

**I-81 VIADUCT PROJECT**  
**SECTION 6-5**  
**SHORT-TERM USES OF THE ENVIRONMENT**  
**VERSUS LONG-TERM PRODUCTIVITY**

The Project's "short-term" uses would include temporary effects during construction, including disruptions to interstates and local roads, temporary visual effects, noise and potential dust-related effects, the need for stormwater controls during construction, and the closure of a portion of Wilson Park (0.12 acres) for use as a safety buffer for two years of the construction period for the Viaduct Alternative and for less than one year of the construction period for the Community Grid Alternative. The Viaduct and Community Grid Alternatives would also temporarily affect wetlands during construction. At the same time, construction activities would generate local expenditures from the use of local construction materials, the employment of construction workers, and expenditures by construction workers at local businesses. The expenditures would generate tax revenue as well.

Short-term effects due to construction are unavoidable, but NYSDOT would implement measures to minimize or otherwise mitigate adverse effects during construction to the greatest extent practicable (see **Table 4-7 in Chapter 4, Construction Means and Methods**). Traffic management plans; an outdoor ambient air quality monitoring program; noise and vibration monitoring programs; stormwater pollution prevention plans; dust, erosion, and sediment control plans; and communications protocols would be developed and implemented. In accordance with standard construction management practices, measures will also be developed and implemented to protect certain historic properties from vibration, excavation, and potential damage from heavy equipment during construction. As design advances, specific properties will be identified based on potential risks associated with construction activities. SHPO will be afforded the opportunity to review these protective measures before construction commences.

The long-term benefits associated with the Project include improved safety and more efficient traveling within and through greater Syracuse. These benefits are consistent with the long-range plans of the Syracuse Metropolitan Transportation Council and would be achieved through the elimination of substandard conditions on the roadway network and traffic, bicycle, and pedestrian improvements. The Project would substantially reduce the need for annual maintenance of the existing highway network (I-81 and I-690) in Syracuse. At the same time, the Project would improve the visual character of areas near the existing viaduct and improve east-west and north-south connectivity for local travel, which are consistent with long-range plans for the community. Improvements to water quality would also be realized via the installation of two separate stormwater trunk lines, sewer outfalls, and landscaping designed to reduce stormwater flows.

The Project would result in both beneficial and negative short-term effects during construction, but the negative effects would be offset by the long-term gains from enhanced transportation infrastructure.

*This page is intentionally left blank.*