Welcome

Please Sign In Here

Thank you for joining the New York State Department of Transportation at the I-81 Viaduct Project Public Information Meeting. You will have an opportunity to provide comments on the project.

Schedule of Events

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

Comments may be submitted:

- In writing, via email at I81Opportunities@dot.ny.gov, or by filling out the available comment forms here or mailing them at your convenience to:

  I-81 Viaduct Project
  New York State Department of Transportation
  333 E. Washington Street
  Syracuse, NY 13202

- Orally, in private, by dictating them to a stenographer. Please sign up here.

- 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.
No Build Alternative

- 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.

- The No Build Alternative is a requirement of the National Environmental Policy Act and serves as a baseline against which the potential effects of other alternatives can be compared.

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

- Would replace the I-81 viaduct with a new viaduct that meets the latest engineering design standards
- Full reconstruction of I-81 between approximately Colvin Street and Hiawatha Boulevard
- Reconstruction of I-690 from Leavenworth Avenue to Lodi Street, including all connections between I-81 and I-690
- New viaduct would have at least four 12-foot travel lanes (two in each direction) and full shoulders

Cost: $2.2 billion
Construction duration: 6 years
Community Grid Alternative

- Would involve demolition of the I-81 viaduct between the railway bridge near Renwick Avenue and the I-81/I-690 interchange.
- This portion of I-81 would be de-designated as an interstate, and I-481 would be re-designated as the new I-81.
- Portion of I-81 between its interchanges with I-481 (16A and 29) would be re-designated as Business Loop 81 (BL 81), including Almond Street and Erie Boulevard from Almond Street to Oswego Boulevard.
- I-690 would be reconstructed from Leavenworth Avenue to Beech Street, with a partial BL 81/I-690 interchange.
- Direct highway connections to and from University Hill and Downtown would be located at Crouse and Irving Avenues and West Street (to I-690), Clinton, Oswego, and Pearl (to BL 81), and MLK, Jr. East.

Cost: $1.9 billion
Construction duration: 5 years
Orange Tunnel Concept

- Would replace I-81 viaduct from the New York, Susquehanna and Western Railway bridge near Renwick Avenue to the I-81/I-690 interchange with a deep, 1.4-mile-long tunnel
- Tunnel would carry two lanes in each direction
- Portals would be located south of Dr. Martin Luther King, Jr. East and south of James Street
- I-690 would be reconstructed from Leavenworth Avenue to Lodi Street

Why is NYSDOT dismissing the Orange tunnel concept?

- Worsens connectivity: traffic severed at Washington, Jackson, and Burt Streets, as well as at Almond Street between Van Buren Street and Burt Street
- Unreasonable 11-year construction duration
- Unreasonable $4.9 billion cost
Tunnel Portals

North Portal
South of James Street and the BL 81 and I-690 Interchange

1 View looking south at the bridge carrying James Street and the north tunnel beyond

2 A bridge would carry James Street over the depressed highway leading to the north tunnel portal

South Portal
Almond Street between East Kennedy Street and Dr. Martin Luther King, Jr. East

3 View looking north into south tunnel portal

4 View of south tunnel portal area

- Potential Ventilation Building
- Erie Canal Museum
- City Hall
- Suny ESF Centennial Hall
- Potential Ventilation Building
- Suny ESF Centennial Hall
- Dr. MLK, Jr. Elementary School
- NL State St.
A new viaduct would begin as a bridge over the railroad, same as existing I-81. The wider structure would be closer to adjacent buildings.

The interchange would be reconstructed and reconfigured. New on-ramps at Almond St. connecting Downtown/University Hill to eastbound I-690 would replace existing connections from Harrison St. and McBride St.

Existing West St. overpass would be removed. West St. would be lowered to meet Genesee St., creating an intersection.

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

New off-ramp at Catherine St. connecting westbound I-690 to Downtown/University Hill would replace existing connection on Townsend St.

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

New viaduct would pass above the railway. The interchange would be reconstructed and reconfigured. New on-ramps at eastbound I-690 and westbound I-81 would replace existing connection on Townsend St.

Ramps from northbound I-81 to eastbound I-690 would change from a right-side to left-side exit, eliminating a weaving movement for traffic.

Ramp from eastbound I-690 to westbound I-81 would change from a one-way to a two-way street between Genesee St. and Adams St.

New partial interchange at MLK, Jr. East would replace existing connection on Townsend St. New path would be built along west bank of Onondaga Creek between Erie Blvd. and Evans St.

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

No access from Monroe St. to Almond St.

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

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

The interchange would be reconstructed and reconfigured. New on-ramp at Almond St. connecting Downtown/University Hill to eastbound I-690 would replace existing connections from Harrison St. and McBride St.

Almond St. would be reconstructed with bicycle and pedestrian enhancements.

New viaduct would pass above the railway. The interchange would be reconstructed and reconfigured. New on-ramps at eastbound I-690 and westbound I-81 would replace existing connection on Townsend St.

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

No access from Monroe St. to Almond St.

New location of Butternut Street Bridge would replace existing connection on Townsend St.
Overview
Butternut Street to Hiawatha Boulevard

Viaduct Alternative

The two lanes from Butternut to Parkview St. and 515th St. would be combined into a single viaducted 81 on ramp.

Junction 81 to Mass Ave. 81 would be viaducted from there to the Butternut St. bridge.

Some road would be realigned opposite N. Clinton St.

Section of很开心 Dr. south of 515th St. would be removed. 2 lane/2 lane highway. 81 would be removed.

New location of the Butternut St. on and off ramp connecting to N. Clinton St.

515th St. bridge would be eliminated.

Existing Butternut St. 81 off ramp at 81st St. would be removed.

The existing 81 viaducted 81 ramp from 515th St. would be removed.

515th St. between 8th Ave. and Butternut St. 81 viaducted 81st St. would be removed. 2 lane/2 lane highway. 81 would be restored from Clinton St.

N. Clinton St. would be reconstructed from 8th Ave. to new Butternut St. bridge will have new pavement, sidewalks on each side, include parking where possible, street trees, and bike lanes.

Standing Butternut St. 81 ramp to 515th St. would be removed. 2 lane/2 lane highway. 81 would be restored from Clinton St.
Overview

Project

Viaduct reinstated as they were historically
historic confluence of the Oswego and Erie Canals
east, and E. Willow St. to the north, centered on the
St. to the west, Erie Blvd. to the south, State St. to the

Proposed canal-themed district, bordered by Salina
between Erie Blvd. and
Onondaga Creek
built along west bank of
New path would be

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

Existing West St., Franklin St. and
Clinton St./Salina St. off ramps would be replaced with a new lane exit ramp, and new bike touring to E. Washington St. and
providing access to Franklin St. via Webster’s Landing

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

Butternut Street Bridge
would be reconstructed

New interchange at Crouse and Irving Aves.
would provide direct

exit ramp from southbound BL 81 connecting to E. Willow St., James St., and E. Erie Blvd.

New exit ramp from southbound BL 81 connecting to E. Willow St., James St., and E. Erie Blvd.

James St., and E. Willow St.

connecting to Erie Blvd., northbound BL 81

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

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.

Because of a continuous median, only
right turns would be possible to
Sadler St., and to and from Hawley St. no pedestrian crossings.

BL 81 would pass beneath new railway bridge, new
located at Renwick Ave. Connections from the north
would access University Hill via Van Buren St.

New I-690 interchange at Crouse and Irving Aves.
would provide direct

Proposed canal-themed district

Pedestrian/bicycle path

Ramps

Local streets

I-81

I-690

BL 81

Existing on ramps from northbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

Proposed canal-themed district, bordered by Salina
between Erie Blvd. and
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built along west bank of
New path would be

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

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

Butternut Street Bridge
would be reconstructed

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

West St. would be lowered to
read Genesee St., creating an
intersection

New path would be
designed along back of
Onondaga Creek
between Erie Blvd. and
Zoo St.

Proposed canal-themed district, bordered by Salina
between Erie Blvd. and
Onondaga Creek
built along west bank of
New path would be

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

Existing on ramps from northbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

Proposed canal-themed district

Pedestrian/bicycle path

Ramps

Local streets

I-81

I-690

BL 81

Existing on ramps from northbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

Proposed canal-themed district, bordered by Salina
between Erie Blvd. and
Onondaga Creek
built along west bank of
New path would be

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

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Butternut St. would be replaced with a
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New path would be

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

Existing on ramps from northbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

Proposed canal-themed district

Pedestrian/bicycle path

Ramps

Local streets

I-81

I-690

BL 81

Existing on ramps from northbound BL 81 connecting to E. Willow St., James St., and Erie Blvd.

Proposed canal-themed district, bordered by Salina
between Erie Blvd. and
Onondaga Creek
built along west bank of
New path would be

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

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

Butternut Street Bridge
would be reconstructed

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

West St. would be lowered to
read Genesee St., creating an
intersection

New path would be
designed along back of
Onondaga Creek
between Erie Blvd. and
Zoo St.
Overview
Butternut Street to Hiawatha Boulevard

- Community Grid Alternative
- Butternut Street to Hiawatha Boulevard
- BL 81 Ramps
- Local streets
- Pedestrian/bicycle path
I-81 Viaduct Project

Add new I-81 signage and renumber interchanges as needed

Reconstruct interchange to direct I-81 traffic to the new I-81 (former I-481)

Reconstruct interchange to direct I-81 traffic to the new I-81 (former I-481)

The new I-81 (former I-481) would vary from four to seven lanes in this section to accommodate traffic demand

Make improvements to re-routed I-81, as needed

Traffic calming measures such as narrow shoulders, curbs, and landscaping would be introduced between Colvin Street and MLK, Jr. East to encourage motorists to reduce speeds from 55 mph to 30 mph

Existing I-81 between I-690 and existing I-481 would be renamed BL 81

The new I-81 (former I-481) would vary from four to seven lanes in this section to accommodate traffic demand

Front page: I-81 Viaduct Project

Community Grid Alternative

SYRACUSE UNIVERSITY

Onondaga Lake

Destiny USA

SYRACUSE HANCOCK INT’L AIRPORT

St. Joseph’s Hospital

Syracuse VA Medical Ctr

SUNY ESF

SUNY Upstate Medical Center

Carrier Dome

DOWNTOWN

Civic Center

SYRACUSE UNIVERSITY

Community Grid

Alternative

JAMES ST

ERIE BLVD

ALMOND ST

CLINTON SQUARE

N STATE ST

PEARL ST

S SALINA ST

PEARL ST

OSWEGO BLVD

E WASHINGTON ST

E WATER ST

S CLINTON ST

S WARREN ST

S STATE ST

BUTTERNUT ST

N TOWNSEND ST

BURNET AV

I-481 Designated as I-81 Business Loop 81

I-81

BL 81

I-81

0 2 MILES

Detail enlargements on adjacent boards
I-481 Designated as I-81, Northern Interchange (Interchange 29)

- Bike Lane
- Existing I-81, south of new I-81, would be re-designated as Business Loop 81
- Existing I-81, north of new I-81, would be re-designated as Business Loop 81
- Business Loop 81 would merge/diverge with I-81 via high-speed ramps
- Existing ramps would remain
- Ramp would be reconstructed
- Interchange would be reconfigured 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

Legend:
- Interstate 81
- Business Loop 81
- New ramps
- New road
I-481 Designated as I-81
Southern Interchange (Interchange 16A)

Existing I-81 would be de-designated as an interstate and renamed Business Loop 81 (BL 81).

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

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.

Southbound BL 81 would merge with southbound I-81 here.

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.

Ramps to/from Rock Cut Road would remain.

Southbound BL 81 would merge with southbound I-81 here.

Legend
Interstate 81
Business Loop 81
New ramps
New road

Community Grid
Alternative

Department of Transportation
New southbound BL 81 ramp to northbound I-690.

New northbound BL 81 ramp to westbound I-690.

New southbound BL 81 on-ramp from Colvin St.

New northbound BL 81 off-ramp to Colvin St.

New southbound BL 81 off-ramp to southbound I-690.

Potentially new location of tunnel ventilation building.

New Pearl St. to northbound BL 81 on-ramp and new Pearl St. to Salina St. connection.

New southbound BL 81 ramp to eastbound I-690.

New westbound I-690 ramp to northbound BL 81.

New northbound BL 81 off-ramp to Colvin St.

New southbound BL 81 tunnel.

New northbound BL 81 off-ramp to southbound I-690.

New southbound BL 81 on-ramp from Colvin St.

New northbound BL 81 ramp to westbound I-690.

New southbound BL 81 tunnel.

Butternut St. removed from N. State St. to N. Franklin St.

Existing Butternut St. bridge to be removed, and existing Butternut St. removed from N. State St. to Erie Blvd.

Existing Butternut St. bridge to be removed, and existing Butternut St. removed from N. State St. to Erie Blvd.

New westbound I-690 ramp to northbound BL 81.

New southbound BL 81 ramp to eastbound I-690.

New eastbound I-690 on-ramp from Catherine St.

New eastbound I-690 ramp to northbound BL 81.

New northbound I-690 off-ramp to Colvin St.

New northbound I-690 on-ramp from Colvin St.

New northbound BL 81 off-ramp to northbound I-690.

New southbound BL 81 on-ramp from Colvin St.

New southbound BL 81 tunnel.

New northbound BL 81 on-ramp from Colvin St.

New southbound BL 81 tunnel.

New southbound BL 81 off-ramp to southbound I-690.

New northbound I-690 ramp to northbound BL 81.

New northbound I-690 on-ramp from Colvin St.

New southbound BL 81 tunnel.

New southbound BL 81 tunnel.

New northbound I-690 on-ramp from Catherine St.

New southbound BL 81 tunnel.

New northbound I-690 off-ramp to Colvin St.

New northbound I-690 on-ramp from Colvin St.

New southbound BL 81 on-ramp from Colvin St.

New northbound I-690 on-ramp from Catherine St.

New southbound BL 81 tunnel.

New southbound BL 81 off-ramp to southbound I-690.

New northbound I-690 ramp to northbound BL 81.

New northbound I-690 on-ramp from Colvin St.

New southbound BL 81 tunnel.

New southbound BL 81 off-ramp to southbound I-690.

New northbound I-690 ramp to northbound BL 81.
Overview
Butternut Street to Hiawatha Boulevard
I-81 / I-690 Interchange Area

Viaduct Alternative

Buildings to be acquired

Limit of existing highways
I-690 and Erie Boulevard Area

Community Grid Alternative
New I-690 Interchange at Crouse and Irving Avenues

The new interchange would provide an access point to I-690 and to BL 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. Irving and South Crouse Avenues would both accommodate two-way traffic from the new interchange to Adams Street.

University Hill is one of the two major destinations for traffic in the 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.

The disconnected portion of Irving Avenue between East Fayette Street and East Water Street would be reconnected under the Community Grid Alternative.

Simulation depicting the reconnected Irving Avenue under the Community Grid Alternative.
On and Off Ramps at MLK, Jr. East

Viaduct Alternative

Viaduct Alternative Proposed Aerial View

BEFORE

Viaduct Alternative Proposed View Looking East on MLK, Jr. East

AFTER
On and Off Ramps at MLK, Jr. East

Community Grid Alternative

New four-to-six-acre parcel of land

Community Grid Alternative Proposed Aerial View

BEFORE

Community Grid Alternative Proposed View Looking East on MLK, Jr. East

AFTER
North Clinton Street would be reconstructed from Bear Street to North Franklin Street under the Viaduct Alternative, and from Bear Street to Butternut Street under the Community Grid Alternative.

New ramps to and from I-81 or BL 81 would connect to North Clinton Street, just south of Bear Street.

Improvements would include pedestrian enhancements on North Clinton Street, bicycle facilities, parallel parking, and street trees where possible.

View of Proposed North Clinton Street, between Bear Street and Court Street, looking south.
From I-690 to Hiawatha Boulevard, I-81 has three lanes in each direction. NYSDOT has proposed widening this segment of the highway to improve safety, traffic operations, and capacity.

Under the Viaduct Alternative, this segment would be widened to four lanes in each direction.

Under the Community Grid Alternative, northbound would be widened to four lanes and southbound would remain at three lanes.
Level of Service (LOS)

Intersection Level of Service

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, Community Grid, and Orange Tunnel Concept, the vast majority of intersections would operate at LOS A, B, or C, which is very good
- Less than 5 percent of intersections would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct, Community Grid, and Orange Tunnel

**LOS Legend**

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

**Traffic Analysis**
Level of Service (LOS)

Freeway Segment Level of Service

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 190 segments were analyzed
- Under the Viaduct, Community Grid, and Orange Tunnel Concept, the vast majority of freeway segments would operate at LOS A, B, or C, which is very good
- Less than 7 percent of segments would operate at LOS D, well within acceptable design criteria
- No substantial differences between the Viaduct, Community Grid, and Orange Tunnel

LOS Legend

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

No Build, 2050 AM
- No Build, 2050 PM
- Viaduct, 2050 AM
- Viaduct, 2050 PM
- Community Grid, 2050 AM
- Community Grid, 2050 PM
- Orange Tunnel, 2050 AM
- Orange Tunnel, 2050 PM
## Estimated Travel Times

### Year 2050

#### Morning Peak

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#### From Baldwinsville to:

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Building Acquisitions

Community Grid Alternative

1. 215 Genant Drive
2. 110 Almond Street
3. 101 Lodi Street
4. 500 Renwick Avenue
# Social, Economic, and Environmental Considerations

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<td>Hazardous Waste and Contaminated Materials</td>
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- **Identify the Affected Environment**
- **Assess the Environmental Consequences**
- If effects are anticipated, identify measures to avoid, minimize or otherwise mitigate the effects
Next Steps

Notice of Intent
Formally announces project and initiates environmental review

Scoping Process
Establishes framework for environmental review

Draft Environmental Impact Statement (DEIS)
Documents potential social, economic, and environmental effects

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

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

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.

Final Design/Construction Phase

Preliminary DEIS

Preliminary Draft Environmental Impact Statement
(to inform the public of the status of the project and solicit their input)

Public Participation Throughout
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)

Visit dot.ny.gov/i81opportunities