MEETING SUMMARY

Meeting Date: Thursday, August 4, 2016
Location: Bus Tour
Stop #1: Burt Street and Almond Street
Stop #2: NYS DOT Parking Lot under I-690 and I-81 (between Willow and James streets & Warren and State streets)
Stop #3: A portion of eastbound I-690 (at mile post marker 15.6) closed for repairs
Event: Stakeholders’ Advisory Working Group (SAWG) Meeting

Attendees
Project Team Members | SAWG Members
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Dave Smith, NYSDOT | Owen Kerney
Mark Frechette, NYSDOT | David Mankiewicz
John Sexton, NYSDOT | Andrew Maxwell
George Doucette, NYSDOT | Barry Lentz
Mark Honis, NYSDOT | Meghan Vitale
Rita Campon, Parsons | Merike Treier
Kathryn Wolf, TWMLA | Rick Lee
Ryan Kovac, TWMLA | Peter Sarver
Ely Margolis, EDR | Thomas Pelis
| Honora Spillane

Overview of walking tours and in the field discussions

Mark Frechette and John Sexton from NYSDOT led a bus tour of the project area that included three stops with brief walking tours. The stops were: (1) the southern segment of the viaduct at the intersection of Almond Street and Burt Street; (2) a NYSDOT parking lot, beneath I-81 and I-690, located between Willow and James Streets and Warren and State Streets; and (3) a portion of eastbound I-690 that was closed for repairs.

Stop #1 – Corner of Burt Street and Almond Street
Participants were shown the underside of the existing viaduct at the south end of Almond Street near the Syracuse Housing Authority offices. The group then walked to Renwick Avenue, just south of Van Buren Street, to discuss the plans for the Community Grid Alternative in this location. Under this alternative, the proposed State Route would shift eastward and would essentially follow the path of Renwick Avenue. The existing New York, Susquehanna and Western Railway Bridge would be rebuilt as a wider bridge.

Topics discussed during the first stop, beneath the I-81 viaduct, included:
- Condition of the viaduct and the need for biannual and annual inspections to keep it open and safe for the traveling public.
- What an inspector examines (deterioration of the concrete and steel members, drainage/leakage issues, fractures in the steel, etc.) and the vulnerability of the viaduct due to the fracture critical steel cross girders.
- The issuance of safety flags
- How NYSDOT handles spalling, cracks, and other issues
- The continual need for steel and deck repairs and maintenance. Participants were shown “substructures” (supporting structures) that were repaired approximately ten years ago and are likely to need repairs again in the next few years
- Installation of cables for seismic protection

Topics discussed near the intersection of Van Buren Street and Renwick Avenue included:

- Proposed “under the railroad” road alignment, including the need to replace the existing railway bridge, freed-up acreage, severing of Fineview Place over Renwick Avenue, replacement of the railway bridge, and potential urban design and other gateway treatments
- Proposed bicycle and pedestrian facilities

Stop #2 – Under I-690 and I-81 between Willow and James Streets and Warren and State Streets
Under the build alternatives, the portion of I-690 within the project limits would be rebuilt. The group walked to the corner of Willow Street and Pearl Street to observe the closeness of existing buildings to the highway structure.

Topics discussed at this stop included:
- Deterioration of the concrete and steel members and typical maintenance regimes for these elements
- Deck deterioration and the need for maintenance to remove loose concrete (sometimes netting is installed under the deck to prevent the concrete from falling to the ground)
- The probable need for future emergency deck repair work
- Future disposition of parking under the viaduct
- Current design standards, which would call for a wider bridge
- Challenges of construction in areas where the highway is within feet of adjacent buildings

Stop #3 – A portion of eastbound I-690 temporarily closed for repairs
Participants were able to observe ongoing deck repair operations, which took place during a ten-day closure of a portion of eastbound I-690. The engineer in charge of the construction met with the group and explained construction activities.

Topics discussed at this stop included:
- Challenges of a compressed schedule for the deck repair
- New construction technologies and materials, such as a fast-curing concrete, which are being used to permit traffic on the surface sooner than would have been allowed using traditional concrete
- Construction phasing considerations for the I-81 Viaduct Project