

Bus Stop Improvement Plan and Sign Design Guide

Broome County Transit

Broome County, New York

CM Project No. 119-307

Prepared For:

Binghamton Metropolitan Transportation Study

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Disclaimer

This report was prepared in cooperation with the Binghamton Metropolitan Transportation Study (BMTS) and Broome County Transit (BC Transit). The contents do not necessarily reflect the official views or policies of these government agencies. The recommendations are conceptual in nature and are presented to characterize the types of improvements that are desirable, and that may be implemented as part of future transportation infrastructure improvement projects. All transportation concepts will require further engineering evaluation and review and do not commit BMTS or BC Transit to the proposed project(s). Undertaking additional engineering or other follow up work will be based upon funding availability.

Acknowledgments

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Thank you to the following:

- Bus Stop Improvement Plan (BSIP) Technical Advisory Committee:
 - Jennifer Yonkoski – BMTS
 - Leigh McCullen – BMTS
 - Greg Kilmer – BC Transit
 - Thomas Sullivan – BC Engineering
 - Kelly Freeman – SSA
 - Brian Koval - SSA
 - Doug Teator – CME
 - Dan Berkowsky – CME
 - Jesse Vogl – CME

Executive Summary

As part of the Broome County Transit (BC Transit) Bus Stop Study, initiated and sponsored by the Binghamton Metropolitan Transportation Study (BMTS), Creighton Manning Engineering performed an inventory of all existing BC Transit bus stops within the current service area and included in the County provided GTFS database. Totalling 734 stops across 14 routes, the inventory’s purpose was to document the presence of bus stop infrastructure at each stop, document the condition of signage and shelters, and document the level of compliance with Americans with Disabilities Act (ADA) requirements for transit stops. The results of this effort are distilled into an electronic database which includes photos taken to document current conditions. The electronic database was provided to BC Transit with this report.

Overall findings from this effort include:

- 83% of existing stops are marked with a sign only, 7% of stops have a bus shelter with signage, while the remaining 10% of stops have no signage whatsoever.
- 67% of existing bus stop signs were found to be in ‘Good’ condition, while the remaining 33% were classified as being in either ‘Poor’ or ‘Damaged’ condition.
- Most bus stops that have sidewalks, which are in good condition. However, 20% of existing bus stops lack any sidewalk connections entirely.
- Only 24% of existing bus stops are fully compliant with ADA requirements.

Findings from the inventory are detailed in the narratives and tables that follow. The findings from this effort and the electronic database developed from the results will assist BC Transit in identifying those stops most in need of capital improvements and assist with the decision making process for the allocation of material resources as the agency looks to improve the bus stop experience system wide.

Following the bus stop inventory, a hierarchy of bus stop types was developed to guide investment throughout the system. Four bus stop classifications were developed with suggested features for each classification. At a minimum, bus stops should be identified by a pole mounted sign and an ADA 5’ x 8’ loading zone that is connected to the sidewalk network. Higher ridership locations may warrant additional amenities including a schedule or route map, shelter with a bench, bike racks, or enhanced signage. Each of the 734 existing BC Transit bus stops were then assigned to one of the above bus stop classifications based on their relative importance within the route network. In the absence of stop level ridership data, a ranking system was developed based on available operations and land use data for each individual bus stop. The stop rankings were evaluated for logical break points in order to classify stops into one of the four stop categories. Table ES-1 summarizes the results of the stop classification.

Table ES-1 – Bus Stop Classification

| Stop Type | Stop Ranking | Count | Percentage |
|----------------|----------------------|-------|------------------------------|
| Transit Center | BC Junction/BU Union | 14 | Not included in Total |
| Enhanced | >21.5 | 14 | 2% |
| Standard | 15-21.5 | 103 | 14% |
| Sign Only | <15 | 603 | 84% |

In addition to bus stop classification, industry standards and best practices can be applied to the existing BC Transit bus stop sign in order to enhance the customer experience. Specifically, elements including sign layout, visibility, placement, and consistency of branding were evaluated for best practices. Applying these elements to the BC Transit sign, three sign types were developed, as shown in Figure ES-1, in which Type 1 signs are the standard while Type 2 signs may be used where appropriate based on neighborhood context and Type 3 signs can be placed at high volume locations (i.e. enhanced bus stops).



Figure ES-1 - Proposed Sign Types

Based upon the bus stop classifications and proposed sign types and standards, stop layouts were developed for each of the bus stop types (excluding transit centers). These layouts were then used to develop cost estimates. Assuming an average inflation rate of 3% over the next ten (10) years, a planning level cost to implement all of the identified recommendations ranges between \$5,219,422 and \$9,469,530, with a median cost of \$8,257,875 in 2025 for the signage and shelter improvements, while recommended ADA improvements would add between \$1,458,629 and \$2,528,263, with a median cost of \$2,204,764 in 2025 for ADA improvements.

Introduction

The Broome County Transit (BC Transit) Bus Stop Improvement Plan (BSIP) and Sign Design Guide is sponsored by the Binghamton Metropolitan Transportation Study (BMTS) in order to assess the location and condition of existing bus stops and identify needed improvements for each bus stop as part of an overall transportation plan. BC Transit provides local fixed route bus service to the City of Binghamton, Johnson City, Endicott, Endwell, Vestal, Port Dickinson, and Chenango Bridge. As shown in Figure 1, BC Transit maintains 734 bus stops across 14 routes. These stops serve as the first point of contact between the passenger and bus service, and play a critical role in attracting and retaining ridership as well as promoting the BC Transit brand. As such, the BSIP will develop a set of guiding principles that will be used to create a bus stop hierarchy and designate each bus stop in the system into this hierarchy. These principles and hierarchy can then be used by BC Transit for the eventual upgrade and improvement of all bus stops in the system.

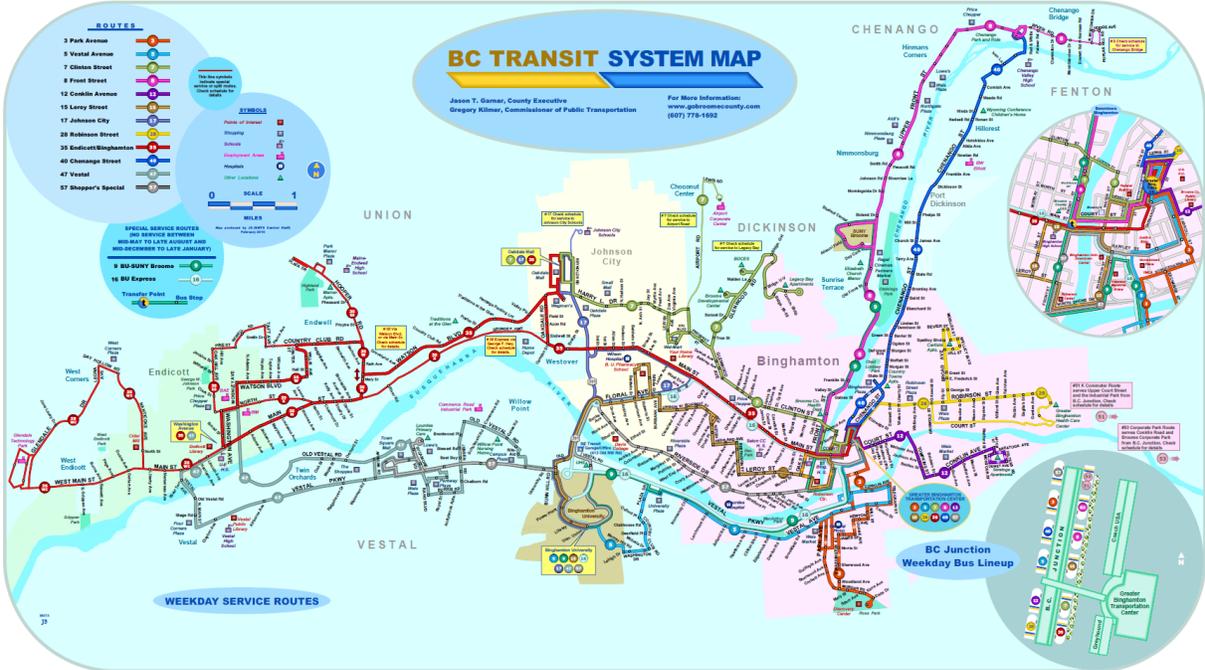


Figure 1 - BC Transit Existing Service Map

Existing Bus Stop Inventory

Methodology

The first step in preparing the BSIP is to inventory the existing bus stops throughout the BC Transit route network in order to fully understand the existing infrastructure in place. An initial desktop inventory was completed based on Google Transit Feed Specification (GTFS) data provided by BC Transit that included 743 unique stop locations and descriptions. Data also included information on the locations of several flag stops which typically do not include signage or other infrastructure. Consideration of the flag stops is outside of the scope of this study and have been excluded from overall findings.



Image 1 – Existing BC Transit Typical Bus Stop Sign

After review of the initial stop data, a standard inventory template of existing amenity and signage conditions, as well as ADA compliance was created in order to collect the necessary field data. The inventory template was setup using the Fulcrum App which provides a platform to create custom forms for use with mobile devices for fast, efficient, and reliable field data collection. Using the field inventory input into Fulcrum (included in Attachment A) two teams conducted a field inventory during the week of March 16, 2020 to collect the following information:

Sign and Condition: The presence of a bus stop sign was noted and if present, classified as good, poor, or damaged.

Shelter and Condition: The presence of a shelter was noted and if present, classified as good, poor, or damaged.

Sidewalk and Condition: The presence of a sidewalk was noted and if present, classified as good, poor, or damaged.

ADA Compliance: Five elements were examined for ADA compliance at each bus stop. These include a five-foot by eight-foot landing area for wheelchair loading, a three-foot wide accessible path, a sidewalk to the nearest crossing, pedestrian ramps at the nearest crossing, and a cross-slope of less than two percent.

Lighting: The presence of pedestrian scale lighting was noted at stops with shelters.

Benches: The presence of benches was noted at stops with shelters.

Photo: A photograph was taken of each bus stop in order to provide context and document the existing conditions.

Bus Stop Block Placement: Bus stop placement was classified based on location relative to the nearest intersection. Relative to this inventory, a stop is considered near-side if the bus stop is located before the intersection (controlled or uncontrolled), while a stop is considered far-side if it is located after the bus passes through the intersection. Mid-block stops are not adjacent to an intersection. Note that this information was collected to inform field orientation and future planning efforts. It is not presented in this report, but included in the database.

Creighton Manning engineers collected an inventory of street furniture and assessed site conditions at all 734 fixed-route bus stops within the BC Transit service area. Findings at each stop were uploaded to Fulcrum’s cloud-based system and were then used to develop the BC Transit existing bus stop inventory database submitted electronically with this report.

The findings from that work are illustrated in Figure 2 with detailed data included in Appendix A.

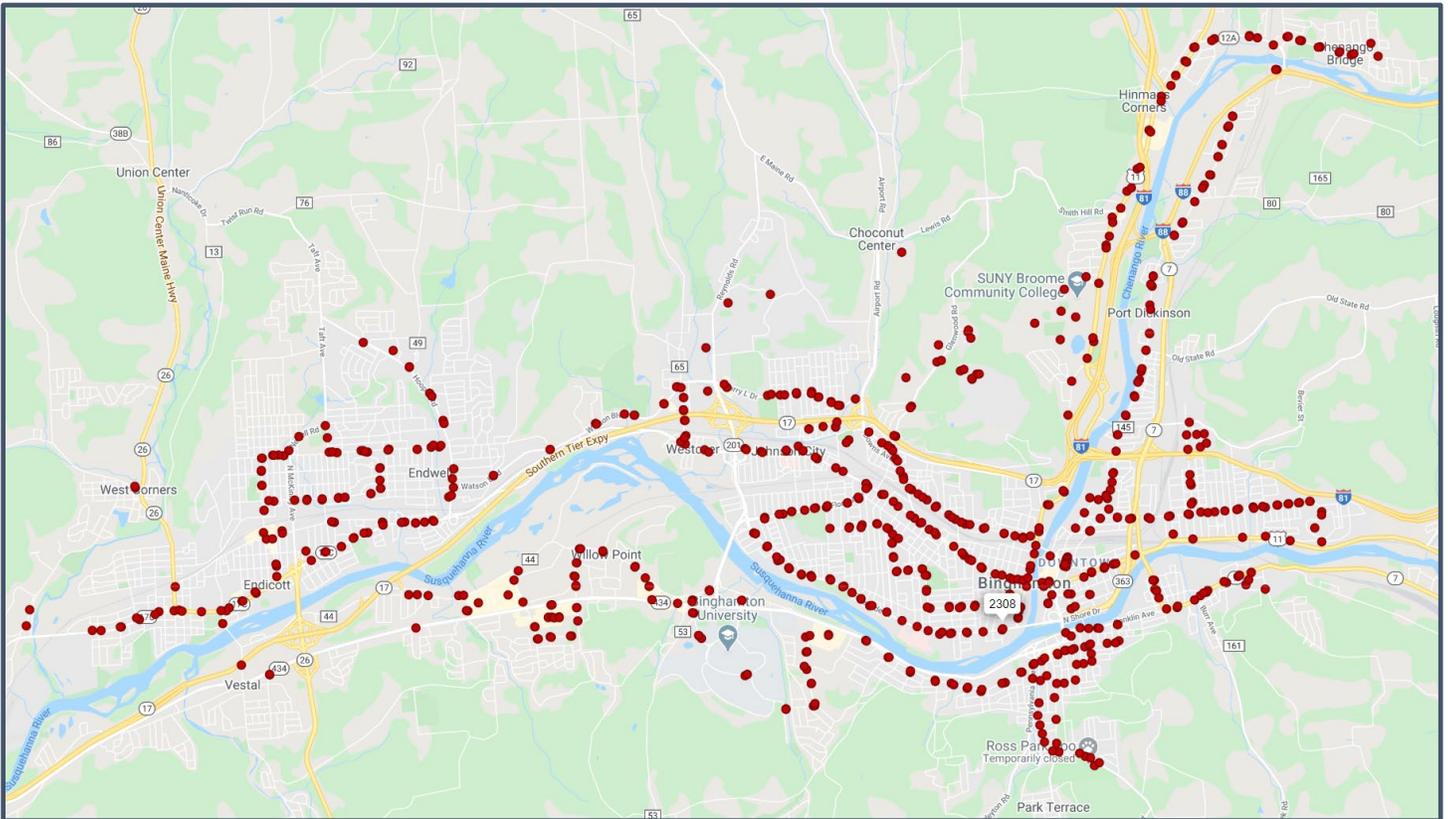


Figure 2 - Distribution of Creighton Manning Field Inventory Entries throughout BC Transit Service Area

Bus Stop Infrastructure

Bus Stop Signs and Shelters Combinations

Bus stops signage and identifying street furniture serve as a primary interface between the public and BC Transit services, and as such bus stop infrastructure plays a critical role in communicating information about the transit system to the public. Beyond informing passengers of the physical location of the bus stop, bus stop infrastructure has the ability to inform passengers about the type and quality of service provided. It is important that stops are easily identifiable, well planned, and accessible.

The field inventory provides a snapshot of street infrastructure currently installed at each stop within the BC Transit fixed-route service area. Most commonly, BC Transit bus stops are marked with a sign only, either independently pole mounted or mounted to an existing utility pole. Bus shelters were observed at 47 stops throughout the system. There were several bus stops which are indicated and included in BC Transit’s GTFS database at which no stop infrastructure was found, including signage. It is assumed that any stop listed in the GTFS database is still an active revenue stop and bus stop signage has either been damaged and removed or was never installed.

An overall summary of the combinations of bus stop street furniture observed at every fixed-route bus stop within the BC Transit service area is provided in Table 1.

Table 1 – Bus Stop Infrastructure Combinations at Existing BC Transit Bus Stops by Route

| Route | Sign Only | | Sign and Shelter | | Shelter Only | | Nothing | | *Total |
|-------|-----------|-----|------------------|-----|--------------|----|---------|-----|--------|
| 3 | 33 | 83% | 3 | 7% | 0 | 0% | 4 | 10% | 40 |
| 5 | 50 | 82% | 1 | 2% | 2 | 3% | 8 | 13% | 61 |
| 7 | 69 | 88% | 1 | 1% | 2 | 3% | 6 | 8% | 78 |
| 8 | 50 | 82% | 6 | 10% | 1 | 2% | 4 | 6% | 61 |
| 9 | 21 | 60% | 2 | 6% | 3 | 8% | 9 | 26% | 35 |
| 12 | 27 | 85% | 1 | 3% | 1 | 3% | 3 | 9% | 32 |
| 15 | 60 | 80% | 2 | 3% | 1 | 1% | 12 | 16% | 75 |
| 16 | 35 | 78% | 2 | 4% | 3 | 7% | 5 | 11% | 45 |
| 17 | 31 | 74% | 5 | 12% | 2 | 4% | 4 | 10% | 42 |
| 28 | 43 | 90% | 2 | 4% | 0 | 0% | 3 | 6% | 48 |
| 35 | 149 | 84% | 8 | 5% | 4 | 2% | 16 | 9% | 177 |
| 40 | 66 | 89% | 2 | 3% | 0 | 0% | 6 | 8% | 74 |
| 47 | 46 | 72% | 7 | 11% | 4 | 6% | 7 | 11% | 64 |
| 57 | 46 | 70% | 6 | 9% | 5 | 7% | 9 | 14% | 66 |

*Stops served by multiple routes are included in the total for each of those routes, therefore, totals will exceed the 734 stops inventoried.

Bus Shelter Amenities

The 47 bus stops with shelters were further examined for benches and pedestrian scale lighting. Table 2 summarizes the amenities present at the existing bus shelters.

Table 2 – Bus Shelter Amenities

| Existing Infrastructure | Present | | Not Present | | Total |
|-------------------------|---------|---------|-------------|---------|-------|
| | Count | Percent | Count | Percent | |
| Bench | 36 | 77% | 11 | 23% | 47 |
| Lighting | 6 | 13% | 41 | 87% | 47 |

The table indicates that the majorities of bus shelters (77%) provide seating for passengers. In contrast, only 13% of existing shelters provide pedestrian scale lighting.

Bus Stop Street Furniture Conditions

The condition of the existing bus stop infrastructure was documented at each stop. Bus stop signs that were legible were classified as being in 'Good' condition while those that were illegible, showed signs of cracking, or were bent were classified as being in 'Poor' or 'Damaged' condition based on severity. Similarly, existing bus shelters that were intact and did not exhibit significant signs of wear were considered in 'Good' condition while those that showed signs of wear or were damaged (including graffiti) were classified as being in 'Poor' or 'Damaged' condition. Figure 3 provides examples of typical conditions observed at bus stops and bus shelters that were classified in the inventory as 'Good', 'Poor', or 'Damaged'.



Figure 3 - Examples of Typical Conditions of Bus Stop Signs Classified 'Good' (top-left) and 'Poor' or 'Damaged' (Top-Right), and Bus Shelters Classified as 'Good' (bottom-left) and 'Poor' (bottom-right).

The field inventory identified the type and condition of infrastructure present at each of the 734 bus stops in the BC Transit system and is summarized in Table 3. As shown, the majority (83%) of stops in the BC Transit System are identified by a single bus stop sign only. Seven percent of existing bus stops provide a shelter for waiting passengers. It is noted that approximately 10% of bus stops included within the GTFS database do not have a bus stop sign. An examination of infrastructure condition indicates that where signs are present, a majority (68%) are in good condition. Likewise, the majority of bus shelters (85%) are in good condition where provided. Current conditions of bus stop signage and shelters at inventoried stops were further summarized by route and tabulated Table 4.

Table 3 -BC Transit System Wide Bus Stop Infrastructure Conditions

| Existing Infrastructure | Sign Condition | | | Shelter Condition | | | Total | Percent of Total |
|-------------------------|----------------|------------|-----------|-------------------|----------|----------|------------|------------------|
| | Good | Poor | Damaged | Good | Poor | Damaged | | |
| Nothing | -- | -- | -- | -- | -- | -- | 72 | 10% |
| Sign Only | 404 | 184 | 26 | -- | -- | -- | 614 | 83% |
| Shelter Only | -- | -- | -- | 11 | 2 | 0 | 13 | 2% |
| Sign and Shelter | 32 | 0 | 2 | 29 | 4 | 1 | 34 | 5% |
| Total | 436 | 184 | 28 | 40 | 6 | 1 | 734 | 100% |

Table 4 - BC Transit Bus Stop Infrastructure Conditions by Route

| Route | Sign Condition | | | | | | | | Shelter Condition | | | | | | | |
|-------|----------------|-----|------|-----|---------|----|------|-----|-------------------|-----|------|----|---------|----|------|-----|
| | Good | | Poor | | Damaged | | None | | Good | | Poor | | Damaged | | None | |
| 3 | 28 | 70% | 6 | 15% | 2 | 5% | 4 | 10% | 1 | 2% | 2 | 5% | 0 | 0% | 37 | 93% |
| 5 | 31 | 51% | 16 | 26% | 4 | 7% | 10 | 16% | 3 | 5% | 0 | 0% | 0 | 0% | 58 | 95% |
| 7 | 52 | 67% | 14 | 18% | 4 | 5% | 8 | 10% | 3 | 4% | 0 | 0% | 0 | 0% | 75 | 96% |
| 8 | 38 | 62% | 14 | 23% | 4 | 7% | 5 | 8% | 7 | 11% | 0 | 0% | 0 | 0% | 54 | 89% |
| 9 | 13 | 37% | 8 | 23% | 2 | 6% | 12 | 34% | 5 | 14% | 0 | 0% | 0 | 0% | 30 | 86% |
| 12 | 19 | 59% | 7 | 22% | 2 | 6% | 4 | 13% | 1 | 3% | 1 | 3% | 0 | 0% | 30 | 94% |
| 15 | 29 | 39% | 32 | 43% | 1 | 1% | 13 | 17% | 3 | 4% | 0 | 0% | 0 | 0% | 72 | 96% |
| 16 | 22 | 49% | 12 | 26% | 3 | 7% | 8 | 18% | 5 | 11% | 0 | 0% | 0 | 0% | 40 | 89% |
| 17 | 21 | 50% | 15 | 36% | 0 | 0% | 6 | 14% | 7 | 17% | 0 | 0% | 0 | 0% | 35 | 83% |
| 28 | 31 | 65% | 12 | 25% | 2 | 4% | 3 | 6% | 1 | 2% | 0 | 0% | 1 | 2% | 46 | 96% |
| 35 | 110 | 62% | 37 | 21% | 10 | 6% | 20 | 11% | 9 | 5% | 3 | 2% | 0 | 0% | 165 | 93% |
| 40 | 44 | 60% | 22 | 30% | 1 | 1% | 7 | 9% | 2 | 3% | 0 | 0% | 0 | 0% | 72 | 97% |
| 47 | 34 | 53% | 19 | 30% | 0 | 0% | 11 | 17% | 11 | 17% | 0 | 0% | 0 | 0% | 53 | 83% |
| 57 | 29 | 44% | 23 | 35% | 0 | 0% | 14 | 21% | 11 | 17% | 0 | 0% | 0 | 0% | 55 | 83% |

*Stops served by multiple routes are included in the total for each if those routes, therefore, totals will exceed the 734 stops inventoried.

Sidewalk Conditions at Bus Stops

In addition to the bus stop itself, it is important that passengers can access the stop via the sidewalk network. A qualitative assessment of sidewalk conditions adjacent to each stop was identified during the field inventory based upon signs of surface distress. Sidewalks with little to no signs of cracking were classified as good while those with more extensive cracking and signs of distress were classified as poor. Bus stops that do not provide a sidewalk were classified as sidewalk missing. Figure 4 provide examples from Creighton Manning’s field inventory which demonstrate the sidewalk classification levels used for this study. While this assessment was somewhat qualitative in nature, the condition classifications were kept overly broad (‘Good’/‘Poor’) to minimize the impact of surveyor opinion on the findings. The overall findings from the bus stop finding of sidewalk condition at existing bus stops are summarized in Table 5.



Figure 4 - Examples of Sidewalk Conditions Classified in the Inventory as 'Good' (top-left), 'Poor' (top-right), and 'Missing' (bottom).

Table 5 - Overall System Wide Findings of Sidewalk Conditions at Existing BC Transit Bus Stops

| Sidewalk Condition at Stop | Number of Stops | Percent of Total |
|----------------------------|-----------------|------------------|
| Good | 530 | 72% |
| Poor | 49 | 7% |
| Damaged | 8 | 1% |
| Missing | 147 | 20% |
| Total | 734 | 100% |

As shown, the sidewalks were found to be in good condition at most BC Transit bus stops, providing passengers with a safe and attractive environment in which to wait for buses and facilitating access to transit by mobility impaired individuals. Those stops found to be in 'Poor' or 'Damaged' condition should be evaluated for prioritization for capital improvements in future phases of this study. As is common with many long-established and successful local bus networks in the United States, 20% of existing BC Transit bus stops were found to have no sidewalk at all. While construction of new sidewalk is not the responsibility of BC Transit, consideration should be given to the locations of these stops and whether a more pedestrian-friendly location is feasible or if partnerships with the State or local municipality could result in a consolidated sidewalk improvement plan for BC Transit bus stops.

ADA Compliance

Sections 810.2 and 810.3 of the 2010 ADA Standards for Accessible Design prescribes design criteria for bus boarding and alighting areas in order to ensure that roadside transit facilities are accessible to all users. The five elements identified below are required for a bus stop to be compliant with the current ADA standards, and are further described (including graphics) in Appendix B.

1. "Bus stop boarding and alighting areas shall provide a clear length of 96 inches minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches minimum, measured parallel to the vehicle roadway." The boarding and alighting area shall also have a firm, stable surface.
2. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible path.
3. An accessible path must have a clear width of 36 inches.
4. The cross slope of an accessible path must be less than 2%.
5. Pedestrian curb ramps shall be present at intersections.

Table 6 summarizes the assessment of the above five ADA requirements part of the field inventory for each stop.

Table 6 - BC Transit System-Wide Bus Stop ADA Compliance

| Meets ADA Guidance | Accessible Path - 3' wide | | Cross Slope - <2% | | Curb Ramp at Crossing | | Sidewalk to Nearest Crossing | | Wheelchair Loading Zone - 5' x 8' | |
|--------------------|---------------------------|------------|-------------------|------------|-----------------------|------------|------------------------------|------------|-----------------------------------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Yes | 583 | 79% | 390 | 53% | 513 | 70% | 527 | 72% | 292 | 40% |
| No | 151 | 21% | 344 | 47% | 221 | 30% | 207 | 28% | 442 | 60% |

The table indicates that compliance with each ADA element varies throughout the BC Transit system. Approximately 80% of all stops provide an accessible path that is at least 3' wide, while about 70% of all stops are connected to the nearest crossing by a sidewalk with pedestrian ramps and slightly more than half of the stops in the system have a cross slope less than two percent. The requirement for a 5' x 8' loading zone is the only ADA requirement that is not present at a majority of stops.

In addition to the system-wide presence of ADA elements, it is also important to examine ADA compliance at the stop level. Table 7 summarizes categorizes stops by the number of elements that are in ADA compliance.

Table 7 - Breakdown of Extent of ADA Noncompliance

| Number of Elements in Compliance | Number of Stops | Percent of Stops |
|----------------------------------|-----------------|------------------|
| None | 142 | 20% |
| One | 13 | 2% |
| Two | 37 | 5% |
| Three | 128 | 17% |
| Four | 236 | 32% |
| All | 178 | 24% |

The table indicates that approximately one quarter of stops in the BC Transit system comply with all of the ADA guidance. Further, slightly more than half of all stops in the system meet four out of five ADA requirements while almost three quarter of stops have at least three of five ADA elements. The table also shows that 20% of stops in the BC Transit system do not have any of the required ADA elements. These generally align with the 20% of stops that do not have a sidewalk present.

Bus Stop Type and Categorization

The physical design of bus stops directly relates to how the stop functions. Specifically, curb-side factors including shelters, benches, lighting, and other amenities can affect the comfort, safety, and convenience of the transit service from a passenger perspective. As such, a bus stop hierarchy was created and tailored to BC Transit’s needs and the needs of the Greater Binghamton transportation system in order to define bus stop types with varying level of amenities. Table 8 shows the four bus stop types and the elements present at each bus stop.

Table 8 – Bus Stop Types and Elements

| Bus Stop Elements | Sign Only Bus Stop | Standard Bus Stop | Enhanced Bus Stop | Transit Center |
|-----------------------------------|--------------------|----------------------------|----------------------------|----------------|
| Pole Mounted Bus Stop Sign | Yes | Yes | Yes | Yes |
| Sidewalk in good repair* | Yes | Yes | Yes | Yes |
| ADA Loading Zone (5' x 8') | Yes | Yes | Yes | Yes |
| Expanded Loading/Unloading Zone | No | Ridership based | Yes | Yes |
| Schedule/Route Map (Pole Mounted) | Ridership Based | Yes | Yes | Yes |
| Schedule/Route Map (Full Sized) | No | No | Yes | Yes |
| Bus Shelter | No | 50+ daily boardings (min.) | Yes | Yes |
| Additional Seating/Bench | No | 20+ daily boardings (min.) | Ridership Based | Yes |
| Concrete Bus Pad | No | No | 4+ peak hours stops (min.) | Yes |
| Turnout Lane | No | No | Site Specific | Yes |

*Sidewalk connects to signalized crossing

The table shows four bus stop classifications with suggested features for each classification. At a minimum, bus stops should be identified by a pole mounted sign and an ADA 5' x 8' loading zone that is connected to the sidewalk network. A schedule or route map may also be incorporated into the pole mounted sign at higher ridership locations. Stops with higher ridership may be classified as “Standard Bus Stops” which include additional amenities including a shelter with a bench. The highest ridership stops in the BC Transit system can be classified as “Enhanced Bus Stops” which receive a higher profile sign type, bus shelter with a bench, passenger amenities like a trash can, bike rack and additional

seating, enhanced signage and where appropriate, a turnout lane with a concrete pad. It is noted that transit centers should receive all amenities listed in the table.

In order to guide future bus stop improvements, each of the 734 BC Transit bus stops was assigned to one of the above bus stop types. In the absence of stop level ridership data which could be used to provide a standardized system-wide measurement of stop activity, a ranking system was developed in order to identify the likely higher ridership locations. Specifically, the following criteria was used as a proxy for stop level ridership in order to determine a system-wide standardized stop rank for each bus stop.

1. *Time Point* – Time points are bus stops where the departure time is published on the bus schedule. Time points function to inform passengers of the bus schedule, and keep buses running on schedule by requiring that operators do not depart before the scheduled time. The presence of a time point is considered important since the public uses these locations to navigate the system.
2. *Transfer Location* – Transfer locations should receive a higher level of accommodation as passengers may have to wait to transfer. These locations are also likely high ridership areas since they are served by multiple routes.
3. *Named Stop* – While most stops are identified by the intersection where they are located, some stops in the GTFS are referred to by name, indicating that they could be attractions/destinations.
4. *Frequency* – Stops that are served more often likely have higher ridership than stops with less frequent service, and therefore may warrant a higher stop classification. The weekly frequency for each stop was assessed using the GTFS to determine how many times each stop is served, regardless of route.
5. *Route Level Ridership* – Stops that are served by high ridership routes are likely to be used by more passengers, and as such may warrant a higher stop classification. The annual route level ridership, provided by BC Transit, was applied to each stop. For stops served by multiple routes, the annual route ridership was weighted by the weekly frequency of each route.
6. *Parcel Density* – Pedestrians are typically willing to walk up to a quarter mile to access bus stops, thus making parcel density a good proxy for stop level ridership. Parcel centroids within 0.25 miles of each bus stop were counted to provide an approximation of the density surrounding each stop. Stops with higher density are assumed to generate higher ridership.
7. *Commercial Parcel Density* – In addition to general parcel density, commercial parcel density was examined in order to identify any major trip generators. The parcel centroid data was filtered based on the property type classification in order to develop a count of commercial parcels within a 0.25 mile radius of each bus stop. Parcels classified as commercial and recreation/entertainment were included.
8. *Municipality* – In order to further differentiate bus stops, the population of the municipality in which the stop is located was also used to rank stops. Annually updated population estimates from the Census Bureau Population Estimate Program (PEP) were used to rank each of the six municipalities that contain a BC Transit bus stop.

The above criteria were then classified and ranked based on relative importance. Specifically, time points, transfer locations, and named stops are yes/no categories and were classified with “yes” stops receiving a value of 1 and “no” stops receiving a value of 0. The remaining criteria were classified based

on natural breaks in the data, using professional judgement, to determine the number of classifications and appropriate break points. Each criteria was then ranked based on relative importance, with respect to judging activity, from 1 through 8, with the ranking values then divided by the number of classifications for the corresponding criteria in order to develop a standardized weight value. Table 9 summarizes the weighting and classification criteria.

Table 9 – Bus Stop Ranking Method

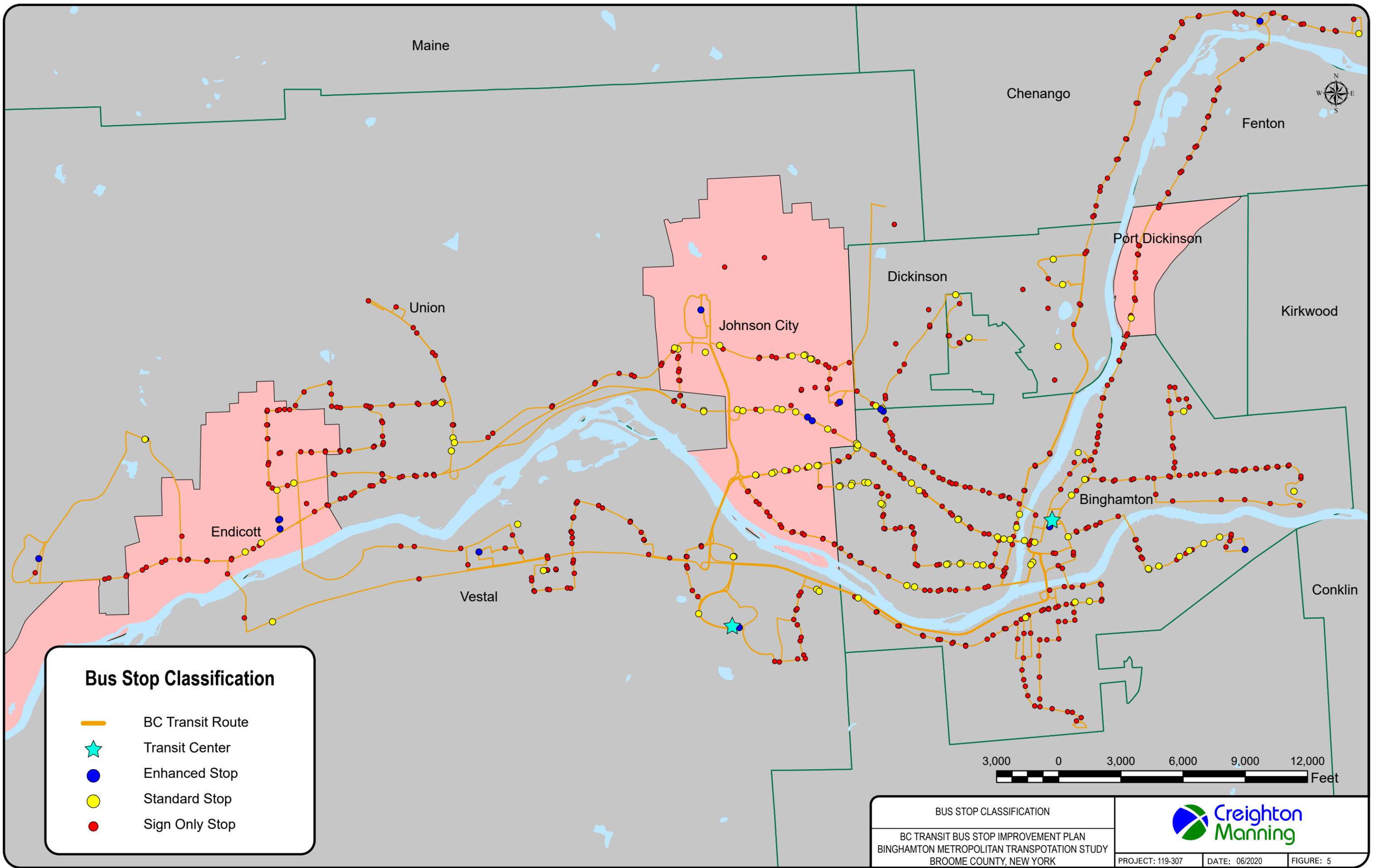
| Criteria | | Rank (Weight) | Classification | | | | | |
|------------|-----------------------|---------------|----------------|------------|---------|----------|--------|-----------|
| Operations | Time Point | 1 (4) | Yes | No | | | | |
| | Transfer Location | 2 (3.5) | Yes | No | | | | |
| | Named Stop | 3 (2) | Yes | No | | | | |
| | Frequency | 4 (1.5) | >165 | 110-165 | 55-110 | <55 | | |
| | Route Level Ridership | 5 (0.8) | >5 | 4-5 | 3-4 | 2-3 | 1-2 | <1 |
| Land Use | # Parcels | 6 (0.6) | >600 | 450-600 | 300-450 | 150-300 | <150 | |
| | # Commercial Parcels | 7 (0.4) | >100 | 75-100 | 50-75 | 25-50 | <25 | |
| | Municipality | 8 (0.2) | Union | Binghamton | Vestal | Chenango | Fenton | Dickinson |

Each of the 734 bus stops in the BC Transit system was classified according to the above criteria in order to receive a number ranking. This ranking was then multiplied by the criteria weight and summed to provide an overall stop ranking ranging from 3.5 to 26.5. As applied, the above method resulted in a normal distribution with the majority of bus stops receiving a ranking between 10 and 17. Stop rankings were then used to assign each stop ID to a stop type, with bus stops ranking under 15 are classified as “Sign Only” stops while stops with a ranking between 15 and 21.5 are classified as standard stops. The highest ranked stops, greater than 21.5, were categorized as “Enhanced Stops”. It is noted that the BC Junction and BU Union are classified as transit centers and are not included in the total. Table 10 summarizes the results of the bus stop classification.

Table 10 – Bus Stop Classification

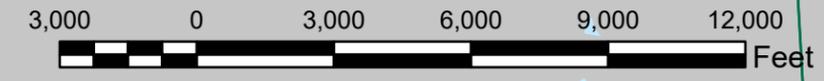
| Stop Type | Stop Ranking | Count | Percentage |
|----------------|----------------------|-------|------------------------------|
| Transit Center | BC Junction/BU Union | 14 | Not included in Total |
| Enhanced | >21.5 | 14 | 2% |
| Standard | 15-21.5 | 103 | 14% |
| Sign Only | <15 | 603 | 84% |

As shown in the table, the majority of stops in the BC Transit system (84%) are classified as “Sign-Only” stops, while 14% are classified as “Standard” stops and 2% are classified as “Enhanced” stops. Figure 5 shows the classification for each bus stop.



Bus Stop Classification

-  BC Transit Route
-  Transit Center
-  Enhanced Stop
-  Standard Stop
-  Sign Only Stop



Sign Design Guidelines

Signage is a critical element of bus stop design, which if implemented effectively can promote ridership and the BC Transit brand. As noted above, all bus stops, regardless of ridership or location, should be identified by a pole-mounted bus stop sign, at a minimum. Further, a large majority (84%) of the stops in the BC Transit system are classified as sign-only, indicating that the bus stop sign is the only element at these locations to provide customers with information about the transit service. As such, it is important that the BC Transit bus stop sign design follow industry standards and best practices.

Sign layout is a key design aspect that enhances user experience by ensuring that customers can legibly understand the message being conveyed. According to the National Association of City Transportation Officials (NACTO) Transit Street Design Guide, bus stop signs must indicate critical information including the stop name, route number, stop number, direction or destination, and system logo. Additional information may be provided including system maps, local wayfinding, relevant transportation connections, or real-time arrival information. It is important that the layout of the bus stop sign is clear and legible in order to effectively communicate the basics of the transit service to the customer.

Another key design aspect is the prominent placement of signage, ensuring that customers have line of sight and can identify bus stops from afar. According to NACTO, if at an intersection, signs identifying stop location must be visible from all corners with either a recognizable system logo or standard transit stop marker. Likewise, signs should be identifiable for both pedestrians traveling to bus stops as well as passengers riding on the bus approaching the stop.

Consistency is also key for users, as consistent sign placement, and color and logo usage are contributing factors to a good system design and customer familiarization and comfort with the system. Consistent use of colors and logos aids with brand identification, which is widely accepted as a means to increase ridership. Likewise, consistent sign placement and bus stop design increases customer awareness of the transit system.

The above best practices, are illustrated below with signage from transit agencies around the world.

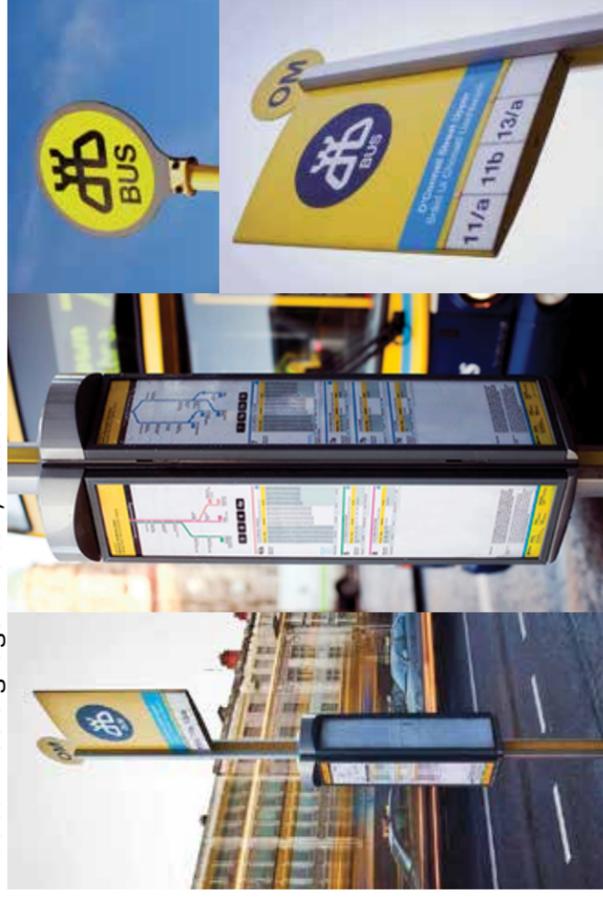
1 Buenos Aires City Bus Signage - Buenos Aires, Argentina



Design Strengths:

- High contrast colors. Easy to read and stands out to passengers in contrast to other typical street signage.
- Use of both large scale and close up maps

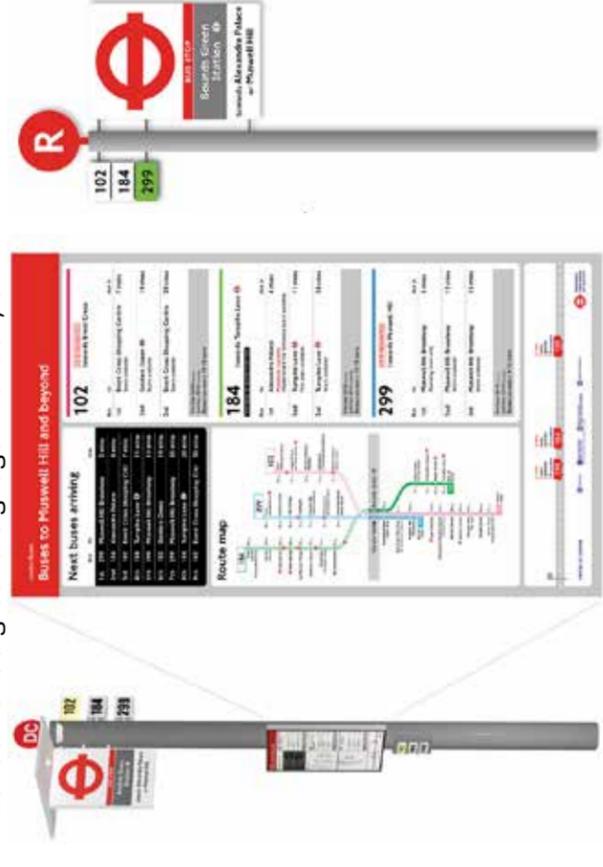
2 Dublin Bus Signage - Dublin, Ireland



Design Strengths:

- Bright colors and unique sign/logo make the stop recognizable from afar.
- 4 sided block provides ample space for multiple routes and information

3 London Underground Signage - London, UK



Design Strengths:

- Includes solar powered light for clear visibility at night
- Provides location oriented pedestrian signage as well as bold graphics visible from a distance.

4 Walk Adelaide Signage - Adelaide, Australia



Design Strengths:

- Yellow side panels on signs make signs stand out from all sides.
- Distances to destinations are measured in walking minutes rather than blocks, feet, miles, etc.

5 MTA Bus Signage - New York, NY



Design Strengths:

- Clear bus symbol in lieu of an agency logo; very clear what the stop is for.
- Route flags are separate and therefore easily customized by stop.

6 RATP Bus Signage - Paris, France



Design Strengths:

- Each accessed route has all information clearly visualized on one sign with name of stop clear identified. (Route ID, Destination, time until next bus)
- Secondary signs provide maps and other information

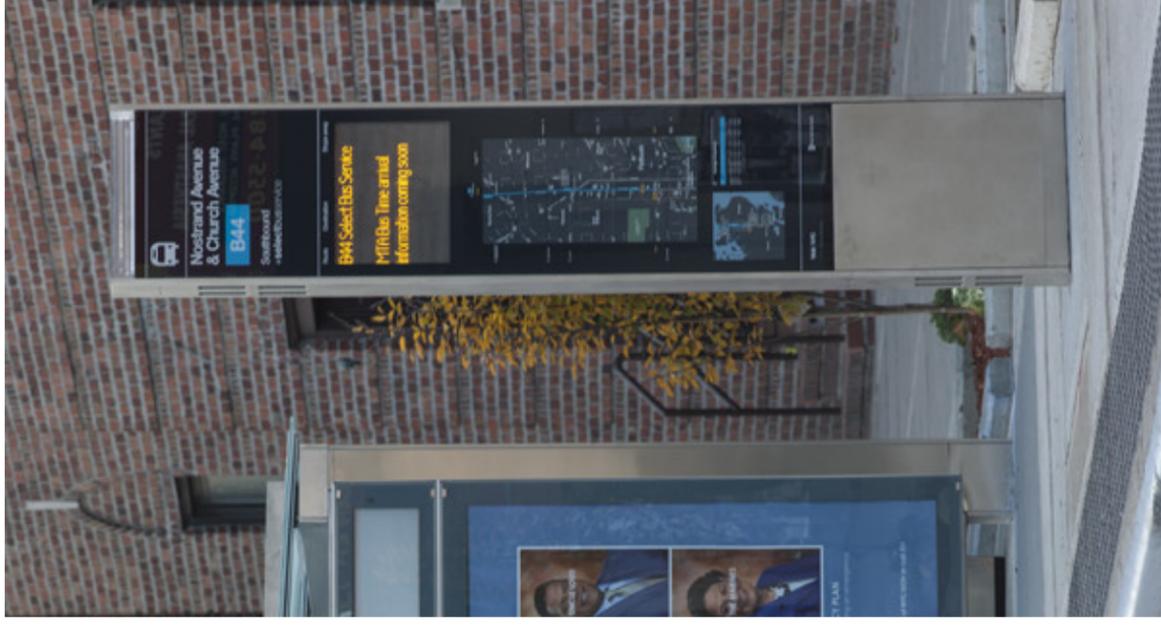
1 CDTA - Albany, NY



Design Strengths:

- Clear branding
- Strong street presence with high visibility

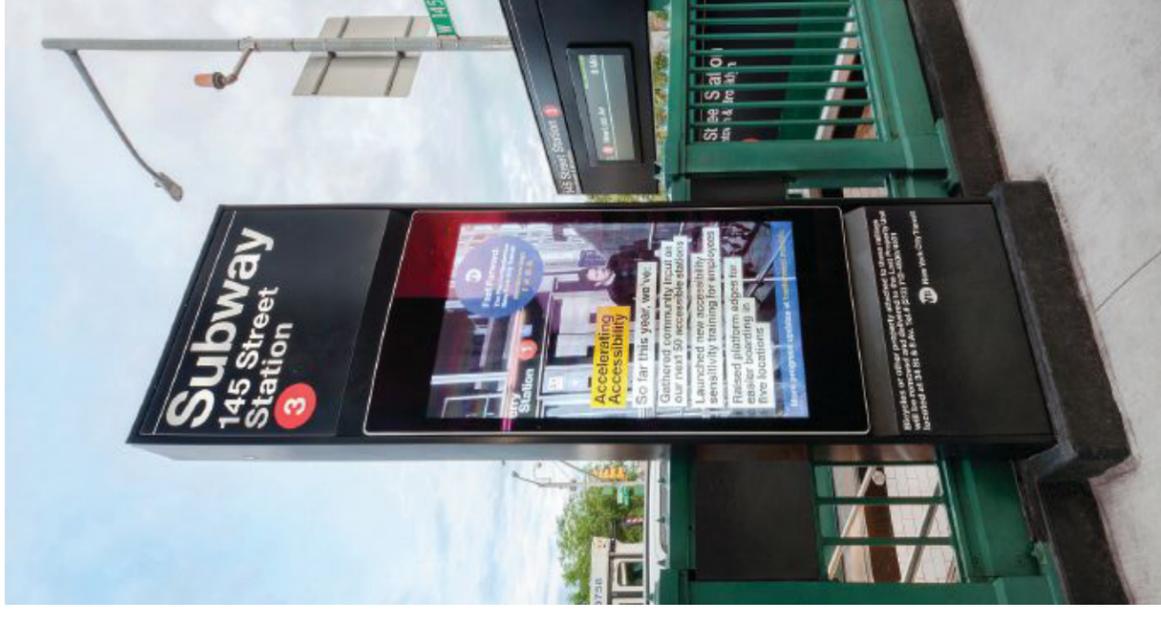
2 Walk-NYC Wayfinding - New York, NY



Design Strengths:

- Use of both large scale and close up maps
- Route is clearly marked
- Real-time bus data as well as static schedule

3 MTA Subway - New York, NY



Design Strengths:

- One large digital display shows variety of information. (Maps, Real-time bus data, weather, advertisements, etc.)
- Easily customizable per stop.

4 SEPTA Direct Bus - Philadelphia, PA



Design Strengths:

- Simple design requires no modification across stops.
- Map provides clear route info and nearby wayfinding.

The above signage precedents can be applied to the BC Transit system in order to form the basis, or guide, of stop level signage for the BC Transit system. BC Transit's existing signage is generally worn and in need of an update. The text is generally small and hard to read, with the only contrast of blue on white. In order to enhance signage across the system, three sign designs were developed, as shown in figure 5.

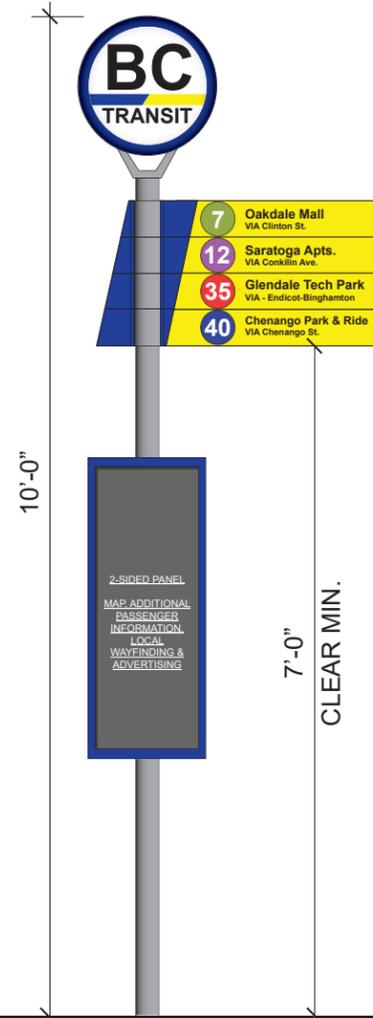
Sign Type 1: This is the standard bus stop sign to be used at all sign-only and standard bus stops. The sign incorporates a number of best practices including an updated BC Transit logo and coloring, visible "lollipop" bus stop marker, and route flags indicating the direction of travel by demonstrating a route end point or point of interest. The sign also provides the opportunity for schedule information or advertising integrated into the pole.

Sign Type 2: This is a modified version of Sign Type 1 that can be used in context sensitive locations where the full-size Type 1 sign may be viewed as intrusive, such as historic districts. Sign Type 2 provides an overall shorter profile by removing the pole-mounted information panel and modifying the route flags. As such, the "lollipop" marker may not be as visible, and information provided to riders is limited to stop location and routes serving the stop (i.e. destinations have been removed).

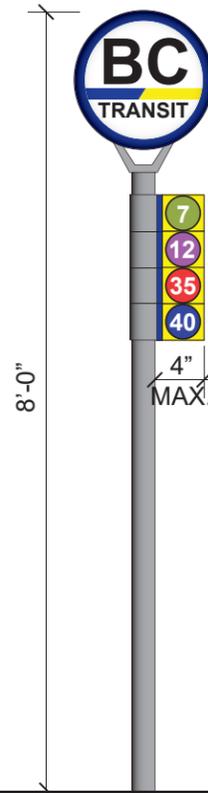
Sign Type 3: This is an enhanced sign to be used in conjunction with enhanced bus stops at high ridership locations. This pylon design incorporates the same best practices at the Type 1 sign including BC Transit branding, visibility, and route information. However, the unique sign design paired with the enhance bus stop design signals the importance of the bus stops that receive these treatments.

Technical specifications for signage are included in Appendix C. This document can be used in an RFP to solicit proposals from sign manufacturers to fabricate and install the signage shown above.

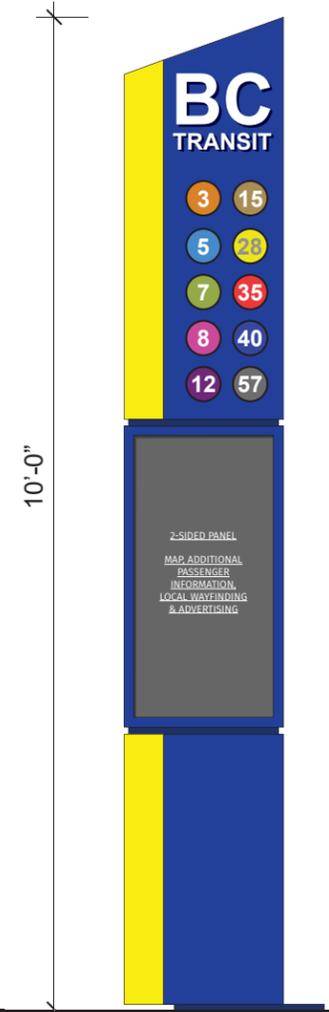
It is noted that advertising can be integrated into the signage using the two sided panel on the Type 1 and Type 3 layouts. Also, additional pedestrian scale lighting may be added to any of the above sign types in order to increase bus stop visibility. Additionally, lighting can increase passenger comfort and the perception of safety in otherwise dark locations. Lighting and sign design details are included in Appendix C as reference information for the team.



SIGN TYPE 1
COMMON STREETSIDE
STOP SIGNAGE



SIGN TYPE 2
USED ONLY IN SENSITIVE LOCATIONS
BASED ON HISTORY CONTEXT
OR NEIGHBORHOOD FEEDBACK



SIGN TYPE 3
DOWNTOWN HIGH VOLUME
SIGNAGE (LIMITED LOCATIONS)

Design Strengths

- BC Transit is clearly branded in all options.
- High contrast colors will allow signs to stand out among other typical street signage
- Informational panel provides space for maps, route info, and other useful passenger information.
- Route number flags/markers are designed to be customized by stop.

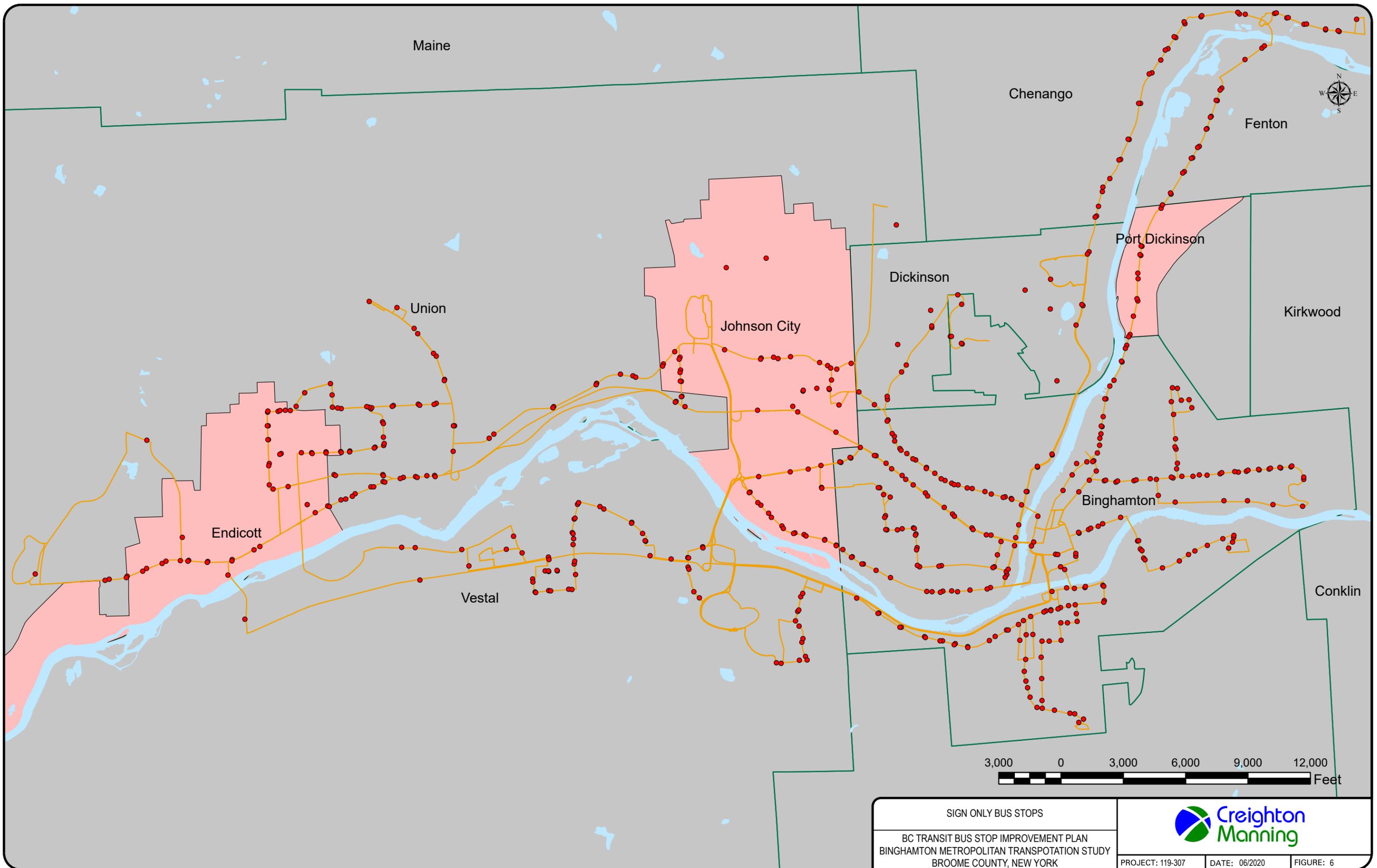
Note:
All sign types shown are intended to be double-sided. The rear face could either be an advertisement panel or additional local wayfinding.

Implementation Guide

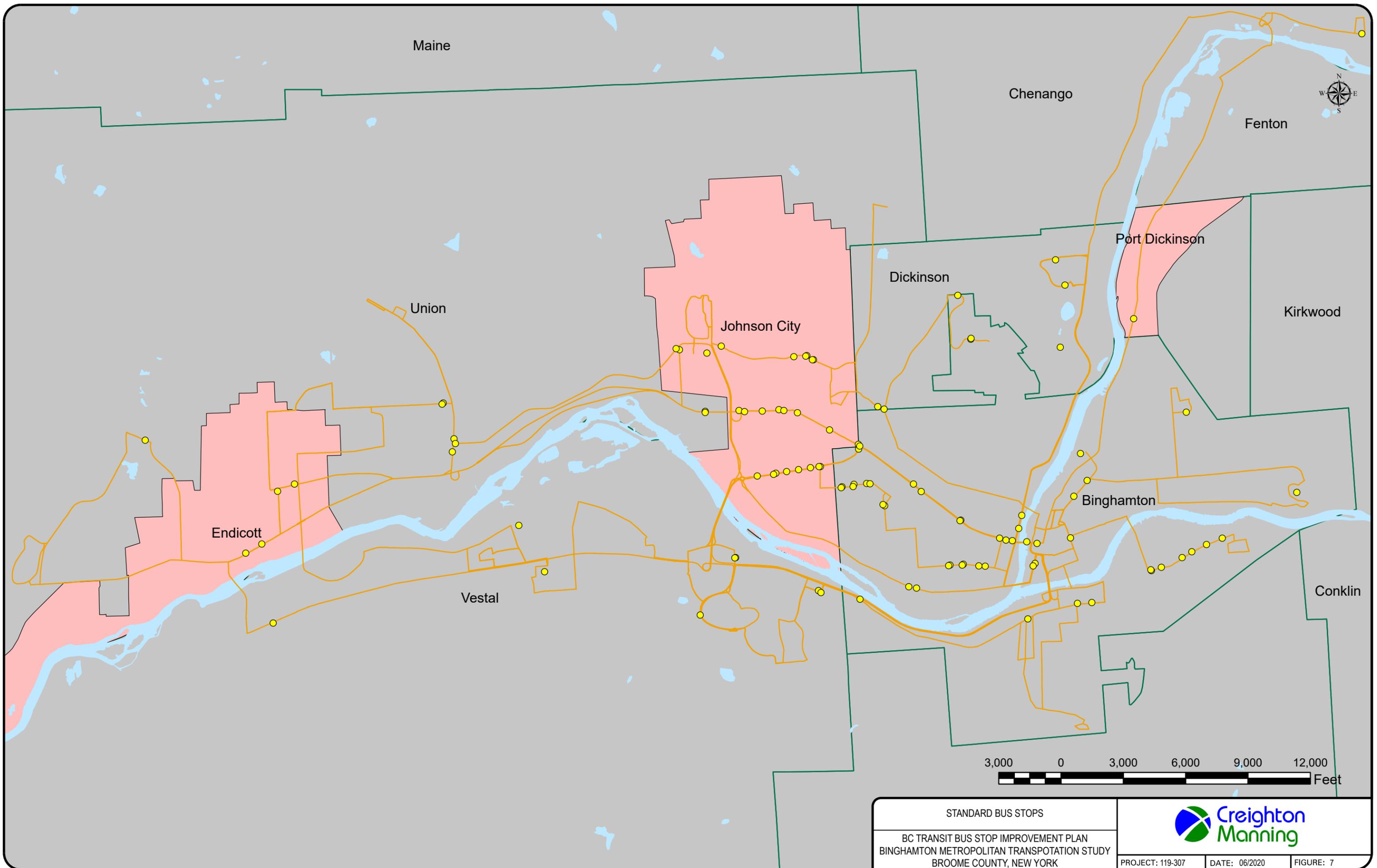
A fundamental objective of this study was to develop a bus stop improvement plan that identifies potential infrastructure improvements for each of the 734 bus stops in the BC Transit system. As such, the sign design standards and bus stop classifications developed in the previous chapters can be applied to the BC Transit system, resulting in a comprehensive strategy to promote the BC Transit brand, increase visibility and effectively communicate transit service information to customers. These improvements can lead to a more user friendly transit system in which passengers can easily identify the information they need to effectively utilize the transit system in a safe and comfortable manner, thus attracting new passengers and retaining existing customers. Figures 6 thru 8 show the location of each of the bus stops by stop type.

Starting with the base level of infrastructure, Figure 6 shows the 603 “sign-only” bus stops in the BC Transit system. These stops should receive the Type 1 sign, except where prohibited by neighborhood context in which case the Type 2 sign could be utilized. The sign would be placed as shown in the maintenance strips as not to interfere with the ADA required 5’x8’ loading zone or sidewalk. Sample bus stop layouts are included in Appendix D.

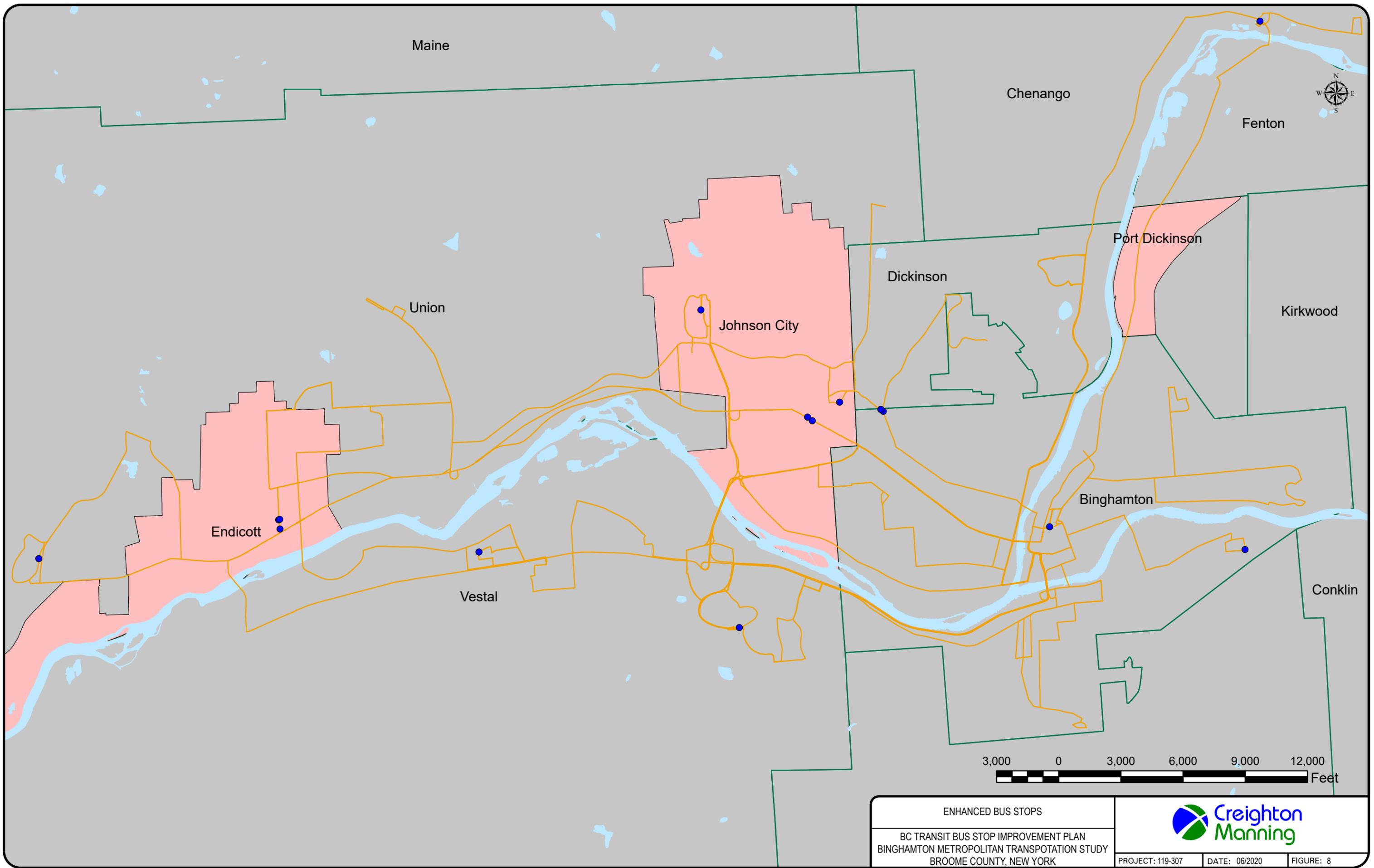
Figure 7 shows the location of the 103 Standard bus stops in the BC Transit System. These stops should generally receive the Type 1 sign and shelter, as shown in Figure 9 below. It is noted that while the classification methodology identifies likely high ridership corridors, such as Floral Avenue and Main Street in Johnson City, not all stops may warrant a shelter. Additional ridership data should be examined to determine appropriate shelter locations. Likewise, stops on opposite sides of the street that function as pairs should receive similar treatments.



| | | | |
|---|---------------|---|--|
| SIGN ONLY BUS STOPS | |  | |
| BC TRANSIT BUS STOP IMPROVEMENT PLAN BINGHAMTON METROPOLITAN TRANSPORTATION STUDY BROOME COUNTY, NEW YORK | | | |
| PROJECT: 119-307 | DATE: 06/2020 | FIGURE: 6 | |



| | | | |
|---|---------------|---|--|
| STANDARD BUS STOPS | |  | |
| BC TRANSIT BUS STOP IMPROVEMENT PLAN BINGHAMTON METROPOLITAN TRANSPORTATION STUDY BROOME COUNTY, NEW YORK | | | |
| PROJECT: 119-307 | DATE: 06/2020 | FIGURE: 7 | |



| | | | |
|---|---------------|---|--|
| ENHANCED BUS STOPS | |  | |
| BC TRANSIT BUS STOP IMPROVEMENT PLAN BINGHAMTON METROPOLITAN TRANSPORTATION STUDY BROOME COUNTY, NEW YORK | | | |
| PROJECT: 119-307 | DATE: 06/2020 | FIGURE: 8 | |

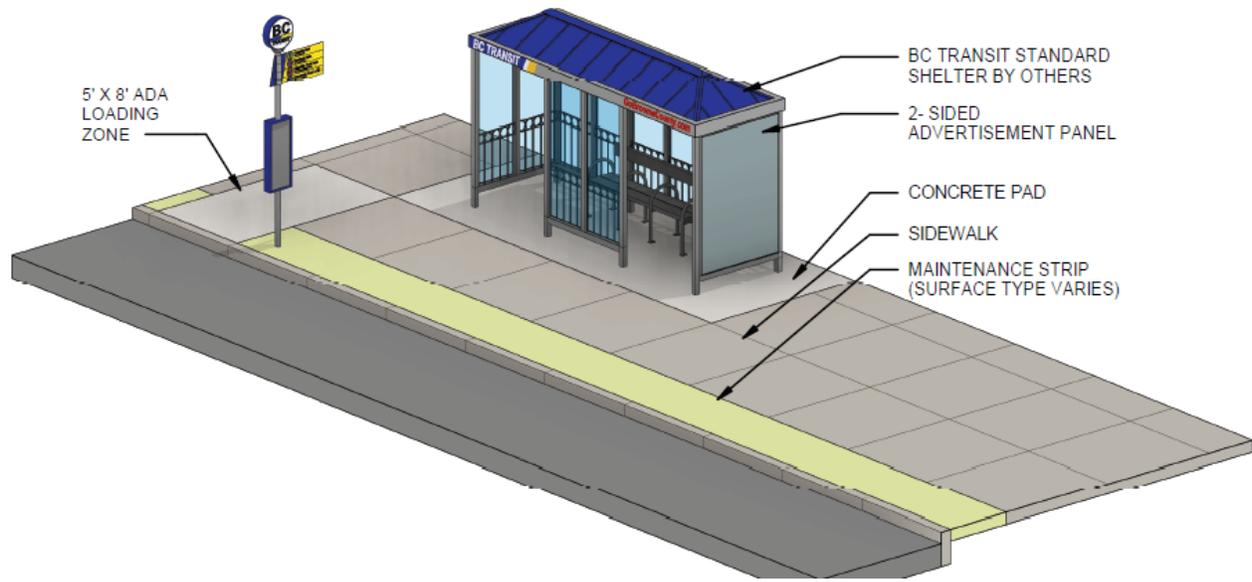


Figure 9 - Standard Bus Stop Rendering

The highest ridership locations in the BC Transit system are classified as enhanced bus stops and are shown in Figure 8. These 14 locations generally serve major trip generators such as Binghamton University, the Oakdale Mall, and downtown centers in Endicott, Johnson City and Binghamton. These stops should receive the Type 3 sign in order to signify their importance as high-ridership locations and major trip generators. Likewise, these stops may warrant additional amenities including expanded shelters, seating, and bicycle racks. Figure 10 shows a typical layout for an enhanced bus stop.

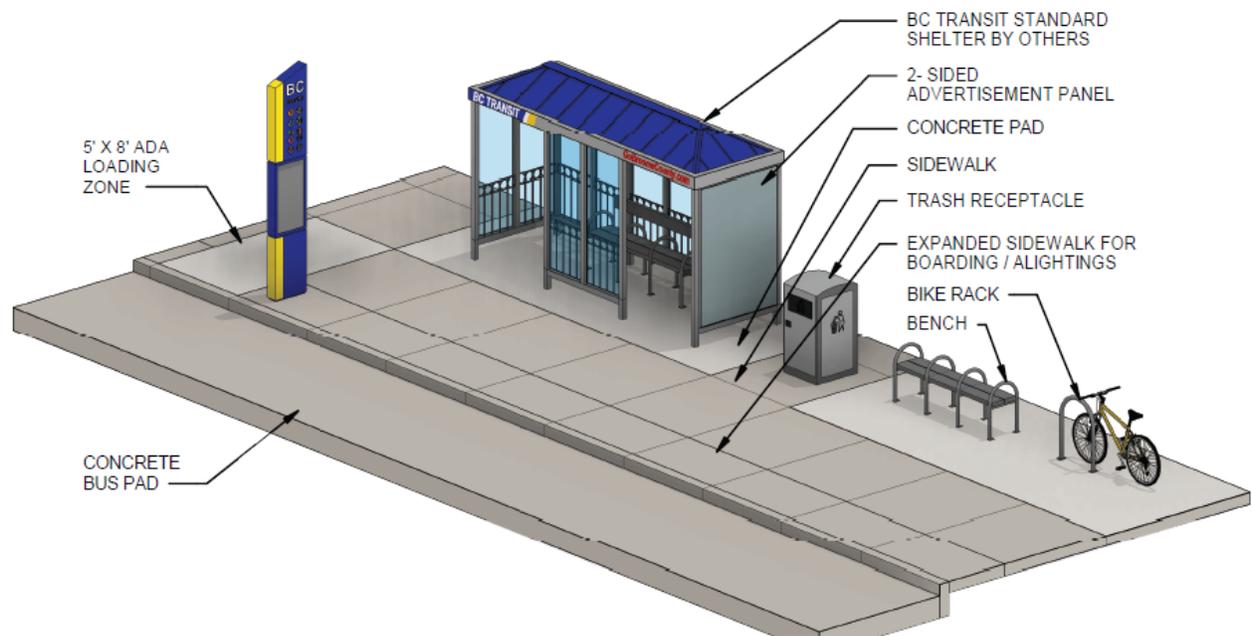


Figure 10 - Enhanced Stop Rendering

In addition to the on-street bus stops identified above, the BC Junction and BU Union are classified as transit centers. Since these stops are already established hubs with existing infrastructure, additional layouts and amenities were not considered at this time. However, these stops should receive update signage to maintain consistency throughout the BC Transit system. Specifically, bus bays at the BC Junction should receive a Type 1 sign. It may be possible to mount the route flags to the existing structure canopy. Operations at the BU Union differ, in that individual routes do not have designated bays. As such, a Type 3 sign may be appropriate. It is recommended that signage at the BU Union be coordinated with Binghamton University and Off Campus College Transport (OCCT), as multiple operators use the current bus loop.

Cost Estimates

Table 11 summarizes a conceptual level cost estimate for each of the stop types applied across the system. Unit costs were developed and refined from a subset of similar items installed at peer transit agencies as well as available unit price information supplied by BC Transit under existing contract (ie. shelter manufacture and installation). Pricing is also based on work occurring at multiple locations under a work contract to realize cost efficiencies. See Appendix E for a detailed bus stop cost estimate sheets.

Table 11 – Bus Stop Cost

| Stop Type | Cost (2020 Dollars) Per Site | Count | Total Cost |
|---|------------------------------|-------|------------------------------|
| Transit Center | BC Junction/BU Union | 14 | Not included in Total |
| Enhanced | \$36,879.56 | 14 | \$516,313 |
| Standard | \$17,560.28 | 103 | \$1,808,708 |
| Sign Only | \$4,800 | 603 | \$2,894,400 |
| Subtotal | | | \$5,219,422 |
| Incidentals | | | \$521,942 |
| Contingency | | | \$1,304,855 |
| Estimated Subtotal 2020 Dollars | | | \$7,046,220 |
| Estimated Subtotal 2030 Dollars | | | \$9,469,530 |
| Estimated Subtotal (2020-2030 Average) | | | \$8,257,875 |

Assuming an average inflation rate of 3% over the next ten (10) years, a planning level cost to implement all of the identified recommendations can range between \$5,219,422 and \$9,469,530, with a median cost of \$8,257,875 in 2025.

Table 12 summarizes a conceptual level cost estimate for each of the pedestrian ADA improvements applied across the system. Unit costs were developed and refined from a subset of similar items installed at peer transit agencies and were developed using assumed areas and prices for concrete, subbase and excavation. See Appendix E for a detailed pedestrian ADA improvement cost estimate sheets.

Table 12 –Pedestrian ADA Improvements Cost

| Description of Improvement | Cost (2020 Dollars) Per Site | Count | Total Cost |
|---|------------------------------|-------|-------------|
| Pedestrian Curb Ramps | \$5,000 | 221 | \$1,105,000 |
| Accessible Path | \$679 | 151 | \$102,530 |
| Accessible Path with Cross Section >2% | \$679 | 193 | \$131,049 |
| Wheelchair Loading Zone | \$271 | 442 | \$120,049 |
| Subtotal | | | \$1,458,629 |
| Incidentals | | | \$120,753 |
| Contingency | | | \$301,882 |
| Estimated Subtotal 2020 Dollars | | | \$1,881,265 |
| Estimated Subtotal 2030 Dollars | | | \$2,528,263 |
| Estimated Subtotal (2020-2030 Average) | | | \$2,204,764 |

Assuming an average inflation rate of 3% over the next ten (10) years, a planning level cost to implement all of the identified recommendations can range between \$1,458,629 and \$2,528,263, with a median cost of \$2,204,764 in 2025.

Note that the intent of this plan is for BMTS and BC Transit to use it as a guide to plan, fund and prioritize improvements across the system based on their knowledge of the system and its needs. As noted in the previous sections, in the absence of stop level ridership, this plan was developed using engineering judgement based on a variety of factors that could help define the level of activity at bus stop. As ridership currently faces a decline due to COVID, our recommendation is that stop level ridership is counted to cross check the recommendations in this plan once ridership in the system returns to normal levels.

Appendix A
Bus Stop Inventory

BMTS/BC Transit
BSIP and Sign Design Guide
Broome County, New York



Existing Bus Stop Inventory and Existing Conditions Database - April 2020

Filter Options

Bus Routes

| |
|--|
| |
| |
| |

Bus Stop Sign Sign Condition Bus Shelter

| | | |
|--|--|--|
| | | |
|--|--|--|

Shelter Condition Sidewalk Condition Accessible Path - 3' wide Cross Slope - <2% Ped Ramp at Crossing Sidewalk to Nearest Crossing Wheelchair Loading Zone - 5' x 8'

| | | | | | | |
|--|--|--|--|--|--|--|
| | | | | | | |
|--|--|--|--|--|--|--|

| Stop ID | Bus Routes | Stop Name | Block Position | Bus Stop Sign | Sign Condition | Bus Shelter | Seating /Bench | Shelter Lighting | Shelter Condition | Sidewalk Condition | Accessible Path - 3' wide | Cross Slope - <2% | Ped Ramp at Crossing | Sidewalk to Nearest Crossing | Wheelchair Loading Zone - 5' x 8' |
|---------|---|--|----------------|---------------|----------------|-------------|----------------|------------------|-------------------|--------------------|---------------------------|-------------------|----------------------|------------------------------|-----------------------------------|
| 1.1 | Route 3,Route 5, | BC Junction | Nearside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 22 | Route 3,Route 5,Route 12,Route 28,Route 40, | BHS | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 301 | Route 3, | Ross Park Zoo | Nearside | yes | Good | yes | Yes | No | Good | Poor | YES | NO | NO | YES | NO |
| 302 | Route 3, | BC Junction 3 Park Ave | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 303 | Route 3, | Morgan/Earle | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 304 | Route 3, | Carroll / Hawley | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 305 | Route 3, | Morgan/Kane | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 306 | Route 3, | Exchange/Susquehanna | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 307 | Route 3, | Morgan/Spurr | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 308 | Route 3, | Mill / McNamara | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 309 | Route 3, | Morgan/Mary | Nearside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 310 | Route 3, | Mill / Newton | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 311 | Route 3, | Morgan/Park | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 312 | Route 3, | Newton / Genesee | Nearside | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 313 | Route 3, | Park/Maria Manor | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 314 | Route 3, | Newton / Tremont | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 315 | Route 3, | Park/Corbett | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 316 | Route 3, | Duane/James | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 317 | Route 3, | Park/Sherwood | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 318 | Route 3, | James/Mary | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 319 | Route 3, | Park/Guilfoyle | Nearside | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 320 | Route 3, | James/S Washington | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 321 | Route 3, | Park/Morris | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 322 | Route 3, | S Washington / Morris | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 323 | Route 3, | Park Ave /General Hospital | Mid-Block | yes | Good | yes | Yes | No | Poor | Good | YES | YES | YES | YES | YES |
| 324 | Route 3, | S Washington / Sherwood | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 325.1 | Route 3, | Inbound 3 Stop Mitchell/General Hospital | Mid-Block | yes | Good | no | | | | Good | NO | YES | YES | YES | NO |
| 325.2 | Route 3, | Inbound 3 Stop Pennsylvania/Manier | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 326 | Route 3, | S Washington / Woodland | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 327 | #N/A | Tremont/State St on ramp | Farside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 328 | Route 3, | S Washington / Morgan | Nearside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 329 | Route 3, | Susquehanna/Exchange | Nearside | yes | Good | yes | Yes | Yes | Poor | Good | YES | NO | YES | YES | YES |
| 331 | Route 3, | Carroll /Lisle | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 500 | Route 5, | BC Junction 5 Vestal Ave | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 501 | Route 5, | Washington / Murray Hill | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 502 | Route 5,Route 57, | Hawley / Exchange | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 503 | Route 5, | Washington Country Club | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 504 | Route 3,Route 5,Route 53, | Conklin / Tremont | Mid-Block | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 505 | Route 5, | Country Club / Deerfield | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 506 | Route 3,Route 5,Route 53, | Conklin / Mill | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 507 | Route 5, | Country Club / Plaza | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 508 | Route 3,Route 5,Route 53, | Conklin / High | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 509 | Route 5, | Plaza / Meadows Apts | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 510 | Route 3,Route 5, | Telegraph / Conklin | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |

| | | | | | | | | | | | | | | | |
|-------|-------------------|----------------------------|-----------|-----|---------|-----|-----|----|------|------|-----|-----|-----|-----|-----|
| 511 | Route 5, | Plaza / Executive Plaza Dr | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 512 | Route 3,Route 5, | Telegraph / Vestal | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 513 | Route 5,Route 9, | University Plaza | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 514 | Route 3,Route 5, | Vestal / Carlton | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 515 | Route 5, | Vestal Ave / Normandy Ct | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 516 | Route 3,Route 5, | Vestal / Mill | Nearside | yes | Poor | no | | | | Poor | YES | NO | YES | YES | NO |
| 517 | Route 5, | Vestal / Larchmont | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 518 | Route 5, | Vestal / Livingston | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 519 | Route 5, | Vestal / Jutland | Nearside | yes | Good | no | | | | Poor | YES | YES | YES | YES | NO |
| 520 | Route 5, | Vestal / Tremont | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 521 | Route 5, | Vestal / Hawthorne | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 522 | Route 5, | Vestal / New | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 523 | Route 5, | Vestal / Clifton | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 524 | Route 5, | Vestal / Mary | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 525 | Route 5, | Vestal / Edgebrook | Nearside | no | | no | | | | Poor | YES | YES | YES | YES | NO |
| 526 | Route 5, | Vestal / Mitchell | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 527 | Route 5, | Vestal / Denton | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 528 | Route 3,Route 5, | Vestal / Pennsylvania | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 529 | Route 5, | Vestal / Brookfield | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 530 | Route 3,Route 5, | Vestal / Rush | Farside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 531 | Route 5, | Vestal / Rush | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 532 | Route 3,Route 5, | Vestal / Brookfield | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 533 | Route 5, | Vestal / Pennsylvania | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 534 | Route 3,Route 5, | Vestal / Denton | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 535 | Route 3,Route 5, | Vestal / Park | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 536 | Route 3,Route 5, | Vestal / Edgebrook | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 537 | Route 5, | Vestal / Mary | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 538 | Route 3,Route 5, | Vestal / Clifton | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 539 | Route 5, | Vestal / Vine | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 540 | Route 3,Route 5, | Vestal / Hawthorne | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 541 | Route 5, | Vestal / Tremont | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 542 | Route 3,Route 5, | Vestal / Jutland | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 543 | Route 5, | Vestal / Mill St | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 544 | Route 3,Route 5, | Vestal / Larchmont | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 545 | Route 5, | Vestal / Telegraph | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 546 | Route 3,Route 5, | Vestal / NY 434 | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 547 | Route 5, | Telegraph / Lucy | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 547.1 | Route 5, | Conklin/High | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 548 | Route 5,Route 9, | University Plaza | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | YES |
| 549 | Route 5,Route 53, | Conklin / Livingston | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 550 | Route 5, | 300 Plaza Dr | Mid-Block | no | | yes | Yes | No | Good | None | NO | NO | NO | NO | NO |
| 551 | Route 5, | Hawley / Exchange | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 552 | Route 5, | 500 Plaza Dr | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 553 | Route 3,Route 5, | Carroll/Court | Nearside | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 554 | Route 5, | Country Club / Clubhouse | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 556 | Route 5, | Country Club / Deerfield | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 558 | Route 5, | Country Club / Washington | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 560 | Route 5, | Washington / Midvale | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 562 | Route 5, | Washington / Lehigh | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 701 | Route 7,Route 17, | Harry L/ Shopping Plaza | Farside | yes | Good | no | | | | Poor | YES | YES | YES | YES | YES |
| 702 | Route 7, | BC Junction 7 Clinton St | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 703 | Route 7,Route 17, | Harry L / Northside Park | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 704 | Route 7, | Clinton / Oak | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 705 | Route 7,Route 17, | Harry L / N Harrison | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 706 | Route 7, | Clinton / Murray | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 707 | Route 7,Route 17, | Harry L & N Broad | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 708 | Route 7, | Clinton St / Mygatt | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 709 | Route 7,Route 17, | Harry L / Jay | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 710 | Route 7, | Clinton / St. Cyril | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 711 | Route 7,Route 17, | Harry L / Myrtle | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 712 | Route 7, | Clinton / Hudson | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 713 | Route 7,Route 17, | Harry L /Lester | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 714 | Route 7, | Clinton / Charles | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 715 | Route 7,Route 17, | Harry L / Virginia | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |

| | | | | | | | | | | | | | | | |
|-----|-------------------|--|-------------------|-----|---------|-----|-----|----|------|------|-----|-----|-----|-----|-----|
| 716 | Route 7, | Clinton / Jarvis | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 717 | Route 7,Route 17, | Harry L / Airport | Farside | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 718 | Route 7, | Clinton / Colfax | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 720 | Route 7, | Clinton / Holland | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 721 | Route 7,Route 17, | Prospect / Columbus | Nearside | yes | Good | no | | | | Good | YES | YES | YES | NO | YES |
| 722 | Route 7, | Clinton / Wilson | Farside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 723 | Route 7,Route 17, | Prospect / Glenwood | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 724 | Route 7, | Clinton / Janette | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 725 | Route 7, | Glenwood/Downs | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 726 | Route 7, | Clinton / Glenwood | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 727 | Route 7, | Glenwood/Miles | Mid-Block | yes | Good | no | | | | Poor | YES | YES | YES | YES | YES |
| 728 | Route 7, | Glenwood / Julian | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 729 | Route 7, | Glenwood /Belknap | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 730 | Route 7, | Glenwood / Judson | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 731 | Route 7, | Clinton / Glenwood | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 732 | Route 7, | Glenwood / Prospect | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 733 | Route 7, | Clinton / Wilson | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 734 | Route 7,Route 17, | Glenwood/True | Nearside | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 735 | Route 7, | Clinton / Holland | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 736 | Route 7,Route 17, | Glenwood/Sunset | Mid-Block | yes | Damaged | no | | | | None | NO | NO | NO | NO | NO |
| 737 | Route 7, | Clinton / Jarvis | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 738 | Route 7,Route 17, | Glenwood/Maiden | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 740 | Route 7,Route 17, | Legacy Bay/Bldg G-H | Mid-Block | no | | no | | | | Poor | YES | YES | NO | YES | YES |
| 741 | Route 7, | Clinton /Charles | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 742 | Route 7,Route 17, | Legacy Bay/Bldg U-V | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 743 | Route 7, | Clinton / Crandall St | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 744 | Route 7,Route 17, | Legacy Bay/Bldg 56-59 | Mid-Block | yes | Good | no | | | | Poor | YES | YES | NO | NO | YES |
| 745 | Route 7, | Clinton / Titchner | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 746 | Route 7,Route 17, | Legacy Bay/Community Bldg | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 747 | Route 7, | Clinton / Murray St | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 748 | Route 7,Route 17, | Legacy Bay/Bldg 12-15 | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 749 | Route 7, | Clinton / Oak St | Farside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 750 | Route 7,Route 17, | Legacy Bay/Bldg 56-59 | Farside,Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 751 | Route 7, | Clinton / Front St | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 752 | Route 7,Route 17, | Legacy Bay/Bldg U-V | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 753 | Route 7, | Water / E Clinton St | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 754 | Route 7,Route 17, | Legacy Bay/ | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 756 | Route 7,Route 17, | Legacy Bay/Bldg G-H | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 758 | Route 7,Route 17, | Glenwood/BOCES | Mid-Block | no | | yes | No | No | Good | Good | YES | YES | NO | NO | YES |
| 760 | Route 7,Route 17, | Glenwood/Maiden | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 762 | Route 7,Route 17, | Glenwood/Broome DDSO | Mid-Block | yes | Poor | no | | | | Good | YES | NO | YES | NO | YES |
| 764 | Route 7,Route 17, | Glenwood/Sunset | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 766 | Route 7,Route 17, | Glenwood/Sowden | Nearside | yes | Good | no | | | | Good | YES | NO | NO | NO | YES |
| 768 | Route 7,Route 17, | Glenwood / Prospect | Nearside | yes | Good | no | | | | Good | YES | YES | NO | YES | NO |
| 770 | Route 7,Route 17, | Prospect / Merrill | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 772 | Route 7,Route 17, | Prospect / Airport | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 774 | Route 7, | Airport Rd Complex at 33 Lewis Rd (By Request) | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 776 | Route 7,Route 17, | Gannett / Pavillion | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 778 | Route 7,Route 17, | Lester / I86 Overpass | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 780 | Route 7,Route 17, | Harry L / Albany | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 782 | Route 7,Route 17, | Harry L / Pearl | Nearside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 784 | Route 7,Route 17, | Harry L / Myrtle | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 786 | Route 7,Route 17, | Harry L / Jay | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 788 | Route 7,Route 17, | Harry L / N Arch | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 790 | Route 7,Route 17, | Harry L / N Hudson St | Nearside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 792 | Route 7,Route 17, | Harry L / Small Mall | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 794 | Route 7,Route 17, | Harry L Dr Friendly's | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 801 | Route 8,Route 40, | Chenango Park & Ride | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 802 | Route 8, | BC Junction 8 Front St | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 803 | Route 8, | Chenango Bridge / Oak Dr | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 805 | Route 8, | Chenango Bridge/UMA | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 806 | Route 7,Route 8, | Front/North | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 807 | Route 8, | Chenango Bridge/Matthews | Farside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 808 | Route 7,Route 8, | Front/Gerard | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |

| | | | | | | | | | | | | | | | | |
|-------|--------------------|---------------------------|--------------------|-----|---------|-----|-----|----|------|------|---------|-----|-----|-----|-----|-----|
| 809 | Route 8, | Front/Chenango Bridge Rd | Mid-Block | yes | Good | no | | | | | Damaged | YES | YES | NO | NO | NO |
| 810 | Route 8, | Front /McDonald | Farside | yes | Good | no | | | | | Good | YES | YES | YES | YES | YES |
| 811 | Route 8, | Front/Bishop | Mid-Block | yes | Good | no | | | | | None | NO | NO | NO | NO | NO |
| 812 | Route 8, | Front / Valley | Mid-Block | no | | no | | | | | Good | YES | YES | YES | YES | YES |
| 813 | Route 8, | Front / Councilman | Mid-Block | yes | Poor | no | | | | | Poor | YES | NO | NO | NO | NO |
| 814 | Route 8, | Front/Franklin | Mid-Block | yes | Good | no | | | | | None | NO | NO | NO | NO | NO |
| 815 | Route 8, | Front/Fuller | Farside | yes | Good | yes | Yes | No | Good | Good | Good | YES | YES | YES | YES | NO |
| 816 | Route 8,Route 40, | Old Front/Sunrise Terrace | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 817 | Route 8, | Front/Northgate | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | YES |
| 817.1 | Route 8, | Front/TSC | Mid-Block | yes | Good | no | | | | | Good | YES | YES | NO | NO | YES |
| 818 | Route 8, | Front/Manor | Mid-Block | yes | Poor | no | | | | | Good | YES | YES | YES | YES | NO |
| 819 | Route 8, | Front/Nimmonsburg | Mid-Block | yes | Good | yes | Yes | No | Good | Good | Good | YES | YES | YES | YES | YES |
| 820 | Route 8, | County Jail | Mid-Block | no | | yes | Yes | No | Good | Good | Good | YES | YES | NO | NO | YES |
| 821 | Route 8, | Front/Smith Hill | Farside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 822 | Route 8, | S College Dr/Lot 1 | Mid-Block | yes | Poor | no | | | | | None | NO | NO | NO | NO | NO |
| 823 | Route 8, | Front / Morningside | Farside | yes | Good | yes | Yes | No | Good | Good | Good | YES | YES | YES | YES | YES |
| 824 | Route 8, | S College Dr/Lot 3 | Mid-Block | yes | Poor | no | | | | | Poor | YES | YES | NO | YES | NO |
| 825 | Route 8, | Front/North College | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 826 | Route 8,Route 9, | N. College/Pavilion | Mid-Block | yes | Good | no | | | | | Good | YES | YES | NO | NO | YES |
| 828 | Route 8, | Front /Boland | Farside | yes | Damaged | no | | | | | Good | YES | YES | YES | YES | YES |
| 830 | Route 8, | Front/N Morningside | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | YES |
| 832 | Route 8, | Front/Riverview | Mid-Block | yes | Good | no | | | | | Good | YES | YES | NO | NO | YES |
| 834 | Route 8, | Front/Wallace | Mid-Block | yes | Damaged | no | | | | | Good | YES | YES | NO | NO | YES |
| 835 | Route 8, | Front/Manor | Mid-Block | yes | Damaged | yes | Yes | No | Good | Good | Good | YES | YES | NO | NO | YES |
| 836 | Route 8, | Front / Ethel | Farside | yes | Poor | no | | | | | Damaged | YES | YES | YES | YES | YES |
| 837 | Route 8, | Front/Old Front St | Nearside | yes | Damaged | no | | | | | Good | YES | YES | YES | YES | NO |
| 838 | Route 8, | Front /Nimmonsburg Square | Mid-Block | yes | Poor | no | | | | | Good | YES | NO | YES | YES | YES |
| 838.1 | Route 8, | Front/Pinkies BBQ | Mid-Block | yes | Good | no | | | | | Good | YES | YES | NO | NO | YES |
| 839 | Route 8, | Front/Franklin | Farside | yes | Good | no | | | | | Good | YES | YES | YES | YES | YES |
| 840 | Route 8, | Front / Northgate | Farside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 841 | Route 8, | Front/Valley St | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 842 | Route 8, | Front / Fuller | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 843 | Route 8, | Front/Winding Way | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 844 | Route 8, | Front / Quinn | Farside | yes | Poor | no | | | | | Good | YES | YES | NO | YES | NO |
| 845 | Route 8, | Front/North | Nearside | yes | Poor | no | | | | | Good | YES | YES | YES | YES | YES |
| 846 | Route 8, | Front/Merrill | Mid-Block | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 847 | Route 8, | Front/Main | Nearside | yes | Good | no | | | | | Damaged | YES | YES | YES | YES | YES |
| 848 | Route 8, | Front/Bishop | Mid-Block | yes | Poor | no | | | | | Good | YES | YES | NO | NO | NO |
| 850 | Route 8, | Front/ Gabor | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 852 | Route 8, | Chenango Bridge / Mathews | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 854 | Route 8, | Chenango Bridge/Oak | Mid-Block,Nearside | yes | Good | no | | | | | Good | YES | YES | NO | NO | NO |
| 898 | Route 8, | Town of Dickinson Court | Mid-Block | no | | no | | | | | Good | YES | NO | NO | NO | NO |
| 900 | Route 9, | Front/Roberson | Nearside | no | | no | | | | | Good | YES | NO | YES | YES | YES |
| 901 | Route 9, | Front/Leroy | Mid-Block | no | | no | | | | | Good | YES | YES | YES | YES | YES |
| 1201 | Route 12,Route 53, | Dewey/Felters | Farside | no | | no | | | | | Good | YES | NO | YES | YES | YES |
| 1202 | Route 12, | BC Junction 12 Conklin | Mid-Block | yes | Good | no | | | | | Good | YES | NO | YES | YES | YES |
| 1203 | Route 12, | Montour/Saratoga | Nearside | no | | no | | | | | Good | YES | YES | YES | YES | YES |
| 1204 | Route 12,Route 51, | Court/Jay | Nearside | no | | yes | No | No | Poor | Poor | Good | YES | NO | YES | YES | YES |
| 1205 | Route 12, | Saratoga/Afton | Mid-Block | no | | no | | | | | Good | YES | YES | YES | YES | NO |
| 1206 | Route 12,Route 51, | Court/Fayette | Mid-Block | yes | Poor | no | | | | | Poor | YES | NO | YES | YES | YES |
| 1207 | Route 12, | Afton/Conklin-Inbound | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1208 | Route 12,Route 51, | Court/Rutherford | Nearside | yes | Poor | no | | | | | Poor | YES | YES | YES | YES | NO |
| 1209 | Route 12,Route 53, | Conklin/Bond | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1210 | Route 12, | Tompkins/Webster | Farside | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 1211 | Route 12,Route 53, | Conklin/Duke | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1212 | Route 12, | Tompkins/Jackson | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1213 | Route 12,Route 53, | Conklin/Bedford | Mid-Block | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1214 | Route 12, | Tompkins/Belden | Nearside | yes | Good | no | | | | | Poor | YES | NO | YES | YES | NO |
| 1215 | Route 12,Route 53, | Conklin/Burr | Farside | yes | Damaged | no | | | | | Good | YES | NO | YES | YES | NO |
| 1216 | Route 12,Route 53, | Conklin/Tompkins | Mid-Block | yes | Good | no | | | | | Good | YES | YES | YES | YES | NO |
| 1217 | Route 12,Route 53, | Conklin/Baldwin | Nearside | yes | Good | no | | | | | Good | YES | YES | YES | YES | YES |
| 1218 | Route 12,Route 53, | Conklin/Hayes | Nearside | yes | Poor | no | | | | | Good | YES | NO | YES | YES | YES |
| 1219 | Route 12,Route 53, | Conklin/Tompkins | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | NO |
| 1220 | Route 12,Route 53, | Conklin/Burr | Nearside | yes | Good | no | | | | | Good | YES | NO | YES | YES | YES |

| | | | | | | | | | | | | | | | |
|------|--|----------------------------|-----------|-----|---------|-----|----|----|------|------|-----|-----|-----|-----|-----|
| 1221 | Route 12, | Tompkins/Belden | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1222 | Route 12,Route 53, | Conklin/Proctor | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1223 | Route 12, | Tompkins/Jackson | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1224 | Route 12,Route 53, | Conklin/Bedford | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1225 | Route 12, | Tompkins/Webster | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1226 | Route 12,Route 53, | Conklin/Duke | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 1227 | Route 12, | Court/Liberty | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1228 | Route 12,Route 53, | Conklin/Bond | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1229 | Route 12, | Court/Chapman | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1230 | Route 12, | Afton/Conklin-Outbound | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1231 | Route 12, | Court/Stuyvesant | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 1233 | Route 12, | Court/Jay | Farside | yes | Good | yes | No | No | Good | Good | YES | NO | YES | YES | YES |
| 1500 | Route 15, | BC Junction 15 Leroy St | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 1501 | Route 15,Route 17,Route 47,Route 48,Route 57,Route 91, | Bunn Hill/NY434 Northside | Mid-Block | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 1502 | Route 15, | Court/State | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1503 | Route 15,Route 17, | Bunn Hill/NY 434 Southside | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1505 | Route 15,Route 17, | Vestal/Old Lane | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 1507 | Route 15,Route 17, | Floral/New York | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1508 | Route 15, | Oak/Main | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1509 | Route 15,Route 17, | Floral/Ackley | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | NO |
| 1510 | Route 15, | Oak/Seminary | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1511 | Route 15,Route 17, | Floral/Baldwin | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1512 | Route 15, | Oak/Leroy | Nearside | no | | no | | | | Good | YES | NO | YES | YES | NO |
| 1513 | Route 15,Route 17, | Floral/Willow | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 1514 | Route 15, | Leroy/Murray | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1515 | Route 15,Route 17, | Floral/Burbank | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 1516 | Route 15, | Leroy/Chestnut | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1517 | Route 15, | Division/Burbank | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1518 | Route 15, | Leroy/Millard | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1519 | Route 15, | Division/Cleveland | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1520 | Route 15, | Leroy/Laurel | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1521 | Route 15, | Division/West End | Farside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 1522 | Route 15, | Leroy/Beethoven | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1523 | Route 15, | Schubert/Matthews | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1524 | Route 15, | Beethoven/Seminary | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1525 | Route 15, | Schubert/Crestmont | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1526 | Route 15, | Beethoven/Jefferson | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1527 | Route 15, | Minden/Schubert | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1528 | Route 15, | Highland/Beethoven | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1529 | Route 15, | Minden/Jerome | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1530 | Route 15, | Highland/Kneeland | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1531 | Route 15, | Helen/Druid | Mid-Block | yes | Good | no | | | | Poor | YES | YES | YES | YES | NO |
| 1532 | Route 15, | Highland/Helen | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1533 | Route 15, | Helen/Highland | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1534 | Route 15, | Helen/Druid | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1535 | Route 15, | Highland/Kneeland | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1536 | Route 15, | Helen/Jerome | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1537 | Route 15, | Highland/Beethoven | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1538 | Route 15, | Helen/Schubert | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1539 | Route 15, | Beethoven/Jefferson | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | NO |
| 1540 | Route 15, | Schubert/Crestmont | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1541 | Route 15, | Beethoven/Seminary | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1542 | Route 15, | Schubert/Crary | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1543 | Route 15, | Beethoven/Leroy | Nearside | yes | Good | no | | | | Poor | YES | YES | YES | YES | NO |
| 1544 | Route 15, | Schubert/West End | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1545 | Route 15, | Leroy/Laurel | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1546 | Route 15, | Division/Cleveland | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1547 | Route 15, | Leroy/Millard | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 1548 | Route 15, | Division/Burbank | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 1549 | Route 15, | Leroy/Chestnut | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 1550 | Route 15, | Burbank/Floral | Nearside | yes | Poor | no | | | | Poor | YES | NO | NO | YES | NO |
| 1551 | Route 15, | Leroy/Chapin | Nearside | no | | no | | | | Good | YES | NO | YES | YES | NO |

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| 1552 | Route 15,Route 16,Route 17, | Floral/Willow | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | NO |
| 1553 | Route 15, | Leroy/Oak | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 1554 | Route 15,Route 16,Route 17, | Floral/Roberts | Nearside | yes | Poor | no | | | | Poor | YES | NO | NO | NO | NO |
| 1555 | Route 15, | Front/Leroy | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 1556 | Route 15,Route 16,Route 17, | Floral/Harrison | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 1557 | Route 9,Route 15, | Washington/Stuart | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1558 | Route 15,Route 16,Route 17, | Floral/Charles | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 1559 | Route 15, | Hawley/Court | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1560 | Route 15,Route 16,Route 17, | Floral/Cook | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1562 | Route 15,Route 17, | Vestal/Old Lane | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 1564 | Route 15,Route 17, | Bunn Hill/NY434 Northside | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 1566 | Route 15,Route 17,Route 47,Route 57, | Bunn Hill/NY 434 Southside | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 1701 | Route 17, | Brocton/Lester | Farside,Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1702 | Route 17, | Floral/Cleveland | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 1703 | Route 17, | Brocton/Concord | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1704 | Route 17, | Floral/West End Ave | Nearside | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 1705 | Route 17, | Brocton/Diment | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 1706 | Route 17, | Floral/Main | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | YES |
| 1707 | Route 17, | N Arch/Main | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 1708 | Route 17, | Brocton/Diment | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | NO | NO |
| 1710 | Route 17, | Brocton/Lester | Nearside | yes | Good | no | | | | Good | YES | YES | YES | NO | NO |
| 1711 | Route 16,Route 17, | Floral/Main | Farside | yes | Good | yes | No | No | Good | Good | YES | YES | YES | YES | YES |
| 1712 | Route 17, | Pavillion/Gannett | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1713 | Route 16,Route 17, | Floral/West End Ave | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 1715 | Route 16,Route 17, | Floral/Cleveland | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 1717 | Route 16,Route 17, | Floral/Burbank | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 1798 | Route 17, | Johnson City High School | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 1799 | Route 17, | Johnson City Middle School | Mid-Block | no | | no | | | | Good | YES | YES | NO | YES | YES |
| 2301 | Route 57, | Riverside/Banks | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2303 | Route 57, | Riverside/Riale | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2305 | Route 57, | Riverside/Davis College | Farside | yes | Good | yes | No | No | Good | Good | YES | YES | YES | YES | NO |
| 2306 | Route 9,Route 57, | Washington/Susquehanna | Mid-Block | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 2307 | Route 57, | Riverside/Elfred | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2308 | Route 57, | Riverside/Oak | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2309 | Route 57, | Riverside/Ackley | Nearside | yes | Poor | no | | | | Poor | NO | NO | YES | YES | NO |
| 2310 | Route 57, | Riverside/St John Ave | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2311 | Route 57, | Riverside/Columbus | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2312 | Route 57, | Riverside/Millard | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2313 | Route 57, | Riverside/Burbank | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2314 | Route 57, | Riverside/Laurel | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2315 | Route 57, | Riverside/Margaret | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 2316 | Route 57, | Riverside/Avon | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2317 | Route 57, | Riverside/West End | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 2318 | Route 57, | Lourdes Hospital (Riverside/Beethoven) | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2319 | Route 57, | Riverside/Crary | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 2320 | Route 57, | Riverside/Helen | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2321 | Route 57, | Riverside/Matthews | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 2322 | Route 57, | Riverside/Crary | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 2323 | Route 15,Route 57, | Lourdes Hospital (Riverside/Rotary) | Mid-Block | no | | yes | Yes | No | Good | Good | YES | YES | YES | YES | NO |
| 2324 | Route 57, | Riverside/Westend | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2325 | Route 57, | Riverside/Stratford | Nearside | yes | Good | no | | | | Good | NO | NO | YES | YES | NO |
| 2325.1 | Route 57, | Riverside/Laurel | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2326 | Route 57, | Riverside/Patricia | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2327 | Route 57, | Riverside/Campbell | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2328 | Route 57, | Riverside/Margaret | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2329 | Route 57, | Riverside/Oak | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2330 | Route 57, | Riverside/Burbank | Nearside | yes | Poor | no | | | | Poor | YES | NO | YES | YES | NO |
| 2332 | Route 57, | Riverside/Columbus | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2334 | Route 57, | Riverside/Ackley | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2336 | Route 57, | Riverside/Elfred | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |

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| 2338 | Route 57, | Riverside/Ethel | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2340 | Route 57, | Riverside/Brewster | Nearside | yes | Poor | no | | | | Poor | YES | NO | YES | YES | NO |
| 2342 | Route 57, | Riverside/Banks | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2344 | Route 57, | UHS Vestal | Mid-Block | yes | Good | yes | Yes | yes | Good | Good | YES | YES | YES | YES | YES |
| 2344.1 | Route 57, | UHS Vestal Outbound | Nearside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 2801 | Route 28, | Robinson/Century | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2801.1 | Route 28, | Children's Home GBHC - 28 | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2802 | Route 28, | BC Junction 28 Robinson St | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2803 | Route 28, | Robinson/GBHC | Farside | yes | Good | yes | Yes | No | Poor | None | NO | YES | NO | NO | NO |
| 2803.1 | Route 28, | Century/Court | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2804 | Route 28, | Chenango/Eldredge | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2805 | Route 28, | Robinson/Garden | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2805.1 | Route 28, | Court/Fairview | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2806 | Route 28, | Chenango/Robinson | Nearside | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 2807 | Route 28, | Robinson/English | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2807.1 | Route 28, | Court/Bigelow | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2808 | Route 28, | Robinson/Emmett | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2809 | Route 28, | Robinson/Rubin | Nearside | yes | Good | no | | | | Good | NO | NO | YES | YES | NO |
| 2809.1 | Route 28, | Court/Ely | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2810 | Route 28, | Robinson/Wales | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2811 | Route 28, | Robinson/Fairview | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | NO | YES | YES | NO |
| 2811.1 | Route 28, | Griswold/Silver | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2812 | Route 28, | Robinson/Whitney | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2813 | Route 28, | Robinson/Glen | Nearside | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 2814 | Route 28, | Robinson/Griswold | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2815 | Route 28, | Robinson/Bigelow | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 2816 | Route 28, | Robinson/Ely | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 2817 | Route 28, | Robinson/Howard | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2818 | Route 28, | Broad/George | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 2819 | Route 28, | Robinson/Broad | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2820 | Route 28, | Broad/E Frederick | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2821 | Route 28, | Robinson/Ely | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 2822 | Route 28, | Broad/Grant | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 2823 | Route 28, | Robinson/Griswold | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2824 | Route 28, | Broad/Hill | Farside | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 2825 | Route 28, | Robinson/Whitney | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2826 | Route 28, | Spellicy/Moeller-One | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2827 | Route 28, | Robinson/Liberty | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2828 | Route 28, | Spellicy/Flower | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2829 | Route 28, | Robinson/Emmet | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2830 | Route 28, | Spellicy/Leon | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2831 | Route 28,Route 40, | Chenango/Robinson | Mid-Block | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 2832 | Route 28, | Spellicy/Moeller-Two | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 2833 | Route 28,Route 40, | Chenango/Eldridge | Farside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | NO |
| 2834 | Route 28, | Moeller/Bevier | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | NO |
| 2836 | Route 28, | Bevier/Broad | Nearside | no | | no | | | | Good | YES | NO | YES | YES | NO |
| 2838 | Route 28, | Broad/Spellicy | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 2844 | Route 28, | Broad/E Frederick | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2846 | Route 28, | Broad/William | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 2848 | Route 28, | Robinson/Moeller | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 2850 | Route 28, | Robinson/Mason | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 2852 | Route 28, | Robinson/Bigelow | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | YES |
| 2854 | Route 28, | Robinson/Milford | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 2856 | Route 28, | Robinson/Fairview | Nearside | yes | Good | no | | | | Poor | YES | YES | YES | YES | YES |
| 2858 | Route 28, | Robinson/Rubin | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 2860 | Route 28, | Robinson/English | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 2862 | Route 28, | Robinson/Garden | Nearside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 2864 | Route 28, | Robinson/GBHC Entrance | Mid-Block | yes | Good | no | | | | Poor | YES | NO | YES | YES | NO |
| 2866 | Route 28, | Robinson/Century | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 2868 | Route 28, | GBHC/Garvin | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3500 | Route 35, | BC Junction 35 Endicott Binghamton | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3501 | Route 35,Route 47, | E. Perimeter Rd/Glendale Tech Park | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3502 | Route 7,Route 8,Route 16,Route 35, | Court/Water | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |

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| 3503 | Route 35,Route 47, | Glendale Tech Park/Perimeter Rd | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3504 | Route 15,Route 16,Route 35, | Main/Front | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3505 | Route 35, | Main /S. Grippen | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3507 | Route 35, | Main /Bassett | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3508 | Route 16,Route 35, | Main/Chapin | Farside | no | | yes | No | No | Good | Damaged | YES | YES | YES | YES | YES |
| 3509 | Route 35, | Main /Page | Nearside | yes | Good | yes | Yes | No | Poor | Good | YES | NO | YES | YES | NO |
| 3510 | Route 16,Route 35, | Main/Mather | Nearside | no | | yes | No | No | Good | Good | YES | YES | YES | YES | YES |
| 3511 | Route 35, | Main/DeHart | Nearside | yes | Good | yes | Yes | Yes | Poor | Good | YES | NO | YES | YES | NO |
| 3512 | Route 16,Route 35, | Main/Crandall | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3513 | Route 35, | Main /Badger | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3514 | Route 16,Route 35, | Main/Cedar | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 3515 | Route 35, | Main /Liberty | Nearside | yes | Good | yes | yes | No | Good | Poor | YES | NO | YES | YES | YES |
| 3516 | Route 16,Route 35, | Main/Jarvis | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3517 | Route 35, | Main /Mersereau | Mid-Block | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 3518 | Route 16,Route 35, | Main/Schiller | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3519 | Route 35, | Main /Vestal | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3520 | Route 16,Route 35, | Main/Orton | Mid-Block | yes | Damaged | yes | No | No | Good | Good | YES | YES | YES | YES | YES |
| 3521 | Route 35, | Main /Booth | Nearside | yes | Poor | no | | | | Poor | YES | NO | YES | YES | NO |
| 3522 | Route 16,Route 35, | Main/Glenwood | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3523 | Route 35, | Main /Lincoln | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 3524 | Route 16,Route 35, | Main/Crestmont | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3525 | Route 35,Route 47, | Washington /Main | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3526 | Route 16,Route 35, | Main/Crary | Mid-Block | yes | Good | no | | | | Poor | YES | YES | NO | NO | YES |
| 3527 | Route 35,Route 47, | Washington /Broad | Nearside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 3528 | Route 35, | Main/Floral | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3529 | Route 35, | North/Garfield | Mid-Block | yes | Good | yes | No | No | Good | Good | YES | YES | YES | YES | YES |
| 3530 | Route 17,Route 35, | Main/Lester | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3531.1 | Route 35, | North/Kentucky | Farside | yes | Damaged | no | | | | Good | YES | NO | YES | YES | YES |
| 3531.2 | Route 35, | North/S. Willis | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 3534 | Route 17,Route 35, | Main/Willow | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 3535.1 | Route 35, | Main/Jackson | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3536 | Route 17,Route 35, | Main/N Broad | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3537 | Route 35, | Main/Maryland | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3538 | Route 35, | Main/Harrison | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3539 | Route 35, | Main/Louisiana | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3540 | Route 35, | Main/NY Penn | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 3541 | Route 35, | Main/Frances | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3543 | Route 35, | Main/Marion | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | NO | NO | NO |
| 3544 | Route 35, | Main/Third (old) | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3545 | Route 35, | Main/Chaumont | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3546 | Route 35, | Main/Westover Plaza | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 3547 | Route 35, | Main/Shady | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3549 | Route 35, | Main/Davis | Farside | yes | Good | no | | | | Damaged | YES | NO | NO | NO | YES |
| 3550 | Route 35, | Main/Oakdale | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3550.1 | Route 35, | Main/Endwell | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 3551 | Route 35, | Hooper/Prospect | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3552 | Route 35, | Oakdale/Endwell | Mid-Block | yes | Poor | no | | | | Poor | YES | NO | YES | YES | NO |
| 3554 | Route 35, | Oakdale/Azon | Mid-Block | yes | Damaged | no | | | | Good | YES | NO | NO | NO | YES |
| 3555.1 | Route 35, | Watson/Hill | Mid-Block | yes | Good | no | | | | Damaged | YES | YES | YES | YES | NO |
| 3556 | Route 35, | Oakdale/Fields | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3557 | Route 35, | Watson/N. Adams | Mid-Block | yes | Poor | no | | | | Poor | YES | YES | NO | NO | NO |
| 3558 | Route 35, | Oakdale/Evert | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3559 | Route 35, | Watson/Hayes | Nearside | yes | Poor | no | | | | Damaged | YES | NO | YES | YES | YES |
| 3560 | Route 35, | Oakdale/Harry L | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3561 | Route 35, | Watson/Taylor | Mid-Block | yes | Good | no | | | | Good | NO | NO | NO | NO | NO |
| 3562 | Route 7,Route 17,Route 35,Route 48,Route 57, | Oakdale Mall/Arby's | Mid-Block | no | | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 3563 | Route 35, | Watson/Wilson | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3564 | Route 35, | Harry L/Oakdale | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 3565 | Route 35, | Watson/Seward | Mid-Block | yes | Poor | no | | | | Good | YES | YES | NO | NO | NO |
| 3566 | Route 35, | Harry L/Valley Plaza | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3567 | Route 35, | N Willis/Watson | Mid-Block | yes | Good | no | | | | Good | NO | NO | NO | NO | NO |
| 3568 | Route 35, | Watson /Heritage Country Club 1 | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 3569 | Route 35, | N Willis/King | Nearside | yes | Good | no | | | | Good | YES | NO | NO | NO | NO |

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| 3570 | Route 35, | Watson /Heritage Country Club 2 | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 3571 | Route 35, | Center St/Country Club | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3572 | Route 35, | Watson /Poplar | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3573 | Route 35,Route 47, | Country Club/Knightlee | Nearside | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3574 | Route 35, | Watson /Country Club | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 3575 | Route 35,Route 47, | Country Club/Beckwith | Nearside | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3576 | Route 35, | Watson /Groveland | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3577 | Route 35,Route 47, | Country Club/Norton | Mid-Block | no | | no | | | | Good | YES | NO | YES | NO | NO |
| 3578 | Route 35, | Hooper/Mary | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3579 | Route 35,Route 47, | Country Club/Doyleson | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3580 | Route 35, | Main /Brookside | Nearside | yes | Good | no | | | | Poor | YES | YES | YES | YES | NO |
| 3581 | Route 35, | Hopper/Rath | Mid-Block | yes | Damaged | no | | | | None | NO | NO | NO | NO | NO |
| 3582 | Route 35, | Main /Avenue "B" | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 3583 | Route 35, | Main/Endwell | Mid-Block | yes | Good | no | | | | Good | YES | NO | NO | NO | NO |
| 3584 | Route 35, | Main /S Kelly | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3585 | Route 35, | Watson/Hooper | Farside | yes | Poor | no | | | | None | NO | NO | YES | YES | NO |
| 3586 | Route 35, | Main /Chaumont | Mid-Block | yes | Poor | no | | | | Good | YES | YES | NO | NO | YES |
| 3586.1 | Route 35, | North/S Willis | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3586.2 | Route 35, | North/Hayes | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3587 | Route 35, | Watson/Valley | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3588 | Route 35, | Main /Marion | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3589 | Route 35, | Watson/Country Club | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3590 | Route 35, | Main /Moore | Nearside | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 3591 | Route 35, | Watson/Poplar | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3592 | Route 35, | Main /Nebraska | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 3593 | Route 35, | Watson/Wilkans Way | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3594 | Route 35, | Main /Delaware | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3595 | Route 35, | Harry L/Valley Plaza | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3596 | Route 35, | Main /Jackson | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 3597 | Route 35, | Harry L/Oakdale | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 3598 | Route 35, | Main /Adams | Nearside | yes | Damaged | no | | | | Poor | YES | NO | YES | YES | NO |
| 3599 | Route 35, | Oakdale/Evert | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3600 | Route 35, | Roosevelt /Monroe | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | NO | NO | NO |
| 3601 | Route 35, | Oakdale/Valley Plaza | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 3602 | Route 35, | Hooper /Hoover | Farside | yes | Poor | no | | | | Good | YES | NO | NO | NO | YES |
| 3603 | Route 35, | Oakdale/Azon | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 3604 | Route 35, | Hooper /Rath | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3605 | Route 35, | Oakdale/Endwell | Mid-Block | yes | Poor | no | | | | Good | YES | YES | NO | NO | NO |
| 3606 | Route 35,Route 47, | Country Club/Doyleson | Mid-Block | yes | Poor | no | | | | Damaged | YES | NO | NO | NO | YES |
| 3607 | Route 35, | Main/Evelyn | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 3608 | Route 35,Route 47, | Country Club/Patterson | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3609 | Route 8,Route 17,Route 35, | Main/Baker | Farside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 3610 | Route 35,Route 47, | Country Club/Beckwith | Mid-Block | no | | no | | | | Good | YES | NO | YES | YES | NO |
| 3611 | Route 8,Route 17,Route 35, | Main/Allen | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3612 | Route 35,Route 47, | Country Club/University | Mid-Block | no | | no | | | | None | NO | NO | YES | YES | NO |
| 3613 | Route 8,Route 17,Route 35, | Main/Harrison | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3614 | Route 35, | Center/Country Club | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3616 | Route 35, | Crescent /King | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3617 | Route 8,Route 17,Route 35, | Main/N Broad | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3618 | Route 35, | N Willis/Hall | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3619 | Route 8,Route 17,Route 35, | Main/Willow | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3620 | Route 35, | N Willis/Watson | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3621 | Route 8,Route 17,Route 35, | Main/Park | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3622 | Route 35, | Watson/Allen | Mid-Block | yes | Poor | no | | | | Good | YES | YES | NO | NO | NO |
| 3623 | Route 8,Route 35, | Main/Floral | Nearside | yes | Good | yes | No | No | Good | Good | YES | YES | YES | YES | YES |
| 3624 | Route 35, | Watson/Wilson | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3625 | Route 8,Route 35, | Main/Crary | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3626 | Route 35, | Watson/Taylor | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 3627 | Route 8,Route 35, | Main/Crestmont | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3628 | Route 35, | Watson/Hayes | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |

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| 3629 | Route 8,Route 35, | Main/Helen | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 3630 | Route 35, | Watson/N Adams. | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3630.1 | Route 35, | Watson/N McKinley | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3631 | Route 8,Route 35, | Main/Orton | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3632.1 | Route 35, | Watson/Hill | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3633 | Route 8,Route 35, | Main/Schiller | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3634 | Route 35,Route 47, | North/N McKinley | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3635 | Route 8,Route 35, | Main/Hamilton | Mid-Block | yes | Good | no | | | | Poor | YES | NO | YES | YES | YES |
| 3636 | Route 35,Route 47, | Washington/North | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3637 | Route 8,Route 35, | Main/Cedar | Mid-Block | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 3637.1 | Route 35, | Main/Chestnut | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3638 | Route 35,Route 47, | Washington/Broad | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3639 | Route 8,Route 35, | Main/Arthur | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3641 | Route 8,Route 35, | Main/Chapin | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3642 | Route 35,Route 47, | Main/Lincoln | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 3643 | Route 8,Route 35, | Main/Oak | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3644 | Route 35,Route 47, | Main/Medical Arts | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 3645 | Route 8,Route 35,Route 57, | Court/Washington | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3646 | Route 35, | Main/Vestal | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3648 | Route 35, | Main/Mercereau | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 3650 | Route 35, | Main/Liberty | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3652 | Route 35, | Main/S. Duane | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 3654 | Route 35, | Main/S. Page | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 3656 | Route 35, | Main/Bassett | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 3658 | Route 35, | Main/S. Grippen | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4002 | Route 40, | BC Junction 40 Chenango St | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4003 | Route 40, | W Service/East Niles | Mid-Block | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 4004 | Route 40, | State/Eldridge | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 4005 | Route 40, | W Service/Ivan | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4006 | Route 40, | State/Lupo's | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4007 | Route 40, | Chenango/Prentice | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | YES | NO |
| 4008 | Route 40, | W State/Colonial Plaza | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 4009 | Route 40, | Chenango/Mead | Mid-Block | yes | Poor | no | | | | Poor | NO | NO | NO | YES | NO |
| 4010 | Route 40, | Binghamton Plaza/Kmart | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | YES | YES |
| 4011 | Route 40, | Chenango/Hinds | Farside | no | | no | | | | Good | YES | YES | NO | YES | NO |
| 4012 | Route 40, | Binghamton Plaza/New York Pizzeria | Mid-Block | yes | Good | no | | | | Good | YES | NO | NO | YES | YES |
| 4013 | Route 40, | Chenango/Hadsell | Farside | yes | Poor | no | | | | Good | YES | YES | NO | YES | NO |
| 4014 | Route 40, | Chenango/Frederick St | Nearside | no | | no | | | | Good | YES | NO | YES | YES | NO |
| 4015 | Route 40, | Chenango/Hotchkiss | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 4016 | Route 40, | Chenango/State | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 4017 | Route 40, | Chenango/Alida | Mid-Block | yes | Good | no | | | | Poor | YES | YES | NO | NO | NO |
| 4018 | Route 40, | Chenango/Morgan | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 4019 | Route 40, | Chenango/Nowlan | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4020 | Route 40, | Chenango/Moffatt | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 4021 | Route 40, | Chenango/Franklin | Mid-Block | yes | Good | no | | | | None | YES | NO | NO | NO | NO |
| 4022 | Route 40, | Chenango/Sturges | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4023 | Route 40, | Chenango/Dickinson | Mid-Block | yes | Good | no | | | | Good | YES | NO | NO | NO | NO |
| 4024 | Route 40, | Chenango/Green | Nearside | yes | Good | no | | | | None | YES | NO | YES | YES | YES |
| 4025 | Route 40, | Chenango/Grant | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 4026 | Route 40, | Chenango/Linden | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4027 | Route 40, | Chenango/Mill | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4028 | Route 40, | Chenango/Blanchard | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4029 | Route 40, | Chenango/Church | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 4030 | Route 40, | Chenango/Baird | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4031 | Route 40, | Chenango/Terry | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 4032 | Route 40, | Chenango/Bromley | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4033 | Route 40, | Chenango/Old State | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4034 | Route 40, | Chenango/Old State | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4035 | Route 40, | Chenango/Bromley | Mid-Block | yes | Poor | no | | | | Good | YES | NO | NO | NO | NO |
| 4036 | Route 40, | Chenango/Terry | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4037 | Route 40, | Chenango/Baird | Mid-Block | yes | Good | no | | | | Good | YES | NO | NO | NO | NO |
| 4038 | Route 40, | Chenango/James | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4039 | Route 40, | Chenango/Blanchard | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |

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| 4040 | Route 40, | Chenango/Mill | Farside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4041 | Route 40, | Chenango/Dennison | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4042 | Route 40, | Chenango/Phelps | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 4043 | Route 40, | Chenango/Green | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4044 | Route 40, | Chenango/Dickinson | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 4045 | Route 40, | Chenango/Truesdell | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 4046 | Route 40, | Chenango/Franklin | Nearside | yes | Missing | no | | | | Good | YES | YES | YES | YES | NO |
| 4047 | Route 40, | Chenango/Pleasant | Nearside | yes | Poor | no | | | | Poor | YES | YES | YES | YES | YES |
| 4048 | Route 40, | Chenango/Nowlan | Nearside | yes | Poor | no | | | | None | YES | YES | NO | NO | NO |
| 4050 | Route 40, | Chenango/Alida | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4052 | Route 40, | Chenango/Hotchkiss | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4053 | Route 40, | Chenango/State | Farside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 4054 | Route 40, | Chenango/Ronan | Nearside | yes | Good | no | | | | None | NO | NO | NO | YES | NO |
| 4056 | Route 40, | Chenango/Hinds | Farside,Nearside | no | | no | | | | None | NO | NO | NO | YES | NO |
| 4058 | Route 40, | Chenango/Mead | Nearside | yes | Good | no | | | | None | NO | NO | YES | NO | NO |
| 4060 | Route 40, | Chenango/Cornish | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 4062 | Route 40, | W Service/East Niles | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4064 | Route 8, | River/Kattelville | Farside | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 4066 | Route 8, | River/Palmer | Farside | yes | Good | no | | | | None | YES | NO | NO | NO | NO |
| 4068 | Route 8, | River/Clarendon | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4070 | Route 8, | River/Mountainview | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4072 | Route 8, | River/Everett | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4074 | Route 8, | N Wisconsin/Hodge | Nearside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 4076 | Route 8,Route 40, | River/Poplar Hill | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4078 | Route 8,Route 40, | River/Norman | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4080 | Route 8,Route 40, | River/Mountainview | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4082 | Route 8,Route 40, | River/Clarendon | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4084 | Route 8,Route 40, | River/Palmer | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4086 | Route 8,Route 40, | River/Kattelville | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4096 | | Chenango/Lyon | Nearside | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 4098 | | Chenago/State | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4701 | Route 47, | African/Vestal Pkwy | Farside | yes | Poor | no | | | | Poor | YES | NO | NO | YES | NO |
| 4702 | Route 47,Route 57,Route 91, | Vestal Pkwy E/University Square | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | NO |
| 4703 | Route 47, | Sycamore/Vestal | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4704 | Route 47, | Campus Plaza | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4705 | Route 47,Route 91, | Parkway Plaza/Target | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 4705.1 | Route 47, | Across from Target Flag Stop | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 4706 | Route 17,Route 47, | Vestal/Gates | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4707 | Route 47,Route 91, | Parkway Plaza/Price Rite | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 4707.1 | Route 47, | Across from Price Rite Flag Stop | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4708 | Route 17,Route 47, | Vestal/Commerce | Farside | yes | Poor | no | | | | Poor | YES | NO | YES | YES | YES |
| 4709 | Route 47,Route 91, | Parkway Plaza/PetSmart | Nearside | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 4709.1 | Route 47, | Across from Pet Smart Flag Stop | Farside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 4710 | Route 17,Route 47, | Jensen/Vestal Rd | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4711 | Route 47, | Rano/Anthos Apts | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | NO | NO | YES | NO |
| 4712 | Route 17,Route 47, | Jensen/Brentwood | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4713 | Route 47, | Burris/Rano | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4714 | Route 17,Route 47, | Jensen/Stewart | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4715 | Route 47, | Burris / Royal | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4716 | Route 17,Route 47, | Jensen/NY 434 | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4717 | Route 47, | Burris/Jensen | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4718 | Route 47, | Jensen/Parkway Plaza East Entrance | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4719 | Route 47, | Jensen/Chalburn | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4720 | Route 47, | Burris/Riviera Ridge | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4721 | Route 47, | Jensen/NY 434 | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4722 | Route 47, | Burris/Royal | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4723 | Route 47, | Jensen/Stewart | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4724 | Route 47, | Burris/Rano | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4725 | Route 47, | Jensen | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 4726 | Route 47, | Rano/Parkway Plaza | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | YES | NO | YES | NO |
| 4727 | Route 47, | Jensen/Brentwood | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4729 | Route 47, | Jensen/Vestal | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4730 | Route 47,Route 57,Route 91, | Sycamore/Stewart | Mid-Block | yes | Good | no | | | | Good | YES | NO | NO | YES | NO |

| | | | | | | | | | | | | | | | |
|--------|---|---------------------------------|-----------|-----|---------|-----|-----|-----|------|------|-----|-----|-----|-----|-----|
| 4731 | Route 47, | Vestal/Schubmehl | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 4732 | Route 47, | Lourdes Vestal | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 4733 | Route 47, | Vestal/Gates | Mid-Block | no | | yes | Yes | No | Good | Good | YES | YES | YES | YES | NO |
| 4734 | Route 47,Route 57,Route 91, | Town Square Mall/Barnes&Noble | Mid-Block | yes | Good | yes | No | No | Good | None | NO | NO | NO | NO | NO |
| 4735 | Route 47, | Vestal/Andrea | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 4736 | Route 47,Route 57,Route 91, | Town Square Mall/TJ Maxx | Mid-Block | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 4737 | Route 47, | Campus Plaza/Rite Aid | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 5200 | Route 51,Route 53, | BC Junction 51 and 53 | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 5512 | Route 35,Route 47, | North/Oak Hill | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 5514 | Route 35,Route 47, | Oak Hill / Clarke | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | YES | YES |
| 5516 | Route 35,Route 47, | Oak Hill/Witherall | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 5518 | Route 35,Route 47, | Oak Hill/Jenkins | Farside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 5520 | Route 35,Route 47, | Oak Hill/Pine | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 5522 | Route 35,Route 47, | Pine/Hill | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | YES | NO |
| 5524 | Route 35,Route 47, | Pine/Rogers | Nearside | yes | Good | no | | | | Good | YES | NO | YES | YES | NO |
| 5526 | Route 35,Route 47, | Newell/Pine | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | YES |
| 5528 | Route 35,Route 47, | Newell/Woodrow | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5530 | Route 35,Route 47, | Newell/Taft | Nearside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 5532 | Route 35,Route 47, | Taft/Smith Rd | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 5534 | Route 35,Route 47, | Taft/Country Club | Nearside | yes | Good | no | | | | None | NO | NO | YES | YES | NO |
| 5536 | Route 35,Route 47, | Country Club/Pierce | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 5538 | Route 35,Route 47, | Country Club/Center | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 5540 | Route 35,Route 47, | Hooper/Pruyne | Farside | yes | Poor | no | | | | Good | YES | NO | YES | YES | NO |
| 5542 | Route 35,Route 47, | Hooper/Pheasant | Mid-Block | yes | Damaged | no | | | | Good | YES | NO | YES | YES | NO |
| 5544 | Route 35,Route 47, | Hooper /Farm to Market | Farside | yes | Good | no | | | | Good | YES | NO | NO | NO | YES |
| 5551 | Route 35,Route 47, | Hooper Rd/Weis Plaza | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 5553 | Route 35,Route 47, | Plaza/Manor Dr | Nearside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5555 | Route 35,Route 47, | Hooper/Marian Apts | Mid-Block | no | | no | | | | Good | YES | NO | YES | YES | YES |
| 5557 | Route 35,Route 47, | Hooper /Pheasant | Mid-Block | yes | Good | no | | | | None | NO | NO | YES | YES | NO |
| 5559 | Route 35,Route 47, | Hooper /Pruyne | Nearside | yes | Damaged | no | | | | Good | YES | YES | YES | YES | YES |
| 5561 | Route 47, | Country Club/Colgate | Mid-Block | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5563 | Route 47, | Country Club/Taft | Nearside | yes | Good | no | | | | Good | YES | YES | NO | NO | NO |
| 5573 | Route 47, | Pine/Squires | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 5575 | Route 47, | Pine/Hill | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 5577 | Route 47, | Pine/Oak Hill Rd | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | NO |
| 5579 | Route 47, | Oak Hill/Jenkins | Nearside | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 5581 | Route 47, | Oak Hill/Witherall | Farside | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| 5583 | Route 35,Route 47, | Oak Hill/Clarke | Mid-Block | yes | Good | no | | | | Good | YES | YES | NO | NO | YES |
| 5583.1 | Route 35, | Oak Hill/Plaza | Nearside | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 5585 | Route 47, | Vestal Ave/ River Terrace | Nearside | yes | Poor | no | | | | Good | YES | NO | YES | YES | YES |
| 5587 | Route 47, | Vestal Ave/Stage Rd | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | NO | YES | YES | YES |
| 5589 | Route 47, | 434 E/Clayton | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5593 | Route 47, | 434 E/Ridgehaven | Mid-Block | no | | no | | | | None | NO | NO | NO | NO | NO |
| 5702 | Route 57, | BC Junction 57 Shoppers Special | Mid-Block | yes | Good | no | | | | Good | YES | YES | YES | YES | YES |
| 5704 | #N/A | 20 Hawley St | Farside | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 5706 | Route 57,Route 91, | Vestal Pkwy/Laser Center | Farside | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 5710 | Route 57,Route 91, | Vestal Pkwy/Arby's | Nearside | no | | yes | Yes | No | Good | Good | YES | YES | NO | YES | NO |
| 5712 | Route 57,Route 91, | Vestal Pkwy/Parkway Plaza | Farside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | NO |
| 5714 | Route 17,Route 48,Route 57, | Wegmans | Mid-Block | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 5716 | Route 57, | Front/Leroy | Farside | no | | no | | | | Good | YES | YES | YES | YES | NO |
| 5718 | Route 57, | Front/Main | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 5902 | Route 47, | Vestal Rd/African | Mid-Block | yes | Poor | no | | | | None | NO | NO | NO | NO | NO |
| 5904 | Route 47, | Vestal Rd /Maple | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5905 | Route 35,Route 47, | Day Hallow/ NY 26 | Nearside | no | | no | | | | None | NO | NO | NO | NO | NO |
| 5906 | Route 47, | Vestal Rd /Oak | Farside | yes | Good | no | | | | None | NO | NO | NO | NO | NO |
| 5916 | Route 47, | North/Nanticoke | Farside | no | | yes | Yes | Yes | Poor | Good | YES | YES | YES | YES | YES |
| 5918 | Route 47, | Day Hallow/ NY 26 | Nearside | no | | no | | | | Poor | NO | YES | YES | YES | NO |
| 6000 | Route 5,Route 9,Route 15,Route 16,Route 17,Route 47,Route 48,Route 57,Route 91, | BU Union | Mid-Block | no | | no | | | | Good | YES | YES | YES | YES | YES |
| 6001 | Route 5,Route 15,Route 57, | BU Mohawk Bldg | Mid-Block | no | | yes | Yes | Yes | Good | Poor | YES | YES | YES | YES | YES |

| | | | | | | | | | | | | | | | |
|------|--|-------------------------|-----------|-----|------|-----|-----|-----|------|------|-----|-----|-----|-----|-----|
| 6002 | Route 15,Route 17,Route 47,Route 57, | BU School of Management | Farside | no | | yes | Yes | Yes | Good | Good | YES | YES | YES | YES | YES |
| 6003 | Route 15,Route 17,Route 47,Route 57, | BU/Power Plant | Mid-Block | yes | Poor | no | | | | Good | YES | YES | YES | YES | YES |
| 6004 | Route 15,Route 17,Route 47,Route 48,Route 57,Route 91, | BU/Tennis Courts | Nearside | yes | Good | yes | Yes | No | Good | Good | YES | YES | YES | YES | YES |
| 8001 | Route 8, | Achieve | Mid-Block | no | | no | | | | Good | YES | YES | NO | NO | YES |
| 8802 | Route 8,Route 57, | BC Junction 8X | Mid-Block | yes | Good | no | | | | Good | YES | NO | YES | YES | YES |
| bcj | #N/A | BC Junction | Mid-Block | yes | Good | yes | No | Yes | Good | Good | YES | NO | YES | YES | YES |

Appendix B
Bus Stop Inventory

BMTS/BC Transit
ADA Requirements
Broome County, New York

809.5.1.2 Activation. All visible alarm appliances provided within the residential dwelling unit for building fire alarm notification shall be activated upon activation of the building fire alarm in the portion of the building containing the residential dwelling unit.

809.5.2 Residential Dwelling Unit Smoke Detection System. Residential dwelling unit smoke detection systems shall comply with NFPA 72 (1999 or 2002 edition) (incorporated by reference, see "Referenced Standards" in Chapter 1).

809.5.2.1 Activation. All visible alarm appliances provided within the residential dwelling unit for smoke detection notification shall be activated upon smoke detection.

809.5.3 Interconnection. The same visible alarm appliances shall be permitted to provide notification of residential dwelling unit smoke detection and building fire alarm activation.

809.5.4 Prohibited Use. Visible alarm appliances used to indicate residential dwelling unit smoke detection or building fire alarm activation shall not be used for any other purpose within the residential dwelling unit.

809.5.5 Residential Dwelling Unit Primary Entrance. Communication features shall be provided at the residential dwelling unit primary entrance complying with 809.5.5.

809.5.5.1 Notification. A hard-wired electric doorbell shall be provided. A button or switch shall be provided outside the residential dwelling unit primary entrance. Activation of the button or switch shall initiate an audible tone and visible signal within the residential dwelling unit. Where visible doorbell signals are located in sleeping areas, they shall have controls to deactivate the signal.

809.5.5.2 Identification. A means for visually identifying a visitor without opening the residential dwelling unit entry door shall be provided and shall allow for a minimum 180 degree range of view.

Advisory 809.5.5.2 Identification. In doors, peepholes that include prisms clarify the image and should offer a wide-angle view of the hallway or exterior for both standing persons and wheelchair users. Such peepholes can be placed at a standard height and permit a view from several feet from the door.

809.5.6 Site, Building, or Floor Entrance. Where a system, including a closed-circuit system, permitting voice communication between a visitor and the occupant of the residential dwelling unit is provided, the system shall comply with 708.4.

810 Transportation Facilities

810.1 General. Transportation facilities shall comply with 810.

810.2 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with 810.2.

Advisory 810.2 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

810.2.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable surface.

810.2.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.

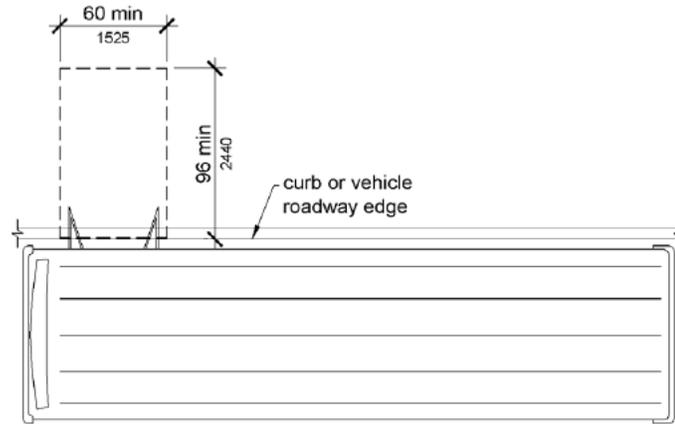


Figure 810.2.2 Dimensions of Bus Boarding and Alighting Areas

810.2.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.

810.2.4 Slope. Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.

810.3 Bus Shelters. Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.

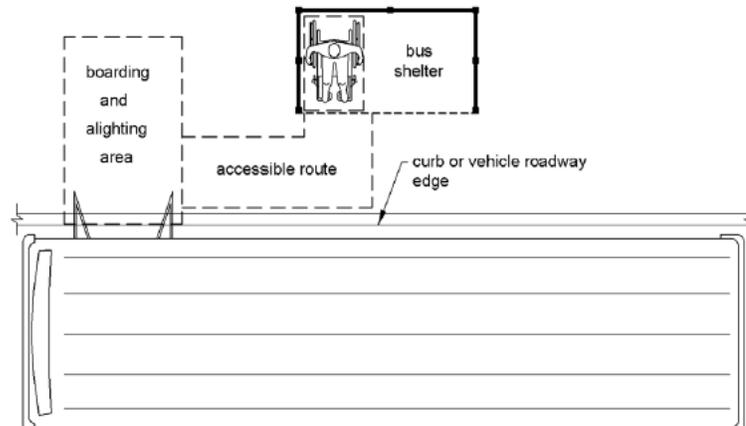


Figure 810.3 Bus Shelters

810.4 Bus Signs. Bus route identification signs shall comply with 703.5.1 through 703.5.4, and 703.5.7 and 703.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with 703.5.5.

EXCEPTION: Bus schedules, timetables and maps that are posted at the bus stop or bus bay shall not be required to comply.

810.5 Rail Platforms. Rail platforms shall comply with 810.5.

810.5.1 Slope. Rail platforms shall not exceed a slope of 1:48 in all directions.

Appendix C
Sign Specifications

BMTS/BC Transit
BSIP and Sign Design Guide
Broome County, New York

SECTION 101426 - POST AND PANEL/PYLON SIGNAGE

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

- A. Section Includes:
 - 1. Nonilluminated post-and-panel signs.
 - 2. Nonilluminated pylon signs.

1.3 ACTION SUBMITTALS

- A. Product Data: For each type of product.
- B. Shop Drawings: For signage.
 - 1. Include fabrication and installation details and attachments to other work.
 - 2. Show sign mounting heights, locations of supplementary supports to be provided by other installers, and accessories.
 - 3. Show message list, typestyles, graphic elements, and layout for each sign at least half size.
 - 4. Include representative Samples of available typestyles and graphic symbols.
- C. Samples for Verification: For each type of sign assembly, showing all components and with the required finish(es), in manufacturer's standard size unless otherwise indicated and as follows:
 - 1. Post-and-Panel Signs: Not less than 12 inches square, including corner and post.
 - 2. Pylon Signs: Not less than 12 inches square, including corner.
 - 3. Variable Component Materials: 8-inch Sample of each base material, character or graphic element, in each exposed color and finish not included in other Samples.
 - 4. Exposed Accessories: Half-size Sample of each accessory type.

1.4 INFORMATIONAL SUBMITTALS

- A. Qualification Data: For Installer.
- B. Evaluation Reports: For post-installed anchors, from ICC-ES or other qualified testing agency acceptable to authorities having jurisdiction.
- C. Sample Warranty: For special warranty.

1.5 CLOSEOUT SUBMITTALS

- A. Maintenance Data: For signs to include in maintenance manuals.

1.6 MAINTENANCE MATERIAL SUBMITTALS

- A. Furnish extra materials, from the same product run, that match products installed and that are packaged with protective covering for storage and identified with labels describing contents.
 - 1. Variable Component Materials: 12 replaceable text inserts and interchangeable characters (letters, numbers, and graphic elements) of each type.
 - 2. Tools: One set(s) of specialty tools for assembling signs and replacing variable sign components.

1.7 WARRANTY

- A. Special Warranty: Manufacturer agrees to repair or replace components of signs that fail in materials or workmanship within specified warranty period.
 - 1. Failures include, but are not limited to, the following:
 - a. Deterioration of finishes beyond normal weathering.
 - b. Deterioration of embedded graphic image.
 - c. Separation or delamination of sheet materials and components.
 - 2. Warranty Period: 10 years from date of Substantial Completion.

1.8 DELIVERY, STORAGE, AND HANDLING

- A. Protection: Use all means necessary to protect the signs prior to delivery. The pre-assembled units are to be shipped in protective crating and palletized.
- B. Packaging: Each sign will come individually shrink-wrapped complete with its own bracketry and hardware.
- C. Replacements: The owner's sole discretion as to whether replacement or repair will be the procedure for damaged goods.

PART 2 - PRODUCTS

2.1 PERFORMANCE REQUIREMENTS

- A. Delegated Design: Engage a qualified professional engineer to design sign structure and anchorage of pylon sign type(s) according to structural performance requirements.
- B. Structural Performance: Signs and supporting elements shall withstand the effects of gravity and other loads within limits and under conditions indicated.

1. Uniform Wind Load: Per applicable building codes.
 2. Concentrated Horizontal Load: Per applicable building codes.
 3. Other Design Load: Per applicable building codes.
 4. Uniform and concentrated loads need not be assumed to act concurrently.
- C. Thermal Movements: For exterior signs, allow for thermal movements from ambient and surface temperature changes.
1. Temperature Change: 120 deg F, ambient; 180 deg F, material surfaces.
- D. Accessibility Standard: Comply with applicable provisions in the USDOJ's "2010 ADA Standards for Accessible Design" ICC A117.1.

2.2 POST-AND-PANEL SIGNS

- A. Post-and-Panel Sign: Sign of Sign Types I & II configuration; with smooth, uniform surfaces and support assembly; with message and characters having uniform faces, sharp corners, and precisely formed lines and profiles; and as follows:
1. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to the following:
 - a. APCO Graphics, Inc., Atlanta, GA
 - b. Sign Pro Inc., Renfrew, PA
 - c. Duo-Gard Industries Inc., Canton, MI
 - d. ASI Signage., Irving, TX
 - e. Charleston Manufacturing LLC., Charleston, MS
 2. Weeps: Provide weep holes to drain water at lowest part of exterior signs.
 3. Solid-Sheet Sign Panels, Returns, and Back: Aluminum sheet with finish specified in "Sign-Panel-Face Finish and Applied Graphics" Subparagraph and as follows:
 - a. Thickness: 0.125 inch.
 - b. Surface-Applied Graphics: Applied vinyl film .
 4. Hollow-Box Sign Frame: Entire perimeter framed with formed-aluminum sheet or extruded-aluminum, hollow-box-type frame with vertical edges attached to supports with aluminum fittings. Close top and bottom edges of panels with manufacturer's standard welded seams or extrusions.
 - a. Hollow-Box Depth: 4 1/2 inches.
 - b. Profile: Rounded.
 - c. Corner Condition in Elevation: Square.
 - d. Finish and Color: As selected by Architect from manufacturer's full range.
 5. Sign-Frame Mounting: As indicated on Drawings.
 6. Posts: Aluminum.

- a. Shape: Round.
 - b. Size: 3-inch diameter.
 - c. Installation Method: Direct burial.
 - d. Finish and Color: As selected by Architect from manufacturer's full range.
7. Sign-Panel-Face Finish and Applied Graphics:
- a. Baked-Enamel or Powder-Coat Finish and Graphics: Manufacturer's standard, in color as selected by Architect from manufacturer's full range.
 - b. Painted Finish and Graphics: Manufacturer's standard, factory-applied exterior-grade sign paint, in color.
8. Text and Typeface: typeface as selected by Architect from manufacturer's full range.

2.3 PYLON SIGNS

- A. Pylon Sign Type 3: Sign with smooth, uniform surfaces and support assembly; with message and characters having uniform faces, sharp corners, and precisely formed lines and profiles; and as follows:
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. APCO Graphics, Inc., Atlanta, GA
 - b. Sign Pro Inc., Renfrew, PA
 - c. Duo-Gard Industries Inc., Canton, MI
 - d. ASI Signage., Irving, TX
 - e. Charleston Manufacturing LLC., Charleston, MS
 2. Weeps: Provide weep holes to drain water at lowest part of exterior signs.
 3. Solid-Sheet Sign Panels, Returns, and Back: Aluminum sheet with finish specified in "Sign-Panel-Face Finish and Applied Graphics" Subparagraph and as follows:
 - a. Thickness: 0.125 inch.
 - b. Surface-Applied Graphics: Applied vinyl film.
 4. Hollow-Box Sign Frame: Entire perimeter framed with formed-aluminum sheet or extruded-aluminum, hollow-box-type frame with vertical edges attached to supports with aluminum fittings. Close top and bottom edges of panels with manufacturer's standard welded seams or extrusions.
 - a. Hollow-Box Depth: 8 inches.
 - b. Profile: Square.
 - c. Corner Condition in Elevation: Square.
 - d. Finish and Color: As selected by Architect from manufacturer's full range.
 5. Sign-Frame Mounting: Over pylon supports.
 6. Pylon Structure: Internal frame.

- a. Pylon Shape: Rectangular.
7. Sign-Panel-Face Finish and Applied Graphics:
 - a. Baked-Enamel or Powder-Coat Finish and Graphics: Manufacturer's standard, in color as selected by Architect from manufacturer's full range.
 - b. Painted Finish and Graphics: Manufacturer's standard, factory-applied exterior-grade sign paint, in color.
8. Text and Typeface: typeface as selected by Architect from manufacturer's full range.

2.4 MATERIALS

- A. Aluminum Sheet and Plate: ASTM B 209, alloy and temper recommended by aluminum producer and finisher for type of use and finish indicated.
- B. Aluminum Extrusions: ASTM B 221, alloy and temper recommended by aluminum producer and finisher for type of use and finish indicated.
- C. Steel Materials:
 1. Hot-Rolled, Structural-Steel Shapes: ASTM A 36/A 36M or ASTM A 529/A 529M.
 2. Steel Members Fabricated from Plate or Bar Stock: ASTM A 529/A 529M or ASTM A 572/A 572M, 42,000-psi minimum yield strength.
 3. Steel Tubing or Pipe: ASTM A 500/A 500M, Grade B.
 4. Bolts for Steel Framing: ASTM A 307 or ASTM F 3125/F 3125M, Grade A325 as necessary for design loads and connection details.
 5. For steel exposed to view on completion, provide materials having flat, smooth surfaces without blemishes. Do not use materials whose surfaces exhibit pitting, seam marks, roller marks, rolled trade names, or roughness.
- D. Vinyl Film: UV-resistant vinyl film of nominal thickness indicated, with pressure-sensitive, permanent adhesive on back; die cut to form characters or images as indicated on Drawings and suitable for exterior applications.
- E. Paints and Coatings: Inks, dyes, and paints that are recommended by manufacturer for optimum adherence to surface and are UV and water resistant for colors and exposure indicated.

2.5 ACCESSORIES

- A. Fasteners and Anchors: Manufacturer's standard as required for secure anchorage of signs, noncorrosive and compatible with each material joined, and complying with the following unless otherwise indicated:
 1. Use concealed fasteners and anchors unless indicated to be exposed.
 2. For exterior exposure, furnish nonferrous-metal or hot-dip galvanized devices unless otherwise indicated.
 3. Exposed Metal-Fastener Components, General:
 - a. Fabricated from same basic metal and finish of fastened metal unless otherwise indicated.

- b. Fastener Heads: For nonstructural connections, use oval countersunk screws and bolts with tamper-resistant, Allen-head slots unless otherwise indicated.
 4. Anchoring Cement: Factory-packaged, nonshrink, nonstaining, hydraulic-controlled expansion cement formulation for mixing with water at Project site to create pourable anchoring, patching, and grouting compound.
 - a. Water-Resistant Product: At exterior locations, provide formulation that is resistant to erosion from water exposure without needing protection by a sealer or waterproof coating and that is recommended by manufacturer for exterior use.

2.6 FABRICATION

- A. General: Provide manufacturer's standard sign assemblies according to requirements indicated.
 1. Preassemble signs in the shop to greatest extent possible. Disassemble signs only as necessary for shipping and handling limitations. Clearly mark units for reassembly and installation, in locations concealed from view after final assembly.
 2. Mill joints to tight, hairline fit. Form assemblies and joints exposed to weather to resist water penetration and retention.
 3. Comply with AWS for recommended practices in welding and brazing. Provide welds and brazes behind finished surfaces without distorting or discoloring exposed side. Clean exposed welded and brazed joints of flux, and dress exposed and contact surfaces.
 4. Conceal fasteners and anchors unless indicated to be exposed; locate exposed fasteners where they will be inconspicuous.
 5. Internally brace signs for stability, to meet structural performance loading without oil-canning or other surface deformation, and for securing fasteners.
- B. Sign Message Panels: Construct sign-panel surfaces to be smooth and to remain flat under installed conditions within a tolerance of plus or minus 1/16 inch measured diagonally from corner to corner.
 1. Coordinate dimensions and attachment methods to produce message panels with closely fitting joints. Align edges and surfaces with one another in the relationship indicated.
 2. Increase panel thickness or reinforce with concealed stiffeners or backing materials as needed to produce surfaces without distortion, buckles, warp, or other surface deformations.
 3. Continuously weld joints and seams unless other methods are indicated; grind, fill, and dress welds to produce smooth, flush, exposed surfaces with welds invisible after final finishing.
- C. Post Fabrication: Fabricate posts designed for structural performance where indicated and of lengths required for installation method indicated for each sign.
 1. Aluminum Posts: Manufacturer's standard 0.125-inch- thick, extruded-aluminum tubing unless otherwise indicated, with brackets or slots to engage sign panels. Include post caps, fillers, spacers, junction boxes, access panels, reinforcement where required for loading conditions, and related accessories required for complete installation.
 2. Direct Burial: Fabricate posts 36 inches longer than height of sign to permit direct burial or embedment in concrete foundations or concrete-filled postholes.

- D. Pylon Fabrication: Fabricate pylon signs with integral base consisting of channels, angles, plates, or other fittings. Design and fabricate pylon and anchorage for structural performance indicated. Detail anchorage so that water can drain out of assembly without obstruction. Drill holes in members for anchor-bolt connection. Provide anchor bolts of size required for connecting base to concrete foundations.
 - 1. Internal Frames: Manufacturer's standard internal steel framing system and anchorage, modified as required for Project requirements. Provide welded construction. Cut, drill, and tap units to receive hardware, bolts, and similar items.
 - a. Hot-dip galvanize steel framing system after fabrication according to ASTM A 123/A 123M.

2.7 GENERAL FINISH REQUIREMENTS

- A. Protect mechanical finishes on exposed surfaces from damage by applying a strippable, temporary protective covering before shipping.
- B. Appearance of Finished Work: Noticeable variations in same piece are not acceptable. Variations in appearance of adjoining components are acceptable if they are within the range of approved Samples and are assembled or installed to minimize contrast.
- C. Organic, Anodic, and Chemically Produced Finishes: Apply to formed metal after fabrication but before applying contrasting polished finishes on raised features unless otherwise indicated.

2.8 ALUMINUM FINISHES

- A. Clear Anodic Finish: AAMA 611, Class I, 0.018 mm or thicker.

PART 3 - EXECUTION

3.1 PREINSTALLATION MEETING

- A. A meeting with Owner's Project Manager is required prior to any installation.

3.2 EXAMINATION

- A. Examine substrates, areas, and conditions, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance of the Work.
- B. Verify that sign-support surfaces are within tolerances to accommodate signs.
- C. Verify that anchorage devices embedded in permanent construction are correctly sized and located to accommodate signs.
- D. Verify that electrical service is correctly sized and located to accommodate signs.

- E. Proceed with installation only after unsatisfactory conditions have been corrected.

3.3 INSTALLATION

- A. General: Install signs using installation methods indicated and according to manufacturer's written instructions.
 - 1. Install signs level, plumb, and at locations and heights indicated, with sign surfaces free of distortion and other defects in appearance.
 - 2. Install signs so they do not protrude or obstruct according to the accessibility standard.
 - 3. Before installation, verify that sign components are clean and free of materials or debris that would impair installation.
 - 4. Corrosion Protection: Coat concealed surfaces of exterior aluminum in contact with grout, concrete, masonry, wood, or dissimilar metals, with a heavy coat of bituminous paint.

3.4 INSTALLING POSTS

- A. Vertical Tolerance: Set posts plumb within a tolerance of 1/16 inch in 3 feet.
- B. Direct-Burial Method:
 - 1. Excavation: Excavate posthole to dimensions indicated. Reconstruct subgrade that is not firm, undisturbed, or compacted soil, or that is damaged by freezing temperatures, frost, rain, accumulated water, or construction activities by excavating an additional 12 inches, backfilling with satisfactory soil or well-graded aggregate, and compacting to original subgrade elevation.
 - 2. Setting in Earth: Set post in position, support to prevent movement, and backfill with satisfactory soil or well-graded aggregate as recommended in writing by manufacturer. Place and compact backfill in 6-inch lifts, compacting each lift.
 - 3. Setting in Cast-in-Place Concrete: Set post in position, support to prevent movement, and place concrete in posthole.
 - 4. Setting in Preformed Hole in Concrete Foundation: Form or core drill holes in concrete foundation not less than 3/4 inch larger than outside dimension of post for installing posts in concrete. Set post in position, shim to prevent movement, and fill annular space between post and hole with nonshrink, nonmetallic grout, mixed and placed to comply with manufacturer's written instructions.
 - a. Leave anchorage joint exposed with 1/8-inch anchoring material sloped away from post.

3.5 INSTALLING PYLONS

- A. Vertical Tolerance: Install pylons plumb within a tolerance of 1/16 inch in 3 feet.
- B. Attachment with Preset Anchor Bolts: Set pylon base in position over anchor bolts projecting from concrete foundation, shim and support pylon to prevent movement, place washers and nuts, and tighten. Fill shim space with nonshrink, nonmetallic grout, mixed and placed to comply with manufacturer's written instructions.

- C. Attachment with Drilled-in-Place Anchor Bolts: Set pylon base in position over concrete foundation, locate and drill anchor holes, shim and support pylon to prevent movement, place washers and anchor bolts, and tighten. Fill shim space with nonshrink, nonmetallic grout, mixed and placed to comply with manufacturer's written instructions.

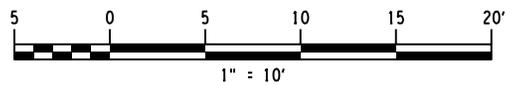
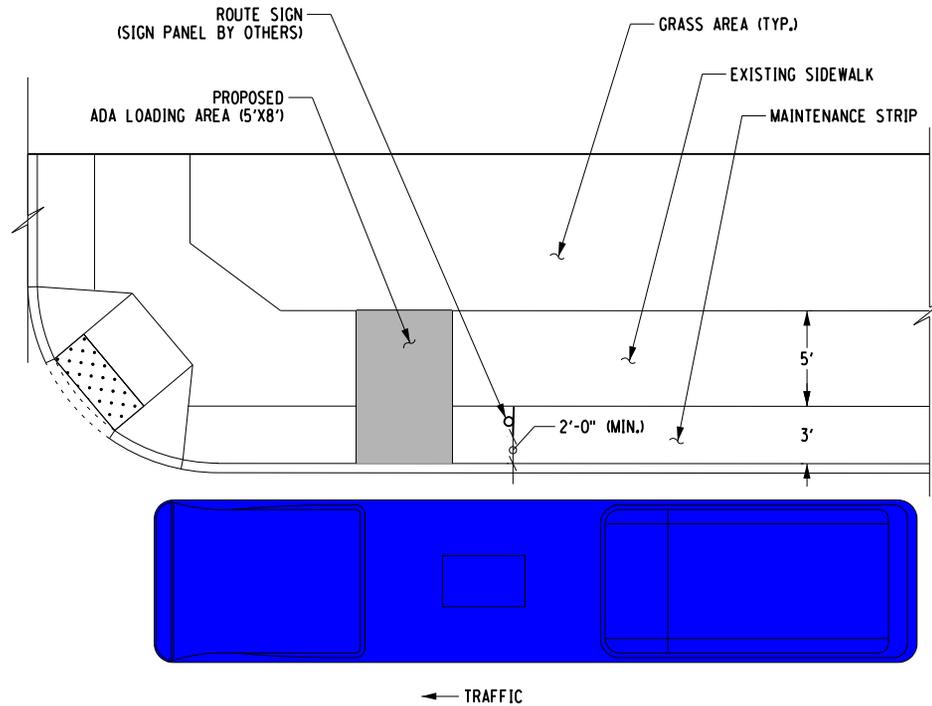
3.6 ADJUSTING AND CLEANING

- A. Remove and replace damaged or deformed signs and signs that do not comply with specified requirements. Replace signs with damaged or deteriorated finishes or components that cannot be successfully repaired by finish touchup or similar minor repair procedures.
- B. Remove temporary protective coverings and strippable films as signs are installed.
- C. On completion of installation, clean exposed surfaces of signs according to manufacturer's written instructions, and touch up minor nicks and abrasions in finish. Maintain signs in a clean condition during construction and protect from damage until acceptance by Owner.

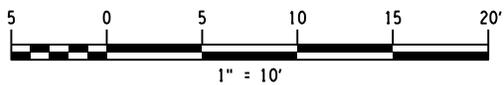
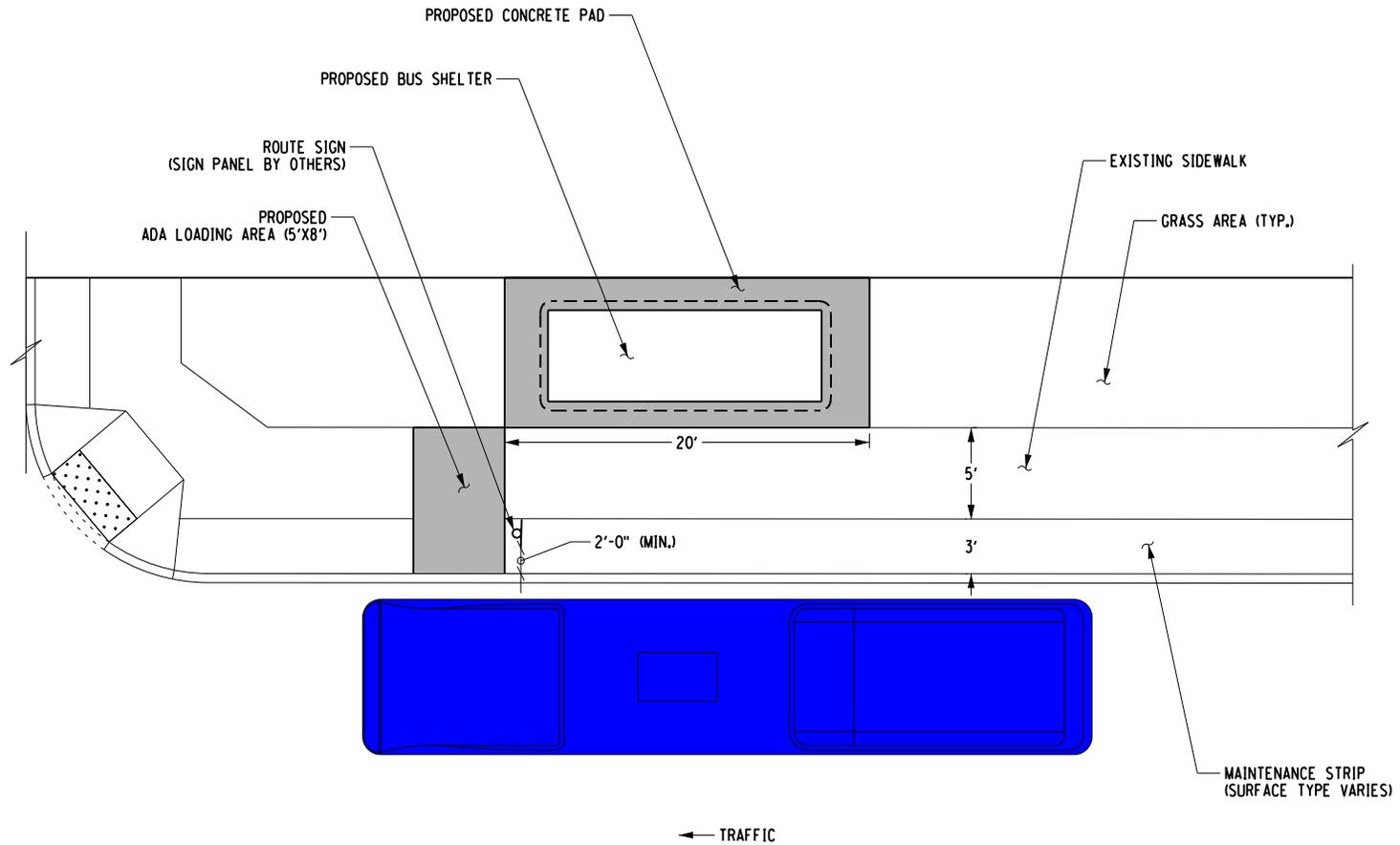
END OF SECTION 101426

Appendix D
Bus Stop Layouts

BMTS/BC Transit
BSIP and Sign Design Guide
Broome County, New York



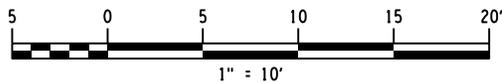
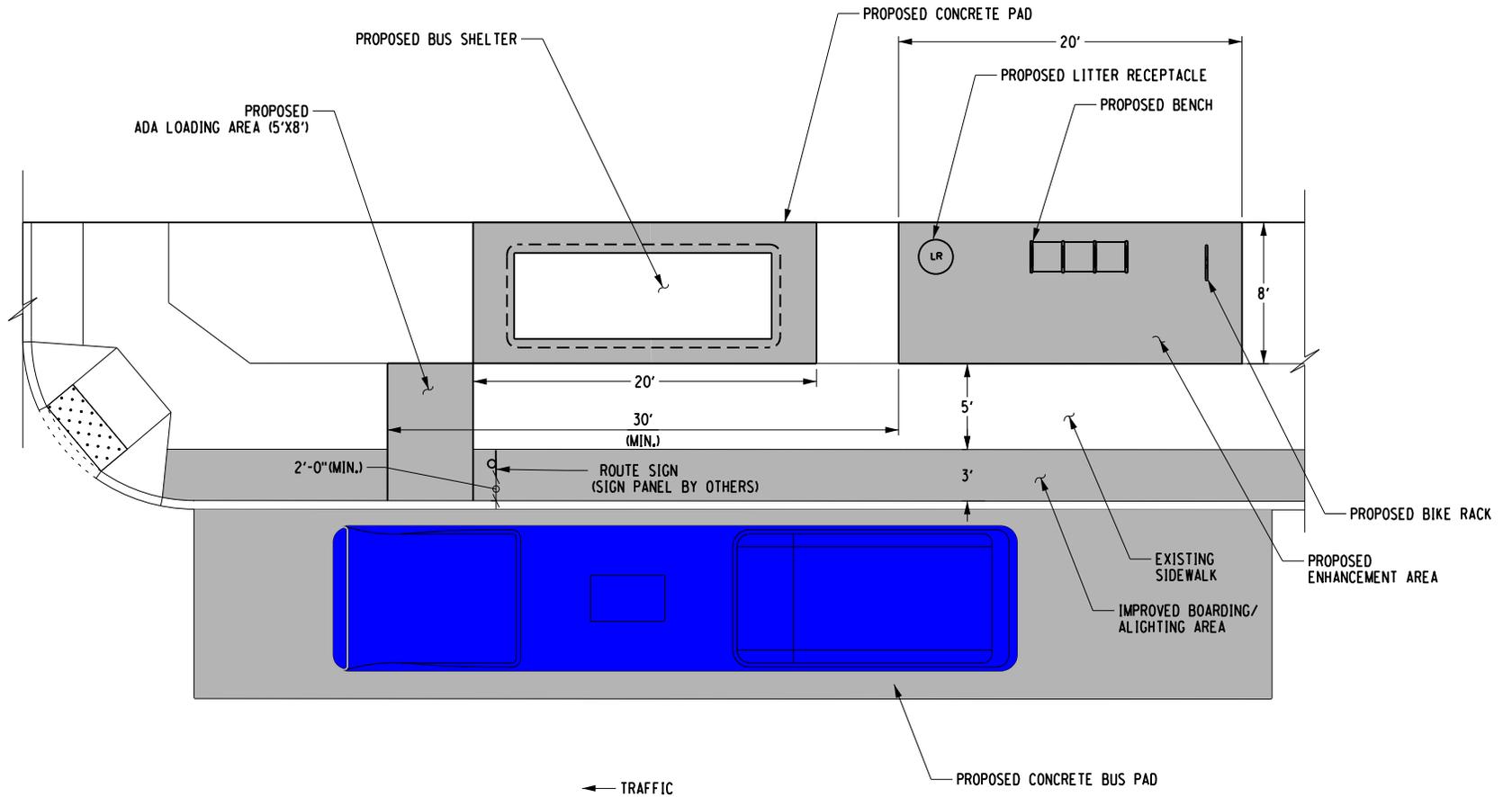
| | | | |
|---|-----------------|---|--|
| SIGN ONLY LAYOUT | |  | |
| BROOME COUNTY TRANIST BUS STOP IMPROVEMENTS BROOME COUNTY, NEW YORK | | | |
| PROJECT: 119-307 | DATE: 6/17/2020 | FIGURE: 1 | |



STANDARD STOP LAYOUT

BROOME COUNTY
TRANIST BUS STOP IMPROVEMENTS
BROOME COUNTY, NEW YORK





ENHANCED STOP LAYOUT

BROOME COUNTY
TRANIST BUS STOP IMPROVEMENTS
BROOME COUNTY, NEW YORK



Appendix E
Cost Estimates

BMTS/BC Transit
BSIP and Sign Design Guide
Broome County, New York

119-307 Broome County Transit Study

June 26, 2020

Total Cost- Bus Stop Enhancements (2020 Dollars)

| DESCRIPTION OF WORK | NUMBER OF SITES | COST PER SITE | TOTAL COST |
|--|-----------------|---------------|-----------------|
| SIGN ONLY STOP | 603 | \$ 4,800.00 | \$ 2,894,400.00 |
| STANDARD STOP | 103 | \$ 17,560.28 | \$ 1,808,708.61 |
| ENHANCED STOP | 14 | \$ 36,879.56 | \$ 516,313.86 |
| SUBTOTAL (2020 DOLLARS): | | | \$ 5,219,422.48 |
| INCIDENTALS (10%): | | | \$ 521,942.25 |
| CONTINGENCY (25%): | | | \$ 1,304,855.62 |
| SUBTOTAL (2020 DOLLARS): | | | \$ 7,046,220.34 |
| SUBTOTAL (2030 DOLLARS): | | | \$ 9,469,530.93 |
| SUBTOTAL (AVERAGE 2020 & 2030): | | | \$ 8,257,875.64 |

Notes:

1. See Bus Stop Improvement Plan Report For Backup
2. See Unit Price Tabs for Total Cost Backup

119-307 Broome County Transit Study

June 26, 2020

Total Cost- ADA Upgrades (2020 Dollars)

| DESCRIPTION OF WORK | NUMBER OF SITES | COST PER SITE | TOTAL COST |
|--|-----------------|---------------|-----------------|
| PEDESTRIAN CURB RAMP | 221 | \$ 5,000.00 | \$ 1,105,000.00 |
| ACCESSIBLE PATH | 151 | \$ 679.01 | \$ 102,530.86 |
| ACCESSIBLE PATH WITH CROSS SECTION >2% | 193 | \$ 679.01 | \$ 131,049.38 |
| WHEELCHAIR LOADING ZONE | 442 | \$ 271.60 | \$ 120,049.38 |
| SUBTOTAL (2020 DOLLARS): | | | \$ 1,458,629.63 |
| INCIDENTALS (10%): | | | \$ 120,753.09 |
| CONTINGENCY (25%): | | | \$ 301,882.72 |
| SUBTOTAL (2020 DOLLARS): | | | \$ 1,881,265.43 |
| SUBTOTAL (2030 DOLLARS): | | | \$ 2,528,263.43 |
| SUBTOTAL (AVERAGE 2020 & 2030): | | | \$ 2,204,764.43 |

Notes:

- 1. See Bus Stop Improvement Plan Report For Backup
- 2. See Unit Price Tabs for Total Cost Backup

119-307 Broome County Transit Study

June 26, 2020

SIGN UNIT COSTS

| DESCRIPTION OF WORK | UNIT PRICE | TOTAL |
|-----------------------------|------------|------------|
| SIGNS | \$4,800.00 | \$4,800.00 |
| SUBTOTAL (2020 DOLLARS): \$ | | 4,800.00 |

*****ASSUMPTIONS*****
PRICE TAKEN FROM KELLY FREEMAN PRICE WORK UP AT SSA. INCLUDES SIGN AND INSTALLATION

119-307 Broome County Transit Study

June 17, 2020

STANDARD STOP

| DESCRIPTION OF WORK | UNIT PRICE | TOTAL |
|---------------------------------|-------------|-------------|
| SIGNS | \$4,800.00 | \$4,800.00 |
| SHELTER | \$10,475.00 | \$10,475.00 |
| SHELTER PAD | \$2,285.28 | \$2,285.28 |
| SUBTOTAL (2020 DOLLARS): | | \$17,560.28 |

| ***ASSUMPTIONS*** | | | | | |
|---|------------|---|-----|------------|---|
| PRICE TAKEN FROM KELLY FREEMAN PRICE WORK UP AT SSA. INCLUDES SIGN AND INSTALLATION | | | | | |
| PRICE TAKEN FROM RFB NUMBER: 2018-079 FOR BRASCO SHELTERS, ASSUME 5'x15' SHELTER SIZE | | | | | |
| | CONCRETE | | | | |
| SHELTER PAD | 20 | 8 | 0.5 | 2.96296296 | TOTAL (CY) (ASSUME \$600/CY FOR CONCRETE) |
| | | | | | PRICE \$ 1,777.78 |
| | SUBBASE | | | | |
| | 21 | 9 | 0.5 | 3.5 | TOTAL (CY) (ASSUME \$55/CY FOR SUBBASE) |
| | | | | | PRICE \$ 192.50 |
| | EXCAVATION | | | | |
| | 21 | 9 | 1 | 7 | TOTAL (CY) (ASSUME \$45/CY FOR CONCRETE) |
| | | | | | PRICE \$ 315.00 |
| | | | | | Total \$ 2,285.28 |

119-307 Broome County Transit Study

June 26, 2020

ENHANCED STOP

| DESCRIPTION OF WORK | UNIT PRICE | TOTAL |
|---------------------------------|-------------|-------------|
| SHELTER | \$12,750.00 | \$12,750.00 |
| SHELTER PAD | \$2,285.28 | \$2,285.28 |
| CONCRETE BUS PAD | \$10,000.00 | \$10,000.00 |
| BIKE RACK | \$124.00 | \$124.00 |
| BENCH | \$870.00 | \$870.00 |
| LITTER RECEPTACLE | \$333.00 | \$333.00 |
| TYPE 3 SIGN | \$8,400.00 | \$8,400.00 |
| ENHANCEMENT AREA | \$2,117.28 | \$2,117.28 |
| SUBTOTAL (2020 DOLLARS): | | \$36,879.56 |

| ***ASSUMPTIONS*** | | | | | | | |
|---|------------|----|-------------|-------------|------------|--------------------------------|--|
| PRICE TAKEN FROM RFB NUMBER: 2018-079 FOR BRASCO SHELTERS, ASSUME 7'x15' SHELTER SIZE | | | | | | | |
| | CONCRETE | | | | | | |
| SHELTER PAD | 20 | 8 | 0.5 | 2.96296296 | TOTAL (CY) | (ASSUME \$600/CY FOR CONCRETE) | |
| | | | PRICE | \$ | 1,777.78 | | |
| | SUBBASE | | | | | | |
| | 21 | 9 | 0.5 | 3.5 | TOTAL (CY) | (ASSUME \$55/CY FOR SUBBASE) | |
| | | | PRICE | \$ | 192.50 | | |
| | EXCAVATION | | | | | | |
| | 21 | 9 | 1 | 7 | TOTAL (CY) | (ASSUME \$45/CY FOR CONCRETE) | |
| | | | PRICE | \$ | 315.00 | | |
| | | | Total | \$ | 2,285.28 | | |
| CONCRETE BUS PAD | CONCRETE | | | | | | |
| | 40 | 11 | 0.75 | 12.22222222 | TOTAL (CY) | (ASSUME \$600/CY FOR CONCRETE) | |
| | | | PRICE | \$ | 7,333.33 | | |
| | SUBBASE | | | | | | |
| | 40 | 11 | 1 | 16.2962963 | TOTAL (CY) | (ASSUME \$55/CY FOR SUBBASE) | |
| | | | PRICE | \$ | 896.30 | | |
| | EXCAVATION | | | | | | |
| | 40 | 11 | 1.75 | 28.5185185 | TOTAL (CY) | (ASSUME \$55/CY FOR SUBBASE) | |
| | | | PRICE | \$ | 1,568.52 | | |
| | | | Total | \$ | 9,798.15 | | |
| ENHANCEMENT AREA | CONCRETE | | | | | | |
| | 20 | 8 | 0.5 | 2.96296296 | TOTAL (CY) | (ASSUME \$600/CY FOR CONCRETE) | |
| | | | PRICE | \$ | 1,777.78 | | |
| | SUBBASE | | | | | | |
| | 20 | 8 | 0.041666667 | 0.24691358 | TOTAL (CY) | (ASSUME \$55/CY FOR SUBBASE) | |
| | | | PRICE | \$ | 13.58 | | |
| | EXCAVATION | | | | | | |
| | 20 | 8 | 1 | 5.92592593 | TOTAL (CY) | (ASSUME \$55/CY FOR SUBBASE) | |
| | | | PRICE | \$ | 325.93 | | |
| | | | Total | \$ | 2,117.28 | | |
| PRICE TAKEN FROM KELLY FREEMAN PRICE WORK UP AT SSA. INCLUDES SIGN AND INSTALLATION (TYPE 3 SIGN) | | | | | | | |

119-307 Broome County Transit Study

June 26, 2020

ADA UPGRADES

| DESCRIPTION OF WORK | UNIT PRICE | QUANTITY (CY) | TOTAL |
|--|------------|---------------|-------------|
| PEDESTRIAN CURB RAMP | \$5,000.00 | | \$ 5,000.00 |
| ACCESSIBLE PATH | \$550.00 | 1.234567901 | \$ 679.01 |
| ACCESSIBLE PATH WITH CROSS SECTION <>2% | \$550.00 | 1.234567901 | \$ 679.01 |
| WHEELCHAIR LOADING ZONE | \$550.00 | 0.49382716 | \$ 271.60 |

SUBTOTAL (2020 DOLLARS): \$ 6,629.63

| ***ASSUMPTIONS*** | | | | | | |
|--|----|--------|----------------------------------|------|----|---------|
| Pedestrian Curb Ramps - price assumes curb, detectable warning, 4" concrete, 6" subbase and excavation | | | | | | |
| Accessible path: | 20 | 5 | 0.33333333 | 1.23 | CY | (20x5') |
| Accessible path: | 20 | 5 | 0.33333333 | 1.23 | CY | (20x5') |
| Wheel Chair Loading: | 5 | 8 | 0.33333333 | 0.49 | CY | (5'x8') |
| PRICE FOR CONCRETE/CY: | \$ | 550.00 | (including excavation & subbase) | | | |
| TOTAL: | \$ | 550.00 | | | | |