	Superelevation	4.0%	4.0%	4.0%	HDM § 2.7.4.3.E
7	Stopping Sight Distance (Min.)	175 ft.	>175 ft.	>175 ft.	HDM § 2.7.4.3.F Exhibit 2-8
8	Vertical Clearance	14 ft. Min. (2) 14.5 ft. Desired	14 ft Min.	14.5 ft. Min. (2)	HDM § 2.7.4.3.I / NYSDOT Brg. Man. § 2.3.1
9	Cross Slope (Pavement) (Min.) / (Max.)	1.5% min, 3.0% max	2.0%	1.5% min, 3.0% max	HDM § 2.7.4.3.H
10	Design Loading Structural Capacity	NYSDOT Bridge Manual, Section 2.5	HS-20	NYSDOT Bridge Manual, Section 2.5	NYSDOT Bridge Manual, Section 2.5
11	Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18	Varies	Complies with PROWAG and HDM Chapter 18	HDM § 2.7.2.3.K

* Nonstandard feature

Notes

- The Regional Traffic Engineer has concurred that the use of a Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
- The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

APPENDIX C-6 **DESIGN CRITERIA TABLES**

TABLE C-6.3X

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, COMMUNITY GRID ALTERNATIVE					
PIN:	3501.60		NHS (Y/N):	Yes (1, 2)	
Route No. & Name:	Business Loop 81 Roundabout See Note 1, 2		Functional Classification:	Urban Principal Arterial - Other	
Project Type:	Reconstruction		Design Classification:	Urban Arterial	
% Trucks:	3%		Terrain:	Rolling	
ADT (2050):	Varies		Truck Access/Qualifying:	Qualifying Highway	
DESIGN ELEMENT	STANDARD CRITERIA	EXISTING CONDITION	PROPOSED CONDITION	REFERENCE (4, 5)	
1 Design Speed (Min.) (3)	<30 mph	Posted 30 mph	<30 mph	NCHRP Report 672 (4)	
2 Entry Width – 2-lane Entry Width – 3-lane	26-32 ft. typical 39-45 ft. typical	N/A	North Leg = 30 ft. East Leg = 30 ft. South Leg = 30 ft.	NCHRP Report 672 (4) Per Equation 6.3 (10)	
3 Entry Radius	65-150 ft. typical 90-110 ft. typical	N/A	North Leg = 100 ft. East Leg = 100 ft. South Leg = 100 ft.	NCHRP Report 672 (4)	
4 Entry Angle Criteria #1 (6) Criteria #2 (7)	20° - 60° 30° - 40° desired ≥ ⅓ obstructed view? (yes or no)	N/A N/A	North Leg = N/A East Leg = 43.0° South Leg = 47.3° No	NCHRP Report 672 (4)	
5 Entry Angle of Visibility	≥ 75°	N/A	North Leg = 85.3°. East Leg = 80.8°. South Leg = 130.8°	NCHRP Report 672 Section 6.7.4 (4, 5)	
6 Splitter Island Length	≥ 50 ft. (≥ 80 ft. desirable)	N/A	North Leg = >50 ft. East Leg = 52 ft. South Leg = >50 ft.	NCHRP Report 672 (4)	
7 Control of Access & Parking	Note 8	N/A	N/A	NCHRP Report 672 (4)	
8 Approach Stopping Sight Distance	Per Section 6.7.3	N/A	North Leg = >197.8 ft. East Leg = >152.7 ft. South Leg = >197.8 ft.	NCHRP Report 672 Section 6.7.3 (4, 5)	
9 Circulating Roadway Sight Distance	Per Section 6.7.3	N/A	>77.0 ft.	NCHRP Report 672 Section 6.7.3 (4, 5)	
10 Intersection Sight Distance	Per Section 6.7.3	N/A	North Leg = >220.2 ft. East Leg = >183.5 ft. South Leg = >220.2 ft.	NCHRP Report 672 Section 6.7.3 (4, 5)	
11 Sight Distance to Crosswalk	Per Section 6.7.3	N/A	North Leg = >197.8 ft. East Leg = >152.7 ft. South Leg = >197.8 ft.	NCHRP Report 672 Section 6.7.3 (4, 5)	
12 Inscribed Circle Diameter 2 Lane	140 ft. – 220 ft.	N/A	150 ft.	NCHRP Report 672 (4)	
13 Circulatory Roadway 2 Lane:	14 ft. - 18 ft. typical	N/A	15 ft.	NCHRP Report 672 (4)	
14 Min. Exit Radius (9) 1-Lane 2-Lane	65 ft. – ∞ 400 ft. - 800 ft. typical	N/A	North Leg = 700 ft. East Leg = 350 ft. South Leg = 400 ft.	NCHRP Report 672 (4)	
15 Americans with Disabilities (ADA Compliance)	Comply with PROWAG and HDM Chapter 18 & NCHRP 672	N/A	Complies with PROWAG and HDM Chapter 18 & NCHRP 672	NCHRP Report 672 (4)	
16 Truck Access	Per HDM 5.7.1	N/A	Complies with HDM 5.7.1	HDM § 5.7.1	
17 Design Vehicle	WB-67	N/A	WB-67	HDM § 5.7.1	

* Nonstandard feature

Notes

- See **Appendix C-6, Table C-6.5** for more detailed description of street segment limits where NHS and Functional Class limits apply and **Table 5-49** for proposed changes associated with the Community Grid Alternative.
- Some street segment Classifications are based on anticipated changes proposed by SMTC as well as changes that would result as part of the Community Grid Alternative.

APPENDIX C-6
DESIGN CRITERIA TABLES

TABLE C-6.3X

DESIGN CRITERIA, URBAN PRINCIPAL ARTERIAL OTHER, COMMUNITY GRID ALTERNATIVE
--

3. Design is based on the Entry Path Radius Method. The Regional Traffic Engineer has concurred that the use of a of Maximum Entry Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume.
4. Parameters per NCHRP Report 672, "Roundabouts: An Informational Guide (Second Edition)" and/or Main Office Intersection Design Squad, as applicable.
5. Section numbers and equations listed in the table above refer to NCHRP Report 672, "Roundabouts: An Informational Guide (Second Edition)"
6. Criteria #1 for the entry angle shall be the angle (in degrees) that represents the degree of curvature of the approach entry radius. It is understood that this may be contrary to what is illustrated on Figure 1 in EI 00-021.
7. To determine Criteria #2 for the entry angle, the designer shall project the tangent portions of the right approach lane's left and right lane lines into the circulating roadway. At the splitter island's bull-nose in the vicinity of the projection (between the approach and circulating roadways), it is preferred that 2/3 or more of the width of the projection at the bull-nose, measured perpendicular to the projections, is taken up by the splitter island.
8. No parking or access within 20' of crosswalk or 80' of yield line, whichever is more restrictive. If $\leq 200'$ of yield line indicate distance, otherwise indicate "N/A".
9. Exit radius is measured along the right curb line at exit.
10. Equation 6-3 on page 6-58 incorrectly contains an addition sign (+) as an operator. The correct operator should be a subtraction sign (-).
11. 14.5 ft. minimum. (16-ft clearance exemption. New I-81 is the designated 16-ft route).
12. The minimum vertical clearance for sign structures and pedestrian bridges shall be 1-ft greater.

C-6.4: Other Design Parameters

Appendix C-6.4

Other Design Parameters

In addition to the 11 critical design elements described above, other design parameters established by NYSDOT and AASHTO that are typically used during the design of highway and bridge projects include the type of the design vehicle; the Level of Service (LOS) to be provided, which identifies the ease with which traffic can move along the roadways; the intensity of rainfall for design of storm drainage facilities; and the length of speed change lanes both during acceleration and deceleration. **Table C-6.4-1** lists other highway design parameters used to develop the project design and **Table C-6.4-2** lists the design vehicles used.

Table C-6.4-1
Other Design Parameters: Highway or Feature

	Element	Criteria	Proposed Condition
1	Level of Service	D (min.) ¹ C (desirable)	D (min.) ¹ C (or better) desirable
2	<u>Storm Drainage System Design Storm</u>		
	• Interstate and Other Freeways	10 yr. ⁽²⁾	10 yr. ⁽²⁾
	• Principal Arterials	10 yr. ⁽²⁾	10 yr. ⁽²⁾
	• Local Roads and Streets	5 yr. ⁽³⁾	5 yr. ⁽³⁾
	• Separated Storm Sewer Trunk Line	10 yr.	50 yr.
	<u>Culvert Design Storm</u>		
	• Interstates, Arterials, Streets	50 yr. ⁽⁴⁾	50 yr. ⁽⁴⁾
	• Driveway Culverts	10 yr.	10 yr.
	<u>Ditch Design Storm</u>		
	• Interstate and Other Freeways	25 yr. ⁽⁵⁾	25 yr. ⁽⁵⁾
	• Principal Arterials	25 yr. ⁽⁵⁾	25 yr. ⁽⁵⁾
	• Local Roads and Streets	10 yr. ⁽⁵⁾	10 yr. ⁽⁵⁾
3	Freeboard	2 ft. for the 50-year design flood	2 ft. for the 50-year design flood
4	<u>Ramp Criteria</u>		
	• Deceleration Length	Greater than or equal to minimum length in AASHTO Table 10-5.	Greater than or equal to minimum length in AASHTO Table 10-5.
	• Acceleration Length	Greater than or equal to minimum length in AASHTO Table 10-3.	Greater than or equal to minimum length in AASHTO Table 10-3.
	• Ramp Spacing ⁽⁶⁾		
	▪ EN to EN or EX to EX ▪ EN to EX (System to Service) ▪ EN to EX (Service to Service)	Greater than or equal to 1000 ft. Greater than or equal to 2000 ft. Greater than or equal to 1600 ft.	Greater than or equal to 1000 ft. Greater than or equal to 2000 ft. Greater than or equal to 1600 ft.
5	<u>Bridge Roadway Width</u> • <u>Lane and shoulder widths</u>	Same as approach roadway	Same as approach roadway
6	<u>Horizontal Clearance</u>		
	• <u>Interstate and other Freeways</u>		
	○ without barrier	15 ft.	15 ft.
	○ with barrier	Shld. width or 4 ft. Min.	Shld. width or 4 ft. Min.
	• <u>Interstate and Freeway Ramps</u>		
	○ without barrier	15 ft.	15 ft.
	○ with barrier	Shld. width or 4 ft. Min.	Shld. width or 4 ft. Min.
	• <u>Urban Arterials (curbed), Urban Collectors (curbed) and Local Urban Streets (curbed)</u>		
	○ without barrier	1.5 ft., 3 ft. at intersections	1.5 ft., 3 ft. at intersections
	○ with barrier	0 ft.	0 ft.

Appendix C-6.4

Other Design Parameters

Table C-6.4-1

Other Design Parameters: Highway or Feature

	Element	Criteria	Proposed Condition
7	<u>Rollover</u> Between Lanes At Edge of Traveled Way	4 % Max. 8% Max.	4 % Max. 8% Max.
8	<u>Control of Access</u> <u>Interstate and other Freeways</u> <u>Interstate and Freeway Ramps</u> <u>Urban Arterials (curbed), Urban Collectors (curbed) and Local Urban Streets (curbed)</u>	Full Full Uncontrolled	Full Full Uncontrolled
9	<u>Median Width</u> <u>Interstate and other Freeways</u>	10 ft.	10 ft.

Notes:

1. In heavily developed sections of metropolitan areas, conditions may necessitate a minimum LOS of D.
2. A 50-year frequency shall be used for design at the following locations where no overflow relief is available:
 - a. A sag vertical curves connecting negative and positive grades.
 - b. Other locations such as underpasses, depressed roadways, etc.
3. A 25-year frequency shall be used for design at the following locations where no overflow relief is available:
 - a. A sag vertical curves connecting negative and positive grades.
 - b. Other locations such as underpasses, depressed roadways, etc.
4. The check flow, used to assess the performance of the facility, should be the 100-year storm event.
5. Including lining material.
6. Refer to AASHTO Policy on Geometric Design of Highways & Streets, Figure 10-68. EN = Entrance Ramp, EX = Exit Ramp

Appendix C-6.4

Other Design Parameters

Table C-6.4-2
Other Design Parameters: Design Vehicle

Location	Design Vehicle	Vehicle Accommodated
I-81, including ramps	WB-67 ⁽¹⁾	WB-67 ⁽¹⁾
I-690, including ramps	WB-67 ⁽¹⁾	WB-67 ⁽¹⁾
I-481, including ramps	WB-67 ⁽¹⁾	WB-67 ⁽¹⁾
BL 81, including ramps	WB-67 ⁽¹⁾	WB-67 ⁽¹⁾
Almond Street, Erie Blvd, Irving Avenue, Van Buren Street, Adams Street, Harrison Street ^(2, 3)	S-BUS-40	S-BUS-40 ⁽⁴⁾
Burt Street, Taylor Street, Jackson Street, Monroe Street, Madison Street, Cedar Street, Water Street, East Castle Street, Crouse Avenue, McBride Street, Townsend Street, State Street, Pearl Street, Warren Street, James Street, Willow Street, Butternut Street, Genant Drive, Franklin Street, Clinton Street, Evans Street, Park Street, West Street ^(2,3)	SU-30	SU-30 ⁽⁵⁾
Notes: 1. For ramps, HDM Exhibit 2-9, Case II, Condition C applies, except for longer vehicles (larger than WB-62) where minimum width can be determined using Case I widths. 2. Does not apply to those portions of Almond Street, Erie Boulevard, Pearl Street and Oswego Boulevard that are part of BL 81 under the Community Grid Alternative. 3. Design Vehicle criteria applies to the portions of the roadway corridor that is slated to be reconstructed. 4. Where necessary minor encroachment into the adjacent (same direction) lane to accommodate the design vehicle was allowed to facilitate movement. 5. An S-BUS-40 design vehicle is required along the portion of the roadway designated as a city bus route and a SU-30 design vehicle is required elsewhere along the corridor.		

Appendix C-6.4

Other Design Parameters

Table C-6.4-3 lists the primary design values for a paved shared-use path, and **Table C-6.4-4** lists the primary design values for raised cycle tracks.

Table C-6.4-3

Primary Design Values for Paved Shared-Use Path

Element	Standard Value	Source (1)	Proposed Value
Design Speed	20 mph	AASHTO	20 mph
Shared-Use Width	10 ft. min.	AASHTO	14 ft. typ., 10 ft. min. (2)
Adjacent Graded Width	2 ft. min.	AASHTO	2 ft. min.
Adjacent Graded Slope	1:6 max. cross slope	AASHTO	1:6 max. cross slope
Maximum Grade	5% max. desired, 8% max. for short distances or match grade of adjacent roadway (3)	AASHTO	8% max. (3)
Cross Slope	2% max.	HDM Chapter 18	2% max.
Horizontal Curvature	74 ft. min.	AASHTO	74 ft. min.
Stopping Sight Distance (4)	195 ft. min.	AASHTO	195 ft. min.
Horizontal Sightline Offset (5)	56 ft. min.	AASHTO	56 ft. min.
Crest Vertical Curve Length (6)	425 ft. min.	AASHTO	425 ft. min.
Horizontal Clearance	2 ft. min.	AASHTO	2 ft. min.
Vertical Clearance	10 ft. min. (7)	AASHTO	10 ft. min. (7)
Bridge Path Width	12 ft. min. clear width	BM, Table 2-1	12 ft. min.
Separation from Roadways	5 ft. min. from face of curb or edge of shoulder	AASHTO	5 ft. min.

Notes:

- 1) 2012 AASHTO Guide for the Development of Bicycle Facilities.
- 2) Typical Width 14 ft. except for the following locations:
 - a. Viaduct Alternative: 12 ft. minimum along Almond Street between Jackson and Adams Street.
 - b. Community Grid Alternative: 12 ft. minimum along State Street between Erie Boulevard and Water Street.
 - c. Both Alternatives: 10 ft. minimum along the new Creekwalk connection from Franklin Street to the Creekwalk and at the two branches of the fork connecting the main Creekwalk with the connection to Franklin Street.
 - d. Both Alternatives: 12 ft. minimum along the switch-back on the west side of Onondaga Creek, at Evans Street, and at the proposed Creekwalk segments on the west side of Onondaga Creek.
 - e. Both Alternatives: 12 ft. minimum between Bear Street and Hiawatha Boulevard, including the connection to Lodi Street.
- 3) Maximum grade is typically 5% but can be increased to 8% maximum for short segments of trail adjacent to Evans Street on the east side of Onondaga Creek and for the switchback, north of Evans Street and on the west side of Onondaga Creek, in accordance with FHWA best practices publication, Designing Sidewalks and Trails for Access.
- 4) Based on 5% Grade.
- 5) Based on maximum curve radius.
- 6) Based on 10% grade differential.
- 7) Per NYSDOT Bridge Manual, 12 ft. is preferred and 13 ft. where emergency/maintenance access is required.

Appendix C-6.4

Other Design Parameters

Table C-6.4-4
Primary Design Values for Raised Cycle Tracks

Element	Standard Value	Source (1)	Proposed Value
One Way Width	6.5 ft. min.	NACTO	6.5 ft. typ., 5.0 ft. min. (2)
Two Way Width	8 ft. min., 12 ft. desired	NACTO	12 ft. typ., 10 ft. min. (3)
Vertical Separation from Roadway	1-inch min. 6 inches max.	NACTO	6 inches
Vertical Separation from Sidewalk	0-inch min. 5 inches max.	NACTO	0 inches
Maximum Grade	5% max. or match grade of adjacent roadway	AASHTO	5% max. or match grade of adjacent roadway
Cross Slope	2% max.	NACTO	2% max.
Buffer to parallel parking lane	3 ft. min.	NACTO	6 ft. typ., 3 ft. min. (4)
Buffer to drive lane with fixed objects	3 ft. min.	NACTO	14 ft. typ., 4 ft. min. (5)

Notes:

- 1) National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, second edition. AASHTO Guide for the Development of Bicycle Facilities.
- 2) 6.5 ft. typical except at the following locations:
 - a. Community Grid Alternative, on Almond Street, where 10 ft. minimum is proposed.
 - b. Community Grid Alternative, on MLK, Jr. East, where 5 ft. minimum is proposed at the pinch point.
- 3) Typical width is 12 ft. except on Salina Street, where 10 ft. minimum is proposed under both Alternatives.
- 4) Except on Salina Street, between Pearl St. and Laurel St., where 3 ft. minimum is proposed under both Alternatives.
- 5) Except at the following locations:
 - a) Both Alternatives: 6 ft. minimum on Salina Street, Herald Place to Pearl Street.
 - b) Community Grid Alternative: 6 ft. minimum on Almond Street where cycle track passes below new railroad bridge.
 - c) Community Grid Alternative: 4 ft. minimum on east side of Almond Street approaching Genesee St adjacent to right turn vehicular lane.
 - d) Community Grid Alternative: 8 ft. minimum at the north end of Almond Street, between Erie Boulevard and Burnet Avenue, which tapers to 2 ft. at the transition to on-street bike lanes.
 - e) Community Grid Alternative: 6 ft. minimum at State Street cycle track, Erie Blvd. to James St.
 - f) Community Grid Alternative: 5 ft. minimum at Harrison Street cycle track, Almond St. to Townsend St.
 - g) Community Grid Alternative: 8 ft. minimum on MLK Jr., East cycle track.

Appendix C-6.4

Other Design Parameters

Table C-6.4-5 lists other design parameters for railroad related elements of work.

Table C-6.4-5

Other Design Parameters: Railroad Facilities

	Element	Criteria	Proposed Condition
CSX Railroad	Horizontal Clearance:		
	With off-track roadway	28 ft. (20 ft. with crash wall)	28 ft. (20 ft. with crash wall)
	Without off-track roadway	20 ft. (12 ft. with crash wall)	20 ft. (12 ft. with crash wall)
	Vertical Clearance	22 ft. min from top of rail 23 ft. recommended	23 ft. min from top of rail
New York Susquehanna and Western Railway (NYS&W)	Design Speed:		
	Permanent Condition	30 mph	30 mph
	Temporary Condition	10 mph	10 mph
	Horizontal Curvature (Min.)	4.5 degrees (1)	4.5 degrees (1)
	Track Grade (Max.)	1.05%	1.05%
	Bridge Design Loading:	Cooper E80	Cooper E80
	Horizontal Clearance (Min.)		
	On Bridge:	15 ft. from track centerline	15 ft. from track centerline
	Off Bridge:	18 ft. from track centerline, 12 ft. with crash wall.	18 ft. from track centerline, 12 ft. with crash wall.
	Vertical Clearance	22 ft. min. from top of rail 23 ft. recommended	23 ft. min. from top of rail
Notes: 1) Based on 1-1/2-inch unbalanced superelevation (Eu) and 1-1/4 inch superelevation (Ea).			

C-6.5: Existing Functional Classifications Table

Appendix C-6.5

Existing Functional Classifications

The following table provides the Functional Classification for all highways and streets within the Project Area (see **Table C-6.5-1** and **Figure C-6.5-1**).

Table C-6.5-1
Existing Functional Classifications

Route(s)	Functional Classification	National Highway System (NHS)	Designated Truck Access Highway	Qualifying Highway	Within 1 mile of a Qualifying Highway	Within the 16 ft. vertical clearance network
Interstate 81-south of I-481 & north of I-90	Urban Principle Arterial-Interstate	Yes	No	Yes	Yes	Yes
Interstate 81-north of I-481 & south of I-90	Urban Principle Arterial-Interstate	Yes	No	Yes	Yes	No (1)
Interstate 690	Urban Principle Arterial-Interstate	Yes	No	Yes	Yes	No (2)
Interstate 481	Urban Principle Arterial-Interstate	Yes	No	Yes	Yes	Yes
West Street	Urban Principal Arterial-Other	Yes	No	No	Yes	No
W. Genesee Street	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Almond Street, Adams St. to Erie Blvd.	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Almond Street, Renwick Ave. to Adams St.	Urban Minor Arterial	No	No	No	Yes	No
Erie Boulevard East	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Adams St., west of I-81	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Adams St., east of I-81	Urban Minor Arterial	No	No	No	Yes	No
Harrison St., west of I-81	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Harrison St., east of I-81	Urban Minor Arterial	No	No	No	Yes	No
E. Genesee St, east of Almond	Urban Principal Arterial-Other	Yes	No	No	Yes	No
E. Genesee St, west of Almond	Urban Local	No	No	No	Yes	No
Crouse Ave., Waverly Ave. to Genesee St.	Urban Major Collector	No	No	No	Yes	No
Crouse Ave., Genesee St. to Burnet Ave.	Urban Major Collector	No	No	No	Yes	No
Irving Ave., Van Buren St. to Genesee St.	Urban Minor Arterial	No	No	No	Yes	No
Irving Ave, Genesee St. to Fayette St.	Urban Local	No	No	No	Yes	No
Burt St., west of Almond St	Urban Minor Arterial	No	No	No	Yes	No
Renwick Ave., MLK. Jr., East to Burt St.	Urban Major Collector	No	No	No	Yes	No
Van Buren St. Renwick Ave. to Irving Ave.	Urban Minor Arterial	No	No	No	Yes	No
Fineview Place	Urban Local	No	No	No	Yes	No
Oswego Boulevard, Erie Blvd. to James St.	Urban Principal Arterial-Other	Yes	No	No	Yes	No
James Street	Urban Principal Arterial-Other	Yes	No	No	Yes	No

Appendix C-6.5

Existing Functional Classifications

Table C-6.5-1
Existing Functional Classifications

Route(s)	Functional Classification	National Highway System (NHS)	Designated Truck Access Highway	Qualifying Highway	Within 1 mile of a Qualifying Highway	Within the 16 ft. vertical clearance network
Pearl St., E. Willow St. to I-81 ramp	Urban Principal Arterial-Other	Yes	No	No	Yes	No
Pearl St., I-81 ramp to North Salina Street	Urban Minor Arterial	No	No	No	Yes	No
North Clinton Street, north of Genant Drive	Urban Local	No	No	No	Yes	No
North Clinton Street, south of Webster's Landing	Urban Minor Arterial	No	No	No	Yes	No
State Street, south of East Willow Street	Urban Principal Arterial-Other	Yes	No	No	Yes	No
State Street, north of East Willow Street	Urban Minor Arterial	No	No	No	Yes	No
Butternut Street	Urban Minor Arterial	No	No	No	Yes	No
Spencer Street	Urban Local	No	Yes (3)	No	Yes	No
Court Street	Urban Minor Arterial	No	Yes (4)	No	Yes	No
Bear Street West (NY 298), south of Sunset Avenue	Urban Principal Arterial-Other	Yes	Yes	No	Yes	No
Bear Street, north of Sunset Avenue	Urban Local Road	No	No	No	Yes	No
East Brighton Ave, south of I-481	Urban Minor Arterial	No	No	No	Yes	No
East Brighton Ave, north of I-481	Urban Principal Arterial-Other	Yes	No	No	Yes	No
East Willow Street, Pearl St. to North State St.	Urban Principal Arterial-Other	Yes	No	No	Yes	No
East Willow Street, North Salina St. to Pearl St.	Urban Local	No	No	No	Yes	No
North Salina Street	Urban Minor Arterial	No	No	No	Yes	No
MLK, Jr., East, S. State St. to Renwick Ave.	Urban Minor Arterial	No	No	No	Yes	No
Salt Street	Urban Local	No	No	No	Yes	No
Evans Street	Urban Local	No	No	No	Yes	No
Catherine Street, Erie Blvd. to Burnet Ave.	Urban Local	No	No	No	Yes	No
Webster's Landing	Urban Local	No	No	No	Yes	No
South Bay Road	Urban Minor Arterial	No	No	No	Yes	No
Genant Drive, Bear St. to Court St.	Urban Minor Arterial	No	Yes (5)	No	Yes	No
Genant Drive, Court St. to Franklin St.	Urban Local	No	Yes (5)	No	Yes	No
Lodi Street, Court St. to Hiawatha Blvd.	Urban Major Collector	No	No	No	Yes	No
Lodi Street, Erie Blvd. to Burnet Ave.	Urban Minor Arterial	No	No	No	Yes	No
Canal Street, Walnut Ave. to Lodi St.	Urban Local	No	No	No	Yes	No
Walnut Avenue, Water St. to Canal St.	Urban Local	No	No	No	Yes	No
N. Franklin Street, W. Genesee St. to Butternut St.	Urban Minor Arterial	No	No	No	Yes	No

Appendix C-6.5

Existing Functional Classifications

Table C-6.5-1
Existing Functional Classifications

Route(s)	Functional Classification	National Highway System (NHS)	Designated Truck Access Highway	Qualifying Highway	Within 1 mile of a Qualifying Highway	Within the 16 ft. vertical clearance network
N. Franklin Street, Butternut St. to Plum St.	Urban Major Collector	No	No	No	Yes	No

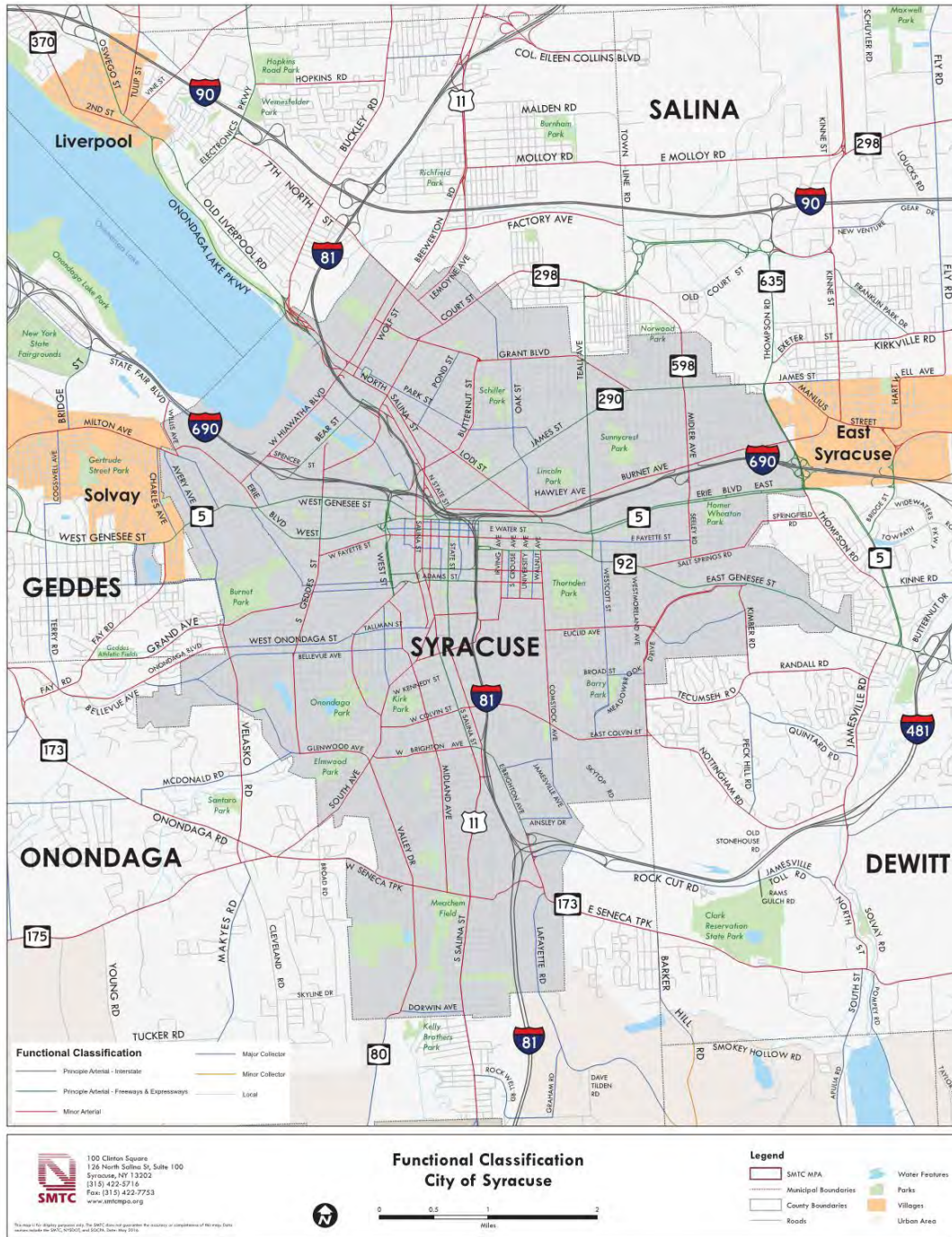
Notes:

- 1) 16 ft clearance exemption, I-481 is the designated 16-foot clearance route.
- 2) I-90 is the designated 16-foot clearance route.
- 3) Spencer Street is only a Designated Truck Access Route from Van Rensselaer Street to Genant Drive.
- 4) Court Street is only a Designated Truck Access Route from Sunset Avenue to W. Kirkpatrick Street.
- 5) Genant Drive is only a Designated Truck Access Route from Bear Street to West Division Street.

Sources: Official Description of Designated Qualifying and Access Highway in New York State 04/2016, NYSDOT Online Functional Class Viewer (see **Figure C-6.5-1**)

Appendix C-6.5

Existing Functional Classifications



Functional Classification

C-6.6: Existing Ownership and Maintenance Jurisdiction

Appendix C-6.6

Existing Ownership and Maintenance Jurisdiction

The following table (Table C-6.6-1) shows the existing ownership and maintenance of the roads, highways, bridges, and lighting within the Project Area.

Table C-6.6-1
Ownership and Maintenance Jurisdiction

Highway	Limits	Feature(s) being Maintained	Maintaining Agency	Owned By (1)
I-81 (NB & SB)	Seneca Turnpike to S. Bay Road	Highway, Bridges & Ramps	NYSDOT	NYSDOT
Project-wide	Project-wide	Lighting	City of Syracuse	NYSDOT
I-690 (EB & WB)	Leavenworth Ave. to Beech St.	Highway, Bridges & Ramps	NYSDOT	NYSDOT
I-481 (NB & SB)	Southern I-81 Interchange to Northern I-81 Interchange	Highway, Bridges & Ramps	NYSDOT	NYSDOT
State St	North of Colvin St.	Highway	City of Syracuse	City of Syracuse
West Street	Shonnard St. to I-690	Highway, Bridges, Ramps	City of Syracuse	NYSDOT
West Street Western Frontage Road	All	Highway	City of Syracuse	City of Syracuse
West Street to Herald Place Ramp	All	Bridges & Ramps	NYSDOT	NYSDOT
Shonnard St.	West St. to Adams St.	Highway	City of Syracuse	NYSDOT
Seymour St.	West St. to Adams St.	Highway	City of Syracuse	NYSDOT
Almond St.	Van Buren St. to Adams St.	Highway	City of Syracuse	City of Syracuse
Almond St.	Adams St. to Harrison St.	Highway	City of Syracuse	City of Syracuse
Almond St.	Harrison St. to Erie Blvd.	Highway	City of Syracuse	City of Syracuse
West Genesee St.	Plum St. to N. Salina St.	Highway	City of Syracuse	City of Syracuse
MLK. Jr., East	Leon St. to Renwick Ave	Highway	City of Syracuse	City of Syracuse
Renwick Ave.	All	Highway	City of Syracuse	City of Syracuse
Fineview Place	All	Highway, Bridge	City of Syracuse	City of Syracuse
Van Buren St.	All	Highway	City of Syracuse	City of Syracuse
Burt St.	West of Almond St.	Highway	City of Syracuse	City of Syracuse

Appendix C-6.6

Existing Ownership and Maintenance Jurisdiction

Table C-6.6-1
Ownership and Maintenance Jurisdiction

Highway	Limits	Feature(s) being Maintained	Maintaining Agency	Owned By (1)
Burt St.	East of Almond St.	Highway	Private	Private
E Taylor St.	All	Highway	City of Syracuse	City of Syracuse
Jackson St.	All	Highway	City of Syracuse	City of Syracuse
Monroe Ave. & Extension	All	Highway	City of Syracuse	City of Syracuse
Adams St.	West of Almond St.	Highway	City of Syracuse	NYSDOT
Adams St.	East of Almond St.	Highway	City of Syracuse	City of Syracuse
Harrison St.	All	Highway	City of Syracuse	City of Syracuse
Madison St.	All	Highway	City of Syracuse	City of Syracuse
Cedar St.	All	Highway	City of Syracuse	City of Syracuse
E. Genesee St.	All	Highway	City of Syracuse	City of Syracuse
Jefferson St.	All	Highway	City of Syracuse	City of Syracuse
E. Fayette St.	All	Highway	City of Syracuse	City of Syracuse
E. Washington St.	All	Highway	City of Syracuse	City of Syracuse
Water St.	All	Highway	City of Syracuse	City of Syracuse
Catherine St.	All	Highway	City of Syracuse	City of Syracuse
Canal St.	All	Highway	City of Syracuse	City of Syracuse
Irving Ave	All	Highway	City of Syracuse	City of Syracuse
Crouse Ave	All	Highway	City of Syracuse	City of Syracuse
Burnet Ave	All	Highway	City of Syracuse	City of Syracuse
Erie Blvd	All	Highway	City of Syracuse	City of Syracuse
South McBride St.	All	Highway	City of Syracuse	City of Syracuse
South Townsend St	All	Highway	City of Syracuse	City of Syracuse
North & South State St.	All	Highway	City of Syracuse	City of Syracuse
Oswego Blvd.	All	Highway	City of Syracuse	City of Syracuse
Pearl St	All	Highway	City of Syracuse	City of Syracuse
James St.	All	Highway	City of Syracuse	City of Syracuse
Willow St.	All	Highway	City of Syracuse	City of Syracuse
Warren St.	All	Highway	City of Syracuse	City of Syracuse
Hickory St.	All	Highway	City of Syracuse	City of Syracuse
North Salina St.	All	Highway	City of Syracuse	City of Syracuse
Marnell Ave.	All	Highway	City of Syracuse	City of Syracuse
N. Clinton St.	All	Highway	City of Syracuse	City of Syracuse
N. Franklin St.	All	Highway	City of Syracuse	City of Syracuse
Evans St.	All	Highway	City of Syracuse	City of Syracuse

Appendix C-6.6

Existing Ownership and Maintenance Jurisdiction

Table C-6.6-1

Ownership and Maintenance Jurisdiction

Highway	Limits	Feature(s) being Maintained	Maintaining Agency	Owned By (1)
Herald Place	All	Highway	City of Syracuse	City of Syracuse
Wallace St.	All	Highway	City of Syracuse	City of Syracuse
Belden Ave	All	Highway	City of Syracuse	City of Syracuse
Butternut St	All	Highway	City of Syracuse	City of Syracuse
Butternut St	Bridge over I-81	Bridge	NYSDOT	NYSDOT
Genant Dr.	All	Highway	City of Syracuse	City of Syracuse
West Division St.	All	Highway	City of Syracuse	City of Syracuse
Spencer St.	All	Highway	City of Syracuse	City of Syracuse
Spencer St.	Bridge over I-81	Bridge	NYSDOT	NYSDOT
Court St.	All	Highway	City of Syracuse	City of Syracuse
Court St.	Bridge over I-81	Bridge	NYSDOT	NYSDOT
Kirkpatrick St.	All	Highway	City of Syracuse	City of Syracuse
Sunset Ave.	All	Highway	City of Syracuse	City of Syracuse
Bear St.	South of I-81	Highway	City of Syracuse	NYSDOT
Bear St.	Over I-81	Bridge	NYSDOT	NYSDOT
Bear St.	North of I-81	Highway	City of Syracuse	City of Syracuse
Ramp from Old Liverpool Road to I-81SB	All	Highway, Bridge	NYSDOT	NYSDOT
Ramp from Onondaga Lake Parkway to I-81SB	All	Highway, Bridge	NYSDOT	NYSDOT
NYS&W Railroad Bridge		Bridge	NYS&W	NYS&W
East Glen Ave.	All	Highway	City of Syracuse	City of Syracuse
East Glen Ave	Bridge over I-81	Bridge	NYSDOT	NYSDOT
South Bay Road	Bridge over I-81	Bridge	NYSDOT	NYSDOT
South Bay Road	All	Highway	Onondaga County	Onondaga County
Rock Cut Road	All	Highway	City of Syracuse	City of Syracuse
East Brighton Ave	Bridges over I-81	Bridge	NYSDOT	NYSDOT
East Brighton Ave	All	Highway	City of Syracuse	City of Syracuse

Note (1):

- NYSDOT = New York State Department of Transportation
- NYS&W = New York Susquehanna and Western Railway

C-6.7
In-Depth Bridge Inspections
and Evaluations

Appendix C-6.7

In-Depth Bridge Inspections and Evaluations

The following table provides a listing of the existing bridges where an in-depth inspection was performed, as well as the types of evaluations performed (see **Table C-6.7-1**). A copy of the more detailed in-depth inspection reports is available upon request.

Table C-6.7-1
Listing of In-Depth Bridge Inspections and Evaluations

BIN No.	Locations	Work Completed				
		In-Depth Inspection	Load Rating	Seismic Assessment	Fatigue Evaluation	Deck Evaluation
1002131	I-481 Southbound over NYS Routes 5 & 92	✓	✓	✓	✓	✓
1002132	I-481 Northbound over NYS Routes 5 & 92	✓	✓	✓	✓	
1031501	I-81 Northbound and Southbound over State Route 173	✓	✓	✓	✓	✓
1031510	East Glen Avenue over I-81	✓	✓	✓	✓	✓
1031539	I-81 Northbound & Southbound over Brighton Ave	✓	✓	✓	✓	✓
1031610	Hiawatha Boulevard over I-81	✓	✓	✓		✓
1031711	I-481 Southbound over I-81	✓	✓	✓		✓
1031712	I-481 Northbound over I-81	✓	✓	✓		✓
1044440	I-481 EB & WB over Butternut Creek	✓				
1049659	I-690 over Hiawatha Blvd	✓	✓	✓	✓	✓
1050759	I-690 over North Geddes Street	✓	✓	✓	✓	
1050779	I-690 over Leavenworth Avenue	✓	✓	✓	✓	✓
1051159	I-690 over Peat Street	✓		✓	✓	
1051160	Midler Avenue over I-690	✓	✓	✓	✓	✓
1053931	I-690 Westbound over Bear Street Extension	✓	✓	✓	✓	✓
1053932	I-690 Eastbound over Bear Street Extension	✓	✓	✓	✓	✓
1053941	I-690 Westbound over Liberty Street	✓	✓	✓	✓	✓
1053942	I-690 Eastbound over Liberty Street	✓	✓	✓	✓	

Appendix C-6.7

In-Depth Bridge Inspections and Evaluations

Table C-6.7-1

Listing of In-Depth Bridge Inspections and Evaluations

BIN No.	Locations	Work Completed				
		In-Depth Inspection	Load Rating	Seismic Assessment	Fatigue Evaluation	Deck Evaluation
1053969	I-690 over Van Rensselaer Street	✓	✓	✓	✓	✓
1064650	Kinne Road over I-481 Northbound and Southbound	✓	✓	✓	✓	✓
1064689	Thompson Road (Route 635) over I-690	✓	✓	✓	✓	✓
1064691	I-690 WB over Bridge Street	✓	✓	✓	✓	✓
1064692	I-690 EB over Bridge Street	✓	✓	✓	✓	✓
1069090	I-481 SB over I-81 NB & SB	✓	✓	✓	✓	✓
1069100	I-81 SB to I-481 EB Ramp over I-81 NB	✓	✓	✓	✓	✓
1069110	Brighton Avenue over I-481 Northbound	✓	✓	✓	✓	✓
1069120	Brighton Avenue over I-481 Southbound	✓	✓	✓	✓	✓
1069131	I-481 Southbound over Driveway to Quarry Road	✓	✓	✓		✓
1069132	I-481 Northbound over Driveway to Quarry Road	✓	✓	✓		✓
1069141	I-481 Southbound over NY Susquehanna & W Railroad	✓	✓	✓	✓	✓
1069142	I-481 EB over NY Susquehanna & W	✓	✓	✓	✓	✓
1069151	I-481 Southbound over Jamesville Road	✓	✓	✓	✓	✓
1069152	I-481 Northbound over Jamesville Road	✓	✓	✓	✓	✓
1069160	ENT. To I-481 WB over Butternut Creek	✓	✓			
1069170	EXT. from I-481 EB over Butternut Creek	✓	✓			
1031529	I-81 over E. Calthrop Avenue	✓	✓	✓	✓	
1031549	I-81 over East Colvin Street	✓	✓	✓	✓	
1031559	I-81 over East Castle Street	✓	✓	✓	✓	
1051081	I-690 Westbound over CSX TRANS/Peat St	✓	✓	✓	✓	✓

Appendix C-6.7

In-Depth Bridge Inspections and Evaluations

Table C-6.7-1

Listing of In-Depth Bridge Inspections and Evaluations

BIN No.	Locations	Work Completed				
		In-Depth Inspection	Load Rating	Seismic Assessment	Fatigue Evaluation	Deck Evaluation
1051082	I-690 Eastbound over CSX TRANS/Peat St	✓	✓	✓	✓	✓
1051120	I-481 Northbound over I-690 EB Connection (Future)	✓	✓	✓	✓	✓
1072530	From/to I90 over I481 OVER I481	✓	✓	✓		✓
1072571	I-481 Southbound over Route 298	✓	✓	✓		✓
1072572	I-481 Northbound over Route 298	✓	✓	✓		✓
1072581	I-481 Southbound over Taft Road	✓	✓	✓		✓
1072582	I-481 Northbound over Taft Road	✓	✓	✓		✓
1072591	I-481 Southbound over Northern Blvd.	✓	✓	✓		✓
1072592	I-481 Northbound over Northern Blvd.	✓	✓	✓		✓
1072781	I-481 Southbound over Totman Road	✓	✓	✓		✓
1072782	I-481 Northbound over Totman Road	✓	✓	✓		✓
1072791	I-481 Northbound over Thompson Road	✓	✓	✓		✓
1072792	I-690 Eastbound Ramp (Future) over I-481 Southbound	✓	✓	✓		✓
1093510	I-690 EB Ramp to I-481 NB over I-481 SB	✓	✓	✓	✓	✓
1093520	I-481 Southbound over I-481 NB to I-690 WB Ramp	✓	✓	✓	✓	✓
1093530	I-690 EB to I-481 NB Ramp over I-481 NB to I-690 WB Ramp	✓	✓	✓	✓	✓
1093540	I-481 Northbound over Connection to I-690 Westbound	✓	✓	✓	✓	✓
1093550	I-481 Southbound over NYS Rt. 290	✓	✓	✓	✓	
1093561	I-481 Southbound over NYS Rt. 290	✓	✓	✓		✓

Appendix C-6.7

In-Depth Bridge Inspections and Evaluations

Table C-6.7-1

Listing of In-Depth Bridge Inspections and Evaluations

BIN No.	Locations	Work Completed				
		In-Depth Inspection	Load Rating	Seismic Assessment	Fatigue Evaluation	Deck Evaluation
1093562	I-481 Northbound over NYS Rt. 290	✓	✓	✓		
1093571	I-481 Southbound over CSX TRANS/AMTRAK	✓	✓	✓	✓	✓
1093572	I-481 Northbound over CSX TRANS/AMTRAK	✓	✓	✓	✓	✓
1093671	I-481 Southbound over Kirkville Road	✓	✓	✓		✓
1093672	I-481 Northbound over Kirkville Road	✓	✓	✓		
1093681	I-481 Southbound over I-90	✓	✓	✓		✓
1093682	I-481 Northbound over I-90	✓	✓	✓		✓

C-6.8: Existing Bridges impacted by Viaduct Alternative

Appendix C-6.8

Existing Bridges Impacted by Viaduct Alternative

The following table (Table C-6.8-1) shows the Existing Bridges Impacted by Viaduct Alternative within the Project Area.

Table C-6.8-1

Existing Bridges Impacted by Viaduct Alternative

BIN	Location	Replaced
1031570	BUTTERNUT STREET OVER I-81	Replaced
103156D	SB I-81 RAMP OVER GENESEE STREET	Replaced
103156C	NB I-81 RAMP OVER GENESEE STREET	Replaced
103156A	SB I-81 RAMP OVER JACKSON STREET	Replaced
103156B	NB I-81 RAMP OVER JACKSON STREET	Replaced
1031559	NB/SB I-81 OVER MARTIN LUTHER KING EAST (E. CASTLE STREET)	Replaced
1031569	NB/SB I-81 VIADUCT FROM FAYETTE STREET TO VAN BUREN STREET	Replaced
1050779	EB/WB I-690 OVER LEAVENWORTH AVE	Widen & Rehabilitate
1051091	EB I-690 OVER N CROUSE AVE	Replaced
1051092	WB I-690 OVER N CROUSE AVE	Replaced
1051119	EB/WB I-690 OVER LODI STREET	Rehabilitate
1050001	SB N WEST STREET OVER HIGHWAY 5	Replaced
1050002	NB N WEST STREET OVER HIGHWAY 5	Replaced
1050780	N WEST STREET RAMP TO WB I-690 OVER I-690	Replaced
1050790	WB I-690 RAMP TO N WEST STREET OVER I-690	Replaced
1050800	BUTTERNUT STREET TO SB N WEST STREET OVER ONONDAGA CREEK	Replaced
105080A	WB I-690 RAMP TO SB N WEST STREET OVER ONONDAGA CREEK	Replaced
1050821	WB I-690 OVER ONONDAGA CREEK	Replaced
1050822	EB I-690 OVER ONONDAGA CREEK	Replaced
1050840	NB N WEST STREET RAMP TO EB I-690 OVER ONONDAGA CREEK	Replaced
1050010	NB N WEST STREET RAMP TO HERALD PLACE OVER ONONDAGA CREEK	Replaced
1050851	WB I-690 OVER N FRANKLIN STREET	Replaced
1050852	EB I-690 OVER N FRANKLIN STREET	Replaced
1054020	WB I-690 OVER N CLINTON STREET	Replaced
1008489	NB/SB I-81 OVER N SALINA STREET	Replaced
1050910	WB I-690 OVER N SALINA STREET	Replaced
1095510	WB I-690 OVER I-81	Replaced
1050921	WB I-690 OVER E WILLOW STREET	Replaced
1050922	WB I-690 RAMP TO NB I-81 OVER E WILLOW STREET	Replaced
105388A	SB I-81 RAMP TO EB I-690 OVER E WILLOW AND JAMES	Replaced
1053882	NB I-81 OVER E WILLOW, JAMES, AND N STATE	Replaced
1051000	EB I-690 OVER N CLINTON, N SALINA, E WILLOW, JAMES, AND N STATE	Replaced
1050950	WB I-690 OVER JAMES AND N STATE	Replaced
1053881	SB I-81 OVER E WILLOW, JAMES, AND N STATE	Replaced

Appendix C-6.8

Existing Bridges Impacted by Viaduct Alternative

Table C-6.8-1

Existing Bridges Impacted by Viaduct Alternative

BIN	Location	Replaced
105095A	NB I-81 RAMP TO WB I-690 OVER N STATE STREET	Replaced
105100A	EB I-690 RAMP TO SB I-81 OVER N TOWNSEND STREET	Replaced
1051030	WB I-690 OVER N TOWNSEND STREET	Replaced
1053870	NB I-81 OVER N TOWNSEND STREET	Replaced
1051050	WB I-690 OVER N MCBRIDE STREET	Replaced
1051061	WB I-690 OVER N CATHERINE STREET	Replaced
1053860	SB I-81 FROM HIGHWAY 5 OVER N TOWNSEND STREET	Replaced
1064590	WB I-690 RAMP TO SB I-81 OVER E FAYETTE, E WASHINGTON, E WATER, HIGHWAY 5, AND ALMOND	Replaced
1051062	EB I-690 OVER CATHERINE STREET	Replaced
1051063	EB I-690 RAMP OVER CATHERINE STREET	Replaced
105384A	NB I-81 RAMP TO EB I-690 OVER HIGHWAY 5	Replaced
1053840	NB I-81 RAMP OVER HIGHWAY 5	Replaced
1031580	SPENCER STREET OVER I-81	Replaced
1031590	COURT STREET OVER I-81	Replaced
1031600	BEAR STREET (ROUTE 298) OVER I-81	Replaced
1031639	SB I-81 RAMP OVER CAROUSEL CENTER DRIVE, LEY CREEK, CSX TRANSPORTATION, AMTRAK	Widen & Rehabilitate
1031549	NB/SB I-81 OVER COLVIN STREET	Rehabilitate & Install Noise Barrier

C-6.9: Potential Utility Conflicts
Viaduct Alternative

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
I-81 / I-481 Northern Interchange						
National Grid	Electric - OH	I-81 1660 ft North of South Bay Rd crossing both NB & SB	I	Yes	365	365 0
National Grid	Electric - OH	Just North of E Pine Grove Rd (Missing from Survey)	I	Yes	305	305 0
National Grid	Electric - OH	I-81 SB ramp to NY 481 North	I	Yes	20	20 0
National Grid	Electric - OH - Transmission	I-481 east of Exit 8 (Northern Blvd) 3 separate spans	I	Yes	2250	2250 0
National Grid	Electric - UG	I-81 SB from S. Bay Rd. north about 1200 ft	NI	No	1200	
Elantic	Fiber Optic - UG	I-481 ramp to I-81 NB	I	No	45	0 0
Verizon	Fiber Optic - UG	I-81 1000 ft south Church St.	I	Yes	40	40 0
National Grid	Gas	I-81 1450 ft North of South Bay Rd (both sides)	I	Yes	20	20 0
OCWEP	Sanitary Sewer - 30"	I-81 SB 910 ft South of South Bay Rd.	I	Yes	20	20 0
OCWEP	Storm Sewer - 24"	I-81 SB 1350 ft North of South Bay Rd	I	Yes	10	10 0
OCWEP	Storm Sewer - 36"	I-481 ramp to I-81 NB	I	Yes	20	20 0
OCWEP	Storm Sewer - 84"	I-481 ramp to I-81 NB (2 different crossings)	I	Yes	40	40 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
OCWEP	Storm Sewer - 84"	I-81 ramp to I-481 SB	I	Yes	20	20 0
OCWEP	Storm Sewer- 36"	I-81 SB 1000 ft South of South Bay Rd	I	Yes	20	20 0
I-690 / I-481 Interchange						
National Grid	Electric - OH	I-481, approx 65 ft North of Kinne Rd	I	Yes	270	270 0
National Grid	Electric - OH	I-481, approx 450 ft North of Kinne Rd	I	Yes	300	300 0
National Grid	Electric - OH - Transmission	I-481 NB, approx 2665 ft North of Kinne Rd	I	Yes	600	600 0
Elantic	Fiber Optic - UG	I-481, approx 2440 ft North of Kinne Rd	I	Yes	20	20 0
Elantic	Fiber Optic - UG	I-481, approx 2680 ft North of Kinne Rd	I	Yes	20	20 0
OCWEP	Sanitary Sewer- 36"	I-481, approx 85 ft North of Kinne Rd	I	Yes	20	20 0
OCWEP	Storm Sewer - 24"	I-481, approx 700 ft North of Kinne Rd	I	Yes	20	20 0
OCWEP	Storm Sewer - 3'x5'	I-481, approx 890 ft North of Kinne Rd (2 pipes crossing I-481)	I	Yes	40	40 0
OCWEP	Storm Sewer - 54"	I-481 SB, approx 230 ft North of Kinne Rd	I	Yes	20	20 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
I-690 Corridor McBride St to Midler Ave.							
National Grid	Electric - OH	Catherine St west side from I-690 ramp to Burnet St.	I	No	80		
National Grid	Electric - OH	Multiple lines, Southwest quadrant of the Lodi/Burnet intersection	I	No	582		
National Grid	Electric - OH	Crosses Canal St. west of the Canal/Lodi intersection	I	No	96		
National Grid	Electric - OH	Runs along south side of Canal St. through both Canal/Walnut and Canal/Lodi intersections.	I	No	490		
National Grid	Electric - UG	I-690 WB, north side from N Crouse Ave to East of Lodi St	I	No	1530		
National Grid	Electric - UG	I-690 WB, south side from N Crouse Ave to east of Lodi St)	I	No	1415		
National Grid	Electric - UG	I-690 crossing west of Lodi St	I	No	165		
National Grid	Electric - UG	Catherine St west side from Canal St. to Burnet St.	I	Yes	350	350	0
National Grid	Electric - UG	Crosses Burnet St. at the Lodi/Burnet intersection, then follows Burnet St. east along the south side of Burnet St.	I	No	138		
National Grid	Electric - UG	2 lines, west side of Lodi St. appx. 130 LF south of the Lodi/Burnet intersection	I	No	93		
National Grid	Electric - UG	Crosses Lodi St appx. 210 LF north of the Canal/Lodi intersection	I	No	161		
National Grid	Electric - UG	Crosses Lodi St appx. 85 LF north of the Canal/Lodi intersection	I	No	171		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
"TWC"/Spectrum	Fiber Optic - OH	Multiple lines, Southwest quadrant of the Lodi/Burnet intersection. Lines head northeast, northwest, west, and southeast	I	No	380	
"TWC"/Spectrum	Fiber Optic - OH	Southwest quadrant of the Canal/Walnut intersection, then appears to cross Walnut south of the Canal/Walnut intersection	I	No	107	
Elantic	Fiber Optic - UG	Crossing Burnet Ave. from the NW quadrant of the Lodi/Burnet intersection, then crossing Lodi St. heading east.	I	No	268	
TWC/MCI	Fiber Optic - UG	Burnet Ave at intersection with Catherine St	NI	No	130	
Verizon	Fiber Optic - UG	Crossing Burnet Ave. from the NW quadrant to the SW quadrant.	I	No	42	
National Grid	Gas - 12"	Southwest quadrant of the Lodi/Burnet intersection, then follows Lodi St. along its west side and crosses Lodi St. at the Lodi/Canal intersection	I	Yes	803	95 708
OCWEP	Sanitary Sewer - 48"	Southwest side of Lodi/Burnet intersection, continuing west along Burnet Ave	I	Yes	97	97 0
OCWEP	Sanitary Sewer - 24"	I-690 ramp east Catherine St	I	Yes	115	115 0
OCWEP	Sanitary Sewer - 36"	Catherine St at intersection with Burnet Ave	NI	Yes	130	
OCWEP	Sanitary Sewer - 48"	I-690 WB 715 ft west of Teall St.	I	Yes	20	20 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (I)
OCWEP	Sanitary Sewer - 72" Combined	Burnet Ave at intersection with Catherine St	NI	Yes	130	
OCWEP	Sanitary Sewer - Combined 36"	South side of Lodi/Burnet intersection, continuing east along Burnett Ave.	I	Yes	213	0
OCWEP	Sanitary Sewer - unknown size	South side of Erie Blvd East/Walnut Ave. intersection, running east to west	I	Yes	97	0
OCWEP	Storm Sewer - 24" to 36"	I-690, Catherine St. to Lodi St.	I	Yes	900	0
OCWEP	Storm Sewer - unknown size	Appx. 65LF east of Walnut/Canal intersection, crossing Canal St.	NI	Yes	30	
OCWEP	Storm Sewer - unknown size	Appx. 210LF east of Walnut/Canal intersection, crossing Canal St.	NI	Yes	34	
Unknown	Unknown Utility - UG	Burnet Ave at intersection with Catherine St	NI	No	130	
City of Syracuse	Water - 20"	Burnet Ave at intersection with Catherine St	NI	Yes	130	
City of Syracuse	Water - 20"	Follows Burnet Ave through the Lodi/Burnet intersection and the rest of the area of work	I	Yes	320	0
I-81 Corridor - Southern project limits to Martin Luther King Blvd.						
National Grid	Electric - OH	MLK Blvd. Sta S71 100+00 to Sta S71 100+75	I	No	75	
National Grid	Electric - UG	I-81 SB Exit 17 ramp (State St) to E Colvin St	I	No	1700	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
National Grid	Electric - UG	I-81 NB 225 ft south to 665 ft north of E Colvin St	I	No	890	
National Grid	Electric - UG	I-81 SB from Sta H20 100+00 to H20 119+50	I	No	2050	
National Grid	Electric - UG	I-81 NB from Sta H10 2+00 to H10 16+30	I	No	1400	0 1400
National Grid	Electric - UG	MLK Blvd. S71 100+00 to Sta S71 101+75	I	No	200	
National Grid	Electric - UG	I-81 crossing at Sta H10 5+64.55	I	No	200	
Unknown	Fiber Optic - UG	I-81 - 90 ft south of E Colvin St	I	Yes	40	40 0
Alliance Gas	Gas - UG, 12" or 16" Dia.	I-81 NB exit to MLK Blvd (Sta R13 109+00 to Sta R13 114+50)	I	No	575	
OCWEP	Sanitary Sewer - 24"	MLK Blvd along the centerline within the limits of work	I	Yes	450	450 0
OCWEP	Sanitary Sewer - 48"	I-81 crossing south of E Colvin St	NI	Yes	40	
OCWEP	Sanitary Sewer - unknown size	I-81 NB, from Sta H10 7+10.29 to H10 15+79.04	I	Yes	850	850 0
City of Syracuse	Water - 20" Dia.	I-81 NB from Sta H10 4+73.45 to H10 11+42.91	I	Yes	765	756 0
City of Syracuse	Water - 20" Dia.	I-81 crossing at Sta H10 5+82.85	I	Yes	225	224.823 0
City of Syracuse	Water - 24" Dia.	I-81 NB from Sta H10 05+56.06 to H10 11+34.89 (Including Crossing at Sta H10 5+67.36)	I	Yes	890	890 0
City of Syracuse	Water - 30" Dia	MLK Blvd Sta S71 101+25	I	Yes	50	50 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
			Length (FT)			
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
OCWA	Water - 30" Dia	I-81 NB from Sta H10 9+28.21 to H10 15+63.57 (Including Crossing at Sta H10 15+35.65)	I	Yes	1060	0
OCWEP	Storm Sewer - 48"	I-81 median to west side from Sta H20 102+30.53 to H20 104+38.12	I	Yes	235	0
OCWEP	Storm Sewer - various sizes	I-81, E Colvin St to MLK Blvd	I	Yes	500	0
I-81 Corridor - Martin Luther King Blvd. to E. Adams St.						
National Grid	Electric - OH	E Taylor St (Sta S74 116+50 to Sta S74 117+25)	I	No	130	
National Grid	Electric - OH	Along both sides of Van Buren from the Renwick/Almond intersection to the Irving intersection.	I	No	1476	
National Grid	Electric - OH	Crosses Van Buren on east side of Van Buren/Henry intersection, running south.	I	No	59	
National Grid	Electric - UG	I-81 SB from MLK Blvd to E Adams	I	No	3500	
National Grid	Electric - UG	I-81 NB from MLK Blvd to E Adams	I	No	3500	
National Grid	Electric - UG	Runs north towards Van Buren ROW. (full run unknown)	NI	No	13	
National Grid	Electric - UG	2 lines. Crosses Van Buren on west side of Van Buren/Stadium intersection, running north to south.	I	No	124	
National Grid	Electric - UG	Runs along north side of Van Buren from through the Irving/Van Buren intersection to a MH north of the Van Buren/Stadium intersection	I	No	403	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	NR
National Grid	Electric - UG	Multiple assorted runs of electric at Van Buren/Stadium intersection, two of which run south down Stadium outside of the area of work, and one that runs east (full run unknown)	I	No	144	
National Grid	Electric - UG	Multiple lines, West side of Irving/Van Buren intersection, running north to south	I	No	307	
National Grid	Electric - UG	North side of Irving/Van Buren intersection, running east to west, then running north up Irving out of area of work.	I	No	86	
National Grid	Electric - UG	East side of Irving/Van Buren intersection, running north to south (full run unknown)	NI	No	34	
Fibertech	Fiber Optic	I-81 NB from E Taylor St to Monroe St.	I	No	750	
Unknown	Fiber Optic	I-81 NB from E Taylor St to Monroe St.	I	No	750	
Windstream	Fiber Optic	E Adams St within the work limits	I	Yes	350	0
Verizon	Fiber Optic	Northeast quadrant of Irving/Van Buren intersection (full run unknown)	I	No	95	
Elantic/Fibertech	Fiber Optic - OH	I-81 NB from E Taylor St to Monroe St.	I	No	750	
National Grid	Gas - 12"	Runs along north side of the Van Buren the Renwick/Almond/Van Buren intersection to the Irving/Van Buren intersection.	I	No	787	
National Grid	Gas - size unspecified	Branches off of 12" main appx. 401F west of Van Buren/Henry intersection, heading south	I	No	45	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
			Length (FT)				
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Gas - size unspecified	Branches off of 12" main appx. 70LF east of Van Buren/Henry intersection, heading north	I	No	39		
National Grid	Gas - unknown size	Sta S74 114+00	I	Yes	130	130	0
OCWEP	Sanitary Sewer - 24" - 30"	I-81 NB E Taylor to E Adams	I	Yes	1150	1150	0
OCWEP	Sanitary Sewer - 30" - 36"	Renwick Ave S72 104+00	NI	Yes	50		
OCWEP	Sanitary Sewer - 36"	I-81 crossing at Sta H10 19+60	NI	Yes	150		
Syracuse University	Steam	2 lines, South side of Van Buren, crossing Henry and turning out of area of work at Stadium	I	Yes	754	754	0
Syracuse University	Steam	2 lines, crossing Van Buren at appx. 85LF east of Van Buren/Henry intersection	I	Yes	141	141	0
Syracuse University	Steam	Running north of, then along the East side of Van Buren/Henry intersection	I	Yes	149	149	0
Syracuse University	Steam	Running north of, then along the East side of Van Buren/Henry intersection	I	Yes	155	155	0
Syracuse University	Steam - 24"	I-81 crossing 200 north of Burt St. Sta S74 115+00 (2 Lines)	I	Yes	320	320	0
Unknown	Unknown Utility - UG	E Taylor St within the work limits (2 lines)	I	Yes	335	335	0
Unknown	Unknown Utility - UG	Jackson St within the work limits (3 lines)	I	Yes	800	800	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
Unknown	Unknown Utility - UG	E Adams St within the work limits	I	No	455	455 0
Unknown	Unknown Utility - UG	Almond St. west side from Van Buren St to E Taylor St	I	No	2930	
City of Syracuse	Water - 24"	Sta S72 108+00 to Van Buren St	I	Yes	380	380 0
City of Syracuse	Water - 24"	I-81 crossing at Sta H20 126+50	I	Yes	400	400 0
I-81 Corridor - E. Adams St. to Erie Blvd. E.						
National Grid	Electric - OH	East side of Madison/S. Crouse intersection, running North to South	NI	No	218	
National Grid	Electric - OH	South side of Madison/S. Crouse intersection, running East to West	NI	No	158	
National Grid	Electric - OH	South side of Madison/S. Crouse intersection, running West to South	NI	No	75	
National Grid	Electric - OH	Southeast quadrant of Madison/S. Crouse intersection	NI	No	22	
National Grid	Electric - UG	Almond St from E Adams St to E Genesee St	I	No	16000	
National Grid	Electric - UG	Almond St from E Genesee St to Erie Blvd E	I	No	1550	
National Grid	Electric - UG	South Side of E Fayette St	I	Yes	675	675 0
National Grid	Electric - UG	South Side of E Washington St near Almond St	I	Yes	55	55 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Electric - UG	Along S McBride St turns West along E Washington St	I	Yes	365	365 0
National Grid	Electric - UG	Along E Water St	I	Yes	1500	1500 0
National Grid	Electric - UG	Across E Water St and Along West Side of Almond St	I	No	170	
National Grid	Electric - UG	Erie Blvd E from S State St to Almond St	I	Yes	4370	2280 2090
AT&T	Fiber Optic	Along E Water St	I	Yes	1150	1150 0
Charter Communications	Fiber Optic	Intersection of Almond St and E Water St	I	No	30	
Elantec	Fiber Optic	Along E Water St	I	Yes	1025	1025 0
Lighttower	Fiber Optic	North Side of E Fayette St	I	Yes	220	220 0
Unknown	Fiber Optic	Along Madison St and Along E Genesee St	I	No	100	
Unknown	Fiber Optic	Both Sides of E Fayette St	I	Yes	765	765 0
Upstate University	Fiber Optic	Sta S74A 106+25	I	Yes	340	140 200
Verizon	Fiber Optic	E Washington St from McBride to Almond	I	Yes	685	685 0
Verizon	Fiber Optic	Intersection of Erie Blvd E and Almond St	I	No	235	
Windstream	Fiber Optic	Intersection of Almond St and E Water St	I	No	100	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
Unknown	Fiber Optic - OH	Intersection of Almond St and E Water St	I	No	135	
Unknown	Fiber Optic - OH	Intersection of S Townsend St and E Water St	I	Yes	205	0
Unknown	Fiber Optic - OH	East side of Madison/S. Crouse intersection, running North to South	NI	No	218	
National Grid	Gas - 16"	Along North Side of Erie Blvd E from Oswego Blvd to Almond St	I	Yes	2085	0
National Grid	Gas - unknown size	Along E Water St	I	Yes	535	0
National Grid	Gas - unknown size	Along S State St near Erie Blvd	I	Yes	155	0
National Grid	Gas - unknown size	Along S Townsend St near Erie Blvd	I	Yes	292	112
City of Syracuse	Sanitary Sewer - 18" - 24"	Center of S. Crouse Ave. E. Adams to Madison	NI	Yes	1400	
OCWEP	Sanitary Sewer - 24" Dia	Sta S74A 105+75 to Sta S74A 115+50	I	Yes	970	0
OCWEP	Sanitary Sewer - 24" Dia	Along Almond St from E Fayette St to Water St	I	Yes	800	0
City of Syracuse	Sanitary Sewer - 24"x60" Trunk	Crossing Madison/S. Crouse intersection, running East to West	NI	Yes	70	
OCWEP	Sanitary Sewer - 36" Dia	Sta S74A 112+00 to Sta S74A 115+50	I	Yes	330	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
OCWEP	Sanitary Sewer - 36" Dia	Along Erie Blvd E	I	Yes	1640	1640 0
OCWEP	Sanitary Sewer - 36"X60"	Along E Fayette St	I	Yes	265	265 0
OCWEP	Sanitary Sewer - 48" Dia	Along E Fayette St	I	Yes	310	310 0
OCWEP	Sanitary Sewer - 54"X81"	Sta S74A 115+25	I	Yes	470	275 195
OCWEP	Sanitary Sewer - 7.5'X10.5' Comb.	Along Erie Blvd E	NI	Yes	1650	
OCWEP	Sanitary Sewer - 72"X48"	Sta S75 110+00	I	Yes	330	330 0
OCWEP	Sanitary Sewer - Unknown Dia	Sta S74A 100+25 to Sta S74A 100+25	I	Yes	515	515 0
OCWEP	Sanitary Sewer - Unknown Dia	Along Madison St, Cedar St, and E Genesee St	I	Yes	225	225 0
OCWEP	Sanitary Sewer - Unknown Dia	Along S McBride St from E Fayette St to E Water St	I	Yes	605	140 465
OCWEP	Sanitary Sewer - Unknown Dia	Along E Water St from S Townsend St to S McBride St and South of E Water St just East of S McBride St	I	Yes	610	610 0
OCWEP	Sanitary Sewer - Unknown Dia	Along S McBride St and South Side of Erie Blvd E	I	Yes	500	500 0
OCWEP	Sanitary Sewer - Unknown Dia	Along East Side of Almond St from E Water St to Erie Blvd E	I	Yes	215	215 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
OCWEP	Storm Sewer - 24" - 36"	Various locations	I	Yes	2000	2000 0
Unknown	Unknown Utility - UG	Along Erie Blvd E East Side of Almond St	I	No	200	
Unknown	Unknown Utility - UG	Along Erie Blvd E from S State St to S McBride St	I	Yes	850	850 0
Unknown	Unknown Utility - UG	Across E Genesee St at Almond St	I	No	200	
Unknown	Unknown Utility - UG	North Side of E Washington St across Almond St (Sta S74A 124+75)	I	No	210	
City of Syracuse	Water - 16" Dia	Along E Genesee St	I	Yes	420	275 145
City of Syracuse	Water - 16" Dia	Along E Water St	I	Yes	1350	1350 0
City of Syracuse	Water - 18" Dia	Sta S74A 105+75	I	Yes	460	460 0
City of Syracuse	Water - Unknown Dia	Sta S74A 105+50 to Sta S74A 105+75	I	No	40	
City of Syracuse	Water - Unknown Dia	From S McBride St to Almond St at Sta S74A 126+50	I	Yes	450	310 140
City of Syracuse	Water - Unknown Dia	Along S McBride St North of E Water St	I	Yes	90	90 0
City of Syracuse	Water - Unknown Dia	Intersection of Erie Blvd E and Almond St	I	Yes	80	0 80

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
I-81 / I-690 Interchange (Franklin St to McBride St.)							
National Grid	Electric - UG	Along West Side of N McBride St	I	No	500		
National Grid	Electric - UG	I-690 WB north side Sta H40 55+61.39 to H40 62+29.17	I	No	675		
National Grid	Electric - UG	East Side of N Salina St (Sta H30 38+81.87)	U	Yes	610		
National Grid	Electric - UG	East Side of N Salina St (Sta H30 38+76.18)	U	Yes	1175		
National Grid	Electric - UG	West Side of N Salina St (Sta H30 38+00.75)	U	Yes	750		
National Grid	Electric - UG	Along N Salina St, South of Herald Pl. Intersection	U	Yes	462		
National Grid	Electric - UG	From Sta R16 03+66.74 (Under On-ramp from Pearl St) to Sta H40 48+40.28	I	No	800		
National Grid	Electric - UG	Pearl St On-ramp (Hickory St Entrance) (Sta R16A 01+12.33)	I	Yes	200	200	0
National Grid	Electric - UG	Pearl St On-ramp (Sta R16 03+35.32)	I	Yes	60	60	0
National Grid	Electric - UG	Parking Lot Network North of Pearl St On-ramps	U	No	850		
National Grid	Electric - UG	Sta H30 39+32.05	U	Yes	425		
National Grid	Electric - UG	Herald Pl between Clinton and Salina (both sides - 4 linens)	I	Yes	520	520	0
National Grid	Electric - UG	N Clinton St from R26 15+50 to Herald Place	I	Yes	530	530	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Electric - UG	I-81 NB from Sta H10 101 +05.06 to Sta H20 208+43.94	I	No	2500	
National Grid	Electric - UG	West St ramp to I-690EB (Sta R34 10+50 to Sta R34 13+75)	I	No	850	
National Grid	Electric - UG	N Franklin from Herald Place to N Clinton St. (both sides)	I	Yes	1700	1700 0
National Grid	Electric - UG	Butternut St and N Franklin St	I	No	1000	
National Grid	Electric - UG	Butternut St from N Franklin St to N State St	I	Yes	1100	250 850
National Grid	Electric - UG	I-81 SB ramp to Clinton St	I	Yes	400	400 0
National Grid	Electric - UG	West St ramp to I-690EB (Sta R34 04+34.81 to Sta R34 10+46.15)	I	No	640	
National Grid	Electric - UG	I-690 EB (Sta H40 27+41.42 and Sta R44 07+39.23 to Sta H40 33+82.34)	I	No	950	
National Grid	Electric - UG	I-81 NB ramp to I-690 WB (various locations)	I	No	2250	
National Grid	Electric - UG	N. State/Ash intersection	I	No	358	
National Grid	Electric - UG	N. State/Ash intersection to N. State/N. Salina intersection	NI	No	516	
National Grid	Electric - UG	N. State/Butternut intersection	NI	No	779	
National Grid	Electric - UG	3 Lines on the west side of N. Salina St. and through the intersections of N. State and E. Laurel	I	No	849	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
R: Reimbursable							
U: Unknown							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Electric - UG	Follows N. Salina St. through the E. Laurel intersection south to a manhole at the Salina/Herald intersection	I	Yes	845	845	0
National Grid	Electric - UG	Segment appx. 580 LF north of N. Salina/Herald intersection	I	No	48		
National Grid	Electric - UG	East side of N. Salina St. appx 650LF north of N. Salina/Herald intersection, following N. Salina St. to the N. Salina/Herald intersection.	I	No	610		
National Grid	Electric - UG	Grouping of lines from appx 400LF to 650LF north of N. Salina/Herald intersection, crossing NB lane of N. Salina St.	I	No	186		
National Grid	Electric - UG	Crossing N. Salina St. at appx 250LF north of N. Salina/Herald intersection	I	No	43		
National Grid	Electric - UG	Multiple lines, West side of N. Salina St. appx 300LF north of the N. Salina/Herald intersection to an electric MH appx 80LF north of the N. Salina/Herald intersection	I	No	512		
National Grid	Electric - UG	West side of N. Salina St. appx 80LF north of the N. Salina/Herald intersection to an electric MH in the N. Salina/Herald intersection	I	No	85		
National Grid	Electric - UG	Grouping at the NW corner of the N. Salina/Herald intersection	I	No	94		
National Grid	Electric - UG	Grouping at the N. Salina/Herald intersection	I	No	317		
Elantic	Fiber Optic	West Side of N Franklin St	I	Yes	2050	2050	0
Elantic	Fiber Optic	Crossing N. State at the N. State/Ash intersection	I	No	101		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
MCI	Fiber Optic	N Franklin St - Sta H30 30+77.93	I	Yes	155	155 0
Unknown	Fiber Optic	Herald Place at C32 21+00	NI	Yes	100	100 0
Unknown	Fiber Optic	Crossing N. State at the N. State/Ash intersection	I	No	103	
Unknown	Fiber Optic	South of the N. State/Ash intersection, crossing N. State St.	I	No	88	
Unknown	Fiber Optic	Multiple lines, from northern limit of work (appx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/N. Salina intersection	NI	No	1813	
Unknown	Fiber Optic	Crossing N. Salina St. at E. Lauren/N. Salina intersection, then following east edge of N. Salina St. north to limits of work.	I	No	514	
Unknown	Fiber Optic	Crossing N. Salina St. at E. Lauren/N. Salina intersection, then following east edge of N. Salina St. south to southern extent of N. Salina/Pearl intersection (full run unknown)	I	No	540	
Unknown	Fiber Optic	Follows west side of N. Salina St. at N. Salina/Pear intersection to the southern extents of work at the N. Salina/Herald intersection. (Full run unknown)	I	Yes	824	824 0
Unknown	Fiber Optic	Crosses N. Salina St. heading west to the limits of work	I	No	47	
Unknown	Fiber Optic	Crosses N. Salina at the N. Salina/Herald intersection, then heads south down N. Salina St. to limits of work	NI	No	114	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction			R: Reimbursable				
NI: Not Impacted by construction			NR: Not Reimbursable				
U: Unknown							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
			Length (FT)				
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
Verizon	Fiber Optic	I-690 WB (Sta H40 34+69.12 to Sta H40 37+81.46)	NI	No	315		
Verizon	Fiber Optic	I-690 EB ramp to I-81 NB (Sta C31 11+00)	I	Yes	200	200	0
Verizon	Fiber Optic	Sta S85 100+00	NI	No	125		
Verizon & AT&T	Fiber Optic	N Salina St (Sta H30 38+16.14)	I	Yes	1165	625	540
National Grid	Gas - 12"	Follows N. Salina St. through the N. State/N. Salina intersection to the N. Salina/Herald intersection	I	No	1442		
National Grid	Gas - 16"	Along James St (Sta H40 47+38.35)	U	Yes	795.873	795.873	0
National Grid	Gas - 20"	East Side of N Franklin St	I	Yes	750	450	300
National Grid	Gas - size unspecified	Multiple lines, from northern limit of work (approx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/Butternut intersection	NI	No	752		
National Grid	Gas - size unspecified	Multiple lines, following west side of N. State St. after the N. State/Butternut intersection and stopping at the N. State/N. Salina intersection.	NI	No	216		
National Grid	Gas - size unspecified	Follows N. State St. through the N. State/N. Salina intersection to the limits of work	NI	No	311		
National Grid	Gas - size unspecified	South of the N. State/N. Salina intersection, crossing N. Salina	I	No	148		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
National Grid	Gas - size unspecified	Multiple lines, West side of N. Salina St from appx 300LF north of the N. Salina/Herald intersection to the limits of work. (full run unknown)	I	No	370	
National Grid	Gas - size unspecified	West Side of N Franklin St	I	Yes	750	450 300
City of Syracuse	Sanitary Sewer - 36"	Sta C22 14+34.707	U	Yes	50	
OCWEP	Sanitary Sewer - 52"x78" Butternut Trunk	N Franklin St., S90A 18+75 to S90A 17+75	NI	Yes	100	
OCWEP	Sanitary Sewer - 52"x78" Butternut Trunk	N Franklin St., S90A 17+75 to Flowable Facility	I	Yes	270	270
OCWEP	Sanitary Sewer - 72" & 52"x78" Butternut Trunk	Flowable Facility to Butternut St./State St. Intersection	NI	Yes	1050	
OCWEP	Sanitary Sewer - 60" James St Overflow	James St (Sta H10 90+29.79) heading South to Eric Blvd E	NI	Yes	255	
OCWEP	Sanitary Sewer Burnet Trunk	N Franklin St., S90A 18+75 to Flowable Facility	I	Yes	480	480
OCWEP	Sanitary Sewer - Burnet Trunk	Flowable Facility	I	Yes	TBD	TBD

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
OCWEP	Sanitary Sewer - 72" Burnet Trunk	Flowable Facility to Pearl St./E. Willow St. intersection	NI	Yes	1250	
OCWEP	Sanitary Sewer - 72" Burnet Trunk	Pearl St./E. Willow St intersection to Burnet Ave./State Street intersection	NI	Yes	850	
OCWEP	Sanitary Sewer - Combined, 48"	Follows N. Salina St. south from the E. Laurel/N. Salina intersection to the Burnet Trunk Sewer appx 500LF south of the E. Laurel/N. Salina intersection	I	Yes	520	520 0
OCWEP	Sanitary Sewer - size unspecified	North side of the N, Salina/Herald intersection, crossing N. Salina St. and heading west down Herald Pl.	I	Yes	84	84 0
OCWEP	Sanitary Sewer - size unspecified	Crossing N. State Street at East Laurel St. (full run unknown)	NI	Yes	119	
OCWEP	Sanitary Sewer - 24" Dia	Along James St (Sta H30 47+44.95)	NI	Yes	200	
OCWEP	Storm Sewer - 24" - 48"	Various locations	I	Yes	4500	4500 0
OCWEP	Storm Sewer - 36"	Follows west side of N. State St. appx 400 LF north of the N. State/Butternut intersection (full runs unknown)	I	Yes	62	62 0
OCWEP	Storm Sewer - 42"	West side of N. Salina St. from a MH appx 300 LF north of N. Salina/Herald intersection (full runs unknown)	I	Yes	104	104 0
OCWEP	Storm Sewer - 7' x 4.5' Weight Lock	Northeast Corner of Oswego Blvd and Erie Blvd E Intersection	NI	Yes	53.551	0 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	NR
OCWEP	Storm Sewer - size unspecified	West side of the N. State/Butternut intersection, following N. State St. as it crosses Butternut	I	Yes	138	0
OCWA	Water - 18"	Center of N Franklin St (2 Lines) North to Sta R26 09+25	I	Yes	1150	0
OCWA	Water - 20"	I-690 EB ramp to I-81 NB (Sta C31 19+50)	I	Yes	315	0
City of Syracuse	Water - 20"	From northern limit of work (appx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/E. Laurel intersection	I	Yes	1226	
City of Syracuse	Water - 20"	Connects to 20" main from the west at the N. State/Butternut intersection	NI	Yes	100	
City of Syracuse	Water - size unspecified	Crossing N. State Street at the N. State/Ash intersection	I	Yes	100	0
OCWA	Water - size unspecified	N Clinton St (Sta R26 09+00)	U	Yes	500	
I-81 / I-690 Interchange (Geddes St. to Franklin St.)						
National Grid	Electric - UG	Evans St from Onondaga Creek to N Franklin St (both sides)	I	No	700	
National Grid	Electric - UG	Evans St from Plum St to Onondaga Creek (both sides)	I	No	1000	
National Grid	Electric - UG	Sta H40 25+00 to Sta H40 28+50	I	No	354	
National Grid	Electric - UG	East side of Creek Walk Trail	U	Yes	475	
National Grid	Electric - UG	I-690 EB, Sta H30 14+50 to Sta C32 08+75 and H30 24+00	I	No	1790	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
			Length (FT)				
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Electric - UG	Ramp from West St. to I-690WB (Sta R43 09+25 to Sta R43 02+50 and R34 01+75)	I	No	1900		
National Grid	Electric - UG	I-690 EB ramp to West St. (Sta R33 05+25 and Sta R33 06+50 to R33 14+33)	I	No	1720		
National Grid	Electric - UG	I-690 EB ramp to West St. (Sta R33 10+50 to R33 14+33 (2 Lines))	U	No	800		
National Grid	Electric - UG	Multiple lines, Follows the south side of W. Erie Blvd.	NI	No	458		
National Grid	Electric - UG	Multiple lines, North side of W. Erie Blvd. with a segment crossing W. Erie Blvd. west of the ramp from West St.	I	No	776		
National Grid	Electric - UG	Multiple lines, Follows west side of West St. from W. Erie/West intersection north to the Park/West intersection	I	No	807		
National Grid	Electric - UG	Multiple lines, Crosses W. Erie Blvd. at the W. Erie/West intersection, follows east side of West St. from W. Erie/West intersection north to the ramp from West St. to W. Erie Blvd.	I	No	374		
National Grid	Electric - UG	Crosses West St and the ramp from West St. to W. Erie Blvd.	I	No	257		
National Grid	Electric - UG	Multiple lines, west of the ramp from West St. to W. Erie	I	No	346		
National Grid	Electric - UG	Segment crossing the proposed trail across West St. from Park Ave.	I	No	119		
National Grid	Electric - UG	Grouping at the Plum/W. Genesee intersection	I	No	221		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Electric - UG	Follows the north side of W. Genesee St. between the Plum/W. Genesee and West/W. Genesee intersections	I	No	293		
National Grid	Electric - UG	Grouping at the W. Genesee/West intersection	I	No	543		
National Grid	Electric - UG	Two lines, appx. 220LF north of the West/W. Genesee intersection,	I	No	97		
National Grid	Electric - UG	Two lines, appx. 440LF north of the West/W. Genesee intersection,	I	No	141		
National Grid	Electric - UG	Grouping of lines between West St., W. Genesee St, and Onondaga Creek.	I	No	680		
National Grid	Electric - UG	Two lines, following both north and south sides of W. Genesee St. east of the W. Genesee/West intersection to the W. Genesee/Wallace intersection.	I	No	1096		
National Grid	Electric - UG	Grouping at the W. Genesee/Wallace intersection	I	No	539		
National Grid	Electric - UG	Segment in the north portion of the W. Genesee/N. Franklin intersection	NI	No	39		
National Grid	Electric - UG	Crosses the W. Genesee/N. Salina intersection, following N. Salina St.	NI	No	173		
National Grid	Electric - UG	Two lines, west of Wallace St.	I	No	299		
National Grid	Electric - UG	Multiple lines following the eastern edge of, crossing, or leading to the crossings for Onondaga Creek	I	No	1403		
National Grid	Electric - UG	Crosses Herald Pl, then follows Herald Pl. along its southern edge.	I	No	394		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Electric - UG	Follows Herald Pl. along its northern edge, then crosses Herald Pl. at the Herald/N. Franklin intersection	I	No	258	
National Grid	Electric - UG	Crosses Herald Pl. at appx. 200LF west of the Herald/N. Franklin intersection	I	No	88	
National Grid	Electric - UG	Grouping at the Herald/N. Franklin intersection, some segments extending north along N. Franklin St.	I	No	1008	
National Grid	Electric - UG	Grouping appx. 90LF southeast of the N. Franklin/Evans intersection	I	No	86	
National Grid	Electric - UG	2 lines following the existing alignment for Evans St. on both sides, west of the bridge over Onondaga Creek	I	No	684	
National Grid	Electric - UG	2 lines following the existing alignment for Evans St. on both sides, east of the bridge over Onondaga Creek	I	No	341	
National Grid	Electric - UG	Crossing Evans St. appx. 40LF east of the Plum/Evans intersection	I	Yes	26	0
Elantic	Fiber Optic	Crosses Herald Pl. at the Herald/N. Franklin intersection, following N. Franklin along its east side	I	No	127	
Elantic	Fiber Optic	Appx. 70LF southeast of the Evans/N. Franklin intersection.	I	No	36	
National Grid	Fiber Optic	East of the N. Clinton/James intersection	I	No	146	
Unknown	Fiber Optic	Multiple lines. West side of West St, crossing West St. at the West/W. Genesee intersection, follows W. Genesee to the Wallace/W. Genesee intersection, and the west and north side of Wallace St/Herald Pl. before crossing the Herald/N. Franklin intersection	I	Yes	3773	181 3592

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
Unknown	Fiber Optic	Follows north side of W. Genesee St. then turns north at the W. Genesee/Plum intersection	I	No	329	
Windstream	Fiber Optic	Along the north side of W. Erie Blvd. through the W. Erie/West St. intersection and the ramp from West St. to W. Erie Blvd.	I	Yes	388	41 347
Unknown	Fiber Optic - OH	Crosses Park Ave. at the Park/West intersection to appx 220 LF south of the W. Genesee/West intersection	I	Yes	341	24 316
National Grid	Gas - 12"	Along the west side of West St. to the southwest quadrant of the West/W. Genesee intersection.	I	Yes	985	24 961
National Grid	Gas - 12"	Along the south side of W. Genesee Intersection from through the Plum/W. Genesee intersection and to the southwest quadrant of the West/W. Genesee intersection	I	No	383	
National Grid	Gas - 12"	Across West St through the southern extent of the West/W. Genesee intersection to appx. 200LF SE of the West/W. Genesee intersection	I	Yes	352	84 269
National Grid	Gas - 16"	Along the north side of W. Erie Blvd. through the W. Erie/West St. intersection and the ramp from West St. to W. Erie Blvd.	I	Yes	408	79 329
National Grid	Gas - 20"	Crosses N. Franklin St. north of the Herald/ N. Franklin intersection, following the east side of N. Franklin St.	I	Yes	70	31 39
National Grid	Gas - 20"	Follows east side of N. Franklin St. through the N. Franklin/Evans intersection	I	No	186	
National Grid	Gas - size unspecified	Crossing Herald Pl. at the west side of the Herald/N. Franklin intersection, following the west side of N. Franklin St.	I	No	126	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Gas - size unspecified	Follows west side of N. Franklin St. through the N. Franklin/Evans intersection, then crosses N. Franklin to meet a nearby 20" Gas main	I	Yes	149	61 88
OCWEP	Sanitary Sewer - 24"	Located east of the W. Genesee/Plum intersection	I	Yes	39	39 0
OCWEP	Sanitary Sewer - 36"	Follows W. Genesee St. west from the W. Genesee/Wallace intersection (full run unknown)	I	Yes	269	269 0
OCWEP	Sanitary Sewer - 36"	Between Sanitary MHs appx. 180LF north of the N. West/W. Erie intersection	NI	Yes	32	
OCWEP	Sanitary Sewer - 36"	NE of the ramp from N. West St. to W. Erie Blvd, located on the walkway for the proposed Onondaga Creek trail	I	Yes	10	10 0
OCWEP	Sanitary Sewer - 48"	Crosses N. West St. and the ramp from N. West St. to W. Erie Blvd.	I	Yes	261	261 0
OCWEP	Sanitary Sewer - 60" & 52"x78" Butternut Trunk	I-690 WB, Onondaga Creek (H40 26+50) to Franklin St. (S90A 18+75)	I	Yes	400	400 0
OCWEP	Sanitary Sewer - 72" Burnet Trunk	I-690 WB, Onondaga Creek (H40 26+50) to Franklin St. (S90A 18+75)	I	Yes	400	400 0
OCWEP	Sanitary Sewer - 78" Main Interceptor	On east side of Onondaga Creek, Erie Blvd. (R42 100+00) to I-690 (H40 26+25)	NI	Yes	1500	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
OCWEP	Sanitary Sewer - 87" Main Interceptor	On east side of Onondaga Creek, I-690 (H40 26+25) to north side of Evans St. (S81 103+00)	NI	Yes	250		
OCWEP	Sanitary Sewer - Combined, size unspecified	West side of N. West St., following N. West St. from appx. 160LF to 120LF north of the N. West/W. Erie intersection	NI	Yes	42		
OCWEP	Sanitary Sewer - size unspecified	Following N. Franklin St. through the N. Franklin/Evans intersection.	I	Yes	175	175	0
OCWEP	Sanitary Sewer - size unspecified	From the beginning of Herald Pl, through the Herald/N. Franklin intersection	I	Yes	382	382	0
OCWEP	Sanitary Sewer - size unspecified	Follows the west side of N. Franklin St. from the Herald/N. Franklin intersection	I	Yes	86	86	0
OCWEP	Sanitary Sewer - size unspecified	Follows the east side of N. Franklin St. from a MH appx. 40LF north of the Herald/N. Franklin intersection	I	Yes	46	46	0
OCWEP	Sanitary Sewer - size unspecified	Appx. 200 east of the W. Genesee/Wallace intersection, north of W. Genesee St.	NI	Yes	54		
OCWEP	Sanitary Sewer - size unspecified	Located in the W. Genesee/Wallace intersection	I	Yes	37	37	0
OCWEP	Sanitary Sewer - size unspecified	West side of N. West St., following N. West St. from appx. 170LF south of the N. West/Park intersection and 160LF north of the N. West/W. Erie intersection	I	Yes	237	237	0
OCWEP	Storm Sewer - 24"	Follows W. Genesee St. eastbound from the N. West/W. Genesee intersection (full run unknown)	I	Yes	383	132	251
OCWEP	Storm Sewer - 24"	Crosses N. West at the Park/N. West intersection and crosses trail to the east (full run unknown)	I	Yes	266	61	204

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
OCWEP	Storm Sewer - 24"	East side of N. West St., from appx 120LF north of the W. Erie/N. West intersection to the ramp from N. West St. to W. Erie Blvd.	I	Yes	71	71 0
OCWEP	Storm Sewer - 24"	NE corner of the W. Erie/N. West intersection, running North to South (full run unknown)	NI	Yes	55	
OCWEP	Storm Sewer - 24" - 48"	Various Locations along I-690 east of Leavenworth St to West of N Franklin St.	I	Yes	1100	1100 0
OCWEP	Storm Sewer - 36"	NE corner of the W. Erie/N. West intersection, running North to South (full run unknown)	NI	Yes	56	
OCWEP	Storm Sewer - 7'x4.5' Weight Lock	I-81 SB ramp to I-690 WB (Sta. C21 11+50) south to Herald Pl/Wallace St Intersection	NI	Yes	450	
OCWEP	Storm Sewer - 7'x4.5' Weight Lock	Follows Herald Pl. west from the Herald/N. Franklin intersection before following Onondaga Creek north	I	Yes	817	300 517
OCWEP	Storm Sewer - size unspecified	Appx. 540LF SE of the W. Genesee/Wallace intersection along the north side of W. Genesee St.	NI	Yes	294	294 0
OCWEP	Storm Sewer - size unspecified	3 lines, Appx 150LF southeast of the Evans St. bridge over the proposed trail	I	Yes	186	186 0
OCWEP	Storm Sewer - size unspecified	Follows N. West St. north from the Park/N. West intersection to appx. 220LF north of the Park/N. West intersection	I	Yes	219	219 0
OCWEP	Storm Sewer - size unspecified	East of the Park/N. West intersection, east of N. West and crossing trail to the east	I	Yes	47	47 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)		
					Total	R (I)	NR
OCWEP	Storm Sewer - size unspecified	From appx 100LF north of the W. Erie/ N. West intersection, heading north up N. West St	I	Yes	368	368	0
OCWEP	Storm Sewer - size unspecified	From appx 100LF north of the W. Erie/ N. West intersection. Crosses N. West St. and the ramp from N. West St. to W. Erie Blvd.	I	Yes	187	124	63
OCWA	Water - 16"	From south of the W. Erie/N. West intersection to the NW quadrant of the W. Genesee/N. West intersection	I	Yes	1149	71	1078
OCWA	Water - 20"/18"/16"	Line crosses W. Genesee/N. West intersection across N. West street, travels NE through open space, east under Onondaga Creek, along the north side of Herald Pl., and north along the west side of N. Franklin St. Transition points between changes in pipe size unknown.	I	Yes	1214	87	1127
OCWA	Water - size unspecified	Multiple lines west of the W. Genesee/N. West intersection	I	Yes	592	73	518
OCWA	Water - size unspecified	Multiple lines through the W. Genesee/N. West intersection and east along W. Genesee St. to the W. Genesee/Wallace intersection	I	Yes	853	138	715
OCWA	Water - size unspecified	Multiple lines from west of the Herald/N. Franklin intersection, through the intersection, and north up the west side of N. Franklin St.	I	Yes	545	46	499
I-81 Corridor – Butternut St. to North Project Limits							
National Grid	Electric - OH	I-81 SB from Sta R26 03+75 to Sta H20 227+50	I	No	1275		
National Grid	Electric - OH	H11 151+40, 200' south of Hiawatha Blvd. W.	NI	Yes	315		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction			R: Reimbursable			
U: Unknown			NR: Not Reimbursable			
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
			Length (FT)			
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
National Grid	Electric - OH	R19 25+10, crossing to Wolf St. Intersection	I	Yes	130	40 90
National Grid	Electric - OH	R19 28+10 to 29+10, east side of ramp	I	Yes	100	40 60
National Grid	Electric - OH	T6A 12+10 to T6A 15+50, along trail	NI	No	350	
National Grid	Electric - OH	Bear St. south side from Solar St. to N. Clinton St.	I	No	800	
National Grid	Electric - OH	E. Division St. south side from N. Clinton St. to Genant Dr.	I	No	300	
National Grid	Electric - OH	N. Clinton St. east side from W. Kirkpatrick St. to Spencer St.	I	No	550	
National Grid	Electric - OH	N. Clinton St. west side from Spencer St. to W. Division St.	I	No	450	
National Grid	Electric - OH	N. Clinton St. east side from W. Division St. to E. Division St.	I	No	200	
National Grid	Electric - OH	Spencer St. north side from N. Clinton St. to Genant Dr.	I	No	200	
National Grid	Electric - UG	I-81 SB from Sta R26 03+25 to Sta H20 221+75 (2 lines)	I	No	1125	
National Grid	Electric - UG	Butternut St/N State St Intersection	I	No	740	
National Grid	Electric - UG	I-81 Butternut St to Division St	I	Yes	4290	1790 2500
National Grid	Electric - UG	I-81 Butternut St to Ash St	NI	No	430	
National Grid	Electric - UG	I-81 SB from Division St to Spencer St	I	No	1280	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Electric - UG	R19 35+40, NB Ramp Exit 23/24	NI	Yes	90		
National Grid	Electric - UG	H11 154+55, North of Hiawatha Blvd. W.	I	Yes	290	290	0
National Grid	Electric - UG	H11 151+40, 200' south of Hiawatha Blvd. W.	I	Yes	320	320	0
National Grid	Electric - UG	Multiple locations on Hiawatha Blvd. W., Bear St., N. Clinton St., Sunset Ave, Genant Dr., Spencer St., and N. State St.	I	Yes	9765	9765	0
National Grid	Electric - UG	R55 14+20 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60		
National Grid	Electric - UG	H11 153+80, underground crossing I-81 NB & SB within the ROW	I	Yes	340	340	0
National Grid	Electric - UG	H11 154+50, underground crossing I-81 NB & SB within the ROW	I	Yes	340	340	0
National Grid	Electric - UG	Genant Dr. west side from north project limit to W. Court St.	I	No	1000		
National Grid	Electric - UG	Harborside Dr. multiple lines under I-81	NI	Yes	140		
National Grid	Electric - UG	N. Clinton St. east side from E. Division St. to Genant Dr.	I	No	1000		
National Grid	Electric - UG	Spencer St. both sides from Genant Dr. to Catawba St.	I	Yes	860	600	260
National Grid	Electric - UG	W. Court St. both sides from Genant Dr. to Sunset Ave.	I	Yes	500	500	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Electric, overhead	Multiple segments, following N. Clinton St. southwest between the W. Bear/N. Clinton and the W. Court/N. Clinton intersections	I	No	1354	
National Grid	Electric, underground	Grouping at the W. bear/N. Clinton intersection	I	Yes	318	60 258
Level 3 Communications	Fiber Optic	H11 136+20, crossing I-81 100 ft south of Bear St.	I	Yes	325	265 60
Level 3 Communications	Fiber optic	Grouping at the W. bear/N. Clinton intersection	I	No	65	
Verizon	Fiber Optic	Bear St. north and south sides crossing I-81	I	Yes	800	400 400
Verizon	Fiber optic	Grouping at the W. bear/N. Clinton intersection	I	No	36	
Elantic	Fiber Optic - UG	I-81 crossing NB & SB (Sta H20 219+00)	I	Yes	550	550 0
Verizon	Fiber Optic - UG	Butternut St/N State St Intersection (4 lines)	I	No	555	
Verizon	Fiber Optic - UG	I-81 crossing NB & SB (Sta H20 216+50)	I	Yes	350	350 0
Verizon	Fiber Optic - UG	I-81 crossing NB & SB (Sta H20 218+75)	I	Yes	450	450 0
Verizon	Fiber Optic - UG	I-81 SB from Division St to West Court St	I	No	2500	
National Grid	Gas - 16"	R52 38+25 to 39+00	I	No	75	0 75

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction			R: Reimbursable				
U: Unknown			NR: Not Reimbursable				
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Viaduct Alternative - Utility Impacts							
			Length (FT)				
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Gas - 16"	R55 13+80 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60		
National Grid	Gas - 16"	Harborside Dr. under I-81	NI	Yes	140		
National Grid	Gas - unknown size	Butternut St/N State St Intersection	I	No	325		
National Grid	Gas - unknown size	I-81 crossing NB & SB (Sta H20 219+50)	I	Yes	165	165	0
City of Syracuse	Sanitary - 30"	N. State St. west side from Spencer St. to project limits	I	Yes	125	125	0
City of Syracuse	Sanitary Sewer - 24"	I-81 NB Ash St (Sta C31 26+00)	I	Yes	35	35	0
OCWEP	Sanitary Sewer - 24"	I-81 SB Butternut St to Ash St (Sta H20 216+50 to Sta H20 219+75)	I	Yes	395	395	0
OCWEP	Sanitary Sewer - 24" RCP	R19 29+50 to 30+50, east side of I-81 NB	I	Yes	100	100	0
OCWEP	Sanitary Sewer - 24" RCP	East side of I-81 NB, Wolf St. to Hiawatha Blvd. W.	I	Yes	550	550	0
OCWEP	Sanitary Sewer - 24" RCP	Middle of Sunset Ave. from Court St. 250 ft north	NI	Yes	250		
OCWEP	Sanitary Sewer - 33"	H21 152+00, 140' south of Hiawatha Blvd. W.	I	Yes	300	300	0
OCWEP	Sanitary Sewer - 52"x78" Butternut Trunk	Butternut St. (Sta S85 109+00 to Sta S85 111+42)	NI	Yes	250		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.9-1 Potential Utility Conflicts – Viaduct Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Viaduct Alternative - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
OCWEP	Storm - 24"	R55 13+50 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	80	
OCWEP	Storm - 24"	R17 15+50 to 16+75, I-81 NB ramp to Bear St	I	Yes	130	130 0
OCWEP	Storm Sewer - Various sizes	I-81 various locations	I	Yes	800	800 0
Verizon	Telephone - UG	Crossing Exit and Entrance Ramp for I-81 SB at Destiny USA Dr. to Bear St.	NI	Yes	1900	200 1700
Unknown	Unknown Utility - UG	Sta R26 01+75	I	Yes	65	65 0
City of Syracuse	Water - 20"	Butternut St/N State St Intersection	I	Yes	200	200 0
OCWA	Water - 24"	R55 14+70 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60	
OCWA	Water - 24" Twin Pipes	H11 151+75, 200' south of Hiawatha Blvd. W.	I	Yes	600	600 0
City of Syracuse	Water - Unknown size	N. State St. west side from Spencer St. to project limits	I	Yes	125	125 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

**C-6.10: Existing Bridges Impacted by
Community Grid Alternative**

Appendix C-6.10

Existing Bridges Impacted by Community Grid Alternative

The following table (**Table C-6.10-1**) shows existing bridges within the Project Area that would be impacted by the Community Grid Alternative.

Table C-6.10-1

Existing Bridges Impacted by Community Grid Alternative

BIN	Location	
1031570	BUTTERNUT STREET OVER I-81	Replaced
103156D	SB I-81 RAMP OVER GENESEE STREET	Removed
103156C	NB I-81 RAMP OVER GENESEE STREET	Removed
103156A	SB I-81 RAMP OVER JACKSON STREET	Removed
103156B	NB I-81 RAMP OVER JACKSON STREET	Removed
1031559	NB/SB I-81 OVER CASTLE STREET	Removed
1031569	NB/SB I-81 VIADUCT FROM FAYETTE STREET TO VAN BUREN STREET	Removed
1050779	EB/WB I-690 OVER LEAVENWORTH AVE	Widen & Rehabilitate
1051091	EB I-690 OVER N CROUSE AVE	Replaced
1051092	WB I-690 OVER N CROUSE AVE	Replaced
1051119	EB/WB I-690 OVER LODI STREET	Replaced
1050001	SB N WEST STREET OVER HIGHWAY 5	Removed
1050002	NB N WEST STREET OVER HIGHWAY 5	Removed
1050780	N WEST STREET RAMP TO WB I-690 OVER I-690	Replaced
1050790	WB I-690 RAMP TO N WEST STREET OVER I-690	Replaced
1050800	BUTTERNUT STREET TO SB N WEST STREET OVER ONONDAGA CREEK	Removed
105080A	WB I-690 RAMP TO SB N WEST STREET OVER ONONDAGA CREEK	Replaced
1050821	WB I-690 OVER ONONDAGA CREEK	Replaced
1050822	EB I-690 OVER ONONDAGA CREEK	Replaced
1050840	NB N WEST STREET RAMP TO EB I-690 OVER ONONDAGA CREEK	Replaced
1050010	NB N WEST STREET RAMP TO HERALD PLACE OVER ONONDAGA CREEK	Removed
1050851	WB I-690 OVER N FRANKLIN STREET	Replaced
1050852	EB I-690 OVER N FRANKLIN STREET	Replaced
1054020	WB I-690 OVER N CLINTON STREET	Replaced
1008489	NB/SB I-81 OVER N SALINA STREET	Replaced
1050910	WB I-690 OVER N SALINA STREET	Replaced
1095510	WB I-690 OVER I-81	Replaced
1050921	WB I-690 OVER E WILLOW STREET	Replaced
1050922	WB I-690 RAMP TO NB I-81 OVER E WILLOW STREET	Replaced
105388A	SB I-81 RAMP TO EB I-690 OVER E WILLOW AND JAMES	Replaced
1053882	NB I-81 OVER E WILLOW, JAMES, AND N STATE	Removed
1051000	EB I-690 OVER N CLINTON, N SALINA, E WILLOW, JAMES, AND N STATE	Replaced
1050950	WB I-690 OVER JAMES AND N STATE	Replaced
1053881	SB I-81 OVER E WILLOW, JAMES, AND N STATE	Removed

Appendix C-6.10

Existing Bridges Impacted by Community Grid Alternative

Table C-6.10-1

Existing Bridges Impacted by Community Grid Alternative

BIN	Location	
105095A	NB I-81 RAMP TO WB I-690 OVER N STATE STREET	Removed
105100A	EB I-690 RAMP TO SB I-81 OVER N TOWNSEND STREET	Removed
1051030	WB I-690 OVER N TOWNSEND STREET	Replaced
1053870	NB I-81 OVER N TOWNSEND STREET	Removed
1051050	WB I-690 OVER N MCBRIDE STREET	Replaced
1051061	WB I-690 OVER N CATHERINE STREET	Replaced
1053860	SB I-81 FROM HIGHWAY 5 OVER N TOWNSEND STREET	Removed
1064590	WB I-690 RAMP TO SB I-81 OVER E FAYETTE, E WASHINGTON, E WATER, HIGHWAY 5, AND ALMOND	Removed
1051062	EB I-690 OVER CATHERINE STREET	Replaced
1051063	EB I-690 RAMP OVER CATHERINE STREET	Removed
105384A	NB I-81 RAMP TO EB I-690 OVER HIGHWAY 5	Removed
1053840	NB I-81 RAMP OVER HIGHWAY 5	Removed
1031580	SPENCER STREET OVER I-81	Replaced
1031590	COURT STREET OVER I-81	Replaced
1031600	BEAR STREET (ROUTE 298) OVER I-81	Replaced
1069090	SB I-481 TO SB I-81 RAMP	Replaced
1069100	SB I-81 TO NB I-481 RAMP	Replaced
1069110	EAST BRIGHTON AVENUE OVER I-81 RAMPS TO NB I-481	Replaced
1069120	EAST BRIGHTON AVENUE OVER SB I-481 RAMPS TO I-81	Replaced
1031510	EAST GLEN AVENUE OVER I-81	Replaced
1031501	SB I-81 OVER EAST SENECA TURNPIKE	Replaced
.....	NYS&W RAILWAY OVER RENWICK AVENUE	Replaced
2208620	FINEVIEW PLACE OVER RENWICK AVENUE	Removed
1072791	SB I-481 OVER THOMPSON RD	Widen & Rehabilitate
1072792	NB I-481 OVER THOMPSON RD	Widen & Rehabilitate
1072781	SB I-481 OVER TOTMAN RD	Widen & Rehabilitate
1093682	NB I-481 OVER I-90	Widen & Rehabilitate
1093571	SB I-481 OVER CSX TRANS/AMTRAK	Widen & Rehabilitate
1093572	NB I-481 OVER CSX TRANS/AMTRAK	Widen & Rehabilitate
1093561	SB I-481 OVER MANLIUS CENTER RD	Widen & Rehabilitate
1093562	NB I-481 OVER MANLIUS CENTER RD	Rehabilitate
1031502	NB I-81 OVER EAST SENECA TURNPIKE	Narrow & Rehabilitate
1031639	SB I-81 RAMP OVER CARAUSEL CENTER DRIVE, LEY CREEK, CSX TRANSPORTATION, AMTRAK	Widen & Rehabilitate
1031549	NB/SB I-81 OVER COLVIN STREET	Rehabilitate & Install Noise Barrier

C-6.11: Potential Utility Conflicts
Community Grid Alternative

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-81 / I-481 Southern Interchange - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
National Grid	Electric - OH	New on- and off-ramps on the north side of the E. Glen Ave bridge	I	Yes	193	
National Grid	Electric - OH	E. Glen Rd. – crossing roadway at S4B 10+50	I	No	125	
National Grid	Electric - OH	E. Brighton Ave. S4D 107+00 to S4D 113+00 (west side)	I	Yes	600	0
National Grid	Electric - OH	E. Brighton Ave. S4C 115+00 to S4C 118+25 (east side)	I	No	325	
National Grid	Electric - OH	E. Brighton Ave. S4C 114+90 crossing roadway	I	No	130	
National Grid	Electric - OH	I-481 (H2 61+75) crossing highway (2 transmission lines)	NI	Yes	422	
National Grid	Electric - OH	I-481 (H2 70+50) crossing highway (2 lines)	NI	Yes	400	
National Grid	Electric - UG	I-81 SB (R3A 144+00 to R3A 151+00)	I	No	730	
National Grid	Electric - UG	I-81 NB (R2A 66+00 to R2A 78+00)	I	No	900	
National Grid	Electric - UG	I-81 - Appx. R2A 76+00, crossing highway	NI	Yes	110	
National Grid	Electric - UG	I-81 - Appx. R2A 66+75, crossing highway	NI	Yes	195	
National Grid	Electric - UG	I-81 SB (R3A 125+50 to R3A 141+00)	I	No	1603	
National Grid	Electric - UG	I-81 NB (R2A 52+50 to R2A 66+50)	I	No	1414	
National Grid	Electric - UG	E. Brighton Ave (S4D 100+50 to S4D 103+150) west side	NI	No	270	
National Grid	Electric - UG	E. Seneca Turnpike – crossing I-81 at appx. R3A 93+50 (2 lines)	NI	No	1000	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
I-81 / I-481 Southern Interchange - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
Verizon	Fiber Optic	I-81 NB - Appx. R2A 46+00, crossing highway	I	Yes	214	214	0
Verizon	Fiber Optic	E. Seneca Turnpike – crossing I-81 at appx. R3A 93+50	NI	Yes	480		
National Grid	Gas - 12"	E. Glen Ave crossing I-81 at appx. R3A 119+25	I	Yes	280	155	125
National Grid	Gas - 12"	E. Brighton Ave. S4C 114+00 to S4C 115+75	NI	No	170		
OCWA	Water - 8"	E. Glen Ave. bridge over I-81 at approx. Sta R3A 119+25	I	Yes	240	240	0
OCWA	Water - 24"	I-481 SB exit ramp at appx. R4A 125+75	I	Yes	180	180	0
OCWA	Water - 24"	E. Brighton Ave. (S4C 104+50 to S4C 113+50), east side	I	Yes	1385	1385	0
OCWEP	Storm Sewer Various Sizes	Throughout the interchange	I	Yes	4223	1514	2704
OCWEP	Sanitary Sewer 24"	I-81 NB - R2A 63+50, crossing highway	I	Yes	200	200	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
I-481 / E. Genesee St. Interchange (Exit 3) - Utility Impacts							
				Length (FT)			
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
OCWEP	Storm Sewer 54"	I-481, R6B 128+00 to R6B 131+50 (North of E. Genesee St.)	NI	Yes	467		
OCWEP	Storm Sewer Various Sizes	Various locations within the exit 3 interchange	I	Yes	900	900	0
National Grid	Electric - OH	I-481 NB - R6B 129+71 crossing highway (north of Kinne Rd)	NI	Yes	271		
National Grid	Electric - OH	I-481 NB - R6B 128+47 crossing highway (south of Kinne Rd)	I	Yes	474	71	403
National Grid	Electric - OH	I-481 NB - R6B 124+03 crossing highway (transmission lines)	I	Yes	300	300	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-481 / E. Genesee St. Interchange (Exit 3) to NYS Thruway (I-90) - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
OCW/EP	Storm Sewer 24"	I-481 H6A 21+40 to H6A 22+20	I	Yes	80	80
OCW/EP	Storm Sewer 24"	I-481 SB - H6E 12+29	I	Yes	130	110
OCW/EP	Storm Sewer 24"	I-381 SB H6E 25+15, LT	I	Yes	10	10
OCW/EP	Storm Sewer 3' x 5'	I-481 SB - H6E 23+10 (twin pipes)	I	Yes	750	750
OCW/EP	Storm Sewer Unknown Size	I-481 NB - H6B 14+42	I	Yes	95	95
National Grid	Electric - OH	I-481 NB - H6B 18+00 crossing highway (2 transmission lines)	I	Yes	250	250
National Grid	Electric - OH	I-481 SB - H6E 27+83 crossing highway	I	Yes	210	210
National Grid	Electric - OH	I-481 SB - H6C 22+06 crossing over I-481 bridges	I	Yes	236	236
Unknown	Cable TV - OH	I-481 SB - H6C 22+06 crossing under I-481 bridges	I	Yes	236	236
Verizon	Telephone - OH	I-481 SB - H6C 22+06 crossing under I-481 bridges	I	Yes	236	236

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-81 / I-481 Northern Interchange - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
OCWEP	Sanitary Sewer 30"	I-481 NB ramp to I81 NB - H7 143+00	I	Yes	35	350 0
OCWEP	Sanitary Sewer - 30"	I-81 SB 910 ft South of South Bay Rd.	I	Yes	20	20 0
OCWEP	Storm Sewer 24" to 36"	I-81 & I-481 Various locations	I	Yes	1115	1115 0
OCWEP	Storm Sewer 60"	I-81 NB - R7B 106+40 (twin pipes)	I	Yes	420	420 0
OCWEP	Storm Sewer 84"	I-81 SB ramp to I-481 SB (H8 165+25)	I	Yes	110	110 0
OCWEP	Storm Sewer 24"	I-81 NB ramp to NY-481 (R9A 6+45)	I	Yes	120	120 0
OCWEP	Storm Sewer 84"	I-81 NB ramp to NY-481 (R9A 15+00)	I	Yes	100	100 0
OCWEP	Storm Sewer 84"	I-481 NB ramp to I-81 NB (H7 132+00)	I	Yes	280	280 0
OCWEP	Storm Sewer Unknown Size	I-481 SB - H8 138+90	I	Yes	260	260 0
National Grid	Electric - OH	I-81 - 1660 ft North of South Bay Rd crossing both NB & SB	I	Yes	365	365 0
National Grid	Electric - OH	Just North of E Pine Grove Rd.	I	Yes	305	305 0
National Grid	Electric - OH	I-81 - North of South Bay Bridge (H7 169+32)	I	Yes	265	265 0
National Grid	Electric - OH	I-481 NB - H8 107+50 (3 transmission lines)	I	Yes	900	900 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-81 / I-481 Northern Interchange - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
National Grid	Electric - UG	Thompson Rd (west side) under I-481	NI	Yes	180	
Verizon	Fiber Optic - UG	I-81 - North of South Bay Bridge (H7 169+32)	I	Yes	320	0
Verizon	Underground Fiber Optic	Thompson Rd (east side) under I-481	NI	Yes	180	
Elantic	Fiber Optic - UG	I-481 NB - H7 134+50 crossing NB & SB	I	Yes	400	0
Elantic	Fiber Optic - UG	NY-481 NB - R7A 119+00 to R7A 121+40	I	Yes	200	0
Charter Communications	Cable TV - UG	Thompson Rd (west side) under I-481	NI	Yes	180	
I-690- including connection to I-81 - Utility Impacts						
National Grid	Electric - OH	I-690 EB - H30 194+00 (south side)	I	No	50	
National Grid	Electric - UG	I-690 EB - H30 100+00 to H30 135+00 (both sides of roadway)	I	Yes	4100	2740
National Grid	Electric - UG	I-690 EB - H30 135+00 to H30 200+00 (both sides of roadway)	I	Yes	11,550	9500
National Grid	Electric - UG	I-690 WB - H40 100+00 to H40 135+00 (both sides of roadway)	I	Yes	2190	1910
National Grid	Electric - UG	I-690 WB - H40 135+00 to H40 200+00 (both sides of roadway)	I	Yes	2065	2015
National Grid	Electric - UG	West St. ramp to I-690 WB (R43 100+00 to R43 109+00)	I	Yes	1900	1425

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
National Grid	Electric - UG	I-690 EB ramp to West St. (R33 107+50 to R33 144+35)	I	Yes	1950	365 1585
National Grid	Electric - UG	West St. ramp to I-690 EB (R34 107+50 to R34 109+50)	I	No	175	
National Grid	Electric - UG	West St. ramp to I-690 EB (R34 109+50 to R34 113+40)	I	No	360	
National Grid	Electric - UG	I-690 WB ramp to West St. (R44 107+50 to R44 110+75)	I	Yes	490	65 425
National Grid	Electric - UG	I-81 SB ramp to I-690 EB (C22 106+20 to C22 134+00)	I	Yes	4890	810 4080
National Grid	Electric - UG	I-81 SB ramp to Clinton St. (R26 104+00 to R26 106+50)	I	Yes	500	250 250
National Grid	Electric - UG	I-690 EB ramp to Erie Blvd. E. (R35 105+50 to R35 113+00)	I	Yes	615	85 530
National Grid	Electric - UG	Ramp from Crouse Ave. to I-690 WB (R45 100+50 to R45 110+00)	I	No	875	
National Grid	Electric - UG	I-690 WB ramp to Crouse Ave. (R46 105+80 to R46 107+50)	I	Yes	400	220 180
Verizon	Fiber Optic	I-81 SB ramp to I-690 EB (C22 121+50)	I	Yes	170	170 0
Verizon	Fiber Optic	I-81 SB ramp to I-690 EB (C22 119+25)	I	Yes	160	160 0
Elantic	Fiber Optic	I-81 SB ramp to I-690 EB (C22 118+80)	I	Yes	200	200 0
Unknown	Fiber Optic	I-81 SB ramp to I-690 EB (C22 137+50 to C22 139+00)	I	Yes	222	222 0
Verizon	Fiber Optic	I-81 SB ramp to I-690 EB (C22 138+50)	I	Yes	80	80 0
Verizon	Fiber Optic	I-81 SB ramp to Clinton St. (R26 105+50) and crossing I-81 SB ramp to I-690 EB C22 131+75)	I	Yes	200	200 0
Unknown	Fiber Optic	E. Willow St. – Salina St. to State St.	I	Yes	900	300 600

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1) NR
Verizon	Fiber Optic	Genant Dr. (S84 10+50 to S84 16+50)	I	No	500	
Unknown	Fiber Optic	I-690 EB ramp to Erie Blvd. E. (R35 112+50)	I	Yes	20	0
Verizon	Fiber Optic	I-690 EB ramp to Erie Blvd. E. (R35 113+65)	I	Yes	115	0
National Grid	Gas - 12"	I-81 SB ramp to I690 EB (C22 137+75 to C22 138+85)	I	Yes	125	0
OCWA	Water - 18"	Onondaga Creek Crossing (T13 3+25 to T1582+40)	I	Yes	200	0
City of Syracuse	Water - 12"	E. Willow St. - Salina St. to State St.	I	Yes	900	0
City of Syracuse	Water - 12"	James St. - Warren St. to State St.	I	Yes	750	0
OCWA	Water - 24"	State St. - from Erie Blvd. E. to James St.	I	Yes	850	0
City of Syracuse	Water - 20"	H30/H40 177+00 (crossing roadway)	I	Yes	300	0
OCWEP	Storm Sewer - 7' X 4.5' Weight Lock	Erie Blvd. E. (S79 108+00) to E. Willow St. Herald Place from Franklin St. to Onondaga Creek	NI	Yes	1725	
OCWEP	Sanitary Sewer - 72" Burnet Trunk	I-690 EB (H130 121+30) to I-81 SB ramp to I-690 EB (C22 132+75)	NI	Yes	825	
OCWEP	Sanitary Sewer - 60" & 52"x78" Butternut Trunk	I-690 WB, Onondaga Creek (H140 121+25) to Butternut St. (S85 23+50)	I	Yes	450	450
OCWEP	Sanitary Sewer - 52"x78" Butternut Trunk	Butternut St. bridge over I-81, R25 123+00 to S85 13+00	I	Yes	500	500
OCWEP	Sanitary Sewer - 78" Main	On east side of Onondaga Creek, Erie Blvd. (R42 100+00) to I-690 (H30 121+30)	NI	Yes	1500	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
	Interceptor					
OCW/EP	Sanitary Sewer - 87" Main Interceptor	On east side of Onondaga Creek, I-690 (H30 121+30) to north side of Evans St. (S81 103+00).	NI	Yes	250	
OCW/EP	Sanitary Sewer - 72" Burnet Trunk	I-690 WB, Onondaga Creek (H40 121+25) to Clinton St. (R26 107+25)	I	Yes	800	800
OCW/EP	Sanitary Sewer - 72" Burnet Trunk	Clinton St. (R26 107+25) to Pearl St./W. Belden Ave. intersection	NI	Yes	600	
OCW/EP	Sanitary Sewer - 72" Burnet Trunk	Pearl St, W. Belden Ave. to E. Willow St. (S93 108+75)	NI	Yes	820	
OCW/EP	Sanitary Sewer - 72" Burnet Trunk	E. Willow St. (S93 108+75) to Burnet Ave./State St. intersection	NI	Yes	850	
OCW/EP	Sanitary - 60" James St. Overflow	James St/Pearl St. (H30 142+50) Erie Blvd. E.	NI	Yes	430	
OCW/EP	Storm Sewer – 24”	Various locations	I	Yes	1000	1000 0
OCW/EP	Storm Sewer – 30”	Various locations	I	Yes	750	750 0
OCW/EP	Storm Sewer – 36”	Various locations	I	Yes	500	500 0
City of Syracuse	Sanitary Sewer - 30"	R43 105+25/H40 112+25	I	Yes	75	75 0
City of Syracuse	Sanitary Sewer - 24"	R16 24+00 to R16 24+25 (full run unknown, east side)	I	Yes	34	24 10
City of Syracuse	Sanitary Sewer - 24"	C22 118+25 to R25 127+00/C22 123+75	I	Yes	400	400 0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
R: Reimbursable						
U: Unknown						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
City of Syracuse	Sanitary Sewer	C22 137+25, running west to east (crossing roadway)	I	Yes	143	67
City of Syracuse	Sanitary Sewer - 24"	C22 146+50 to C22 147+00 (south side)	NI	Yes	186	
City of Syracuse	Sanitary Sewer - 24"	C22 147+00 (full run assumed, crossing roadway)	I	Yes	33	28
City of Syracuse	Sanitary Sewer - 36"	H30 146+75 to H30 147+25 (south side)	NI	Yes	51	
City of Syracuse	Sanitary Sewer - 24"	R35 103+75 to R35 104+75 (south side)	NI	Yes	98	
City of Syracuse	Sanitary Sewer - size unspecified	R35 103+75 to R35 104+25 (south side)	NI	Yes	29	
City of Syracuse	Sanitary Sewer - size unspecified	R35 104+75 to R35 105+00 (south side)	I	Yes	17	17
City of Syracuse	Sanitary Sewer - 24"	H30 174+00 to H30 177+50 (south side)	NI	Yes	316	
City of Syracuse	Sanitary Sewer - 36"	H30 177+50, H40 177+25, R46 112+75 (crossing roadway)	I	Yes	277	121
City of Syracuse	Sanitary Sewer - 30"	H30/H40 194+25 (crossing roadway)	I	Yes	207	133

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
I-81 Corridor - W. Kirkpatrick St. to Onondaga Lake Parkway - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
National Grid	Electric - OH	H11 151+40, 200' south of Hiawatha Blvd. W.	NI	Yes	315	0	0
National Grid	Electric - OH	R19 25+10, crossing to Wolf St. Intersection	I	Yes	130	40	90
National Grid	Electric - OH	R19 28+10 to 29+10, east side of ramp	I	Yes	100	40	60
National Grid	Electric - OH	T6A 12+10 to T6A 15+50, along trail	NI	No	350		
National Grid	Electric - OH	Bear St. south side from Solar St. to N. Clinton St.	I	No	800		
National Grid	Electric - OH	E. Division St. south side from N. Clinton St. to Genant Dr.	I	No	300		
National Grid	Electric - OH	N. Clinton St. east side from W. Kirkpatrick St. to Spencer St.	I	No	550		
National Grid	Electric - OH	N. Clinton St. west side from Spencer St. to W. Division St.	I	No	450		
National Grid	Electric - OH	N. Clinton St. east side from W. Division St. to E. Division St.	I	No	200		
National Grid	Electric - OH	Spencer St. north side from N. Clinton St. to Genant Dr.	I	No	200		
National Grid	Electric - UG	R19 35+40, NB Ramp Exit 23/24	NI	Yes	90		
National Grid	Electric - UG	H11 154+55, North of Hiawatha Blvd. W.	I	Yes	290	290	0
National Grid	Electric - UG	H11 151+40, 200' south of Hiawatha Blvd. W.	I	Yes	320	320	0
National Grid	Electric - UG	Multiple locations on Hiawatha Blvd. W., Bear St., N. Clinton St., Sunset Ave, Genant Dr., Spencer St., and N. State St.	I	Yes	9765	9765	0
National Grid	Electric - UG	R55 14+20 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-81 Corridor - W. Kirkpatrick St. to Onondaga Lake Parkway - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (I)
National Grid	Electric - UG	H11 153+80, underground crossing I-81 NB & SB within the ROW	I	Yes	340	340
National Grid	Electric - UG	H11 154+50, underground crossing I-81 NB & SB within the ROW	I	Yes	340	340
National Grid	Electric - UG	Genant Dr. west side from north project limit to W. Court St.	I	No	1000	
National Grid	Electric - UG	Harborside Dr. multiple lines under I-81	NI	Yes	140	
National Grid	Electric - UG	N. Clinton St. east side from E. Division St. to Genant Dr.	I	No	1000	
National Grid	Electric - UG	Spencer St. both sides from Genant Dr. to Catawba St.	I	Yes	860	860
National Grid	Electric - UG	W. Court St. both sides from Genant Dr. to Sunset Ave.	I	Yes	500	500
National Grid	Electric - UG	R27 0+00 to R27 5+50 (south side)	NI	No	571	
National Grid	Electric - UG	R27 0+00 to R27 7+50 (south side)	NI	No	822	
National Grid	Electric - UG	R27 5+50 to R27 7+50 (south side)	NI	No	322	
National Grid	Electric - UG	R27 0+00 to R27 7+00 (north side)	NI	No	669	
National Grid	Electric - UG	R27 7+75 to R27 8+25 (multiple segments)	I	Yes	754	141
National Grid	Electric - UG	R27 8+75 (south side)	NI	No	16	
National Grid	Electric - UG	R27 8+75 to R27 11+00 (2 lines, south side)	NI	No	458	
National Grid	Electric - UG	R27 11+00 to R28 3+00 (2 lines, south side, crossing ramps)	I	Yes	447	282
National Grid	Electric - UG					165

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
I-81 Corridor - W. Kirkpatrick St. to Onondaga Lake Parkway - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
National Grid	Electric - UG	R27 11+00 to R28 4+25 (crossing through ramps)	I	Yes	366	29
National Grid	Electric - UG	R28 3+00 to R28 7+00 (2 lines, south side)	NI	No	822	
National Grid	Electric - UG	R27 11+25 (crossing roadway, line ends at pull box)	I	Yes	139	78
National Grid	Electric - UG	R27 10+50 to R28 5+00 (multiple segments, north side)	NI	No	591	
National Grid	Electric - UG	R27 9+75 to approx 550 LF northeast of R16 42+50	NI	No	1333	
National Grid	Electric - UG	R28 7+25 to C22 106+50 (south/west sides)	NI	No	1763	
National Grid	Electric - UG	South of R28 7+45 to appx 150 LF southeast of R28 7+45	NI	No	114	
National Grid	Electric - UG	Appx 25 LF southeast of R28 7+45, (tracks SW towards HB)	I	Yes	101	44
National Grid	Electric - UG	R28 6+50 to appx 300 LF northwest of R16 42+50	NI	No	1059	
National Grid	Electric - UG	R28 7+00 to R28 7+45 (northeast side)	NI	No	238	
National Grid	Electric - UG	R28 7+00 to appx 150 LF southeast of R28 7+45	I	Yes	350	75
Level 3 Communications	Fiber Optic	H11 136+20, crossing I-81 100 ft south of Bear St.	I	Yes	325	265
Level 3 Communications	Fiber Optic	R27 9+00 (crossing roadway)	I	Yes	292	32
Unknown	Fiber Optic	R27 3+75 to R27 6+00 (south side)	NI	No	241	
Verizon	Fiber Optic	Bear St. north and south sides crossing I-81	I	Yes	800	400

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
I-81 Corridor - W. Kirkpatrick St. to Onondaga Lake Parkway - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
Verizon	Fiber Optic	R27 7+75 (south side)	NI	No	44		
Verizon	Fiber Optic	R27 7+75 (crossing roadway)	I	Yes	195	58	136
Verizon	Telephone - UG	Crossing Exit and Entrance Ramp for I-81 SB at Destiny USA Dr. to Bear St.	NI	Yes	1900	200	1700
National Grid	Gas	R27 7+75 to R27 8+75 (crossing roadway at appx R27 7+75)	I	Yes	250	26	224
National Grid	Gas - 16"	R52 38+25 to 39+00	I	No	75	0	75
National Grid	Gas - 16"	R55 13+80 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60		
National Grid	Gas - 16"	Harborside Dr. under I-81	NI	Yes	140		
City of Syracuse	Sanitary Sewer - 30"	N. State St. west side from Spencer St. to project limits	I	Yes	125	125	0
OCWEP	Sanitary Sewer - 24"	R19 29+50 to 30+50, east side of I-81 NB	I	Yes	100	100	0
OCWEP	Sanitary Sewer - 24"	East side of I-81 NB, Wolf St. to Hiawatha Blvd. W.	I	Yes	550	550	0
OCWEP	Sanitary Sewer - 24"	Middle of Sunset Ave. from Court St. 250 ft north	NI	Yes	250		
OCWEP	Sanitary Sewer - 33"	H21 152+00, 140' south of Hiawatha Blvd. W.	I	Yes	300	300	0
City of Syracuse	Sanitary Sewer - size unspecified	R27 8+75 to R27 9+00 (south side)	NI	Yes	57		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
I-81 Corridor - W. Kirkpatrick St. to Onondaga Lake Parkway - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I)	NR
City of Syracuse	Sanitary Sewer - size unspecified	R27 11+50 to R28 3+50 (crossing roadway)	I	Yes	264	108	156
OCWEP	Storm Sewer - 24"	R55 13+50 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	80		
OCWEP	Storm Sewer - 24"	R17 15+50 to 16+75, I-81 NB ramp to Bear St	I	Yes	130	130	0
OCWEP	Storm Sewer - size unspecified	R27 11+00 to R28 3+50 (south sides)	I	Yes	307	205	102
OCWA	Water - 24"	R55 14+70 crossing I81 SB ramp Exit 23B Destiny USA Dr.	NI	Yes	60		
OCWA	Water - 24" Twin Pipes	H11 151+75, 200' south of Hiawatha Blvd. W.	I	Yes	600	600	0
City of Syracuse	Water - Unknown size	N. State St. west side from Spencer St. to project limits	I	Yes	125	125	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (I) NR
Almond St.						
City of Syracuse	Water - 30"	Almond St. from Van Buren St. south for 400'	I	Yes	430	430
City of Syracuse	Water - 30"	Almond St. from E. Adams to Harrison St.	I	Yes	590	590 0
National Grid	Electric - OH	Almond St. east side E. Taylor St. to Jackson St.	I	No	300	
National Grid	Electric - UG	Almond St. east side E. Taylor St. to E. Adams St.	NI	No	9700	
National Grid	Electric - UG	Almond from East Fayette to East Genesee	I	No	711	
National Grid	Electric - UG	Almond from Madison St. to East Adams St.	I	No	7230	
National Grid	Electric - UG	Almond St from E Water to E Fayette St	I	No	672	
National Grid	Electric - UG	Almond St from Jefferson St. to Madison St	I	No	3800	
National Grid	Electric - UG	Catherine St from E Water St. to Burnet St.	I	No	950	
National Grid	Electric - UG	Almond St. at E. Adams intersection	I	No	1450	
National Grid	Electric - UG	Almond St. Burt St. intersection	I	No	2525	
National Grid	Electric - UG	Almond St. E. Genesee, & Jefferson intersections	I	No	3900	
National Grid	Electric - UG	James St. Pearl St intersection	I	No	385	
AT&T	Fiber Optic - UG	Almond from Water to East Genesee St	I	No	3000	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
Elantic	Fiber Optic - UG	Almond from E. Adams to Burt	I	No	3000	
Verizon	Fiber Optic - UG	Almond from Burt to Van Buren	I	No	2800	
Alliance	Gas - 12"	Almond St. from E. Taylor to E. Raynor Ave.	I	No	1500	
National Grid	Gas - 12"	E. Genesee St. north side crossing Almond St.	I	No	280	
National Grid	Gas - 12"	Almond from Burt St. to Van Buren St.	I	No	500	
OCWEP	Sanitary Sewer - 24"	Almond from Monroe St. to E. Adams St.	I	Yes	380	155
OCWEP	Sanitary Sewer - 24"	Almond from E. Adams St. to E. Genesee St.	I	Yes	1720	1720
OCWEP	Sanitary Sewer - 24"	Almond from E. Taylor St. to Monroe St.	I	Yes	770	337
OCWEP	Sanitary Sewer - 24"	Almond from E. Fayette St. to Erie Blvd. E.	I	Yes	785	785
Syracuse University	Steam (2)	Almond St. 150' south of E. Taylor St.	NI	No	140	
OCWEP	Storm Sewer - 30"	Almond St. 50 north of Erie Blvd. E.	I	Yes	145	145
Verizon	Telephone - UG	Catherine/Almond from Burnet to Van Buren St.	I	No	9000	
TWC	Cable TV - OH	OH Cable TV misc. around local streets	I	No	8000	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
					Length (FT)	
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
Erie Blvd. E. / E. Water St. / E. Washington St.						
National Grid	Electric - UG	Erie Blvd. E. N. Salina St. to S. Crouse St. (Both sides)	I	No	9050	
Verizon	Fiber Optic - UG	Erie Blvd from Catherine through S Crouse	I	No	4000	
Verizon	Telephone - UG	N. State, James & Erie Blvd	I	No	5000	
OCWEP	Sanitary Sewer - 7.5"x10.5'	Erie Blvd from N Salina St. to S Crouse Ave.	NI	Yes	4325	
National Grid	Gas - 12"	Erie Blvd. E. from N. Salina St. to Almond St.	I	No	2600	
National Grid	Gas - 12" - 16"	Erie Blvd. E. from Almond St. to S Crouse	NI	No	1700	
OCWEP	Storm Sewer - 24" to 30"	Erie Blvd E. at McBride	I	Yes	140	140 0
National Grid	Electric - UG	E. Water St. from Almond St. to S Crouse Ave.	I	No	1150	
Elantic	Fiber Optic - UG	E Water through Catherine intersection	I	No	400	
Windstream	Fiber Optic - UG	Water St. from Catherine to S Crouse	I	No	3000	
City of Syracuse	Water - 20"	E. Water St. from Irving to Crouse	NI	Yes	790	
National Grid	Gas - 12"	Water St. from Irving St. to S Crouse	I	No	800	
OCWEP	Sanitary Sewer - 36"x60"	E. Washington St. from Crouse Ave. to Irving Ave.	NI	Yes	150	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
			Length (FT)			
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
Harrison / E. Adams / E. Genesee / E. Fayette						
TWC	Fiber Optic - OH	Harrison from Townsend to S Crouse	I	No	2600	
OCWEP	Sanitary Sewer - 24"	Harrison between Almond & Irving	NI	Yes	400	
OCWEP	Sanitary Sewer - 72"x48"	Harrison St. between the work limits	NI	Yes	3100	
City of Syracuse	Water - 16"	Harrison St. from S Townsend St. to Sarah Loguen St.	I	Yes	1200	1200 0
City of Syracuse	Water - 30"	Harrison St. from Almond St. to Sarah Loguen St.	I	Yes	400	400 0
National Grid	Electric - UG	E. Adams from S. Townsend to Almond St.	I	No	1474	
TWC	Fiber Optic - UG	East Adams through Almond & Irving	I	No	2600	
Windstream	Fiber Optic - UG	East Adams through Almond & Irving	I	No	1600	
Verizon	Telephone - UG	East Adams from Almond through S Crouse	I	No	2200	
National Grid	Electric - UG	E Fayette from S McBride to east of Almond St.	I	No	732	
National Grid	Electric - UG	E Genesee St. 200' either side of Almond St.	NI	No	200	
OCWEP	Sanitary Sewer - 54"x81" Trunk	E. Genesee St. crossing of Almond St.	NI	Yes	360	
City of Syracuse	Water - 16"	E. Genesee St. between work limits	NI	Yes	400	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Local Streets - Utility Impacts							
				Length (FT)			
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
OCWEP	Sanitary Sewer - 36"x60"	E Fayette St. from S McBride to east of Almond St.	NI	Yes	730		
Bear St. / Spencer St. / Genant Dr.							
OCWEP	Storm Sewer - 24"	Bear St. at Spencer St. intersection	I	Yes	200	200	0
OCWEP	Storm Sewer - 48"	Bear St. between Solar St. and out at Onondaga Creek outlet	I	Yes	800	400	400
National Grid	Electric - OH	Genant Dr. from W. Court St. to W. Kirkpatrick St.	I	No	750		
National Grid	Electric - UG	Genant Dr. 2 Parallel lines, E. Division St. to N. Clinton St.	NI	No	2150		
OCWEP	Sanitary Sewer - 24"	Genant Dr. east side from S84A 13+00 to S84A 17+20	I	Yes	440	220	220
National Grid	Electric - UG	Spencer St. at Bear St. intersection	I	No	1386		
Butternut St. / Pearl St. / N. Franklin / State St. / Montgomery St. / James St.							
National Grid	Electric - UG	N. State St from Burnet to Erie Blvd E.	I	No	980		
National Grid	Gas - 20"	N. Franklin St. from Butternut St. to Herald Place	NI	No	600		
National Grid	Electric - UG	Pearl St. from Hickory St. to Erie Blvd. E.	I	No	1500		
OCWEP	Storm Sewer - 24"	Montgomery St., 125' north of E. Willow St.	I	Yes	150	150	0
OCWEP	Storm Sewer - 24"	Montgomery St., 75' south of E. Willow St.	I	Yes	100	100	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (I) NR
National Grid	Electric - UG	Butternut St. N. Clinton St. to Herald Place	I	No	775	
National Grid	Electric - UG	Butternut St. N. Clinton St. to N. State St.	I	No	850	
OCWA	Water - 18"	Butternut St. from Herald Place to N. Franklin St.	NI	Yes	560	
OCWA	Water - 20"	Butternut St. & N. State St intersection	NI	Yes	330	
National Grid	Gas - 12" - 16"	James St. from S. Warren to N. State	I	No	850	
OCWEP	Sanitary Sewer - 24"	James St. from Montgomery St. to Pearl St.	NI	Yes	190	
S. Crouse Ave. / Irving St. / MLK Blvd. / E. Raynor St. / E. Colvin St.						
National Grid	Electric - OH	S Crouse from E. Genesee St. to E. Fayette St.	I	No	600	
City of Syracuse	Water - 20"	S. Crouse Ave. from E. Water St. to Burnet St.	NI	Yes	700	
City of Syracuse	Water - 20" - 30"	Irving from Harrison St. to E. Washington St.	NI	Yes	2000	
City of Syracuse	Storm Sewer - 48"	Irving Ave from East Fayette to Madison St	NI	Yes	1200	
City of Syracuse	Water - 30"	MLK Blvd. through the roundabout	NI	Yes	830	
OCWEP	Sanitary Sewer - 24"	MLK Blvd., through roundabout	I	Yes	470	0
OCWEP	Sanitary Sewer - 36"	East Raynor - crossing under Almond St.	I	Yes	200	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (I)
OCWEP	Sanitary Sewer - 36"	Fineview Place - E. Raynor St. to Van Buren St.	I	Yes	670	670
	Sanitary Sewer - 48"	E. Colvin, crossing under I-81 NB ramp	I	Yes	135	135
Madison St. and S. Crouse Ave.						
National Grid	Electric - OH	East side of Madison/S. Crouse intersection, running North to South	NI	No	218	
National Grid	Electric - OH	South side of Madison/S. Crouse intersection, running East to West	NI	No	158	
National Grid	Electric - OH	South side of Madison/S. Crouse intersection, running West to South	NI	No	75	
National Grid	Electric - OH	Southeast quadrant of Madison/S. Crouse intersection	NI	No	22	
Unknown	Fiber - Overhead	East side of Madison/S. Crouse intersection, running North to South	NI	No	218	
City of Syracuse	Sanitary Sewer - 24"	Crossing Madison/S. Crouse intersection, running East to West	NI	Yes	70	
City of Syracuse	Sanitary Sewer - 18" - 24"	Center of S. Crouse Ave. E. Adams to E. Genesee St.	NI	Yes	1400	
City of Syracuse	Sanitary Sewer - 24"x60" Trunk	Crossing Madison/E. Genesee St. intersection, running East to West	NI	Yes	70	
Van Buren St.						
National Grid	Electric - OH	Along both sides of Van Buren from the Renwick/Almond intersection to the Irving intersection.	I	No	1476	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	NR
National Grid	Electric - OH	Crosses Van Buren on east side of Van Buren/Henry intersection, running south.	I	No	59	
National Grid	Electric - UG	Runs north towards Van Buren ROW. (full run unknown)	NI	No	13	
National Grid	Electric - UG	2 lines. Crosses Van Buren on west side of Van Buren/Stadium intersection, running north to south.	I	No	124	
National Grid	Electric - UG	North side of Van Buren from the Irving/Van Buren intersection to a MH north of the Van Buren/Stadium intersection	I	No	403	
National Grid	Electric - UG	Multiple assorted runs of electric at Van Buren/Stadium intersection, two of which run south down Stadium outside of the area of work, and one that runs east (full run unknown)	I	No	144	
National Grid	Electric - UG	Multiple lines, West side of Irving/Van Buren intersection, running north to south	I	No	307	
National Grid	Electric - UG	North side of Irving/Van Buren intersection, running east to west, then running north up Irving out of area of work.	I	No	86	
National Grid	Electric - UG	East side of Irving/Van Buren intersection, running north to south (full run unknown)	NI	No	34	
Verizon	Fiber Optic - UG	Northeast quadrant of Irving/Van Buren intersection (full run unknown)	I	No	95	
Syracuse University	Steam	2 lines, South side of Van Buren, crossing Henry and turning out of area of work at Stadium	I	Yes	754	0
Syracuse University	Steam	2 lines, crossing Van Buren at appx. 85LF east of Van Buren/Henry intersection	I	Yes	141	0
National Grid	Gas - 12"	Runs along north side of the Van Buren the Renwick/Almond/Van Buren intersection to the Irving/Van Buren intersection.	I	No	787	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Local Streets - Utility Impacts							
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)		
					Total	R (1)	NR
National Grid	Gas - size unspecified	Branches off of 12" main appx. 40LF west of Van Buren/Henry intersection, heading south	I	No	45		
National Grid	Gas - size unspecified	Branches off of 12" main appx. 70LF east of Van Buren/Henry intersection, heading north	I	No	39		
Syracuse University	Steam	Running north of, then along the East side of Van Buren/Henry intersection	I	No	149		
Lodi St./Burnet Ave./Walnut Ave.							
National Grid	Electric - OH	Multiple lines, Southwest quadrant of the Lodi/Burnet intersection. Lines head northeast, west, and southeast to cross Lodi St. at appx. 150 LF south of the Lodi/Burnet intersection	I	No	582		
National Grid	Electric - OH	Crosses Canal St. west of the Canal/Lodi intersection	I	No	96		
National Grid	Electric - OH	Runs along south side of Canal St. through both Canal/Walnut and Canal/Lodi intersections.	I	No	490		
National Grid	Electric - UG	Crosses Burnet St. at the Lodi/Burnet intersection, then follows Burnet St. east along the south side of Burnet St.	I	No	138		
National Grid	Electric - UG	2 lines, west side of Lodi St. appx. 130 LF south of the Lodi/Burnet intersection	I	No	93		
National Grid	Electric - UG	Crosses Lodi St appx. 210 LF north of the Canal/Lodi intersection	I	No	161		
National Grid	Electric - UG	Crosses Lodi St appx. 85 LF north of the Canal/Lodi intersection	I	No	171		
"TWC" /Spectrum	Fiber Optic - OH	Multiple lines, Southwest quadrant of the Lodi/Burnet intersection. Lines head northeast, northwest, west, and southeast	I	No	380		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Local Streets - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
"TWC" /Spectrum	Fiber Optic - OH	Southwest quadrant of the Canal/Walnut intersection, then south to the Canal/Walnut intersection	I	No	107		
Elantic	Fiber Optic - UG	Crossing Burnet Ave. from the NW quadrant of the Lodi/Burnet intersection, then crossing Lodi St. heading east.	I	No	268		
Verizon	Fiber Optic - UG	Crossing Burnet Ave. from the NW quadrant to the SW quadrant.	I	No	42		
National Grid	Gas - 12"	Southwest quadrant of the Lodi/Burnet intersection, then along the west side of Lodi St. to the Lodi/ Canal intersection	I	Yes	803	543	260
OCWEP	Sanitary Sewer - 48"	Southwest side of Lodi/Burnet intersection, continuing west along Burnet Ave. (Possibly continues east too. Annotation and lack of bore information makes this unclear.)	I	Yes	97	97	0
OCWEP	Sanitary Sewer - Combined 36"	South side of Lodi/Burnet intersection, continuing east along Burnett Ave.	I	Yes	213	213	0
OCWEP	Sanitary Sewer - size unspecified	South side of Erie Blvd E / Walnut Ave intersection, running east to west	I	Yes	97	97	0
OCWEP	Storm, size unspecified	Appx. 65LF east of Walnut/Canal intersection, crossing Canal St. (full run unknown)	NI	Yes	30		
OCWEP	Storm, size unspecified	Appx. 210LF east of Walnut/Canal intersection, crossing Canal St. (full run unknown)	NI	Yes	34		
City of Syracuse	Water - 20"	Follows Burnet Ave through the Lodi/Burnet intersection and the rest of the area of work	I	Yes	320	320	0
N. State St. / N. Salina St.							
National Grid	Electric - UG	N. State/Ash intersection	I	No	358		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
National Grid	Electric - UG	N. State/Ash intersection to N. State/N. Salina intersection	NI	No	516	
National Grid	Electric - UG	N. State/Butternut intersection	NI	No	779	
National Grid	Electric - UG	3 Lines on the west side of N. Salina St. and through the intersections of N. State and E. Laurel	I	No	849	
National Grid	Electric - UG	Follows N. Salina St. through the E. Laurel intersection south to a manhole at the Salina/Herald intersection	I	No	845	
National Grid	Electric - UG	Segment appx. 580 LF north of N. Salina/Herald intersection	I	No	48	
National Grid	Electric - UG	East side of N. Salina St. appx 650LF north of N. Salina/Herald intersection, following N. Salina St. to the N. Salina/Herald intersection.	I	Yes	610	610
National Grid	Electric - UG	Grouping of lines from appx 400LF to 650LF north of N. Salina/Herald intersection, crossing NB lane of N. Salina St.	I	Yes	186	186
National Grid	Electric - UG	Crossing N. Salina St. at appx 250LF north of N. Salina/Herald intersection	I	Yes	43	43
National Grid	Electric - UG	Multiple lines, West side of N. Salina St. appx 300LF north of the N. Salina/Herald intersection to an electric MH appx 80LF north of the N. Salina/Herald intersection	I	Yes	512	512
National Grid	Electric - UG	West side of N. Salina St. appx 80LF north of the N. Salina/Herald intersection to an electric MH in the N. Salina/Herald intersection	I	No	85	
National Grid	Electric - UG	Grouping at the NW corner of the N. Salina/Herald intersection	I	No	94	
National Grid	Electric - UG	Grouping at the N. Salina/Herald intersection	I	No	317	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
Elantic	Fiber Optic - UG	Crossing N. State at the N. State/Ash intersection	I	No	101	
Unknown	Fiber Optic - UG	Crossing N. State at the N. State/Ash intersection	I	No	103	
Unknown	Fiber Optic - UG	South of the N. State/Ash intersection, crossing N. State St. (full run unknown)	I	No	88	
Unknown	Fiber Optic - UG	Multiple lines, from northern limit of work (appx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/N. Salina intersection	NI	No	1813	
Unknown	Fiber Optic - UG	Crossing N. Salina St. at E. Lauren/N. Salina intersection, then following east edge of N. Salina St. north to limits of work.	I	Yes	514	514
Unknown	Fiber Optic - UG	Crossing N. Salina St. at E. Lauren/N. Salina intersection, then following east edge of N. Salina St. south to southern extent of N. Salina/Pearl intersection (full run unknown)	I	No	540	
Unknown	Fiber Optic - UG	Follows west side of N. Salina St. at N. Salina/Pear intersection to the southern extents of work at the N. Salina/Herald intersection. (Full run unknown)	I	No	824	
Unknown	Fiber Optic - UG	Crosses N. Salina St. heading west to the limits of work	I	No	47	
Unknown	Fiber Optic - UG	Crosses N. Salina at the N. Salina/Herald intersection, then heads south down N. Salina St. to limits of work	NI	No	114	
National Grid	Gas - size unspecified	Multiple lines, from northern limit of work (appx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/Butternut intersection	NI	No	752	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	Length (FT)
National Grid	Gas - size unspecified	Multiple lines, following west side of N. State St. after the N. State/Butternut intersection and stopping at the N. State/N. Salina intersection.	NI	No	216	
National Grid	Gas - 12"	Follows N. Salina St. through the N. State/N. Salina intersection to the N. Salina/Herald intersection	I	No	1442	
National Grid	Gas - size unspecified	Follows N. State St. through the N. State/N. Salina intersection to the limits of work	NI	No	311	
National Grid	Gas - size unspecified	South of the N. State/N. Salina intersection, crossing N. Salina	I	No	148	
National Grid	Gas - size unspecified	Multiple lines, West side of N. Salina St from appx 300LF north of the N. Salina/Herald intersection to the limits of work. (full run unknown)	I	No	370	
City of Syracuse	Water - 20"	From northern limit of work (appx 220LF NE of N. State/Ash intersection), following N. State St through area of work and to the N. State/E. Laurel intersection	I	Yes	1226	1226
City of Syracuse	Water - size unspecified	Crossing N. State Street at the N. State/Ash intersection	I	Yes	100	100
City of Syracuse	Water - 20"	Connects to 20" main from the west at the N. State/Butternut intersection	NI	Yes	100	
OCWEP	Storm Sewer - 42"	West side of N. Salina St. from a MH appx 300 LF north of N. Salina/Herald intersection (full runs unknown)	I	Yes	104	104
OCWEP	Storm Sewer - size unspecified	West side of the N. State/Butternut intersection, following N. State St. as it crosses Butternut	I	Yes	138	138
OCWEP	Storm Sewer - 36"	Follows west side of N. State St. appx 400 LF north of the N. State/Butternut intersection (full runs unknown)	I	Yes	62	62

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (I)
OCWEP	Sanitary Sewer - size unspecified	North side of the N, Salina/Herald intersection, crossing N. Salina St. and heading west down Herald Pl.	I	Yes	84	84
OCWEP	Sanitary Sewer - 30"	Crosses N. Salina St. appx. 500LF south of the E. Laurel/N. Salina intersection	I	Yes	120	120
OCWEP	Sanitary Sewer - Combined, 48"	Follows N. Salina St. south from the E. Laurel intersection to the Burnet Trunk Sewer appx 500LF south of the E. Laurel intersection	I	Yes	520	520
OCWEP	Sanitary Sewer - size unspecified	Crossing N. State Street at East Laurel St.	NI	Yes	119	
West St. / W. Genesee St. / N. Franklin St.						
National Grid	Electric - UG	Multiple lines, Follows the south side of W. Erie Blvd.	NI	No	458	
National Grid	Electric - UG	Multiple lines, North side of W. Erie Blvd. with a segment crossing W. Erie Blvd. west of the ramp from West St.	I	No	776	
National Grid	Electric - UG	Multiple lines, Follows west side of West St. from W. Erie/West intersection north to the Park/West intersection	I	No	807	
National Grid	Electric - UG	Multiple lines, Crosses W. Erie Blvd. at the W. Erie/West intersection, follows east side of West St. from W. Erie/West intersection north to the ramp from West St. to W. Erie Blvd.	I	No	374	
National Grid	Electric - UG	Crosses West St and the ramp from West St. to W. Erie Blvd.	I	No	257	
National Grid	Electric - UG	Multiple lines, west of the ramp from West St. to W. Erie	I	No	346	
National Grid	Electric - UG	Segment crossing the proposed trail across West St. from Park Ave.	I	No	119	
National Grid	Electric - UG	Grouping at the Plum/W. Genesee intersection	I	No	221	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)	
					Total	R (1)
National Grid	Electric - UG	Follows the north side of W. Genesee St. between the Plum/W. Genesee and West/W. Genesee intersections	I	No	293	
National Grid	Electric - UG	Grouping at the W. Genesee/West intersection	I	No	543	
National Grid	Electric - UG	Two lines, appx. 220LF north of the West/W. Genesee intersection,	I	No	97	
National Grid	Electric - UG	Two lines, appx. 440LF north of the West/W. Genesee intersection,	I	No	141	
National Grid	Electric - UG	Grouping of lines between West St., W. Genesee St., and Onondaga Creek.	I	No	680	
National Grid	Electric - UG	Two lines, following both north and south sides of W. Genesee St. east of the W. Genesee/West intersection to the W. Genesee/Wallace intersection.	I	No	1096	
National Grid	Electric - UG	Grouping at the W. Genesee/Wallace intersection	I	No	539	
National Grid	Electric - UG	Segment in the north portion of the W. Genesee/N. Franklin intersection	NI	No	39	
National Grid	Electric - UG	Crosses the W. Genesee/N. Salina intersection, following N. Salina St.	NI	No	173	
National Grid	Electric - UG	Two lines, west of Wallace St.	I	No	299	
National Grid	Electric - UG	Multiple lines following the eastern edge of, crossing, or leading to the crossings for Onondaga Creek	I	No	1403	
National Grid	Electric - UG	Crosses Herald Pl, then follows Herald Pl. along its southern edge.	I	No	394	
National Grid	Electric - UG	Follows Herald Pl. along its northern edge, then crosses Herald Pl. at the Herald/N. Franklin intersection	I	No	258	

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Local Streets - Utility Impacts							
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Length (FT)		
					Total	R (I)	NR
National Grid	Electric - UG	Crosses Herald Pl. at appx. 200LF west of the Herald/N. Franklin intersection	I	No	88		
National Grid	Electric - UG	Grouping at the Herald/N. Franklin intersection, some segments extending north along N. Franklin St.	I	No	1008		
National Grid	Electric - UG	Grouping appx. 90LF southeast of the N. Franklin/Evans intersection	I	No	86		
National Grid	Electric - UG	2 lines following the existing alignment for Evans St. on both sides, west of the bridge over Onondaga Creek	I	No	684		
National Grid	Electric - UG	2 lines following the existing alignment for Evans St. on both sides, east of the bridge over Onondaga Creek	I	No	341		
National Grid	Electric - UG	Crossing Evans St. appx. 40LF east of the Plum/Evans intersection	I	Yes	26	26	0
National Grid	Fiber Optic	East of the N. Clinton/James intersection	I	No	146		
Windstream	Fiber Optic	Along the north side of W. Erie Blvd. through the W. Erie/West St. intersection and the ramp from West St. to W. Erie Blvd.	I	Yes	388	41	347
Unknown	Fiber Optic - OH	Crosses Park Ave. at the Park/West intersection to appx 220 LF south of the W. Genesee/West intersection	I	Yes	341	24	316
Unknown	Fiber Optic	Multiple lines. West St. at W. Genesee intersection; follows W. Genesee to the Wallace intersection, and the west and north side of Wallace St/Herald Pl. before crossing Herald/N. Franklin	I	Yes	3773	181	3592
Unknown	Fiber Optic	Follows north side of W. Genesee St. then turns north at the W. Genesee/Plum intersection	I	No	329		
Elantic	Fiber Optic	Crosses Herald Pl. at the Herald/N. Franklin intersection, following N. Franklin along its east side	I	No	127		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	Length (FT)
Elantic	Fiber Optic	Appx. 70LF southeast of the Evans/N. Franklin intersection.	I	No	36	
National Grid	Gas - 16"	Along the north side of W. Erie Blvd. through the W. Erie/West St. intersection and the ramp from West St. to W. Erie Blvd.	I	Yes	408	79
National Grid	Gas - 12"	Along the west side of West St. to the southwest quadrant of the West/W. Genesee intersection.	I	Yes	985	24
National Grid	Gas - 12"	Along the south side of W. Genesee Intersection from through the Plum/W. Genesee intersection and to the southwest quadrant of the West/W. Genesee intersection	I	No	383	
National Grid	Gas - 12"	Across West St through the southern extent of the West/W. Genesee intersection to appx. 200LF SE of the West/W. Genesee intersection	I	Yes	352	84
National Grid	Gas - size unspecified	Crossing Herald Pl. at the west side of the Herald/N. Franklin intersection, following the west side of N. Franklin St.	I	No	126	
National Grid	Gas - 20"	Crosses N. Franklin St. north of the Herald/ N. Franklin intersection, following the east side of N. Franklin St.	I	Yes	70	31
National Grid	Gas - 20"	Follows east side of N. Franklin St. through the N. Franklin/Evans intersection	I	No	186	
National Grid	Gas - size unspecified	Follows west side of N. Franklin St. through the N. Franklin/Evans intersection, then crosses N. Franklin to meet a nearby 20" Gas main	I	Yes	149	149
OCWA	Water - 16"	From south of the W. Erie/N. West intersection to the NW quadrant of the W. Genesee/N. West intersection	I	Yes	1149	71
OCWA	Water - size unspecified	Multiple lines west of the W. Genesee/N. West intersection	I	Yes	592	74
OCWA	Water - size unspecified	Multiple lines through the W. Genesee/N. West intersection and east along W. Genesee St. to the W. Genesee/Wallace intersection	I	Yes	853	138
						715

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	Length (FT)
OCWA	Water - size unspecified	Multiple lines from west of the Herald/N. Franklin intersection, through the intersection, and north up the west side of N. Franklin St.	I	Yes	545	46
OCWA	Water - 20"/18"/16"	Line crosses W. Genesee/N. West intersection across N. West street, travels NE through open space, east under Onondaga Creek, along the north side of Herald Pl., and north along the west side of N. Franklin St. Transition points between changes in pipe size unknown.	I	Yes	1214	87
OCWEP	Storm Sewer - size unspecified	Appx. 540LF SE of the W. Genesee/Wallace intersection along the north side of W. Genesee St.	NI	Yes	294	
OCWEP	Storm Sewer - size unspecified	3 lines, Appx 150LF southeast of the Evans St. bridge over the proposed trail	I	Yes	186	186
OCWEP	Storm Sewer - 24"	Follows W. Genesee St. eastbound from the N. West/W. Genesee intersection (full run unknown)	I	Yes	383	132
OCWEP	Storm Sewer - size unspecified	Follows N. West St. north from the Park/N. West intersection to appx. 220LF north of the Park/N. West intersection	I	Yes	219	219
OCWEP	Storm Sewer - 24"	Crosses N. West at the Park/N. West intersection and crosses trail to the east (full run unknown)	I	Yes	266	61
OCWEP	Storm Sewer - size unspecified	East of the Park/N. West intersection, east of N. West and crossing trail to the east	I	Yes	47	47
OCWEP	Storm Sewer - size unspecified	From appx 100LF north of the W. Erie/ N. West intersection, heading north up N. West St	I	Yes	368	368
OCWEP	Storm Sewer - size unspecified	From appx 100LF north of the W. Erie/ N. West intersection.	I	Yes	187	124
OCWEP	Storm Sewer - 24"	Crosses N. West St. and the ramp from N. West St. to W. Erie Blvd. East side of N. West St., from appx 120LF north of the W. Erie/N. West intersection to the ramp from N. West St. to W. Erie Blvd.	I	Yes	71	71

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative							
Legend:							
I: Impacted due to construction							
NI: Not Impacted by construction							
U: Unknown							
R: Reimbursable							
NR: Not Reimbursable							
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.							
Local Streets - Utility Impacts							
					Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1)	NR
OCWEP	Storm Sewer - 24"	NE corner of the W. Erie/N. West intersection, running North to South (full run unknown)	NI	Yes	55		
OCWEP	Storm Sewer - 36"	NE corner of the W. Erie/N. West intersection, running North to South (full run unknown)	NI	Yes	56		
OCWEP	Sanitary Sewer - size unspecified	Following N. Franklin St. through the N. Franklin/Evans intersection.	I	Yes	175	175	0
OCWEP	Sanitary Sewer - size unspecified	From the beginning of Herald Pl, through the Herald/N. Franklin intersection	I	Yes	382	382	0
OCWEP	Sanitary Sewer - size unspecified	Follows the west side of N. Franklin St. from the Herald/N. Franklin intersection	I	Yes	86	86	0
OCWEP	Sanitary Sewer - size unspecified	Follows the east side of N. Franklin St. from a MH appx. 40LF north of the Herald/N. Franklin intersection	I	Yes	46	46	0
OCWEP	Sanitary Sewer - size unspecified	Appx. 200 east of the W. Genesee/Wallace intersection, north of W. Genesee St.	NI	Yes	54		
OCWEP	Sanitary Sewer - size unspecified	Located in the W. Genesee/Wallace intersection	I	Yes	37	37	0
OCWEP	Sanitary Sewer - size unspecified	Follows W. Genesee St. west from the W. Genesee/Wallace intersection (full run unknown)	I	Yes	269	269	0
OCWEP	Sanitary Sewer - 24"	Located east of the W. Genesee/Plum intersection	I	Yes	39	39	0
OCWEP	Sanitary Sewer - size unspecified	West side of N. West St., following N. West St. from appx. 170LF south of the N. West/Park intersection and 160LF north of the N. West/W. Erie intersection	I	Yes	237	237	0
OCWEP	Sanitary Sewer - Combined, size	West side of N. West St., following N. West St. from appx. 160LF to 120LF north of the N. West/W. Erie intersection	NI	Yes	42		

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.

Table C-6.11-1 Potential Utility Conflicts - Community Grid Alternative						
Legend:						
I: Impacted due to construction						
NI: Not Impacted by construction						
U: Unknown						
R: Reimbursable						
NR: Not Reimbursable						
Yes: It is assumed the utility is a Municipal Utility or a Transportation Corporation and would therefore be eligible for reimbursement. The actual corporation status will be determined at the time of relocation based on a review of current New York State Department of State records.						
Local Streets - Utility Impacts						
				Length (FT)		
Owner	Type	Location/Side	Impact	Reimbursable Yes/No	Total	R (1) NR
	unspecified					
OCWEP	Sanitary Sewer - 36"	Between Sanitary MHs appx. 180LF north of the N. West/W. Erie intersection	NI	Yes	32	
OCWEP	Sanitary Sewer - 48"	Crosses N. West St. and the ramp from N. West St. to W. Erie Blvd.	I	Yes	261	0
OCWEP	Sanitary Sewer - 36"	NE of the ramp from N. West St. to W. Erie Blvd, located on the walkway for the proposed Onondaga Creek trail	I	Yes	10	0

(1) Utilities are eligible for reimbursement if they are Municipal Utilities or Transportation Corporations and funding is provided by the National Highway Performance Program (NHPP). Only utility facilities directly associated with crossing the Interstate are eligible. Longitudinal utility accommodations on interstates are not eligible.