The No Build, Viaduct, and Community Grid Alternatives are advancing for further study in the DEIS.

Based on public input received, NYSDOT will conduct additional engineering and further analysis to determine if there is a tunnel alternative that addresses the project’s need and meets the project purposes and objectives, as well as the established screening criteria.
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 minor repairs to ensure the safety of the traveling public, implementing safety measures to the extent feasible and financially practicable.
Viaduct Alternative

I-81 Viaduct Project

New Viaduct Fully Improved to Current Standards (Option V-2)
New Viaduct with Substantial Design Improvements (Option V-3)
New Viaduct with Considerable Design Improvements (Option V-4)

Examples of what a new viaduct might look like along Almond Street:

ALMOND STREET VIEW NORTH, ADAMS STREET TO HARRISON STREET
THIS ILLUSTRATION IS ONE OF SEVERAL POSSIBLE CONCEPTS

AERIAL VIEW FROM HARRISON STREET LOOKING NORTH
THIS ILLUSTRATION IS ONE OF SEVERAL POSSIBLE CONCEPTS
Option V-3: New Viaduct with Substantial Design Improvements

Under Option V-3, curves would be tightened at seven locations to reduce property impacts.

Option V-4: New Viaduct with Considerable Design Improvements

Under Option V-4, the curves at five of the seven locations would be further tightened to further reduce the need for building acquisitions.
I-81 Viaduct Project

Community Grid Alternative (Option CG-1, Boulevard)

Overview

New connecting ramp from southbound exit to westbound I-690

New connection at MLK East

Investigating two options to connect the elevated I-655 I-690 interchange to the surface roadway

Option 1: The Boulevard would extend from Prince Street to I-655. The Boulevard would connect to the elevated mainline I-690 at a single-point urban interchange. The new interchange would have only one signalized intersection, as opposed to the traditional two signals.

Option 2: The Boulevard would extend from Monroe Street to I-655. The Boulevard would have two signalized intersections. Motorists would need to detour to Townsend Street.

Reconfigure West Street interchange

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

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

Investigating new overpass to carry Erie Blvd. over Almond St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

No access from Jackson St. to Minard St., with a connection to the Boulevard.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

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

Existing I-81 north of I-690 could be re-designated as a "spur," or branch, of I-81 (e.g., I-381 or I-581)

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

Almond St. would be reconstructed as a boulevard with bicycle and pedestrian enhancements

Potential new ramp to carry the Boulevard over Almond St.

Existing I-81 exit ramps at Pearl and State Streets would be reconfigured as a single on-ramp at Pearl, Willow, or nearby street

Potential new overpass to carry Erie Blvd. over Almond St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

New connecting ramp from northbound I-690 to eastbound I-655

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

Investigating two options to connect the elevated I-655 I-690 interchange to the surface roadway

Option 1: The Boulevard would extend from Prince Street to I-655. The Boulevard would connect to the elevated mainline I-690 at a single-point urban interchange. The new interchange would have only one signalized intersection, as opposed to the traditional two signals.

Option 2: The Boulevard would extend from Monroe Street to I-655. The Boulevard would have two signalized intersections. Motorists would need to detour to Townsend Street.

Reconfigure West Street interchange

New connection at MLK East

Investigating new overpass to carry Erie Blvd. over Almond St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

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

Existing I-81 north of I-690 could be re-designated as a "spur," or branch, of I-81 (e.g., I-381 or I-581)

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

Almond St. would be reconstructed as a boulevard with bicycle and pedestrian enhancements

Potential new ramp to carry the Boulevard over Almond St.

Existing I-81 exit ramps at Pearl and State Streets would be reconfigured as a single on-ramp at Pearl, Willow, or nearby street

Potential new overpass to carry Erie Blvd. over Almond St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

No through traffic on McBride St. between Burnet Ave. and Water St. Motorists would need to detour to Townsend St.

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

Existing I-81 north of I-690 could be re-designated as a "spur," or branch, of I-81 (e.g., I-381 or I-581)
Community Grid Alternative
Option CG-1: Boulevard

Examples of what a Boulevard might look like along Almond Street:

Existing view north on Almond Street

ALMOND STREET VIEW NORTH, ADAMS STREET TO HARRISON STREET
THIS ILLUSTRATION IS ONE OF SEVERAL POSSIBLE CONCEPTS

Existing view

AERIAL VIEW FROM HARRISON STREET LOOKING NORTH
THIS ILLUSTRATION IS ONE OF SEVERAL POSSIBLE CONCEPTS
**Overview**

**Community Grid Alternative** *(Option CG-2, Almond Street and Other Local Street[s])*

Traffic would be dispersed onto Almond St. and/or other local streets (initial streets to be considered for operational improvements shown in yellow)

- **Existing West St./Franklin St. and Clinton St./Salina St. off-ramps** would be replaced with a single Clinton St./Salina St. off-ramp.
- **Traffic would be dispersed onto Almond St.**
- **N. Clinton St. still provided** as an off-ramp at Clinton St. Access to Franklin St. would be replaced with a single exit from Franklin St. still provided.
- **Ash St.** would become a dead-end street at Almond St., with no connections to the dead-end street or to the Almond St./Taylor St./Adams St. interchange.
- **Roadway remains on a bridge over railroad** near Water St. (not shown).

**Existing West St./Franklin St. and Clinton St./Salina St. off-ramps** would be re-designated as a "spur," or branch, of I-81 (e.g., I-381 or I-581).

- **Existing I-81 north of I-690** could be re-designated as a "spur," or branch, of I-81 (e.g., I-581 or I-681).
- **New interchange posted** at Clinton St./Salina St. (currently posted at 45 mph) would be replaced with a single exit from Franklin St. still provided.
- **N. Clinton St.** would become a "spur," or branch, of I-81 (e.g., I-381 or I-581).
- **Traffic would be dispersed onto Almond St.**
- **No through traffic on McBride St.** between Franklin Ave. and Water St. to I-690.

Connections from the elevated I-81/I-690 interchange to the surface roadway would be achieved with traditional on-ramps and off-ramps.

A new overpass would carry Erie Blvd. over Almond St.

- **End Almond St. at Taylor St. under the bridge** would be considered for operational improvements shown in yellow.

Motorists would need to detour to Taylor St. (boulevard; motorists would need to detour to Taylor St.)

- **Jackson St. would become** a dead-end street at Almond St., with no connection to Jackson St. would become a dead-end street at Almond St., with no connection to the dead-end street or to the Almond St./Taylor St./Adams St. interchange.

- **New interchange posted** at Clinton St./Salina St. (currently posted at 45 mph) would be replaced with a single exit from Franklin St. still provided.

- **Designation of South of West St.** would be considered as a new NYS route.
Option CG-2 would disperse traffic throughout the city grid by making use of one or more local streets in addition to Almond Street.

Shifting traffic to these other streets would allow a reduction in the number of lanes on Almond Street.
Based on public input received, NYSDOT will conduct additional engineering and further analysis to determine if there is a tunnel alternative that addresses the project’s need and meets the project purposes and objectives, as well as the established screening criteria.
How would the Community Grid Alternative modify I-481?

- I-481 would become the re-routed I-81 (see two options below), and
- In Downtown Syracuse, I-81 would be replaced with a street-level urban artery

**Improvements to Designate I-481 as I-81**

- The existing I-81/I-481 interchanges (Interchange 16A and Interchange 29) would be modified to meet FHWA and NYSDOT design standards for a mainline interstate highway

**Improvements to Designate I-690 as I-481**

- The configuration of Interchange 16A would remain largely the same as it is today, with reconstruction to several of the roads and bridges

At Interchange 29, a new “flyover” ramp would replace the current “loop” ramp that provides the south-to-east connection.

[Map showing improvements to I-481 as I-81 and I-690 as I-481]
Common Features of Build Alternatives

I-690 Interchange with West Street
To improve safety on I-690 and the West Street ramps, NYSDOT would remove the existing free-flow Interchange 11 and replace it with a new interchange, controlled by a traffic signal on West Street. The new interchange would simplify connections to and from the interstate from West Street, as well as the connection to Genesee Street.

Full I-690/I-81 Interchange
New ramps would be built to provide direct connections between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690.

Butternut Street Overpass
The bridge carrying Butternut Street over I-81 would be realigned to connect to Clinton and Franklin Streets in the Franklin Square neighborhood, providing better access into this area.

New Interchange at MLK, Jr. East
To improve access to Southside and University Hill from the south, a new partial interchange, with a northbound exit ramp and a southbound entrance ramp, could be constructed at MLK, Jr. East.

For more information on Common Features, refer to Section 3 of the I-81 Scoping Report (April 2015) available at www.i81opportunities.org
Contact Us

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

or NYSDOT Region 3
333 E. Washington Street
Syracuse, NY 13202

Call us at the Project Hotline, 1-855-I81-TALK (855-481-8255)

Visit www.i81opportunities.org