APPENDIX A

Figures

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Figure 4 : Viaduct Alternative: I-81/I-690 Interchange Improvements
Figures 5a-5c : Community Grid Alternative Overview
Figure 6 : Community Grid Alternative: South Interchange of the New I-81
Figure 7 : Community Grid Alternative: North Interchange of the New I-81
Figure 8 : Community Grid Alternative: BL 81/I-690 Interchange Improvements
Figure 1: Project Location Map
I-81 Viaduct Project
Onondaga County, New York
PIN 3501.60
August 30, 2018
Scale: 1:75,000
Figure 2b

### Proposed Building Removal by Alternative

#### Viaduct Central

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Viaduct Alternative</th>
<th>Community Grid Alternative</th>
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<tbody>
<tr>
<td>11</td>
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<tr>
<td>91</td>
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</tbody>
</table>

- **Area of Potential Effect (APE)**
- **Historic District Boundaries (only those intersecting APE are shown)**
- **Historic District Boundary where it overlaps other map features**
- **National Register Listed/Eligible**

I-81 Viaduct Project

Historic Properties and Build Alternatives

Figure 2b
Historic Properties and Build Alternatives

Area of Potential Effect (APE)

Combined Preliminary Limits of Disturbance

Both (Viaduct and Community Grid) Alternatives

I-81 Viaduct Project

Figure 2e
Area of Potential Effect (APE)
Combined Preliminary Limits of Disturbance
Community Grid Alternative

Area of Detail

I-81 Viaduct Project
Historic Properties and Build Alternatives
Figure 2f
<table>
<thead>
<tr>
<th>Building or Historic District ID #</th>
<th>Address/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD-1 Hanover Square Historic District</td>
<td>145 ARSENAL DR REAR/ Onondaga Hollow Burial Ground, House Family Cemetery</td>
</tr>
<tr>
<td>HD-2 North Salina Street Historic District</td>
<td>804 BELDEN AVE W</td>
</tr>
<tr>
<td>HD-3 South Salina Street Downtown Historic District</td>
<td>111-15 BURNET AVE</td>
</tr>
<tr>
<td>1</td>
<td>112-16 BURNET AVE/ Michael Dolphin Building/ Barboni Building</td>
</tr>
<tr>
<td>2</td>
<td>204 BURNET AVE/ Corner Block Factory Shop/ Turack Motor Service</td>
</tr>
<tr>
<td>3</td>
<td>210 BURNET AVE</td>
</tr>
<tr>
<td>4</td>
<td>211 BURNET AVE/ Doll House</td>
</tr>
<tr>
<td>5</td>
<td>212 BURNET AVE</td>
</tr>
<tr>
<td>6</td>
<td>314 BURNET AVE</td>
</tr>
<tr>
<td>7</td>
<td>316 BURNET AVE</td>
</tr>
<tr>
<td>8</td>
<td>400 BURNET AVE &amp; 815 ERIE BLVD E/ New York Central Railroad Passenger and Freight Station</td>
</tr>
<tr>
<td>9</td>
<td>122-24 BURNET AVE &amp; DECKER ST/ Brayton-Folker House/ Caldwell &amp; Ward Brass Co Office/ &quot;Cab Fab&quot;</td>
</tr>
<tr>
<td>10</td>
<td>219 BURNET AVE &amp; MC BRIDE ST Dollard House</td>
</tr>
<tr>
<td>11</td>
<td>200 BURNET AVE &amp; TOWNSEND ST/ Lammert Residence</td>
</tr>
<tr>
<td>12</td>
<td>117 BUTTERNUT ST &amp; SALT ST/ Veterans Fastener Supply Corp</td>
</tr>
<tr>
<td>13</td>
<td>315 CLINTON ST N/ Residence (Paul Cowley &amp; Associates)</td>
</tr>
<tr>
<td>14</td>
<td>667 CLINTON ST N/ Amphin Piano Player Building</td>
</tr>
<tr>
<td>15</td>
<td>717 CLINTON ST N &amp; DIVISION S Simonds Building</td>
</tr>
<tr>
<td>16</td>
<td>101 CLINTON ST N &amp; GENESEE ST/ Syracuse Post Office and Courthouse</td>
</tr>
<tr>
<td>17</td>
<td>940 COMSTOCK AVE &amp; COLVIN ST/ Oakwood Cemetery</td>
</tr>
<tr>
<td>18</td>
<td>410-18 CROUSE AVE S</td>
</tr>
<tr>
<td>19</td>
<td>601-15 CROUSE AVE S &amp; HARRISON S/ 601 South Crouse Avenue/ Temple Adath Yeshurun/Hotel Skyler</td>
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<tr>
<td>20</td>
<td>102 DIVISION ST W &amp; CLINTON S/ Oak Knitting Co. Mill</td>
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<tr>
<td>21</td>
<td>500 ERIE BLVD E &amp; TOWNSEND ST/ Smith Restaurant Supply</td>
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<tr>
<td>22</td>
<td>740 ERIE BLVD E TO WATER ST E/ Terminal Building Warehouse (U Haul Warehouse)</td>
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<tr>
<td>23</td>
<td>300-20 ERIE BLVD W/ The Niagara Hudson Building</td>
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<tr>
<td>24</td>
<td>711 FAYETTE ST E/ People’s African Methodist Episcopal Zion Church</td>
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<tr>
<td>25</td>
<td>900 FAYETTE ST E &amp; CROUSE AVE/ The Sylvester</td>
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<tr>
<td>26</td>
<td>312 FILLMORE AVE/ The Heritage at Loretto</td>
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<td>27</td>
<td>429 FRANKLIN ST N/ Remington Monarch Typewriter Company Building/New Process Gear Plant #3</td>
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<tr>
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<td>455 FRANKLIN ST N &amp; PLUM ST/ Regal Textile Plant</td>
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<tr>
<td>29</td>
<td>432 FRANKLIN ST N TO CLINTON/ C.C. Bradley Plant</td>
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<td>30</td>
<td>311 GENANT DR TO CLINTON ST N/ Syracuse Lighting Co. Plant</td>
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<tr>
<td>31</td>
<td>237-43 GENESEE ST E/ Courier Building</td>
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<tr>
<td>32</td>
<td>601 GENESEE ST E &amp; MCBRIDE ST/ Peck Hall/Reid Hall</td>
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<tr>
<td>33</td>
<td>713-15 GENESEE ST E</td>
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<tr>
<td>34</td>
<td>728 GENESEE ST E &amp; FORMAN AVE</td>
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<tr>
<td>35</td>
<td>719 GENESEE ST E TO ORANGE AL/ National Casket Co.</td>
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<tr>
<td>36</td>
<td>400 GENESEE ST W &amp; WALLACE ST/ Engine Company 12</td>
</tr>
<tr>
<td>No.</td>
<td>Address</td>
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<tr>
<td>-----</td>
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<tr>
<td>41</td>
<td>620 GENESEE ST W TO BELDEN AV/ First Presbyterian Church and Belden House</td>
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<tr>
<td>42</td>
<td>226-30 GENESEE ST W TO CLINTON S/ FOE #53</td>
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<tr>
<td>43</td>
<td>308 GENESEE ST W TO WILLOW ST</td>
</tr>
<tr>
<td>44</td>
<td>725 HARRISON ST &amp; MADISON ST/ Washington Irving School</td>
</tr>
<tr>
<td>45</td>
<td>212 HERALD PL &amp; FRANKLIN ST N/ Syracuse Herald Building</td>
</tr>
<tr>
<td>46</td>
<td>429 JAMES ST/ Norton House</td>
</tr>
<tr>
<td>47</td>
<td>437 JAMES ST/ Church of the Saviour</td>
</tr>
<tr>
<td>48</td>
<td>457 JAMES ST</td>
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<tr>
<td>49</td>
<td>408-22 JAMES ST &amp; BURNET AV/ The Snowden Hotel/ Apartments</td>
</tr>
<tr>
<td>50</td>
<td>323-35 JAMES ST &amp; STATE ST N</td>
</tr>
<tr>
<td>51</td>
<td>452 LAFAYETTE RD</td>
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<td>52</td>
<td>471-81 OSWEGO BLVD/ 1 Webster's Landing/ VIP Structures</td>
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<td>53</td>
<td>200-232 PARK AVE &amp; PLUM ST</td>
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<td>54</td>
<td>301 PROSPECT AVE TO LAUREL ST/ Saint Joseph's Hospital Nurse's Home</td>
</tr>
<tr>
<td>55</td>
<td>114-18 SALINA ST N/ One Clinton Square Commercial Building</td>
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<tr>
<td>56</td>
<td>120-22 SALINA ST N/ 100 Clinton Square Commercial Building</td>
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<tr>
<td>57</td>
<td>126-28 SALINA ST N/ Commercial Building</td>
</tr>
<tr>
<td>58</td>
<td>99 SALINA ST N/ Clinton Square</td>
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<tr>
<td>59</td>
<td>108-12 SALINA ST N &amp; JAMES ST/ Community Chest Building (Third National Bank)</td>
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<td>60</td>
<td>100 SALINA ST N &amp; JAMES ST/ Syracuse Savings Bank</td>
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<td>61</td>
<td>382 SENECA TNPK E/ House</td>
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<td>62</td>
<td>486 SENECA TNPK E</td>
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<tr>
<td>63</td>
<td>214 STATE ST N &amp; WILLOW ST E/ Saint John the Evangelist Rectory</td>
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<tr>
<td>64</td>
<td>215 STATE ST N &amp; WILLOW ST E/ St John the Evangelist Church</td>
</tr>
<tr>
<td>65</td>
<td>429 STATE ST N &amp; BELDEN AVE E/ A. Angeloro Commercial Building</td>
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<tr>
<td>66</td>
<td>509 STATE ST N</td>
</tr>
<tr>
<td>67</td>
<td>511-513 STATE ST N</td>
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<td>521-23 STATE ST N</td>
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<td>71</td>
<td>820-28 STATE ST N</td>
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<td>72</td>
<td>909 STATE ST N TO OSWEGO BLVD/ Wag Foods</td>
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<td>73</td>
<td>202 TOWNSEND ST N &amp; BURNET AV/ Samuel Stapehy House</td>
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<tr>
<td>74</td>
<td>205 TOWNSEND ST N/ Wolverine Apartments</td>
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<tr>
<td>75</td>
<td>206 TOWNSEND ST N/ Frederick Featherly House</td>
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<tr>
<td>76</td>
<td>WEST GENESEE STREET BRIDGE</td>
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<td>77</td>
<td>ERIE BOULEVARD WEST BRIDGE</td>
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<tr>
<td>78</td>
<td>205 TOWNSEND ST S/ 205 South Townsend Street</td>
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<tr>
<td>79</td>
<td>301 TOWNSEND ST S &amp; FAYETTE S/ Park Central Presbyterian Church</td>
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<tr>
<td>80</td>
<td>307 TOWNSEND ST S &amp; GENESEE S/ Hamilton White House</td>
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<tr>
<td>81</td>
<td>233 WASHINGTON ST E/ Syracuse City Hall</td>
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<tr>
<td>82</td>
<td>501 WASHINGTON ST E/ Brown Place</td>
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<tr>
<td>83</td>
<td>101-13 WATER ST E/ Onondaga County Savings Bank Bldg</td>
</tr>
<tr>
<td>84</td>
<td>119-21 WATER ST E/ Gere (Robert) Bank Building</td>
</tr>
<tr>
<td>85</td>
<td>208 WATER ST W/ Amos Block</td>
</tr>
<tr>
<td>86</td>
<td>301 WATER ST E &amp; ERIE BLVD E/ Weighlock Building</td>
</tr>
<tr>
<td>87</td>
<td>376 WATER ST W TO ERIE BLVD W/ Commercial</td>
</tr>
<tr>
<td>88</td>
<td>123-29 WILLOW ST E/ Howard &amp; Jennings Pump Factory/ Colella Galleries Building</td>
</tr>
<tr>
<td>89</td>
<td>230 WILLOW ST W/ C.W. Snow &amp; Company Warehouse</td>
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<tr>
<td>90</td>
<td>319-25 SALINA ST N/ aka 317-327 SALINA ST N/ Britton Block (Contributing to the North</td>
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<td>Salina Street Historic District 2016 Expansion</td>
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<td>91</td>
<td>329 SALINA ST N/ aka 401 SALINA ST N Learbury Centre (Contributing to the North Salina Street</td>
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<td>Historic District 2016 Expansion</td>
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<td>200 MADISON ST (515 Montgomery St) Onondaga County War Memorial</td>
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<tr>
<td>93</td>
<td>727 STATE ST S/ Everson Museum of Art</td>
</tr>
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<td>--------------------------------------</td>
</tr>
<tr>
<td>94</td>
<td>800 CLINTON ST N/ Destiny Arms</td>
</tr>
</tbody>
</table>
Viaduct Alternative Overview:
Colvin Street to Butternut Street

**Figure 3a**

- **Existing West St., Franklin St., and Clinton St.**西面的三座天桥拓宽工程。
- **New ramp** 新增的匝道将北向I-81与西向I-690相连。
- **West St. overpass would be removed.** 西街的过街天桥将被拆除。
- **The interchange would be reconstructed and reconfigured.** 交换区将被重建和重新配置。
- **New path would be built along west bank of Genesee between Erie Blvd. and Evans St.** 新的路径将沿着Genesee河的西岸，从Erie Blvd.到Evans St.之间。
- **New interchange speed limit would be 55 mph (currently posted at 45 mph).** 新的交换区速度限制将为55英里/小时（目前为45英里/小时）。
- **Hamarin St. off-ramp would be reconstructed with two lanes.** 哈马林街的出口匝道将被重建为两条车道。
- **Almond St. would be reconstructed with bicycle and pedestrian enhancements.** 阿尔蒙德街将被重建，增加自行车和行人设施。
- **Removal of connectivity between Almond St. and Cedar or Madison St.** 阿尔蒙德街与CEDAR或马迪逊街之间的连接将被移除。
- **New off-ramp at Catherine St. connecting downtown/University Hill--would replace existing connection on Townsend St.** 新的出口匝道将与市中心/大学山连接，取代现有连接于汤森德街。
- **New on-ramp at Almond St. & McBride St.** 新的入口匝道将位于阿尔蒙德街与麦克布赖德街。
- **Ramp from northbound I-690 to westbound I-690 would change from a right-side to left-side exit, eliminating the weaving movement for traffic.** 北向I-690和西向I-690的匝道将从右侧出口变为左侧出口，消除车辆的交织运动。
- **No connections between Almond St. to Colvin St.** 阿尔蒙德街与科尔文街之间没有连接。
- **Wider structure would be closer to adjacent buildings.** 更宽的结构将靠近相邻的建筑物。
- **No access from Monroe St. to Almond St.** 摩根街到阿尔蒙德街之间没有通行。

See Figure 3-2 for Butternut to Bear Streets
Lorem ipsum

New Spencer St. bridge with sidewalks on each side

Northbound I-81 off-ramp would be made longer, making it easier for traffic to merge

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Spencer St. would become a dead end

Existing southbound I-81 off-ramp at Genant Dr. would be removed

N. Clinton St. would be reconstructed from Bear St. to new Butternut St. bridge with new pavement, sidewalks on each side, curbside parking where possible, street trees, and curb bump-outs to shorten pedestrian crossing distances. Shared lanes for bicycles and vehicles would be provided from Spencer St. south to the N. Franklin St. intersection.

N. Clinton St. would be realigned opposite N. Clinton St.

Northbound I-81 on-ramp would be made longer, making it easier for traffic to merge

New Court St. bridge with new sidewalks on each side

Northbound I-81 off-ramp would be made longer, making it easier for traffic to merge

New Spencer St. bridge with sidewalks on each side

New on-road bike lanes on Spencer St. between N. Clinton St. and N. Salina St.

N. State St. from Ash St. to Butternut St. would be reduced from three lanes to two lanes, with new sidewalk along its west side and parking and street trees where possible

New on-road bike lanes on Spencer St.

N. Clinton would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

Existing southbound I-81 off-ramp at Genant Dr. would be removed

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

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New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps

New location of southbound I-81 on- and off-ramps connecting to N. Clinton St.
From I-690 to Hiawatha Blvd., I-81 would be widened from three to four lanes in each direction.

N. Clinton would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle).

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound I-81 ramps.

New location of southbound I-81 on- and off-ramps would connect to N. Clinton St.

New Bear St. bridge with sidewalks on each side.

New overlook, new shared use path, and new sidewalks.

Service road would be realigned opposite N. Clinton St.

The two ramps from Onondaga Lake Parkway and Old Liverpool Rd. would be combined into a single southbound I-81 on-ramp.

See Figure 3-2 for Butternut to Bear Streets.
I-81 Viaduct Project

Lorem ipsum

New I-690 interchange at Crouse and Irving Aves. would provide direct connection to University Hill

West St. overpass would be removed. The interchange would be reconstructed and reconfigured

Proposed canal-themed district, bordered by Salina St. to the west, Erie Blvd. to the south, State St. to the east, and Willow St. to the north, centered on the historic confluence of the Oswego and Erie Canals. New city blocks: Oswego Blvd. from Willow to James Sts.; Pearl St. from Willow St. to Erie Blvd. would be reinstated as they were historically

Crouse Ave. would be converted from a one-way to two-way street between Genesee St. and Adams St.

Because of a continuous median, only right turns possible to Madison St., and to and from Monroe St., which would not be signalized; no pedestrian crossings

New entrance ramp to northbound BL 81 connecting to Erie Blvd., James St., and E. Willow St.

Harrison St. and Adams St. would be converted from one-way to two-way streets

Either signalized intersection or roundabout would be installed at NCA, J. East

Existing I-81 south of I-690 would be designated as Business Loop 81 (BL 81)

Community Grid Alternative: Colvin Street to Butternut Street

Figure 5a
Existing southbound I-81 off-ramp at Genant Dr. would be removed

Service road would be realigned opposite N. Clinton St.

N. Clinton would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound BL 81 ramps

New location of southbound BL 81 on- and off-ramps connecting to N. Clinton St.

Section of Genant Dr. would become a dead end street

Existing southbound I-81 off-ramp at Genant Dr. would be removed

N. Clinton St. would be reconstructed from Bear St. to new Butternut St. bridge with new pavement, sidewalks on each side, curbside parking where possible, street trees, and curb bump-outs to shorten pedestrian crossing distances. Shared lanes for bicycles and vehicles would be provided from Spencer St. south to the N. Franklin St. intersection

N. Clinton St. would be extended to Butternut St.

N. Clinton St. would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle)

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound BL 81 ramps

Northbound BL 81 on-ramp would be made longer, making it easier for traffic to merge

New Court St. bridge with new sidewalks on each side

Northbound BL 81 off-ramp would be made longer, making it easier for traffic to merge

New Spencer St. bridge with sidewalks on each side

New on-road bike lanes on Spencer St. between N. Clinton St. and N. Salina St.

N. State St. from Ash St. to Butternut St. would be reduced from three lanes to two lanes, with new sidewalk along its west side and parking and street trees where possible

New on-road bike lanes on Spencer St. between N. Clinton St. and N. Salina St.

N. State St. from Ash St. to Butternut St.

Community Grid Alternative: Butternut Street to Bear Street

Figure 3-25 for Colvin Street to Butternut Street

Figure 3-26

I-81 Viaduct Project

8/28/2018
The two ramps from Onondaga Lake Pkwy. and Old Liverpool Rd. would be combined into a single southbound BL 81 on-ramp.

From I-690 to Hiawatha Blvd., northbound BL 81 would be widened from three to four lanes, southbound BL 81 would remain three lanes.

N. Clinton would be widened here from one lane in each direction to three lanes (one southbound lane, one northbound lane, and turn lane in the middle).

Section of Genant Dr. south of Bear St. would be removed to make way for new southbound BL 81 ramps. New location of southbound BL 81 on- and off-ramps, would connect to N. Clinton St.

The service road would be realigned opposite N. Clinton St.

New overlook, new shared use path, and new sidewalks.

New Bear St. bridge with sidewalks on each side.

See Figure 3-24 for Butternut to Bear Streets.
Existing I-81 would be de-designated as an interstate and renamed Business Loop 81 (BL 81)

East Glen Avenue, relocated here, would connect to BL 81 and Brighton Avenue

Current East Glen Avenue location

New Brighton Avenue bridge

Existing I-481 would be re-designated as I-81

I-81 would be two lanes in each direction, with a 65 mph speed limit

Southbound BL 81 would merge with southbound I-81 here

Northbound I-81 ramp would be reconfigured to provide access to BL 81 and to Brighton Avenue via the new interchange at East Glen Avenue

New interchange would provide full access between BL 81 and East Glen Avenue

Ramps to/from Rock Cut Road would remain

Community Grid Alternative:
South Interchange of the New I-81 (formerly I-481)

Figure 6
Northern Blvd would continue to be State Route 481.

Existing ramps would remain.

Ramp would be reconstructed.

Business Loop 81 would merge/diverge with I-81 via high speed ramps.

Interchange would be re-configured so that I-81 would be two lanes in each direction. Speed limit would be 65 mph.

Existing I-481 would be re-designated as I-81.

Existing I-81, south of new I-81, would be re-designated as the Business Loop 81.

Community Grid Alternative:
North Interchange of the New I-81 (formerly I-481)

Figure 7

I-81 Viaduct Project
Southbound BL 81 exit to Clinton Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81

Butternut Street Bridge rebuilt adjacent to its existing location

Westbound I-690 to BL 81 would be demolished and rebuilt

New Pearl Street on-ramp

Extended Pearl Street would provide access to northbound BL 81 from Erie Boulevard, James Street, and E. Willow Street

Extended Oswego Boulevard would provide access to James Street and Erie Boulevard from southbound BL 81