A-1-7: Community Grid Alternative – Conceptual Construction Phasing and Maintenance and Protection of Traffic Plans
PREVIOUS PHASE
NEW TEMPORARY CONSTRUCTION
BRIDGE

NEW PERMANENT CONSTRUCTION
ROADWAY

PAVEMENT
RESTRIPED PAVEMENT
NEW PERMANENT CONSTRUCTION
BRIDGE
NEW PERMANENT CONSTRUCTION
ROADWAY

PAVEMENT

1. MAINTAIN 2 LANES IN EACH DIRECTION ON I-481.
2. MAINTAIN A MINIMUM OF 3 THROUGH LANES IN EACH DIRECTION ON I-81 NORTHERN SEGMENT THROUGH PEARL ST ON RAMP.
3. SB TRAFFIC TO DOWNTOWN SYRACUSE EXITS BEFORE OR AT SEGMENT THROUGH PEARL ST ON RAMP.
4. NB TRAFFIC FROM DOWNTOWN SYRACUSE ENTERS I-81 NORTHERN SEGMENT TO SOUTHERN BOULEVARD.
5. SB TRAFFIC TO DOWNTOWN SYRACUSE USES SOUTHERN BOULEVARD. SB I-81 I-481.

MAINTENANCE AND PROTECTION OF TRAFFIC

1. DETOUR THROUGH TRAFFIC TO ACCESS REDESIGNATED I-81 (FORMER I-81 VIADUCT SPUR).
2. TEMPORARY PAVEMENT TO REALIGN EXISTING SALINA OFF RAMP TO I-690 WB ON-RAMP THROUGH WALLACE ST AND HERALD PL RAMP FOR LOCAL TRAFFIC TO GET ON WEST ST.
3. I-81 NORTHERN SEGMENT - CONTINUE TO CONSTRUCT BRIDGE WING WALLS, PILES/COLUMNS AND SUB-STRUCTURES FOR SPENCER AND BEAR ST BRIDGES. CONSTRUCT PARTIAL OF NEW EASTERN EDGE.
5. SB TRAFFIC TO DOWNTOWN USES SOUTHERN BOULEVARD. NB I-81 I-481).
PREVIOUS PHASE
NEW TEMPORARY CONSTRUCTION
BRIDGE - PREVIOUS PHASE
NEW PERMANENT CONSTRUCTION
PAVEMENT
NEW TEMPORARY CONSTRUCTION
RESTRIPED PAVEMENT
MILLED, PAVED AND
NEW PERMANENT CONSTRUCTION
BRIDGE
ROADWAY
NEW PERMANENT CONSTRUCTION
HIGHWAY TRAFFIC DETOUR
AND DIRECTION
WORK ZONE TRAVEL LANE
ROADWAY CLOSURE
PAVEMENT REMOVAL
LEGEND
S R -4 8 1  S B
S R -4 8 1  N B
I-81 SB
I-81 NB
6
7
8
1
9
1
2
3
4
5
2. DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST
1. SPENCER STREET OVERPASS WILL BE CLOSED TO TRAFFIC
I-81/SPENCER STREET CROSSING
OVERPASS.
1. BEAR STREET OVERPASS WILL BE CLOSED TO TRAFFIC.
2. DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST
1. EXISTING TRAFFIC PATTERN AT THIS INTERCHANGE WILL REMAIN.
I-690/WEST STREET INTERCHANGE
ST TO REACH THE TEMPORARY CROUSE ST ON RAMP TO I-690 WB.
2. NB TRAFFIC TO WB I-690 WILL GO THROUGH ADAM ST AND CROUSE
ST TO REACH THE NEW CROUSE ST ON RAMP.
1. NB TRAFFIC TO EB I-690 WILL GO THROUGH ADAM ST AND CROUSE
SOUTHERN BLVD TO I-690
TO ADAM ST, ALMOND ST TO REACH SOUTHERN BOULEVARD.
1. EB I-690 TO SB TRAFFIC EXITS AT WEST ST TO GENESEE ST, ERIE
BLVD AND ALMOND ST TO REACH SOUTHERN BOULEVARD.
2. NB TRAFFIC TO DOWNTOWN USES SOUTHERN BOULEVARD. NB I-81
I-481).
1. MAINTAIN A MINIMUM OF 3 THROUGH LANES IN EACH DIRECTION ON
I-81 NORTHERN SEGMENT
THROUGH TRAFFIC (THAT ELECTS TO GO THROUGH SYRACUSE) WILL
2. NB TRAFFIC TO DOWNTOWN USES SOUTHERN BOULEVARD. NB I-81
I-481).
1. EXISTING TRAFFIC PATTERN REMAINS. LANE SHIFTING AND NIGHTLY
LOCAL STREETS
1. MAINTAIN A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION ON I-81 and I-481 MAINLINE ROADWAYS AT ALL TIMES.
CONSTRUCT WIDENING OF EXISTING SB I-81 AND NB I-81 WITHIN THE INTERCHANGE AREA.
CONSTRUCT WIDENING OF EXISTING SB I-81 BETWEEN S. BAY ROAD AND THE INTERCHANGE.
REPLACE S. BAY ROAD BRIDGE USING STAGED CONTRUCTION.  SEE MAINTENANCE AND PROTECTION OF TRAFFIC NOTE 3 BELOW.
CONSTRUCT SEGMENT OF NEW SB I-81 MAINLINE AS SPACE ALLOWS.
EXISTING NB I-481 TO NB I-81 RAMP MUST REMAIN OPEN AT ALL TIMES.
CONSTRUCT MAJORITY OF NEW SB I-81 MAINLINE BETWEEN INTERCHANGE AND NORTHERN BOULEVARD, INCLUDING BRIDGE
CONSTRUCT TEMPORARY WIDENING AT RAMP GORE AREAS AND OTHER LOCATIONS AS NECESSARY TO MAINTAIN TRAFFIC
COMMUNITY GRID ALTERNATIVE-NORTH STUDY AREA-PHASE 1A1 OVERALL PLAN
MAINTENANCE AND PROTECTION OF TRAFFIC NOTES
1. MAINTAIN A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION ON I-81 and I-481 MAINLINE ROADWAYS AT ALL TIMES.
2. DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST
1. SPENCER STREET OVERPASS WILL BE CLOSED TO TRAFFIC
I-81/SPENCER STREET CROSSING
OVERPASS.
1. BEAR STREET OVERPASS WILL BE CLOSED TO TRAFFIC.
2. DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST
1. EXISTING TRAFFIC PATTERN AT THIS INTERCHANGE WILL REMAIN.
I-690/WEST STREET INTERCHANGE
ST TO REACH THE TEMPORARY CROUSE ST ON RAMP TO I-690 WB.
2. NB TRAFFIC TO WB I-690 WILL GO THROUGH ADAM ST AND CROUSE
ST TO REACH THE NEW CROUSE ST ON RAMP.
1. NB TRAFFIC TO EB I-690 WILL GO THROUGH ADAM ST AND CROUSE
SOUTHERN BLVD TO I-690
TO ADAM ST, ALMOND ST TO REACH SOUTHERN BOULEVARD.
1. EB I-690 TO SB TRAFFIC EXITS AT WEST ST TO GENESEE ST, ERIE
BLVD AND ALMOND ST TO REACH SOUTHERN BOULEVARD.
2. NB TRAFFIC TO DOWNTOWN USES SOUTHERN BOULEVARD. NB I-81
I-481).
1. MAINTAIN A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION ON I-81 and I-481 MAINLINE ROADWAYS AT ALL TIMES.
I-81 SB RAMP (1 YEAR)

1. CONSTRUCT TEMPORARY PAVEMENT FOR IRVING AVE. TO I-690 WB RAMP, SUNSET AVE RAMP, SUNSET AVE TO I-81 NB RAMP, AND BEAR ST TO FORMER WIDEN I-81SB (EXCEPT UNDER SPENCER BRIDGE AND W DIVISION ST ON RAMP VICINITY) AND NB MAINLINE AND CONSTRUCT NEW PILES/COLUMNS AND SUBSTRUCTURE FOR NEW BRIDGES RECONSTRUCT NORTHERN PORTIONS OF CROUSE AVE, IRVING AVE AND PORTION OF ERIE BLVD.

2. CROUSE/IRVING INTERCHANGE - CONSTRUCT CROUSE AVE TO I-690 EB RAMP AND I-690 WB TO CROUSE AVE RAMP

3. EXISTING I-481. DETOUR WILL BE REMOVED AT THE COMPLETION OF THE RAMPS FOR THE INTERCHANGE AT E GLEN AVE.

4. RECONSTRUCT EASTERN EDGE OF NEW BUSINESS ROUTE 81, WITH MAJORITY SECTION OF THE NEW ON-RAMP FROM E GLEN AVE.

2. TRAFFIC ANALYSIS - COURT AND BUTTERNUT BRIDGES CLOSED

- CONSTRUCT TEMPORARY PAVEMENT AT ALMOND ST AND VAN BUREN ST

NOTES

- CONSTRUCT NEW PAVEMENT FOR LOCAL TRAFFIC TO GET ON WEST ST, ERIE BLVD, TO REACH SOUTH END BLVD AND ALMOND ST TO REACH SOUTHERN BOULEVARD.

- DETOUR THROUGH TRAFFIC TO ACCESS REDESIGNATED I-81 (FORMER I-81 VIADUCT)

- COMPLETE MAINTENANCE AND PROTECTION OF TRAFFIC

- DETOURS WILL BE IN EFFECT FOR A MAXIMUM OF 1 YEAR PER PHASE.

- DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST

- MAINTAIN 2 LANES OF TRAFFIC ON I-81 AND I-481 MAINLINE ROADWAYS AT ALL TIMES.

- COMPLETE MAINLINE PAVING AT NORTHERN WORK LIMIT USING SHORT TERM LANE SHIFTS (SEE MAINTENANCE AND PROTECTION OF TRAFFIC NOTE 1 BELOW).

- CONSTRUCT WIDENING OF EXISTING SB I-481 AND EXISTING SB OFF-RAMP TO BRIGHTON AVE.

- CONSTRUCT SB I-81 WIDENING.

- CONSTRUCT NB I-81 WIDENING.

- DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST

- MAINTENANCE AND PROTECTION OF TRAFFIC - PREVIOUS PHASE

- NEW TEMPORARY CONSTRUCTION ROADWAY - PREVIOUS PHASE

- NEW TEMPORARY CONSTRUCTION ROADWAY

- NEW TEMPORARY CONSTRUCTION BRIDGE

- NEW TEMPORARY CONSTRUCTION EPS

- NEW TEMPORARY CONSTRUCTION TEMPORARY PAVE

- NEW TEMPORARY CONSTRUCTION RESTRIPED PAVEMENT

- MILLED, PAVED AND NEW PERMANENT CONSTRUCTION BRIDGE

- NEW PERMANENT CONSTRUCTION ROADWAY

- NEW PERMANENT CONSTRUCTION ROADWAY

- NEW PERMANENT CONSTRUCTION BRIDGE

- NEW TEMPORARY CONSTRUCTION WORK ZONE TRAVEL LANE

- ROADWAY CLOSURE

- PAVEMENT REMOVAL

- COMPLETE NEW RAMPS ASSOCIATED TO I-81 NB. EASTERN EDGE.
1. MLK Jr. E/S Southern Blvd New Intersection - Complete the new intersection at MLK, reconstruct Renwick Ave, eastern portion of former I-81NB.

2. Reconstruct I-81 Northern Segment with associated ramps and bridges.

3. I-81 Viaduct Demolition - Demolition the I-81 viaduct at the southern edge of I-81, including the Spencer and Bear St bridges. Construct partial of new roadway connecting former I-81 to the new MLK East.

4. I-81 Northern Segment - Close and remove Butternut and Court St bridges.

5. Complete permanent construction.

6. Complete construction of new SB I-81 to E Glen Ave ramp is opened to traffic.

7. Construction sequencing notes:
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic. Once new bridge is opened to traffic, the existing bridge can be demolished.
   - Complete reconstruction of a segment of existing NB I-81 that is being converted to the off-ramp to Business Loop 81.
   - Construct majority of new NB I-81 on-ramp from E Glen Ave and eastern edge of existing NB I-481.
   - Complete connection between existing to SB I-81 and new ramp connecting to new SB I-81.
   - Complete construction at the southern end of Renwick Ave. Lane closing and lane shifting will be implemented at construction zone.
   - Complete construction of I-81 SB to Brighton Ave off-ramp.
   - Complete construction of new SB I-81 mainline to existing SB I-81 mainline.
   - Construct remaining sections of NB and SB I-81, south of E Seneca Turnpike.

8. I-81 South Study Area is maintained.

9. Construction sequencing notes:
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.
   - Complete construction of the SB I-81 to E Glen Ave ramp is opened to traffic.

10. Notes:
    - Existing I-81 NB until new SB I-81 to E Glen Ave ramp is opened to traffic.
    - Existing East Glen Avenue bridge will remain open to two-way travel at all times until the new bridge is open to traffic.

11. Maintenance and protection of traffic notes:
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.
    - Existing, lane of Route 481 to E Glen Ave will remain open to traffic.

12. Community Grid Alternative - South Study Area - Phase 1A2 Overall Plan.
I-81 SB RAMP (1 YEAR)

3. SHORT CLOSURES OF VARIOUS RAMPS DURING SEQUENCED CONSTRUCTION; EXTENDED CLOSURE OF BEAR ST TO FORMER 1. I-81 NORTHERN SEGMENT - MAINTAIN 3 THROUGH LANES EACH DIRECTION THROUGH PHASE 1; NOTES

1. CONSTRUCT TEMPORARY PAVEMENT FOR IRVING AVE. TO I-690 WB RAMP 
I-81 SB RAMP) MODIFY MAJORITY OF GENANT DR AND KIRKPATRICK ST
SUNSET AVE RAMP, SUNSET AVE TO I-81 NB RAMP, AND BEAR ST TO FORMER (ONONDAGA LAKE PKWY EB, OLD LIVERPOOL RD TO ONONDAGA LAKE PKWY EB/PARK ST RAMP
WIDEN I-81SB (EXCEPT UNDER SPENCER BRIDGE AND W DIVISION ST ON RAMP VICINITY) AND NB MAINLINE AND CONSTRUCT 4. I-81 NORTHERN SEGMENT - CLOSE AND REMOVE BUTTERNUT AND COURT ST BRIDGES

3. I-81 VIADUCT DEMOLITION - CLOSE AND REMOVE I-81 NB TO I-690 EB CONNECTOR
RECONSTRUCT NORTHERN PORTIONS OF CROUSE AVE, IRVING AVE AND PORTION OF ERIE BLVD

2. CROUSE/IRVING INTERCHANGE - CONSTRUCT CROUSE AVE TO I-690 EB RAMP AND I-690 WB TO CROUSE AVE RAMP

1. MLK NEW INTERSECTION - CONSTRUCT NEW INTERSECTION AT MLK, RECONSTRUCT RENWICK AVE, EASTERN PORTION OF PERMANENT CONSTRUCTION

2. RECONSTRUCT I-81 NORTHERN SEGMENT WITH ASSOCIATED RAMPS AND BRIDGES
1. DEMOLITION OF FORMER I-81 (VIADUCT PORTION) AND RAMPS, CONSTRUCT NEW RAMPS AS AVAILABLE

PHASE 1 - CONSTRUCTION PHASING (2 YEARS)

“PREVIOUS PHASE
NEW TEMPORARY CONSTRUCTION
NEW PERMANENT CONSTRUCTION
ROADWAY - PREVIOUS PHASE
NEW PERMANENT CONSTRUCTION
PAVEMENT
NEW TEMPORARY CONSTRUCTION
BRIDGE
NEW PERMANENT CONSTRUCTION

1. DETOUR TRAFFIC TO USE THE NEW COURT ST OR BUTTERNUT ST
2. TEMPORARY PAVEMENT TO REALIGN EXISTING SALINA OFF RAMP TO I-690 WB ON-RAMP THROUGH WALLACE ST AND HERALD PL RAMP FOR LOCAL TRAFFIC TO GET ON WEST ST
3. WEST ST. INTERCHANGE - CONSTRUCT TEMPORARY BYPASS OF OSWEGO BLVD OFF RAMP AT WHERE IT CROSS WITH EXISTING SPENCER AND BEAR ST BRIDGES. CONSTRUCT PARTIAL OF NEW SPUR
1. BEAR STREET OVERPASS WILL BE CLOSED TO TRAFFIC.
I-81/BEAR STREET CROSSING
1. EXISTING TRAFFIC PATTERN AT THIS INTERCHANGE WILL REMAIN.
I-690/WEST STREET INTERCHANGE
2. NB TRAFFIC TO WB I-690 WILL GO THROUGH ADAM ST AND CROUSE ST TO REACH THE NEW CROUSE ST ON RAMP.
1. NB TRAFFIC TO EB I-690 WILL GO THROUGH ADAM ST AND CROUSE BLVD AND ALMOND ST TO REACH SOUTHERN BOULEVARD.
1. EB I-690 TO SB TRAFFIC EXITS AT WEST ST TO GENESEE ST, ERIE I-690 TO SOUTHERN BLVD WILL BE REPLACED BY THE NEWLY COMPLETED COURT ST ON-RAMP.
2. ALL RAMPS STAY OPEN; THE SB I-81 ACCESS RAMP FROM BEAR ST EXISTING PAVEMENT.
1. MAINTAIN A MINIMUM OF 3 THROUGH LANES IN EACH DIRECTION ON THROUGH TRAFFIC (THAT ELECTS TO GO THROUGH SYRACUSE) PEARL ST ON RAMP TO I-81 NORHTERN SEGMENT.  SB TRAFFIC USE SOUTHERN BOULEVARD TO ALMOND ST, ERIE BLVD, TO REACH THROUGH TRAFFIC (THAT ELECTS TO GO THROUGH SYRACUSE) WILL 2. NB TRAFFIC TO DOWNTOWN USES SOUTHERN BOULEVARD. NB I-81 I-481). 1. DETOUR THROUGH TRAFFIC TO ACCESS REDESIGNATED I-81 (FORMER I-81 SB
EXISTING I-81 SB
EXISTING I-81 NB
EXISTING I-81 NB
EXISTING I-81 NB
PHASE 1 - CONSTRUCTION PHASING (2 YEARS)

1. COMPLETE BUTTERNUT ST AND COURT ST BRIDGE SUPER-STRUCTURES
2. COMPLETE I-81 SB INTO OLD LIVERPOOL RD
3. COMPLETE I-690 WB INTO OLD LIVERPOOL RD
4. COMPLETE PORTION OF NEW SB I-81 OFF-RAMP TO CLINTON ST IN VICINITY OF SUNSET AVE.
5. COMPLETE PORTION OF NEW SB I-81 OFF-RAMP TO CLINTON ST IN VICINITY OF SUNSET AVE.
6. CONSTRUCT NEW BUTTERNUT ST BRIDGE AND REALIGN BUTTERNUT ST.
7. REMOVE EXISTING BRIDGES

PHASE 1A1 - I-81 AND I-690 INTERCHANGE AREA (18 MONTHS)

1. MAINTAIN TRAFFIC ON EXISTING I-690 ROADWAYS.
2. CONSTRUCT TEMPORARY I-690 WB ON-RAMP FROM CROUSE AVE
3. CONSTRUCT BUTTERNUT ST BRIDGE TRAVEL LANE GORE AREA TO ACCOMMODATE ONE ADDITIONAL TRAFFIC LANE
4. RECONSTRUCT PORTIONS OF NB I-81 OFF-RAMP TO SUNSET AVE. AND SUNSET AVE.
5. CONSTRUCT PORTION OF NEW SB I-81 OFF-RAMP TO CLINTON ST IN VICINITY OF SUNSET AVE.
6. CONSTRUCT TEMPORARY WIDENING AT EXISTING CLINTON OFF-RAMP GORE AREA TO ACCOMMODATE ONE ADDITIONAL TRAFFIC LANE
7. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
8. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
9. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
10. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD

PHASE 1A2 - CONSTRUCTION PHASING (18 MONTHS)

1. PREPARE GORE AREA AT EXISTING CLINTON OFF RAMP TO ACCOMMODATE ONE ADDITIONAL TRAFFIC LANE
2. MAINTAIN TRAFFIC ON EXISTING I-690 ROADWAYS.
3. CONSTRUCT TEMPORARY WIDENING AT EXISTING CLINTON OFF-RAMP GORE AREA TO ACCOMMODATE ONE ADDITIONAL TRAFFIC LANE
4. CONSTRUCT TEMPORARY WIDENING AT EXISTING CLINTON OFF-RAMP GORE AREA TO ACCOMMODATE ONE ADDITIONAL TRAFFIC LANE
5. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
6. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
7. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD
8. COMPLETE BUTTERNUT ST TO OLD LIVERPOOL RD

NOTES:
- Maintenance and protection of traffic
- Local traffic detours remain the same as Phase 1A1.
NOTES:
1. EXISTING TRAFFIC PATTERN WILL BE MAINTAINED WITH LANE SHIFTING IN NEXT PHASE.
2. ALL RAMP ACCESSES ARE MAINTAINED.
3. CONSTRUCT TEMPORARY PAVEMENT ALONG GENNESEE, ERIE AND SUNSET AVES.
4. CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS ALONG ALMOND ST.
5. CONSTRUCT TEMPORARY RAILROAD TO CONNECT EXISTING AND FORMER TRACKS.
7. CROUSE/IRVING INTERCHANGE - CONSTRUCT CROUSE AVE TO I-690 EAST AND IRVING AVE.
8. CONSTRUCT TEMPORARY PAVEMENT ALONG FORMER I-81.
9. CONSTRUCTION OF ESSENTIAL ROADWORK AREAS ALONG FORMER I-81.
10. RESTRIPE EXISTING BEAR STREET BETWEEN N. ADAMS ST AND SALINA ST.
11. M.L.K. JR. E. NEW INTERSECTION - CONSTRUCT NEW ALMOND ST INTERSECTION AT UNIVERSITY HILL.
12. INSTALL TEMPORARY SIGNAL AT THE PEARL ST./HICKORY ST. SLIP RAMP SERVING SB PEARL STREET WOULD YIELD TO THE 2 LANE OFF RAMP TO THE WEST AND CONVERTED TO TWO LANES, ONE WAY NORTHBOUND.
13. TRANSITION TRAFFIC FROM FORMER I-81 TO ALMOND ST. STARTS IN NEXT PHASE, WITH NB TRAFFIC FIRST, FOLLOWED BY SB TRAFFIC.
14. COMPLETE CONSTRUCTION AT THE MLK EAST/ALMOND STREET INTERSECTION.
15. CONTINUE RECONSTRUCTION OF BEAR ST AND THE NEW BEAR ST. BRIDGE.
16. COMPLETE RECONSTRUCTION OF CROUSE AVE, BETWEEN ADAMS ST AND LEAVENWORTH AVE. CONSTRUCTION OF TEMPORARY BYPASS SERVICE ROAD.
17. MILL, OVERLAY AND RESTRIP EXISTING BEAR STREET BETWEEN N. ADAMS ST AND SALINA ST.
18. CONSTRUCT MISC WIDENING OF FORMER I-81 MAINLINE AS SPACE IS AVAILABLE.
19. CONSOLIDATE MEDIAN/FOOTPATH IN WORK AREA TO SUPPORT SHIFTING THE SB TRAFFIC IN THE NEXT PHASE.
20. CONSTRUCT I-690 WB ON-RAMP FROM CROUSE AVE TO SUPPORT SHIFTING THE NB TRAFFIC IN THE NEXT PHASE.
21. REPAVING AND RESTRIPING SB ON-RAMP AT GORE AREA, NO RAMP CLOSURE REQUIRED.
22. SPRINGFIELD AND ALMOND STREET INTERSECTION - CONSTRUCT SPRINGFIELD AVE ORIGINATING FROM I-81 TO ALMOND ST.
23. CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS ALONG ALMOND ST.
24. CONSTRUCT TEMPORARY PAVEMENT ALONG FORMER I-81.
25. CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS ALONG FORMER I-81.
26. CONSTRUCT TEMPORARY PAVEMENT ALONG FORMER I-81.
27. FOR PHASE 1A - I-81 AND I-690 INTERCHANGE AREA (18 MONTHS)
28. PHASE 1 - CONSTRUCTION PHASING (2 YEARS)
29. PHASE 2 DETOUR.
1. SHIFT FORMER SB I-81 TRAFFIC ONTO THE NEW ALMOND STREET EXTENSION AND CONNECTOR RAMP.
2. DEMOLISH THE SB FORMER I-81 AND THE REST OF MAINLINE VIADUCT, FROM MLK, JR. TO SALINA, UNDER LOCAL STREET TRAFFIC.
3. COMPLETE CONSTRUCTION AT THE NEW ALMOND ST./MLK JR., EAST INTERSECTION. USE CONNECTOR RAMP.
4. OSWEGO OFF RAMP - COMPLETE NEW OSWEGO RAMP SPURS
5. NB I-81 THROUGH TRAFFIC (THAT ELECTS TO GO THROUGH SYRACUSE) EXITS TO SALINA ST, BETWEEN FRANKLIN AND WALLACE ST, AND EXTEND WESTBOUND THROUGH/RIGHT LANE COMPLETE RECONSTRUCTION OF IRVING AVE, BETWEEN ADAMS ST AND GENESEE ST.

NOTES:
- I-690 TRAFFIC WILL BE ROUTED ONTO THE NEW BUSINESS LOOP 81 FOR MAJORITY OF TRAFFIC.
- WIDENING I-81 TO ACCESS OR Depository AREA.
- WIDENING I-81 TO ACCESS OR Depository AREA.
- IMPLEMENTED.
NOTES:

1. CONSTRUCT TEMPORARY I-81 SB ACCESS TO JAMES, WILLOW, WARREN AND PEARL STREETS STARTS AFTER COMPLETE DEMOLITION OF I-81 VIADUCT, AND UTILITY RELOCATION.
2. PHASE 2A I-690 EB SHUTDOWN TO ALLOW MIDDAY, 1045 AM TO 300 PM, TO ENSURE höchst EIN FF. TRAFFIC FROM DOWNTOWN SYRACUSE, DESTINED TO THE NORTH, WOULD ENTER FORMER I-81 SB ON-RAMP FROM GENANT DR. WILL BE REMOVED IN THIS PHASE. TRAFFIC 2.
3. I-690 EASTERN PROJECT LIMIT AREA - CONSTRUCT A PORTION AROUND NORTHERN SIDE.
4. I-690 EASTERN PROJECT LIMIT AREA - CONSTRUCT MAJORITY WIDTH OF I-690.
5. I-690 EASTERN PROJECT LIMIT AREA - OPEN EXCEPT FOR SHORT TERM RAMP CLOSURES (LESS THAN TWO WEEKS) OR NIGHT CLOSURES FOR PAVING.
6. TEMPORARY WIDENING OF MAINLINE TO MAINTAIN 3 LANES EACH WAY FOR I-81 RECONSTRUCT WESTERN SIDE OF FORMER I-81 NORTHERN SEGMENT, INCLUDING LANE SHIFTS TO MAINTAIN TRAFFIC.
7. OPEN THE WB I-690 BYPASS BETWEEN CLINTON ST AND LEAVENWORTH AVE AND CLOSE BETWEEN CATHERINE ST. AND BEECH ST. MUST BE MAINTAINED IN THE EASTBOUND DIRECTION. IN THE WB RECONSTRUCTED DURING THIS PHASE. A TWO-LANE SECTION BETWEEN UNIVERSITY AVE AT THE I-690 EASTERN PROJECT LIMIT AREA, BETWEEN CATHERINE ST AND BEECH ST.
8. RECONSTRUCT EB I-690 BETWEEN LEAVENWORTH AND LODI ST. (ALSO SEE NOTE 3 DETOUR TO THE NEW I-81 OFF-RAMP AT CATHERINE ST OR THE EXISTING OFF-RAMP AT GEDDES ST.
9. EXISTING TRAFFIC PATTERN REMAINS. LANE SHIFTS TO MAINTAIN TRAFFIC FROM DOWNTOWN SYRACUSE, DESTINED TO THE NORTH, WOULD ENTER FORMER I-81 SB ON-RAMP FROM GENANT DR. WILL BE REMOVED IN THIS PHASE. TRAFFIC 2.
10. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
11. EXPAND THE RAMP TO A TWO-LANE SECTION TO THE WEST STREET I-690 RAMPS.
12. NB TRAFFIC TO WB I-690 WILL GO THROUGH THE WEST ST INTERCHANGE. A MINIMUM OF FOUR LANES ON ALMOND STREET (TWO SB LANES AND USES THE NEW TEMPORARY BYPASS BETWEEN CLINTON ST. AND LEAVENWORTH AVE.
13. EB I-690 TRAFFIC EXITS AT GENESEE/WEST ST INTERCHANGE TO NORTH TO W. GENESEE ST WHERE THEY WOULD FOLLOW THE PHASE 2 DETOUR.
14. THE WB I-690 OFF-RAMP AT CROUSE AVE OR THE EXISTING OFF-RAMP AT GEDDES ST.
15. TRAFFIC FROM DOWNTOWN SYRACUSE, DESTINED TO THE NORTH, WOULD ENTER FORMER I-81 SB ON-RAMP FROM GENANT DR. WILL BE REMOVED IN THIS PHASE. TRAFFIC 2.
16. THE EXISTING WEST ST TO EB I-690 RAMP REMAINS OPEN AT ALL TIMES. 2.
17. THE NEW OFF-RAMP AT CATHERINE ST OR THE EXISTING OFF-RAMP AT GEDDES ST.
18. TRAFFIC WILL BE DETOURED TO THE NEW COURT ST AND BUTTERNUT ST BRIDGES.
19. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
20. THE I-81 SB RAMPS IN THIS SECTION THROUGH SYRACUSE) EXITS TO SALINA ST, OVER SALINA ST, WHILE MAINTAINING THE TEMPORARY TWO-LANE ON-RAMP; CONSTRUCT TRAFFIC TO ACCESS I-690 EB (SEE MAINTENANCE AND PROTECTION OF TRAFFIC NOTE AT THE WEST STREET INTERCHANGE, CONSTRUCT THE MAJORITY OF BOTH THE WB AND NB NEW OFF-RAMP AT CATHERINE ST.
21. THE WB I-690 REMAINS OPEN. ALL OTHER WB RAMPS BETWEEN LEAVENWORTH AVE AND CLOSE.
22. THE NEW OFF-RAMP AT CATHERINE ST OR THE EXISTING OFF-RAMP AT GEDDES ST.
23. TRAFFIC FROM DOWNTOWN SYRACUSE, DESTINED TO THE NORTH, WOULD ENTER FORMER I-81 SB ON-RAMP FROM GENANT DR. WILL BE REMOVED IN THIS PHASE. TRAFFIC 2.
24. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
25. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
26. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
27. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
28. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
29. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
30. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW ON-RAMP AT CROUSE AVE. THE NEW ON-RAMP AT CROUSE AVE.
CONSTRUCTION SEQUENCING NOTES - PHASE 2A2 (6 MONTHS)

1. REMOVE FORMER RAMP SPUR TO HERALD PLACE, INCLUDING EXISTING BRIDGE AND OFF-RAMP Alignments, and REMAINS OPEN AT ALL TIMES.

2. THE WEST ST./W. GENESEE ST. INTERSECTION. THE WEST ST. TO WB I-690 ON-RAMP IS TEMPORARILY RELOCATED TO USE THE NEW EB I-690 OFF-RAMP TO WEST ST./W. GENESEE ST. AND USES THE PHASE 2 DETOUR (WEST STREET, W. GENESEE ST., GENESEE ST INTERSECTION AND TRAVEL EITHER EAST OR WEST DEPENDING ON THEIR DESTINATION.

3. THE EXISTING WEST ST TO EB I-690 ON-RAMP CONTINUES TO BE CLOSED. NORTHBOUND OFF-RAMP ALIGNMENT, AND REMAINS OPEN AT ALL TIMES.

4. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW EB I-690 OFF-RAMP TO WEST ST./W. GENESEE ST. TO REMAIN OPEN AT ALL TIMES.

5. THE EXITING LOCAL STREET RAMP CONNECTING NORTHBOUND WEST ST TO ERIE BLVD. AND WB I-690 MAINLINES CAN BE COMPLETED.

6. THE EXISTING LOCAL STREET RAMP CONNECTING NORTHBOUND WEST ST TO ERIE BLVD. AND WB I-690 MAINLINES CAN BE COMPLETED.

7. LOCAL STREET TRAFFIC

8. FORMER I-81 NORTHERN SEGMENT TRAFFIC

9. I-690 WEST STREET INTERCHANGE TRAFFIC

10. CONTINUE RECONSTRUCTION OF HARRISON ST.

11. COMPLETE RECONSTRUCTION OF EB I-690 MAINLINE AT EAST END OF PROJECT LIMIT.

12. RECONSTRUCT EASTERN SIDE OF FORMER I-81 NORTHERN SEGMENT, INCLUDING FORMER I-81 TRAFFIC

13. REMOVE FORMER RAMP SPUR TO HERALD PLACE, INCLUDING EXISTING BRIDGE AND OFF-RAMP Alignments, and REMAINS OPEN AT ALL TIMES.

NOTES:

1. FORMER I-81 TO ALMOND STREET, THEN USE VARIOUS CROSS STREETS. LONG DISTANCE INTERSTATE TRAFFIC WOULD USE NEW I-81 (FORMER I-481).

2. RECONSTRUCT THE CORNER OF HERALD PLACE/WALLACE ST. TO ITS FINAL CONFIGURATION.

3. CONTINUE RECONSTRUCTION OF ALMOND ST.

4. REMOVE TEMPORARY SIGNAL, AND RECONSTRUCT LOCAL STREET RAMP BETWEEN WEST ST. TO WB I-690 IS TO BE DEMOLISHED AND THE REMAINING SEGMENTS OF EB I-690 ROADWAY IS CLOSED TO TRAFFIC. EB I-690 TRAFFIC EXITS AT WEST STREET, W. GENESEE ST, CATHERINE ST, IRVING AVE, JAMES ST., OSWEGO BLVD., ERIE BLVD, CROUSE AVE.) AND RETURNS TO EB I-690 ROADWAY - PREVIOUS PHASE.

5. THE EXISTING LOCAL STREET RAMP CONNECTING NORTHBOUND WEST ST TO ERIE BLVD. AND WB I-690 MAINLINES CAN BE COMPLETED.

6. THE WB I-690 OFF-RAMP TO WEST ST IS CLOSED. TRAFFIC TO EITHER USE THE NEW EB I-690 OFF-RAMP TO WEST ST./W. GENESEE ST. TO REMAIN OPEN AT ALL TIMES.
1. Long distance interstate traffic would use new I-81 (former I-481).

2. Traffic from downtown Syracuse, destined to the north, would use various cross streets.

3. Traffic from downtown Syracuse, destined to the north, would use various cross streets.


5. Complete new SB former I-81 to EB I-690 connector ramp. Ramp must remain closed until Phase 2B detour is removed.

6. Complete new SB former I-81 off-ramp to Oswego Blvd and Oswego Blvd.

7. Maintain temporary SB off-ramp to Salina St until new SB off-ramp to Salina St is complete.

8. Maintain a minimum of two ramp lanes at all times. (See notes regarding temporary works removed. During construction, use lane shifts as needed to facilitate construction."

9. Make minor adjustments to Phase 2 detour.

10. Complete new Pearl Street extension.

11. Complete majority of remaining northern segment reconstruction work.

12. Complete reconstruction of Evans Street.

13. Complete reconstruction of the north end of Catherine St.

14. Remove the temporary WB on-ramp and construct the new WB I-690 on-ramp from Irving Ave and the WB I-690 to NB former I-81.

15. The west St to WB I-690 on-ramp is temporarily relocated to use the EB I-690 off-ramp at Geddes St.

16. CB I-690 traffic continues to be detoured over local streets (Evans St and west St) and use the new WB on-ramp at Geddes St.

17. During construction, use lane shifts as necessary to facilitate construction.
COMMUNITY GRID ALTERNATIVE - PHASE 2B2 OVERALL PLAN

1. MAINTENANCE AND PROTECTION OF TRAFFIC

2. COMPLETE RECONSTRUCTION OF WB I-690 AT THE EAST END OF THE PROJECT.
   - ALL TIMES.

3. COMPLETE RECONSTRUCTION OF JAMES ST., WARREN ST., AND OSWEGO BLVD.
   - ALL TIMES.

4. COMPLETE RECONSTRUCTION OF WB I-690 TO NB FORMER I-81 RAMP.
   - USING LANE SHIFTS AS NECESSARY TO KEEP THE RAMP OPEN AT ALL TIMES.

5. COMPLETE REPAIRS TO THE NORTH-bound FORMER I-81 TO EB I-690 RAMP SPUR TO SALINA STREET AND THE TEMPORARY SIGNAL IS TO BE REMOVED AND THE AREA RESTORED TO THEIR FINAL CONDITION. ADDITIONALLY, THE SB OFF-RAMP TO CLINTON STREET IS TO BE RECONFIGURED TO ITS FINAL CONDITION USING LANE SHIFTS AS NECESSARY TO KEEP THE RAMP OPEN AT ALL TIMES.

6. COMPLETE RECONSTRUCTION OF WB I-690section OF HIGHWAY AND ALL NEW WB RAMPS ARE OPEN, INCLUDING THE NEW SB FORMER I-81 TO EB I-690 RAMP.
   - COMPLETE FINAL CONSTRUCTION OF NEW SB OFF-RAMP TO N. CLINTON STREET.
   - REMOVE TEMPORARY SB OFF-RAMP AND COMPLETE RECONSTRUCTION OF GENANT DR.

7. COMPLETE RECONSTRUCTION OF WB I-690 AT THE EAST END OF THE PROJECT.
   - ALL TIMES.

8. COMPLETE RECONSTRUCTION OF N. FRANKLIN ST AND WEBSTERS LANDING.
   - REMOVE THE EB DETOUR OVER LOCAL STREETS AND COMPLETE ANY LOCAL STREET MODIFICATIONS TO FINAL CONDITION.

9. COMPLETE RECONSTRUCTION OF WB I-690 TO NB FORMER I-81 RAMP.
   - USING LANE SHIFTS AS NECESSARY TO KEEP THE RAMP OPEN AT ALL TIMES.

10. COMPLETE RECONSTRUCTION OF WB I-690 TO THE FORMER I-81 TO EB I-690 RAMP SPUR TO SALINA STREET AND THE TEMPORARY SIGNAL IS TO BE REMOVED AND THE AREA RESTORED TO THEIR FINAL CONDITION. ADDITIONALLY, THE SB OFF-RAMP TO CLINTON STREET IS TO BE RECONFIGURED TO ITS FINAL CONDITION USING LANE SHIFTS AS NECESSARY TO KEEP THE RAMP OPEN AT ALL TIMES.

11. COMPLETE FINAL CONSTRUCTION OF NEW SB OFF-RAMP TO OSWEGO BLVD.
   - ONCE THE NEW SB OFF-RAMP TO OSWEGO BLVD. IS OPENED, THE TEMPORARY RAMP SPUR TO SALINA STREET AND THE TEMPORARY SIGNAL IS TO BE REMOVED AND THE AREA RESTORED TO THE FINAL CONDITION."
A-1-8: Conceptual Drainage Plans - Common to Both Alternatives
SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR
NOTE:

1. THE CONCEPTUAL DRAINAGE PLAN DEPICTS A GENERALIZED TRUNK SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED DURING FINAL DESIGN. THE LOCATION OF HYDRODYNAMIC STORMWATER TREATMENT UNITS UNDER THE COMMUNITY GRID ALTERNATIVE ARE SHOWN TO FACilitATE THEIR INTEGRATION INTO THE COMMUNITY GRID ALTERNATIVE. BUT FOR THE PURPOSES OF THIS CONCEPTUAL PLAN, THE DESIGN IS REPRESENTATIVE OF THE VARIOUS ALTERNATIVES. THE EXISTING LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS WOULD BE REFINED DURING FINAL DESIGN. THE CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILE AND WOULD BE REFINED DURING FINAL DESIGN.

2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD VERIFICATION.

1. DESCRIPTION OF ALTERATIONS:

AS-BUILT REVISIONS

NOTE:

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2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD VERIFICATION.
1. The conceptual drainage plan depicts a conceptual trunk sewer alignment and profiles that would be refined during final design. The location of the hydrodynamic stormwater treatment units would vary by alternative, but for the purposes of this conceptual plan, the design is representative of the final alternative. The general alignment of the trunk sewer system and connections to tributaries under the community grid alternative are shown in figure 5. All pipe size and utility conflicts are based on the conceptual storm trunk sewer plan and profiles and would be refined during final design.

2. All existing sewer locations and sizes are based on survey as-built and sewer atlas data and are subject to field verification.

3. Existing ground elevation, intersection, and street name survey data are shown in figure 6. These data are shown to provide a base for design purposes and are subject to field verification.

4. The general alignment of the trunk sewer system and connections to tributaries under the community grid alternative are shown in figure 7. All pipe size and utility conflicts are based on the conceptual storm trunk sewer plan and profiles and would be refined during final design.

5. The conceptual drainage plan is subject to refinement and verification during final design.

6. The conceptual drainage plan is subject to refinement and verification during final design.

7. The conceptual drainage plan is subject to refinement and verification during final design.
SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR.

NOTE:

1. THE CONCEPTUAL DRAINAGE PLAN DEICTS A GENERALIZED TRUNK SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC STORMWATER TREATMENT UNITS WOULD CHANGE BY ALTERNATIVE, BUT FOR THE PURPOSES OF THIS CONCEPTUAL PLAN, THE DESIGN IS REPRESENTATIVE OF THE VARIOUS ALTERNATIVES. THE GENERAL LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS UNDER EACH ALTERNATIVE ARE SHOWN IN FIGURE 3-XX. PIPE SIZES AND UTILITY CONFLICTS ARE BASED ON THE CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILE AND WOULD BE REFINED DURING FINAL DESIGN.

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NOTICE: THE CONCEPTUAL DRAINAGE PLAN DEICTS A GENERALIZED TRUNK SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC STORMWATER TREATMENT UNITS WOULD CHANGE BY ALTERNATIVE, BUT FOR THE PURPOSES OF THIS CONCEPTUAL PLAN, THE DESIGN IS REPRESENTATIVE OF THE VARIOUS ALTERNATIVES. THE GENERAL LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS UNDER EACH ALTERNATIVE ARE SHOWN IN FIGURE 3-XX. PIPE SIZES AND UTILITY CONFLICTS ARE BASED ON THE CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILE AND WOULD BE REFINED DURING FINAL DESIGN.

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NOTE:
1. THE CONCEPTUAL DRAINAGE PLAN DEPICTS A GENERALIZED TRUNK SEWER ALIGNMENT AND PROFILES THAT WOULD BE REFINED DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC STORM WATER TREATMENT UNITS WOULD BE REFINED DURING FINAL DESIGN. BUT FOR THE PURPOSES OF THIS CONCEPTUAL PLAN, THE DESIGN IS REPRESENTATIVE OF THE VIADUCT ALTERNATIVE. THE EXISTING LOCATIONS OF HYDRODYNAMIC STORM WATER TREATMENT UNITS UNDER THE COMMUNITY GRID ALTERNATIVE ARE SHOWN IN FIGURE 5-XX. PIPE SIZES AND UTILITY CONFLICTS ARE BASED ON THE CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILES AND WOULD BE REFINED DURING FINAL DESIGN.
2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD VERIFICATION.

NOTE:
- 1. VERIFICATION. AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY BE REFINED DURING FINAL DESIGN.
- CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILE AND WOULD UNDER THE COMMUNITY GRID ALTERATIVE ARE SHOWN OF FIGURE LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS REPRESENTATIVE OF THE VIADUCT ALTERNATIVE. THE GENERAL STORMWATER TREATMENT UNITS WOULD VARY BY ALTERNATIVE, DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED THE CONCEPTUAL DRAINAGE PLAN DEPICTS A GENERALIZED TRUNK
- 2. COMMON TO ALL ALTERNATIVES

CONFLICT #3

NOTE:
- 1. VERIFICATION. AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY BE REFINED DURING FINAL DESIGN.
- CONCEPTUAL STORM TRUNK SEWER PLAN AND PROFILE AND WOULD UNDER THE COMMUNITY GRID ALTERATIVE ARE SHOWN OF FIGURE LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS REPRESENTATIVE OF THE VIADUCT ALTERNATIVE. THE GENERAL STORMWATER TREATMENT UNITS WOULD VARY BY ALTERNATIVE, DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED THE CONCEPTUAL DRAINAGE PLAN DEPICTS A GENERALIZED TRUNK
- 2. COMMON TO ALL ALTERNATIVES
NOTE:

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2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD VERIFICATION.

COMMON TO ALL ALTERNATIVES

CONCEPTUAL DRAINAGE PLAN

IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER ANY ITEM IN ANY WAY IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
DESCRIPTION OF ALTERATIONS:

AS-BUILT REVISIONS

ON:

AFFIX SEAL:

FILE NAME =

USER =

DATE/TIME =

ALTERED BY:

SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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NOTE:

1. THE CONCEPTUAL DRAINAGE PLAN DEPICTS A GENERALIZED TRUNK SEWER ALIGNMENT AND PROFILE THAT WOULD BE REFINED DURING FINAL DESIGN. THE LOCATION OF THE HYDRODYNAMIC STORMWATER TREATMENT UNITS WOULD VARY BY ALTERNATIVE, BUT FOR THE PURPOSES OF THIS CONCEPTUAL PLAN, THE DESIGN IS REPRESENTATIVE OF THE VIADUCT ALTERNATIVE. THE GENERAL LOCATIONS OF HYDRODYNAMIC STORMWATER TREATMENT UNITS UNDER THE COMMUNITY GRID ALTERNATIVE ARE SHOWN ON FIGURE 5-XX. PIPE SIZES AND UTILITY CONFLICTS ARE BASED ON THE CONCEPTUAL DRAINAGE PLAN AND PROFILE AND WOULD BE REFINED DURING FINAL DESIGN.

2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-BUILT AND SEWER ATLAS DATA AND ARE SUBJECT TO FIELD VERIFICATION.

COMMON TO ALL ALTERNATIVES

CONCEPTUAL DRAINAGE PLAN

NOTE:

- ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
- CONTRACT NUMBER 0031-085
- DRAWING NO. D031085
- SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER THE PLAN OR ANY PART, IN ANY WAY, IN THE SIGNING ENGINEER'S NAME OR ANY OTHER NAME, WITHOUT THE SIGNATURE OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, SHALL VOID THE DOCUMENT AND INVALIDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
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DESCRIPTION OF ALTERATIONS:

AS-BUILT REVISIONS

I-81 VIADUCT

EXISTING COMBINED SEWER SYSTEM

RIGHT-OF-WAY

SCALE IN FEET

SCALE IN FEET

NOTE:

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USER =

REGION: 3
COUNTY: ONONDAGA COUNTY, NY

CONCEPTUAL DRAINAGE PLAN

COMMON TO ALL ALTERNATIVES

CONTRACT NUMBER

DRAWING NO. D031085

SHEET NO.

DESCRIPTION OF ALTERATIONS:

CULVERTS

BRIDGES

3501.60

I-81 VIADUCT

EXISTING COMBINED SEWER SYSTEM

RIGHT-OF-WAY

SCALE IN FEET

SCALE IN FEET

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2. ALL SHOWN ITEMS, LOCATIONS, AND SIZES ARE BASED ON SURVEY AS BUILT AND APPROXIMATE DRAIN AND ARE SUBJECT TO FURTHER SURVEY AND CORRECTION.

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NOTE:

1. Viaduct Study Area Trunk Storm Line as shown on the Plan and Profile remains the same for both Viaduct and Community Grid Alternatives except the location of the Aquaswirl units due to difference in roadway geometries. PIPE SIZES for channels as shown will remain the same for both Alternatives. Storm Sewer Line will be refined at a later date/phase.

2. All existing sewer locations and sizes are based on survey as-built and sewer atlas data and are subject to field verification.

DESCRIPTION OF ALTERATIONS:

AS-BUILT REVISIONS

1. Note:

COMMON TO ALL ALTERNATIVES

CONCEPTUAL DRAINAGE PLAN

FILE NAME =

USER =

DATE/TIME =

ALTERED BY:

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2. ALL EXISTING SEWER LOCATIONS AND SIZES ARE BASED ON SURVEY AS-IS AND SUBJECT TO FIELD VERIFICATION.

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## Design Order

**I-81 Proposed Storm Drain Trunk Line with Utilities Conflict Summary**

<table>
<thead>
<tr>
<th>Conflict No.</th>
<th>Proposed Pipe Location (Intersection)</th>
<th>Conflict Location (Intersection)</th>
<th>Proposed Sewer Sta.</th>
<th>Type of Utility</th>
<th>Proposed Storm Sewer Size</th>
<th>Size of Conflicting Utility</th>
<th>Comments</th>
<th>Resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DP 3.5</td>
<td>DP 2</td>
<td>12+35</td>
<td>Storm Only or Combined Sewer, to be confirmed</td>
<td>36&quot;</td>
<td>18&quot;</td>
<td>The existing storm sewer is in likely conflict with the proposed storm sewer.</td>
<td>The city record plans suggest this may be a separated storm sewer, which if confirmed, can be intercepted by the proposed trunkline. If the existing sewer is combined, relocation is required. The existing storm sewer may be adjusted above the proposed trunk line; an additional manhole may be required.</td>
</tr>
<tr>
<td>2</td>
<td>DP 4.5</td>
<td>DP 6</td>
<td>16+80</td>
<td>Combined Sewer</td>
<td>36&quot;</td>
<td>36&quot;</td>
<td>The existing storm sewer is in likely conflict with the proposed storm sewer.</td>
<td>Combined sewer may be replaced above the proposed trunkline; an additional manhole will be required.</td>
</tr>
<tr>
<td>3</td>
<td>DP 9.5</td>
<td>DP 15</td>
<td>48+95</td>
<td>Combined Sewer</td>
<td>54&quot;</td>
<td>18&quot;/66&quot;</td>
<td>Likely conflict with 18&quot;, possible conflict with the 66&quot;</td>
<td>The combined 18&quot; sewer may be replaced above the proposed trunkline. The 66&quot; combined sewer is currently not a conflict, but it will need to be braced when the proposed line is being built.</td>
</tr>
<tr>
<td>4</td>
<td>DP 10.5</td>
<td>DP 244</td>
<td>58+25</td>
<td>Storm Only or Combined Sewer, to be confirmed</td>
<td>60&quot;</td>
<td>84&quot;</td>
<td>Likely Conflict</td>
<td>The proposed trunkline may be installed as a multiple barrel culvert, elliptical pipe, or box to eliminate this conflict.</td>
</tr>
<tr>
<td>5</td>
<td>DP 14.5</td>
<td>DP 50</td>
<td>72+85</td>
<td>Combined Sewer</td>
<td>72&quot;</td>
<td>126&quot; X 60&quot; (ERIE BLVD)</td>
<td>Likely Conflict</td>
<td>The proposed trunkline may be installed as a multiple barrel culvert, elliptical pipe, or box to eliminate this conflict.</td>
</tr>
<tr>
<td>6</td>
<td>DP 21.5</td>
<td>DP 70</td>
<td>64+60</td>
<td>Combined Sewer (Primary County Interceptor)</td>
<td>96&quot;</td>
<td>72&quot; (ERIE BLVD)</td>
<td>Relocation of existing combined sewer is not feasible, nor would relocating new trunk sewer to avoid conflict</td>
<td>Construct siphon as per concept plan drawing.</td>
</tr>
</tbody>
</table>

**Notes:** Conflict locations were identified using the sewer atlas. The elevations were found using the Syracuse Datum and adding 362 to match the NGVD Datum for 1929. The conflicts will need to be verified in the field.