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

Public Participation Throughout

We are here
The Draft EIS will...

Assess the social, economic, and environmental effects of the project, including potential impacts on:

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Regional and Local Economies</th>
<th>Air Quality</th>
<th>Asbestos</th>
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<td>Visual Resources</td>
<td>General Ecology and Wildlife Resources</td>
<td>Construction Effects</td>
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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
<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>
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<tbody>
<tr>
<td><strong>Building Property Impacts</strong></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>
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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
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
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

Potential Creekwalk Improvements

Opportunity to Create Viewing Area of Historic Aqueduct at Erie Boulevard

Potential West Bank Creekwalk

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
Interchange would be
Road would continue
Existing ramps would remain.
Existing ramp would be reconstructed.
Interchange would be reconstructed so that I-81 would be two lanes in each direction. Speed limits would be 70 mph.
Existing I-81, south of new I-81, would be redesigned as a spur, or branch, of I-81.
Existing I-481 would be redesignated as I-81.

North Interchange

South Interchange

Existing I-481 would be redesignated as I-81.

New connector road would provide full access between former I-81 and Brighton Avenue.

 Brighton Ave. bridge would be replaced.

Community Grid Alternative

ANDREW M. CUOMO, Governor
MATTHEW J. DRISCOLL, Commissioner
DAVID P. SMITH, PE, Regional Director
Existing I-81 north of I-690 would be re-designated as a “spur,” or branch, of I-90 (e.g., I-381 or I-581)

Existing on-ramps at Pearl St. and Butternut St. would be replaced with a single on-ramp at Pearl St.

Proposed canal-themed district, bordered by Salina St., Willow St., James St., and E. Willow St., would be reinstated as they were historically

New location of Butternut Street Bridge

Butternut Street Bridge

James St., and E. Willow St. connecting to Erie Blvd., former northbound I-81

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

New ramp connecting southbound I-81 to northbound I-90

New ramp connecting southbound I-81 to westbound I-90

New ramp connecting southbound I-81 to eastbound I-81

New interchange posted speed limit: would be 55 mph (currently posted at 45 mph)

New 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.

Almond St. would be reconstructed as a boulevard with bicycle and pedestrian enhancements, as well as a planted median about 18 to 29 feet wide

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

Almond St. would be reconstructed as a boulevard with bicycle and pedestrian enhancements, as well as a planted median about 18 to 29 feet wide

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

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

Existing I-81 south of I-690 would be designated as a new NYS route

Existing ramp connecting southbound I-81 to northbound I-90

New ramp connecting southbound I-81 to eastbound I-81

NORTHSIDE

DOWNTOWN

SOUTHSIDE

UNIVERSITY HILL

Legend

- I-81
- I-490
- Interstate-to-interstate ramps
- Local ramps
- Local streets
- Proposed canal-themed district
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.
Enhanced Bicycle and Pedestrian Safety

Community Grid Alternative

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

<table>
<thead>
<tr>
<th>Legend</th>
<th>A</th>
<th>B</th>
<th>C</th>
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Traffic Analysis

Morning Peak

- No Build
  - A: 42%
  - B: 35%
  - C: 18%
  - D: 5%
  - E: 1%
  - F: <1%

- Viaduct
  - A: 20%
  - B: 39%
  - C: 35%
  - D: 4%
  - E: 1%
  - F: <1%

- Community Grid
  - A: 19%
  - B: 29%
  - C: 22%
  - D: 6%
  - E: 2%
  - F: <1%

Afternoon Peak

- No Build
  - A: 43%
  - B: 30%
  - C: 18%
  - D: 7%
  - E: 2%
  - F: <1%
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
On and Off Ramps at MLK, Jr. East

Viaduct Alternative

Viaduct Alternative Proposed Aerial View

Viaduct Alternative Proposed View Looking East on MLK, Jr. East
Enhanced Bicycle and Pedestrian Safety

Viaduct Alternative
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

**Traffic Analysis**

**Morning Peak**

- No Build: 3% A, 2% B, 25% C, 43% D, 22% E, 5% F

**Afternoon Peak**

- No Build: 1% A, 9% B, 43% C, 30% D, 12% E, 5% F

- Viaduct: 5% A, 26% B, 22% C, 46% D, 3% E, 1% F

- Community Grid: 3% A, 30% B, 25% C, 42% D, 3% E, 1% F

- Viaduct: 5% A, 12% B, 32% C, 50% D, 3% E, 1% F

- Community Grid: 3% A, 15% B, 29% C, 52% D, 3% E, 1% 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
## Estimated Travel Times (in minutes)

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Efforts to avoid or minimize property impacts continue
Potential Building Acquisitions

Efforts to avoid or minimize property impacts continue

I-81 Viaduct Project

U.S. Department of Transportation
Federal Highway Administration

ANDREW M. CUOMO, Governor
MATTHEW J. DRISCOLL, Commissioner
DAVID P. SMITH, PE, Regional Director
Contact Us

Please write to us at I81Opportunities@dot.ny.gov

or NYSDOT Region 3
I-81 Viaduct Project
333 E. Washington Street
Syracuse, NY 13202

Call us at the project hotline, 1-855-I81-TALK (855-481-8255)

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