Thank you for joining the Federal Highway Administration and the New York State Department of Transportation for the I-81 Viaduct Project. You will have an opportunity to provide written comments on the project.

**Schedule of Events**

3:00 PM to 8:00 PM: Open house and displays
6:00 PM: Presentation

- Spanish/English interpreters are available. *Intérpretes de español/inglés están disponibles.*
- Translation to multiple languages available at LinguaLinx table.
- A sign language interpreter is available.
What are the steps in the environmental review process?

- **Notice of Intent**
  Formally announces project and initiates environmental review
  
  **August 26, 2013**

- **Scoping Process**
  Establishes framework for environmental review
  
  **In progress**

- **Draft Environmental Impact Statement (DEIS)**
  Documents potential environmental, social, and economic effects
  
  **Early 2017**

- **Publication and Public Review of DEIS**
  Minimum 45-day public review period, including a public hearing
  
  **2017**

- **Final Environmental Impact Statement**
  Addresses public and agency comments on DEIS as well as any project refinements
  
  **2017**

- **Record of Decision**
  FHWA and NYSDOT decision document that officially identifies the preferred alternative and mitigation commitments. It ends the NEPA process and allows the project to enter final design and construction.
  
  **2017**
The Draft EIS will...
Assess the social, economic, and environmental effects of the project, including potential impacts on:

- Transportation
- Regional and Local Economies
- Air Quality
- Asbestos
- Land Use
- Land Acquisition, Displacement, and Relocation
- Energy and Greenhouse Gases
- Hazardous and Contaminated Materials
- Neighborhoods and Community Cohesion
- Historic and Cultural Resources
- Noise
- Farmlands
- Social Groups Benefitted or Harmed / Environmental Justice
- Parklands and Recreational Resources
- Water Quality
- Scenic Byways
- School Districts and Places of Worship
- Visual Resources
- General Ecology and Wildlife Resources
- Construction Effects

For each topic, the EIS will...

Identify the Affected Environment

Assess the Environmental Consequences of the Build Alternatives

If impacts are anticipated, identify measures to avoid, minimize, and/or mitigate the impacts
### Viaduct Alternative Options: Comparison of Property Impacts

<table>
<thead>
<tr>
<th>Description</th>
<th>No Build Alternative</th>
<th>Option V-2</th>
<th>Option V-3</th>
<th>Option V-4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Property Impacts</td>
<td>0</td>
<td>37 (36 buildings)</td>
<td>30 (29 buildings)</td>
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<td>Residents Displaced</td>
<td>0</td>
<td>527</td>
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<td>48</td>
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<td>Employees Displaced</td>
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<td>2</td>
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<td>Other Considerations</td>
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<td>Temporary or permanent occupancy of Wilson Park Displaces Snowden Apartments and Syracuse Pavilion (reentry center) Displaces Samaritan Center, facility for the hungry located in the former St. John the Evangelist Church Displaces Nettleton Commons, loft conversion with 60 apartments and retail</td>
<td>Temporary or permanent occupancy of Wilson Park Displaces Samaritan Center, a facility for the hungry located in the former St. John the Evangelist Church</td>
<td>Temporary or permanent occupancy of Wilson Park</td>
</tr>
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</table>

Notes: Property information is subject to change with refined design. Some properties are listed or eligible for listing on the National Register of Historic Places and are local landmarks. Such structures are included in both “Identified National Register Historic Structures” and “Identified Local Landmarks.”

Viaduct Alternative Option V-2: New Viaduct Fully Improved to Current Standards

- Would reconstruct all highway elements to fully meet current design standards
- Would improve safety and reduce accidents over the existing viaduct
- Would implement same bicycle/pedestrian improvements as V-3 and V-4
- Would result in acquisition of 36 buildings, including several historic ones, and the displacement of 527 residents and 753 employees
  - Displacements would include Snowden Apartments, Syracuse Pavilion (reentry center); Samaritan Center, facility for the hungry located in the former St. John the Evangelist Church; Nettleton Commons, loft conversion with 60 apartments and retail; and others

Why Does NYSDOT Recommend Dismissal of Option V-2?

- Adverse impacts to properties would result in the acquisition of historic buildings as well as substantial displacement of residences and businesses
- FHWA and NYSDOT to make decision in Draft Environmental Impact Statement

Option V-4 is referred to as the Viaduct Alternative at this Open House
Viaduct Alternative Option V-3: New Viaduct with Substantial Design Improvements

- Would reconstruct all highway elements to nearly meet current design standards
- Would improve safety and reduce accidents over the existing viaduct
- Would implement bicycle/pedestrian improvements similar to V-2 and V-4
- Would result in acquisition of 29 buildings, including several historic ones, and the displacement of 48 residents and 695 employees
  - Displacements would include Samaritan Center, facility for the hungry located in the former St. John the Evangelist Church

Why Does NYSDOT Recommend Dismissal of Option V-3?

- Adverse impacts to properties would result in the acquisition of historic buildings as well as substantial displacement of residences and businesses
- FHWA and NYSDOT to make decision in Draft Environmental Impact Statement

Option V-4 is referred to as the Viaduct Alternative at this Open House
Tunnel Alternative Options T-5, T-6, T-7

Based on public input received during the scoping comment period, NYSDOT conducted additional engineering and further analysis to determine if there is a tunnel alternative that addresses the project’s need and meets the project purpose and objectives, as well as the established screening criteria.

Three concepts were developed:

**Option T-5**
**Shallow Tunnel under Almond Street**

- I-81 would be replaced by an approx. 2-mile-long tunnel from around East Kennedy Street to Butternut Street
- Tunnel would be relatively shallow and would need to be built with cut-and-cover construction

**Option T-6**
**Deep Tunnel West of Almond Street**

- I-81 would be replaced by an approx. 2-mile-long tunnel from around East Kennedy Street to Butternut Street
- Portions of the tunnel would be deep underground
- Would be built with a combination of bored tunneling, mining, and cut-and-cover construction

**Option T-7**
**Deep Tunnel West of Almond Street (Non-Interstate)**

- Idea emerged from public input
- I-81 would be replaced by a high speed, non-interstate tunnel through Downtown Syracuse from MLK, Jr. East to Hickory Street
- This option would include all elements of the Community Grid Alternative, including a boulevard along Almond Street, the conversion of I-481 to I-81, and interchange modifications such as a new I-690 interchange at Crouse and Irving Avenues
- Portions of the tunnel would be deep underground
- Would be built with a combination of bored tunneling, mining, and cut-and-cover construction

Legend
Gray: Existing
Blue: Proposed Cut/Cover Tunnel
Magenta: Bored Tunnel
Red: Tunnel Approach
Orange: Impacted Building
Why Does NYSDOT Recommend Dismissal of Tunnel Alternative Options T-5, T-6, and T-7?

Option T-5
- Constructability issues: Would be difficult and risky to construct
  - Cut-and-cover tunneling along Almond Street would be disruptive; T-5 would temporarily disrupt 16 major road crossings and 1 railroad crossing:
    - Martin Luther King, Jr. East
    - NY Susquehanna and Western RR
    - Burt Street
    - East Taylor Street
    - Jackson Street
    - Monroe Street
    - East Adams Street
    - Harrison Street
    - East Genesee Street
    - East Fayette Street
    - East Washington Street
    - East Water Street
    - Erie Boulevard
    - James Street
    - East Willow Street
    - North Salina Street
  - Underpinning existing viaduct, built over 55 years ago, would be risky operation with some unknowns such as potential for soils to shift underground. Difficult construction would add at least 2-3 years to length of construction
  - Would require relocation of major utilities (adds complexity, cost, time)
  - Extensive property needs include
    - Buildings 34
    - Parking Lots 1
    - Open Space 0
    - State/National Register (S/NR) Listed/Eligible 11
    - Local Landmarks 12
    - Potential S/NR Eligible 5
    - Displaced Employees 714
    - Displaced Residents 175
  - Would be costly: $3.1 billion

Option T-6
- Connectivity issues:
  - Would close Townsend Street from Genesee Street to Harrison Street and James Street between Oswego Boulevard and State Street
  - Property issues include acquisition of Verizon Building, hub for telecommunications equipment, and impacts to Firefighter’s Memorial Park, a local landmark
    - Buildings 16
    - Parking Lots 0
    - Open Space 1
    - S/NR Listed/Eligible 4
    - Local Landmarks 4
    - Potential S/NR Eligible 6
    - Displaced Employees 746
    - Displaced Residents 46
  - Would be costly: approximately $2.6 billion

Option T-7
- Passes on property
  - Buildings 11
  - Parking Lots 0
  - Open Space 0
  - S/NR Listed/Eligible 2
  - Local Landmarks 1
  - Potential S/NR Eligible 3
  - Employees 299
  - Displaced Residents 45
- Would be costly: approximately $2.5 billion; no added value commensurate with additional cost ($1.2 billion) compared with other Community Grid options

FHWA and NYSDOT to make decision in Draft Environmental Impact Statement
Community Grid Alternative
CG-1
Boulevard

Under CG-1, Almond Street would become a boulevard and the primary north-south thoroughfare through the city; I-81 would be re-routed outside the city.

Why Does NYSDOT Recommend Dismissal of Option CG-1?

- Would require construction of an overpass along Erie Boulevard from Townsend Street to Forman Street, potentially hindering access to businesses in that area.
- Would sever McBride, Willow Streets, and Water Streets, thereby impacting local street connections.
- Would acquire more property than CG-2, including two buildings listed or eligible for listing on the State/National Register of Historic Places.
- Acquisition of 7 buildings would displace 46 residents and 116 employees.
- Proposed canal-themed district would not be possible with CG-1.
- Would require more lanes on Almond Street than CG-2 and would not optimize the use of the existing city street network compared with CG-2.
- FHWA and NYSDOT to make decision in Draft Environmental Impact Statement.

Option CG-2 is referred to as the Community Grid Alternative at this Open House.
No Build Alternative

- The No Build Alternative serves as a baseline against which other alternatives can be compared.

- The No Build Alternative would maintain the highway in its existing configuration with only routine maintenance and repairs to ensure the safety of the traveling public, implementing safety measures to the extent feasible and financially practicable.
Project Alternatives

- The No Build, Viaduct, and Community Grid Alternatives are under consideration in the Draft Environmental Impact Statement (DEIS).

**NO BUILD ALTERNATIVE**

Estimated Cost: There would be costs associated with the No Build Alternative in each year that repairs are undertaken. As the facility continues to deteriorate, the level of effort and associated costs would increase.

**VIADUCT ALTERNATIVE**

Estimated Cost: **$1.7 billion**

**COMMUNITY GRID ALTERNATIVE**

Estimated Cost: **$1.3 billion**
Onondaga Creekwalk Improvements

1907 View of Engineering Disaster at Historic Aqueduct

Historic View of Culvert Construction

Historic Stone Arch Bridge at Genesee Street

Opportunity to Create Viewing Area of Historic Aqueduct at Erie Boulevard

Potential Creekwalk Improvements

Potential West Bank Creekwalk

LEGEND

Viaduct and Community Grid Alternatives
West Street Improvements

Existing View (Overlaid) Looking North Toward Franklin Square

Proposed View Looking North Toward Franklin Square
West Street Improvements

Existing View (Overlaid) Looking East Toward Clinton Square

Proposed View Looking East Toward Clinton Square
West Street Improvements

Existing View (Overlaid) Looking East Toward Clinton Square

Proposed View Looking East Toward Clinton Square
New Butternut Street Bridge

Proposed New Butternut Street Bridge realigned with Genant Drive

Proposed Capacity Improvements on I-81 from I-690 to Hiawatha Boulevard

One lane would be added in each direction
I-481 Re-designated as I-81

Community Grid Alternative

North Interchange

South Interchange
The Community Grid Alternative Overview image details the proposed changes to the city streets, freeways, and traffic management. Key points include:

- **Existing I-490 north of I-690** would be redesignated as a “spur” or branch, of I-490 (e.g., I-585 or I-581).
- **West St. overpass would be removed**, controlled by a traffic signal, and a new interchange would be designed to meet Genesee St., creating a roundabout.
- West St. would be lowered to meet Genesee St., creating a roundabout at the intersection.
- **I-81** would be reinstated as they were historically.
- **New city blocks** would be created: Oswego Blvd. from Willow to James St., and Genesee St. between Erie Blvd. and Onondaga Creek.
- **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 path** would be built along the west bank of Onondaga Creek between Erie Blvd. and Evans St.
- **New ramp** connecting southbound I-490 to northbound I-490.
- **New exit ramp** from former northbound I-41 connecting to Willow St., James St., and Erie Blvd.
- **New entrance ramp** to former northbound I-41 connecting to Erie Blvd., James St., and E. Willow St.
- **New interchange** at Genesee St. and Irving Aves. would provide direct connection to University Hill.
- **New I-690 interchange** at Crouse and Irving Aves. would provide direct connection to University Hill.
- **Crouse Ave.** would be converted from a one-way to a two-way street between Genesee St. and Adams St.

The changes aim to improve traffic flow, enhance connectivity, and integrate historical districts into the urban fabric, creating a more livable and sustainable cityscape.
MLK, Jr. East Intersection Options

- Potential Signalized "T" Intersection at Martin Luther King, Jr. East (formerly East Castle Street)
- Potential Roundabout at MLK, Jr. East
- Potential Signalized "T" Intersection at MLK, Jr. East
- Potential Roundabout at MLK, Jr. East
On and Off Ramps at MLK, Jr. East

Community Grid Alternative Proposed Aerial View

Community Grid Alternative Proposed View Looking East on MLK, Jr. East
The disconnected portion of Irving Avenue between East Fayette Street and East Water Street would be reconnected under the Community Grid Alternative.

The new interchange would provide an access point to I-690 and to former I-81 (via I-690) to and from the north, east, and west; would reduce reliance on Almond Street; and would restore the missing street grid on Irving Avenue.

The new interchange would provide a more direct connection to the major employment center of University Hill from I-690 and would optimize the use of the city street grid.

University Hill is one of the two major destinations for traffic in the viaduct priority area (the other major destination, Downtown, also would be served by direct connections at Oswego Boulevard and Clinton Street).

Syracuse University was historically laid out to be approached from the north. The new Crouse / Irving interchange would reestablish the historic approach to the University and has the potential to create a new gateway for both educational and medical facilities.
Enhanced Bicycle and Pedestrian Safety

Bicycle Network with Project Proposed Improvements

Community Grid Alternative (Typical View)

LEGEND

- I-81 Project Proposed Bicycle Facility
- Existing City Bicycle Facility
- Proposed City Bicycle Facility

*Syracuse Bicycle Plan: A Component of the Syracuse Comprehensive Plan, 2010
Level of Service for Project Intersections (2020 Projections)

Level of Service (LOS) is an assessment of a road’s operating conditions. It reflects the relative ease of traffic flow on a scale of A to F, with minimal delays rated as LOS A and congested conditions rated as LOS F.

- More than 260 intersections were analyzed
- Under the Viaduct and Community Grid Alternatives, the vast majority of intersections would operate at LOS A, B, or C, which is very good
- Less than 6 percent of intersections would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct and Community Grid Alternatives
- Efforts to improve LOS continue

LOS Legend

- A
- B
- C
- D
- E
- F

Morning Peak

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<td>19%</td>
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Afternoon Peak

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Level of Service for Project Intersections (2050 Projections)

Level of Service (LOS) is an assessment of a road’s operating conditions. It reflects the relative ease of traffic flow on a scale of A to F, with minimal delays rated as LOS A and congested conditions rated as LOS F.

- More than 260 intersections were analyzed
- Under the Viaduct and Community Grid Alternatives, the vast majority of intersections would operate at LOS A, B, or C, which is very good
- Less than 9 percent of intersections would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct and Community Grid Alternatives
- Efforts to improve LOS continue

**LOS Legend**

- A
- B
- C
- D
- E
- F
Overview

West St. overpass would be removed, and a new interchange would be controlled by a traffic signal.

West St. would be lowered to meet Genesee St., creating a normal road intersection.

A new path would be built along west bank of Onondaga Creek.

New ramp connecting southbound I-81 to westbound I-690.

Harrison St. off-ramp would be reconstructed with two lanes.

Almond St. would be reconstructed from a one-way to a two-way street between Genesee St. and Adams St.

No connections between Almond St. and Cedar or Madison St.

No access from Hinsdale St. to Almond St.

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

Legend

- 4-lane
- Interchange
- Interstate-to-interstate ramps
- Local ramps
- Local streets

Evans St. between Erie Blvd. and Onondaga Creek along west bank of New path would be built.

New partial interchange at MLK, Jr. East

MATTHEW J. DRISCOLL, Commissioner
ANDREW M. CUOMO, Governor
DAVID P. SMITH, PE, Regional Director
On and Off Ramps at MLK, Jr. East
Enhanced Bicycle and Pedestrian Safety

Viaduct Alternative

Bicycle Network with Project Proposed Improvements

Viaduct Alternative (Typical View)

Legend:
- I-81 Project Proposed Bicycle Facility
- Existing City Bicycle Facility
- Proposed City Bicycle Facility*

Level of Service for Project Interstates (2020 Projections)

Level of Service (LOS) is an assessment of a road’s operating conditions. It reflects the relative ease of traffic flow on a scale of A to F, with free flow rated as LOS A and breakdown in traffic flow rated as LOS F.

- More than 190 segments were analyzed
- Under the Viaduct and Community Grid Alternatives, the vast majority of segments would operate at LOS A, B, or C, which is very good
- Less than 5 percent of highway sections would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct and Community Grid Alternatives
- Efforts to improve LOS continue

**LOS Legend**

- **A**
- **B**
- **C**
- **D**
- **E**
- **F**
Level of Service for Project Interstates (2050 Projections)

Level of Service (LOS) is an assessment of a road’s operating conditions. It reflects the relative ease of traffic flow on a scale of A to F, with free flow rated as LOS A and breakdown in traffic flow rated as LOS F.

- More than 190 segments were analyzed
- Under the Viaduct and Community Grid Alternatives, the vast majority of segments would operate at LOS A, B, or C, which is very good
- Less than 9 percent of highway sections would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct and Community Grid Alternatives
- Efforts to improve LOS continue

**LOS Legend**

- A
- B
- C
- D
- E
- F

**Traffic Analysis**

**Morning Peak**

- No Build:
  - A: 20%
  - B: 42%
  - C: 20%
  - D: 8%
  - E: 2%
  - F: 8%

- Viaduct:
  - A: <1%
  - B: 5%
  - C: 24%
  - D: 24%
  - E: 5%
  - F: <1%

- Community Grid:
  - A: 13%
  - B: 30%
  - C: 33%
  - D: 9%
  - E: 1%
  - F: <1%

**Afternoon Peak**

- No Build:
  - A: 24%
  - B: 48%
  - C: 21%
  - D: 6%
  - E: 1%
  - F: <1%

- Viaduct:
  - A: 3%
  - B: 13%
  - C: 36%
  - D: 48%
  - E: 7%
  - F: 7%

- Community Grid:
  - A: 9%
  - B: 33%
  - C: 45%
  - D: 12%
  - E: 1%
## Estimated Travel Times (in minutes)

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<th>Evening Peak</th>
<th>Morning Peak</th>
<th>Evening Peak</th>
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Efforts to avoid or minimize property impacts continue.
Potential Building Acquisitions

Efforts to avoid or minimize property impacts continue.
Contact Us

Please write to us at I81Opportunities@dot.ny.gov
or NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington Street
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