

I-81 VIADUCT PROJECT
SECTION 6-6
IRREVERSIBLE AND IRRETRIEVABLE
COMMITMENT OF RESOURCES

Implementation of the Project involves a commitment of natural, physical, human, and fiscal resources.

Implementation of either the Viaduct Alternative or the Community Grid Alternative would require the acquisition of land and buildings, but the Community Grid Alternative would free up some existing transportation right-of-way for an alternative use. The project alternatives have been designed to minimize property acquisitions to the greatest extent practicable. All necessary acquisitions would be carried out in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Under the Viaduct Alternative, the Project would remove historic structures that are listed on or eligible for listing on the National Register of Historic Places either as individual structures or as part of a historic district. Adverse effects on historic resources would be minimized or otherwise mitigated by carrying out measures identified in a Programmatic Agreement, prepared pursuant to Section 106 of the National Historic Preservation Act (see **Appendix E-6**).

The Viaduct and Community Grid Alternatives would locate new highway infrastructure within and adjacent to surface waters and wetlands. NYSDOT would implement all practicable measures to avoid and/or minimize adverse effects to wetlands resulting from the Project. Potential measures to mitigate adverse effects to surface waters and wetlands have been identified in consultation with USACE and NYSDEC.

Fossil fuels, labor, and construction materials, such as concrete and steel, would be expended irretrievably during construction of the Project. In addition, labor and natural resources would be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, these resources are not in short supply and their use would not have an adverse effect upon their continued availability. Construction would also require a one-time expenditure of Federal and State funds, which are not retrievable.

The short-term use of public funds, construction labor, fossil fuels for construction equipment, and the materials needed to build the Project would ensure the long-term viability of the transportation infrastructure in Syracuse and the surrounding region. The commitment of these resources is based on the concept that residents and businesses in the region would benefit from the improved quality of the transportation system. The long-term benefits include improved safety and accessibility, and enhanced livability, sustainability, and economic vitality of greater Syracuse.

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