

Reconstruction strategy: assessment

Reconstruction completely removes and replaces the existing interchange and viaduct pavement and bridges in the downtown Syracuse viaduct priority area and builds a new viaduct within the same vicinity of the current highway.

Transportation Assessment	Economic Competitiveness	Social Equity/Quality of Life	Environmental Stewardship
<p>Enhance the Transportation Network:</p> <ul style="list-style-type: none"> 85% of geometric deficiencies would be addressed. Reconstruct 63 bridges; restore all bridges to good condition or better. Improved lighting, crossings, sidewalks, and bike lanes where possible. Transit features will be integrated. <p>Enhance Region-Wide Mobility:</p> <ul style="list-style-type: none"> Regional mobility slightly better with slight increase in speeds. Reduces access by eliminating some local access ramps. Opportunity to enhance crossing locations and safety. <p>Improve Public Safety:</p> <ul style="list-style-type: none"> Addresses design deficiencies and improved capacity to help reduce accident patterns and rates. Improved safety for pedestrians and bicyclists under viaduct by improving cross connections. 	<p>Maintain or Improve Economic Opportunities:</p> <ul style="list-style-type: none"> Improved aesthetics, connectivity, and system operations have potential to improve economic environment. Opportunity to integrate improvements to multi-modal enhancements with positive economic and social benefits. Notable efficiency, reliability, safety, and capacity improvements to the regional transportation system. <p>Exercise Fiscal Responsibility:</p> <ul style="list-style-type: none"> Significant investment with moderate community benefits and significant operational improvements. 	<p>Support Community Quality of Life:</p> <ul style="list-style-type: none"> No change in impact or benefits to community resources. Moderate property impacts. Does not encourage sustainable land use patterns. Significant enhancements to connection between University Hill and downtown with multi-modal facilities. Does not support regional land use patterns that encourage smart growth. Visual barrier would remain; potential to improve visual built environment with context sensitive design. Not consistent with city or county long term vision and preferred future land use patterns. <p>Share Burdens and Benefits:</p> <ul style="list-style-type: none"> Benefits to EJ populations with multi-modal access improvements and to longer distance commuters. Unequal burden on immediate neighborhoods or EJ populations. 	<p>Preserve or Enhance Environmental Health:</p> <ul style="list-style-type: none"> Low consistency with local, regional, or state environmental initiatives. Opportunity to support city bike plan or county sustainability plan. Possible air quality impact due to potentially higher emissions. No change in noise impacts to neighborhoods. Depending on the height of rebuilt viaduct, may impact community landmarks or historic resources. Increase impervious areas by 23%.
Very Good	Good	Good to Fair	Good to Fair

Cost Range: \$800-900 million; Roadway: \$150-200 million, Bridges: \$650-700 million.

Recommendation/Feasibility: The reconstruction strategy in the viaduct priority area *is feasible* and recommended for further evaluation and review.