

Reconstruction strategy: modeling results

The results presented here are from the SMTC's Regional Travel Demand Model. This model is intended for planning-level analysis and was used to determine impacts to regional mobility, which was one component of the feasibility assessment for each strategy. More detailed analysis to develop location-specific mitigation measures will be necessary during the next phase of this process.

ASSUMPTIONS

- Same population and number of jobs as No-Build strategy
- Same assumptions of continued maintenance and planned smaller local projects in the region as in the No-Build strategy
- Almond Street under I-81 is kept and improved
- Fully-directional I-81/I-690 interchange with new ramps from I-690 eastbound to I-81 northbound and from I-81 southbound to I-690 westbound
- Several local ramps removed to increase spacing of ramps
- New I-690 exit at Lodi/Walnut for access to University Hill
- Reconstruction of I-81 using modern design criteria and specifications
- West St/I-690 interchange reconfiguration

TRAFFIC CONDITIONS (PM PEAK PERIOD)

- Traffic volume increases along I-81 north of the I-81/I-690 interchange, along I-690 west of I-81 and along I-81 within the viaduct area
- North-south through traffic continues to use I-81 through downtown Syracuse, with little on I-481
- Some diversion of traffic to I-690 west of downtown and to I-81 due to the capacity improvements and ramp changes made in this strategy



TRAVEL TIMES (AM PEAK PERIOD)

Minimal decreases in travel time from northern areas, with very minimal increases elsewhere

