

Re: I-81 Viaduct Project: Final Environmental Impact Statement Available

Chevy Is Number 1 <a57belairman@yahoo.com>

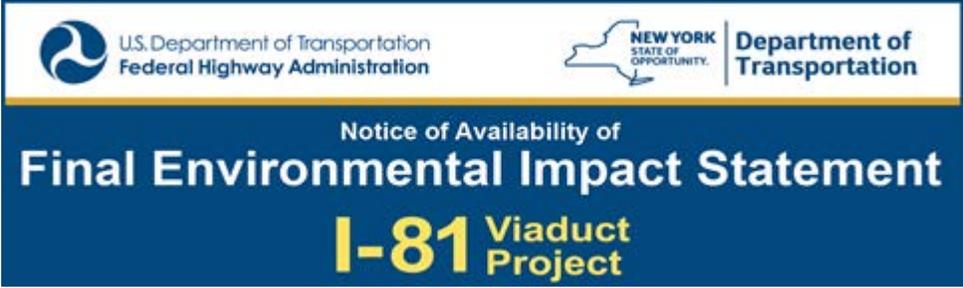
Fri 4/15/2022 9:43 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Stick it in your ass! we dont want your stupid grid!

On Friday, April 15, 2022, 09:22:41 AM EDT, dot.sm.mo.I81Opportunities <dot.sm.mo.i81opportunities@dot.ny.gov> wrote:



The New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA) have published a Final Environmental Impact Statement (DEIS) for the I-81 Viaduct Project, a document that discloses the social, economic, and environmental effects of the project's alternatives.

The FEIS can be downloaded on the project website, <https://i81.dot.ny.gov/> and copies have been distributed to project repositories, including local libraries and town halls, throughout the Syracuse metropolitan region. The project website lists the repository locations.

A 30-day public review period on the FEIS will extend through May 16, 2022. New substantive comments received during this period that were not previously addressed in the EIS will be responded to in the Record of Decision for the Project.

Comments may be submitted by mail (see addresses below), by e-mail (at [I81Opportunities@dot.ny.gov](mailto:I81Opportunities@dot.ny.gov)), and/or by leaving a voicemail at 1-855-I81-TALK (855-481-8255).

Mark Frechette, P.E.                      Rick Marquis

**I81**

Jonathan Acox <jracox@gmail.com>

Tue 5/10/2022 1:11 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi

Don't go breaking something that works. Repair it and not dump all the traffic through downtown Syracuse where it becomes a daily mess. We will have to live with your mess that you'll leave. Listen to us. Thank you.

Jonathan Acox

## I-81

Linda Adsitt <ladsitt@gmail.com>

Mon 5/16/2022 10:01 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>; Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>; Rick Marquis <rick.marquis@dot.gov>

**ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.**

I have attended the I-81 Project meetings from the beginning of the public forums. I have written many comment sheets, but I have never received any feedback.

I'm again going to write my thoughts.

**The hybrid plan preserves the vital high speed route through the CENTER OF THE REGION as well as simultaneously allowing the community grid for passage and activities.**

Some of the many reasons for choosing the hybrid plan are

**The I-81 expressway connects ALL areas in all directions.**

**Eliminating 1.5 miles of the direct north-south corridor**

- A. Will discourage business from and with the city**
- B. It will make commuter nightmares for area residents**
- C. It will NOT help the south side areas "connect" with other areas; i.e. the environmental justice issues will not be resolved because it will not change the lives or living conditions of the south side residents nor the disenfranchised.**
- D. The western side of the city will have NO connection with I-81 N or S**

**The 1.5 miles of the community grid (without the I-81 expressway) would be like creating an Erie Boulevard through the city; the result would be**

- A. Increased congestion on city and neighborhood streets that were never meant to handle heavy traffic**
- B. 8,000+ employees will be jammed onto the "Grid" that will be like an Erie Boulevard**
- C. It would negatively impact the local economy, small businesses and jobs throughout the region because it would divert business traffic around the city**
- D. The slow traffic (stop and go traffic) in a community grid would increase the hydrocarbons and slow down any EMS & 1st responders' efforts as well as commuter time**
- E. The community grid alone is NOT efficient.**
- F. Postal carriers, delivery services, repair services, medical services, students, IT and maintenance workers, vendors and suppliers need the I-81 North-South connection.**
- G. Rt. 690 will also be affected negatively. 690 will end putting traffic onto Genesee and West Street as well as Crouse & Irving**
- H. The community grid by itself will create GRID LOCK!**

**Rt. 481 is already at full capacity.**

**Using Rt. 481 will take business away from the city.**

**I-81 is part of the Federal Highway system. It services out of state citizens, local citizens, NY state citizens, as well as international citizens like Canadians.**

**I-81 serves as our national defense, trade and interstate shipping & commerce**

**I-81 can be compared to other Federal Highways like I-95 through Richmond, VA; like I-95 through Jacksonville, FL; like I-75 through Atlanta, GA; like I-75 through Macon, GA; like I-5 through Seattle; like I-83 through Harrisburg, PA; like I-95 through Philadelphia; like I-75 through Detroit, MI; like I-25 through Denver, CO; like I-95 and I-83 through Baltimore, MD. Examples are seen nationwide.**

**At this point, I'm not only disappointed but discouraged with the path that has been "pushed" from the beginning of this project. It appears to the average resident that all the meetings, surveys and publications were "smoke and mirrors". The "powers that be" have always leaned toward the 1.5 mile community grid and eliminate I-81.**

**The "powers that be" have NOT listened to the Town Supervisors, to the local communities/cities/villages in all directions, to Police, Fire & 1st responders, to the residents of Syracuse city. PLEASE stop the charade cloaked in these public meetings.**

**It's time to make a better, more sensible decision.**

**\*Go with the Hybrid model.**

**\*Rebuild I-81 with the Community Grid below I-81**

**\*Keep the important I-81 North-South connection corridor and create the Community Grid under the I-81 expressway**

ADDITIONALLY...The area of housing west of I-81 and south of Colvin Street needs to be revitalized with better and more affordable housing for the disenfranchised.

A Concerned Resident,  
Linda Adsitt

Sent from my iPad

Jessica Prockup  
Environmental Specialist 3  
New York State Department of Transportation  
50 Wolf Roa, POD 4-1  
Albany, NY 12232

Subject: Section 106 Consultation  
PIN 3501.60  
Interstate 81 (I-81) Viaduct Project  
City of Syracuse, Onondaga County, New York  
OPRHP 16PR06314

Dear Ms. Prockup,

We are returning here, as requested, the signed (22) copies of the PA, indication our review as one of the Consulting Parties for the I-81 Viaduct Project in Syracuse.

First, we support the primary position of the indigenous peoples, the Onondaga Nation and Tuscarora Nation, who came before us, in this DOT 106 (PA) Project Agreement.

Second, the AIA CNY Chapter is in full support of the Community Grid option as the preferred DOT plan to advance, including the removal of the existing I-81 viaduct through the city.

Third, as this PA notes (p.1/35), “the effects of the Project cannot be fully determined prior to approval of the Project”, and (p.2/35) “the Area of Potential Effects (APE) Appendix 1”, includes Oakwood Cemetery and the Pioneer Homes properties, we continue to note that we do not agree that (p.4/35) “the Community Grid Alternative would have no-adverse effect on NR-eligible or listed architectural properties within the APE.” Our recommendation:

Forth, Oakwood Cemetery and Pioneer Homes are significant historic resources that remain unaddressed by the I-81 Project FEIS of April 12, 2022. The AIA CNY Chapter continues to advocate for these important environmental & historic issues not yet being adequately addressed, and will suffer additional harm from the current DOT Project FEIS, including:

#### Regarding Oakwood Cemetery

1. Neither options studied by the DOT has addressed the I-81 original and continuing damage to Oakwood Cemetery, a National Register Historic Places property, which could be enhanced by the proposed Community Grid Alternative.
2. The origin connecting city street for over 100 years from 1859-1964, Oakwood Ave. was closed and blocked as the Main Entry Gate to this NRHP,
3. This nineteenth century “Picturesque Landscape Cemetery” served as a natural, healthy parkland to all city residents, and was blocked by the I-81 construction.
4. The I-81 FEIS should reduce the grade and speed of the proposed “BL” design & construction at Oakwood Ave. to allow for the possible future

pedestrian & vehicular access to original Oakwood Cemetery monumental west entrance.

5. Both reducing speed and the existing grade of the “BL” design at Oakwood Ave. would serve to meet the traffic calming goal around and south of the MLK School neighborhood.
6. The current DOT FEIS plan will add concrete “sound barrier walls” throughout this neighborhood, which will damage the natural environment, increase the negative, intrusive noise and pollution channeling effect of high speed traffic and be damaging the visibility of the historic cemetery property. This area is a city parkland resource taken from the South Side & all city communities, and should not be further damaged by this new I-81 Project.

#### Regarding “Pioneer Homes” of 1938

6. The original 1938 Pioneer Homes project has been review by the SHPO as not-eligible for designation, due to loss of original integrity, caused by decades of subsequent renovations.
7. However, the addition of the pitched truss & asphalt shingled roof construction, and the wooden entrance shelters are easily removable, to reveal the original 1938 brick residential building structures, as qualitative assets for this project.
8. A project analysis of these original buildings may indicate that the Pioneer Homes portion of the SHA project would be eligible for both the 20% Federal and 20% State Historic Tax incentives, offering new resources and possibilities for a community housing environment of quality, based on a strong community culture.
9. The DOT I-81 Project is a highway improvement project, and as such is not charged on improving broader community conditions. But this

We remain committed to retaining and supporting all Historic Resources of the Central New York area, and are available to the NYS DOT to assist in this effort.

Respectfully,

Robert Haley, Chair I-81 Task Force  
AIA CNY Chapter

137 Buckingham Ave.  
Syracuse, New York 13210

315-679-1009  
rhaleyarch@gmail.com

## I-81 FEIS Public Comment period

Bob Haley <[rhaleyarch@gmail.com](mailto:rhaleyarch@gmail.com)>

Mon 5/16/2022 7:51 PM

To: dot.sm.mo.I81Opportunities <[dot.sm.mo.I81Opportunities@dot.ny.gov](mailto:dot.sm.mo.I81Opportunities@dot.ny.gov)>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Sending the attached review comments from the AIA CNY Chapter I-81 Task Force.

ROBERT HALEY ARCHITECT AIA LEED AP  
Sustainable Planning, Architecture & Urban Design  
137 Buckingham Ave., Syracuse, New York 13210  
[rhaleyArch@gmail.com](mailto:rhaleyArch@gmail.com) cell 315-679-1009



# AIA Central New York

A Chapter of The American Institute of Architects

May 16, 2022

Mr. Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Mr. Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

RE: AIA CNY I-81 Task Force – April 2022 FEIS / I-81 Viaduct Project

Dear Mr. Frechette and Mr. Marquis:

Thank you for this opportunity to support the I-81 Project “Community Grid” in Syracuse. With the project nearing final definition for FWHHA approval, we focus this response on the improvement still needing to be included for the design of the “BL” street through the center of Syracuse.

We support the removal of the “roundabout” at the MLK School. We support the use of appropriate scaled, roundabout design to provide safe traffic control and performance in urban areas. We support reduced speed and street width design in urban areas. The “BL” replacing the existing viaduct through the city continues to be oversized and wasteful by design. The new Almond Avenue can function to urban transportation guidelines as a “BL” with a standard 120’ width. This would allow for excess and unused portions of the original 1960s takings, to be returned to the city for future development and urban use. The current “BL” portion of Almond Ave remains over designed with excessive and costly widths for median, bike lanes, sidewalks, buffers and even travel lanes. Project street widths for Almond Ave are oversized at 200’+/- , where 120’ width can provide all of the vehicular and pedestrian elements required to meet the Project Purpose. A reduced width for Almond Ave is still possible, returning unneeded lane to the city, while providing a vibrant “main street” character and function within the original 15th Ward.

The “BL” serving the downtown and residential neighborhoods of the city needs to be designed for safety and function, and not speed and capacity.  
And the people are speaking.

Thank you and your entire design team for your ongoing support of Syracuse and the CNY region.

Sincerely,

AIA CNY I-81 Task Force  
Robert M Haley Jr AIA / Chair / Tel: 315-679-1009 / Email:[rhaleyarch@gmail.com](mailto:rhaleyarch@gmail.com)

AIA/CNY Chapter – Architects Resource Center

1 / 4

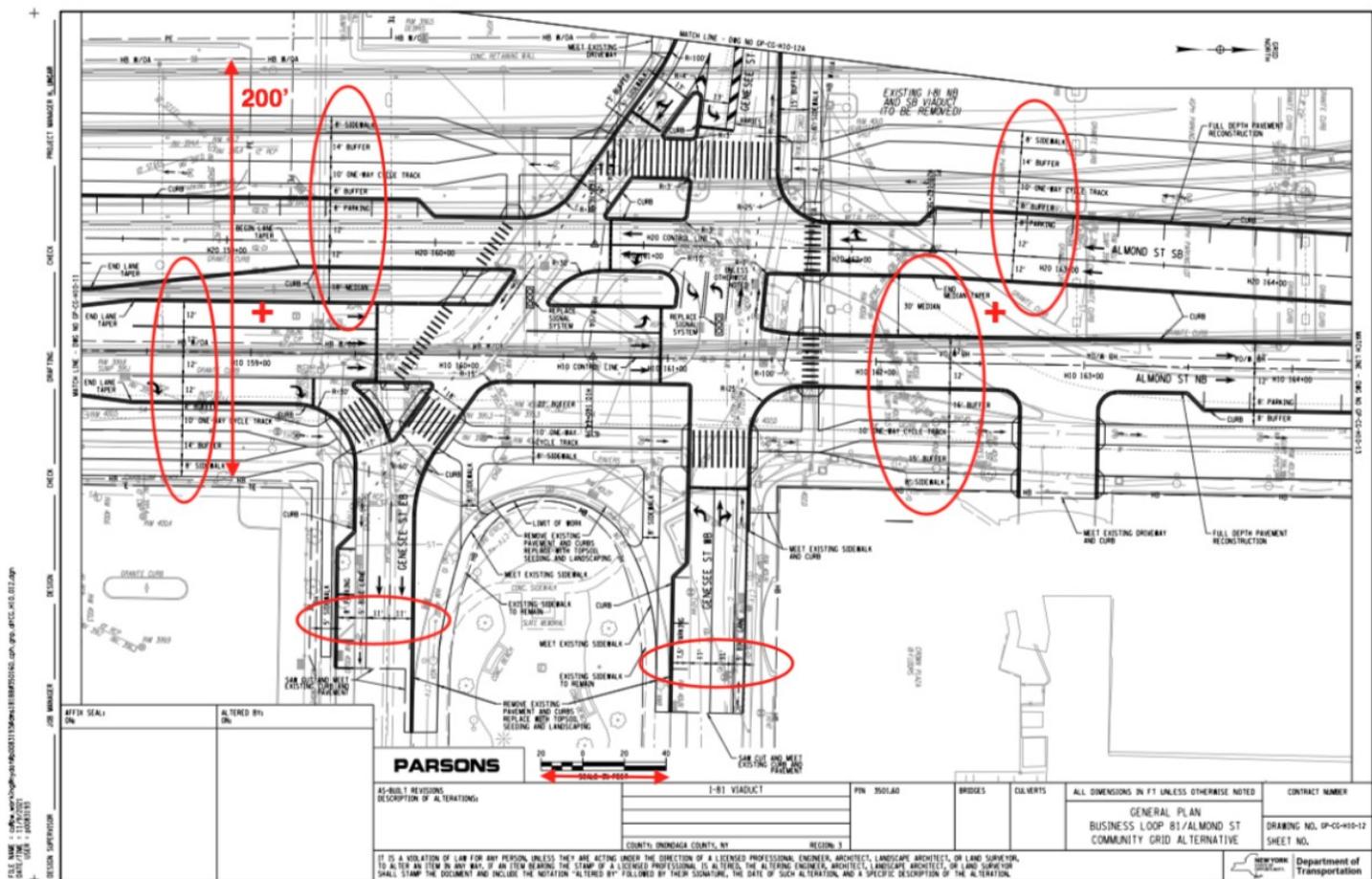
April 2022 FEIS Response / AIA CNY I-81 Task Force Review

The comments that follow are focus on “BL” portion of Erie Blvd. and Almond Street, through the pedestrian, downtown & residential neighborhoods in the city. For the Record, some of these requested improvements have been made previously.

**Areas of design improvements needed for the “BL”.**

1. Design the street for pedestrian & traffic safety first.
2. Design for pedestrian safety, health & weather protection.
3. The “BL” in populated urban areas between I-690 and Brighton Ave. must be designed for safety and not speed. This includes physical street design shape, widths & views to slow traffic naturally and promote safe driving behavior.
4. The entire “BL” section, from Erie Blvd. to Brighton Ave., is designed to retain DOT land taken from the city, its businesses and residences, in the original 1960s I-81 construction.
5. The width of the Almond St. portion of the proposed “BL” is excessive, unjustified and short sighted in promoting future urban vitality and safety. This urban “main street” needs to be designed for safety and traffic speed and capacity.
6. Travel lanes are unnecessary wide at 12', and should be reduces to 11' each, as is an acceptable national design standard.
7. Medians, buffers, bike lanes, sidewalks and travel lanes are excessive, requiring unneeded initial costs, and annual maintenance, material and labor costs. These decisions should not be designed at the sole discretion of the DOT, where city economic and urban development is impaired.
8. Reduce Almond Street widths to 110'-120, with 11' travel lanes & narrower medians, et.al.
9. Utilize “Baltimore Complete Streets Manual” for design & safety standards.
10. Almond St. planted median varying between 7.5' to 30' wide.
11. Use WB-50 as “design vehicle” for BL in downtown & pedestrian neighborhoods, not WB-67, per NACTO Urban Street Design Guide.
12. Reduce design speeds for the street “BL” to improve safety and air quality, and eliminate the need and cost and for visually and environmentally damaging sound barriers.
13. Travel speed limits on the entire urban section of the “BL” must be reduced to 30-45mph
14. “Traffic Calming measures” between MLK and Colvin St. must include “narrower travel lane widths” of 11' each, as well as the “narrower shoulder widths” as now included as a stated goal.
15. Specifically, the speed limit between Van Buren and Brighton Ave must be reduced to 30-45mph maximum. The resulting 1-2 minutes travel time reduction in this area will save lives and improve the environmental quality of the I-81 damaged Southside neighborhoods along the rebuilt “BL”. **This is a racial impact issue that can easily be improved with this action.**
16. Easy urban access to the Southside of Syracuse was eliminated and cut off by the original I-81. The current FEIS would maintain this “disconnect” at Colvin St., as the proposed north bound exit only serves traffic from the south, and not the Southside families & businesses. Provide a second roundabout at the “BL” and Colvin St intersection, providing 4-way access, with pedestrian signaled crosswalks. **This is a racial impact issue that can be improved with this action.**

cc: Syracuse Mayor Ben Walsh  
Onondaga County Executive Ryan McMahon  
NYS Governor Kathy Hochul  
Senator Kirsten Gillibrand  
Senator Chuck Schumer  
Secretary Pete Buttigieg



page 330, Appendix A-1, April 2022, edited Almond Ave & E. Genesee St.



## Tear Down the Structural Racism of I-81

abrehetanderson@gmail.com@mg.gospringboard.io  
<abrehetanderson@gmail.com@mg.gospringboard.io>

on behalf of

Abrehet Anderson <abrehetanderson@gmail.com>

Mon 5/16/2022 12:27 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Abrehet Anderson

**Say NO to the Grid!**

Paul Anderson <eldenpda@gmail.com>

Sat 4/16/2022 11:42 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Sent from my iPad

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Tuesday, May 3, 2022 7:29:45 AM

---

comment

-----Original Message-----

From: Paul Anderson <eldenpda@gmail.com>  
Sent: Tuesday, May 3, 2022 7:09 AM  
To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
Subject: We need more time, Mark!

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

It is too bad no one is listening to those people who use this route to commute into and out of the City. We hear about division of the city but that was not the basic reason for the division. Having lived in the City and worked in the City . Also having lived near by I have experience with getting in to the City and out of the City. As do many workers at Syracuse University and area Hospitals.  
Paul Anderson  
217 Bartlett Ave  
Liverpool, N.Y.

Sent from my iPad

**From:** [+1 315-246-4949](tel:+13152464949)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (5 minutes)  
**Date:** Friday, April 15, 2022 1:22:58 PM  
**Attachments:** [audio.mp3](#)

---

Hello I'm calling to give my opinion on the elevated highway versus the through the town city. That's just a disaster. Emergency vehicles trying to get to the hospitals, how they doing that and you know, because right now you get off eighty one and you just have to go down a portion and then boom and even that holds the ambulances up. I've been there done that seen that please keep it as it is except for make it better and down there make a little more room for the highways and stuff like that to go through you think people want to stop in Syracuse well a lot of them don't if you're going down eighty one you're going to somewhere else but if you wanted to stop and circus make beautiful exits to get off into Syracuse give reason signs along the way to get off in Syracuse or eat here eat there. You know what I mean by close here but whatever it might be or oh do you need to see a doctor. You know what I'm saying. Uhm, it's just more it's not bringing the city together, it is dividing, especially the people in the suburbs. But many people in this city, as you aren't going to be able to get emergency vehicles and no one, no one can give an explanation to how they would manage to do that because there's just not enough room. Even when you take the whole thing down, it won't be. You can think it in. Imagine it on, you know plans etc etc. That's not reality though reality as it is right now is it's not perfect to get to the hospitals like university and cross. However, the other way is way worse. It's more damaging. Please take that into consideration. How many people will just miss by Potter? No, just a few minutes, maybe 5 minutes, maybe 10. The ability to get into their hospital and get taken care of and they die. I it's just it's we've got to think about that and also it's just it's just and then how did the doctors get in on time, stuff like that they have to leave early or blah blah blah. I started through the blah blah blah but. Can we just use common sense here? Those of us that have lived in the suburbs or the Syracuse area all this time, all these years, why we don't go downtown to be the only place people go is over to Armory Square in that it's like, what kind of stores are there here anymore? What kind of containment you've got one theater there. I mean, I'm sorry, but this is not so. How are you sprucing this place up, especially in this economy, and especially with the OMA Cron and all those other things going on and on and on forever. Do you really think I think, I mean, that's just a bad plan all around the city is dead right now. It keep the highway. Keep it nice, make things nice down there, and then once again get people in there doing things and put signs on the highway. They'll get off 81. Just say great rest stop. That wouldn't be the words. But you know what I'm saying? Better words than that. Just say stop here. You'll enjoy that it out and then put a bunch of things of why and when you do that, it's going to make more people come then having that flat way 'cause everybody is just going to be pist off that they're having to go too slow. You know what I mean? That's the way it is when you're traveling that we all know that unless you've never traveled by car. I think seriously to farther away or you're in a hurry because you need to go to a job. Alright that's I hope that you take this message and I hope you think about it. I didn't make a very good case because I could get up to a doctor's appointment. There we go. But I'm doing it. I'm doing a monster away from the city now. I've been staying away from the city ever since I heard of this plan. I mean, I we used to go all the time once a week, minimum. Now it's. I don't know how long. It just won't go there. There's no reason there's too much out in the suburbs to bathroom with Syracuse and don't mean that mean, but the city could be keeping it the way it is now. But with all those work on that building up Salina Street and then the places around there and then people will get once again with signs they will get off from eighty one, go downtown and then get back on eighty one. The elevated eighty one and go whichever direction they were going. No slowing down of anybody. Nobody getting upset about. My gosh it takes or effort against this stupid grid then.

You received a voice mail from [+13152464949](tel:+13152464949).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

I CAN'T BELIEVE YOU ARE STILL ACCEPTING COMMENTS,  
THE BIGGEST ADVANTAGE OF CENTRAL NY, TO ATTRACT  
BUSINESS, IS THE GREAT HIGHWAY SYSTEM, THIS INCLUDES  
R-81, TO TEAR DOWN R-81 IS LUDICROUS, AS CHUCK  
SHUMMER SAID ITS THE 15 WARD, A RACIAL ISSUE.  
RT 81 WAS ALREADY IN PLACE BEFORE THESE  
PEOPLE MOVED THERE, THE SAME PEOPLE DESTROYED  
MULBERRY SQ, NOW PIONEER HOMES, NOW WE ARE  
GOING TO BUILD THEM ANOTHER HOME, IF I DON'T  
TAKE CARE OF MY HOME, ARE YOU GOING TO BUILD  
ME ANOTHER HOME? I DON'T THINK SO, THE COMMENTS  
WENT INTO FILE 13, JUST LIKE THIS ONE, THE  
DECISION WAS ALREADY MADE, YOUR REASON TO SEND  
TRAFFIC TO THE SUBURBS IS CRAZY,  
THE DOT REASONING, IS THE SAME PEOPLE THAT BUILT  
A TRAFFIC CIRCLE @ R-31 & 290, ONE OF THE MOST  
DANGEROUS INTERSECTIONS. I ALMOST GOT BROADSIDED  
TWICE, THE CIRCLE IS TOO SMALL, THE SAME PEOPLE  
ARE JUSTIFY TEARING DOWN RT 81, A SUSPENSION  
BRIDGE WOULD BE GREAT, REBUILDING 81 WITH  
IMPROVEMENTS WOULD ALSO BE GREAT, THE STATE  
OF NY ISN'T ABOUT WANTS GOOD FOR THE ENTIRE  
COMMUNITY, ITS ABOUT POWER, DID YOU NOTICE  
NY HAS THE BIGGEST PER CENT OF PEOPLE LEAVING,  
I JUST DON'T UNDERSTAND DA !!!



Notice of Availability of  
Final Environmental Impact Statement  
Project Identification No. 3501.60

# I-81 Viaduct Project

The New York State Department of Transportation (NYSDOT), in cooperation with the Federal Highway Administration (FHWA), has prepared a Final Design Report/Final Environmental Impact Statement/Final Section 4(f) Evaluation (FDR/FEIS) for the I-81 Viaduct Project ("the Project"). The Project has been advanced in accordance with the requirements of the Council on Environmental Quality's regulations for implementing the procedural provisions of the National Environmental Policy Act (40 CFR Parts 1500-1508), the FHWA's *Environmental Impact and Related Procedures: Final Rule* (23 CFR Parts 771 and 774), the NYSDOT *Procedures for Implementation of the State Environmental Quality Review Act* (17 NYCRR Part 15), and the NYSDOT *Project Development Manual*, as well as in accordance with the provision of Article 2 of the New York State Eminent Domain Procedure Law.

The purpose of the I-81 Viaduct Project is to address structural deficiencies and non-standard highway features while creating an improved transportation corridor through the City of Syracuse that meets the transportation needs and provides the infrastructure to support long-range transportation planning effort.

The FEIS describes the Project; the consideration of social, economic, and environmental effects that would result from implementation of the Project; and measures to mitigate adverse effects.

This notice marks the initiation of a 30-day public comment period on the FDR/FEIS. The comment period, which will be open through May 15, 2022, has been established to provide the public with an additional opportunity to submit comments before FHWA and NYSDOT complete the environmental review process. New substantive comments received which were not previously addressed in the EIS will be responded to in the Project's Record of Decision.

Comments may be submitted by mail (see addresses below), by e-mail (at [I81Opportunities@dot.ny.gov](mailto:I81Opportunities@dot.ny.gov)), and/or by leaving a voicemail at 1-855-I81-TALK (855-481-8255).

Mark Frechette, P.E.  
Project Director  
New York State Department of  
Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

To read the FDR/FEIS and for more information visit

<https://www.dot.ny.gov/i81opportunities>

Copies of the FDR/FEIS are also available for review at libraries and town halls throughout the Syracuse metropolitan region. Find a location at [https://webapps.dot.ny.gov/system/files/documents/2021/07/repositories\\_list-2031-10-25-b.pdf](https://webapps.dot.ny.gov/system/files/documents/2021/07/repositories_list-2031-10-25-b.pdf)

**From:** [+1 315-246-4949](tel:+13152464949)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (5 minutes and 5 seconds)  
**Date:** Thursday, May 12, 2022 4:11:54 PM  
**Attachments:** [audio.mp3](#)

---

Hi I was just calling up regarding you know what you're wanting to do with eighty one with all the traffic lights and all that extra traffic throughout the city, it's just going to be a disaster. People from all over saying, oh, heck no, we're not taking it and none of us want to take eighty one anymore. I don't want to go downtown efforts going to the city of Syracuse because I'll just be. I'll be taking six ninety and then somehow getting an eighty one that bypassed that portion that bypasses Syracuse I and that's just it's now just fix what we have now it there's no divisiveness in the city it's more cohesive now people having to go across all those lanes you know walking you know and stuff like that even though this traffic lights data data that we all know how dangerous that could be and we all know how nobody is going to want to go through circuit they're definitely not going to visit Syracuse because they're having to take forever to get through it's not like eating more we can get on get off you know and again and again. It's Damascus And I certainly I once again, I would never go down there and I mean literally because I thought it was happening. I stopped going to church down there and I'm staying out in the suburbs and I'm staying away from eighty one in general. I haven't taken it in, my gosh, at least a year and not that area. Other parts of it. Yeah, but not there. And you don't understand just how much people like this think about yourself having to go somewhere to go on long trip. And there you are stuck on stop flights. Right. He won. This is a highway that this is craziness. We're going to be the called the dumbest fitted in America I mean and I don't mean that mean I just mean it just it's the dumbest thing I've ever thought of and it's scary and it's just as far as driving goals you my gosh is a kid going to come running out I mean 'cause there you go to there's the actual students but then again there's the kids that are going to be going to the grammar schools there and what if they decide they want to go across 'cause they want to get up to the university area you they get some pizza can't there's just so much it's just crazy it's crazy crazy crazy and I don't mean that mean I just mean it's just not right it might be a good idea for something else but not for a highway. And not in the city of Syracuse. Come on, be truthful. Why do we have to offer this better than other places? Think about it. We don't are most compared to what they have up in Rochester. We are like one. Ten. So I mean. And there's no reason we should be. We should have been proving things like that. And people get off the eighty one. It's fast and continues to go over the city. They'll get off to visit. Why 'cause? We got some things to actually go look at. I mean, that would be amazing if we had something similar to the one in Rochester. That's just an amazing place. We drove there all the time when the kids were young because it was here or not. I think really. I mean. And I'm not being it's just truthful and you know it. Go in there and then go down there to the strong. You know, he's just gonna go up. Yeah, you're right. Because there's so much there. The floor after floor after floor and at the most just like broke down thing broke I mean not open that up it's and even if it was all open it's still not much it's not the most it's the least. OK, so honey, just please think about that. It was city is doing a little bit better and in one area because a lot of people live there because a lot of restaurants and stuff like that, which have also lost a heck of a lot of stores and it's not going to stop us, but something like this will just really kill the city. Is that what they're trying to do? Is this all part of that to let's get rid of a lot of people thing? I mean, I don't know what's going on. Alright, that's that. I mean, I don't know what else to say. I actually I do. But I don't feel like it. I just wanna say it's the worst idea was not the worst ever, but close. It's up there and I just see accidents. I just I just said me never going there again and a lot of people I know are either most everybody is going to stay in their own suburb and especially if you're in the wealthier suburbs you're always going to take six ninety you're gonna just give eighty one forever unless you get past Syracuse and then get off around tally or somewhere he knows he got out or lost they didn't wanna go there. You know what I'm saying and now it's a mitigated disaster unmitigated disaster absolutely. I can't believe anybody even bring.

You received a voice mail from [+13152464949](tel:+13152464949).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

**From:** [+1 315-246-4949](tel:+13152464949)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (2 minutes and 32 seconds)  
**Date:** Friday, May 13, 2022 1:28:53 PM  
**Attachments:** [audio.mp3](#)

---

Hello I was just calling to voice my concern over the you know on the ground and it's going to separate a lot of the Southside from the university area. It's going to cause people to be trying to walk across those streets across them, possibly getting hit. It's going to cause so much confusion and people driving through you run eighty one, they're going sixty miles an hour or whatever. Fifty five. Sixty five. I'm not added a lot obviously. And the bottom line is though, what do you know you go so slow. What are people from everywhere? Not just here but going to the hospital how we get in there. How are ambulances getting there? I mean do we take six nine and I mean that's out of the way but it's like what do you do and going city streets is pretty darn slow especially if you're a person that's not in an ambulance and or you have a doctors appointment up there my heart doctors up there so it's just like a. It's just too much. What we have now is brilliant. We just need to fix it. We need to make it nicer, that's all. And if you want to bring the community together, let's just fix up the areas that need it, no matter what side of town they're on. Let's help them along with that, with whatever money we save from this grid, because I'm gonna tell you it's gonna fall apart in just a few years. I can't think of anybody I know that likes it, except for people that want to make money off from it. Other than that, no. And if this was OK, Scranton, PA. OK, which is more than Syracuse, NY. And they don't do that. But you can get off and get it out. But what I wouldn't have done. I did it once. That's it. If it went slow through there all the time, I would have been so frustrated. And I never would have issued the city again. Whereas now it's like, yeah, I don't mind going down. I just want to do this set or the other thing because I can get off one. I'm going going fast and go slow throughout Scranton and then get back on going fast to get to New York City, where I was going So please get some really smart people in there to really understand this because I think it's extremely serious issue. And. OK, thank you. Bye.

You received a voice mail from [+13152464949](tel:+13152464949).

**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

**Laurie Iauco**

---

**From:** Jon Aretsky <jaretsky@gmail.com>  
**Sent:** Friday, May 6, 2022 10:46 AM  
**To:** i81opportunities@dot.ny.gov  
**Subject:** Sound mitigation for the Dewittshire neighborhood.

Please work sound mitigation for the Dewittshire neighborhood where the homes along Ambergate rd are most affected by road noise from 481 traffic. As traffic increases this will have a significant impact on quality of life in the neighborhood. Sound mitigation would hopefully help to combat the increased noise and should be considered as a part of the plan.

Thank you,

Jonathan Aretsky

## Tear Down the Structural Racism of I-81

armaniaa315@gmail.com@mg.gospringboard.io  
<armaniaa315@gmail.com@mg.gospringboard.io>

on behalf of

Andrew Armani <armaniaa315@gmail.com>

Sat 5/14/2022 6:47 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Andrew Armani

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Friday, May 13, 2022 11:17:22 AM

---

**From:** Christine Atkins <catkinsnp@aol.com>  
**Sent:** Friday, May 13, 2022 11:16 AM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** We need more time, Mark!

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Mr. Frechette,

I do not understand the issue of the elevated highway dividing the community. How can 6 to 8 lanes of traffic with traffic lights not divide the community in the same way that it has for years. What is the defense of this issue? How do you expect citizens to cross this amount of traffic safely?  
I fear this is the wrong move for the city of Syracuse and Central New York.  
The cost with inflation will be over the top and will not be finished in the time frame that is stated.

Sincerely,  
Christine Atkins

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Tuesday, May 3, 2022 7:28:15 AM

---

comment

---

**From:** James Attle <jattle001@gmail.com>  
**Sent:** Monday, May 2, 2022 8:12 PM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** We need more time, Mark!

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

No one could possibly look this over in the 30 day deadline! Much more time is needed. Why is this set up this way? How much is included in this that is not intended for the public to know?

## We need more time, Mark!

Philip Aylward <paylward022@gmail.com>

Wed 5/11/2022 2:37 PM

To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>;dot.sm.mo.I81Opportunities  
<dot.sm.mo.I81Opportunities@dot.ny.gov>;rick.marquis@dot.gov <rick.marquis@dot.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Sir I see some of my comments in the Environmental impact statement but I do not see your answers addressing my concerns. Please address the concerns as you promised.

Thank You  
Philip Aylward

## Say NO to the Grid!

Laurie Azzoto <azzoto@aol.com>

Fri 4/15/2022 12:39 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

We still need the bridge to reduce emissions and move traffic. I don't want to get car jacked or robbed stopped at lights.

I481 and 690 have a good amount of traffic when it's not rush hour. What's going to be like with a grid? Too many cars especially 481.

[Sent from the all new AOL app for Android](#)

## Comment on the I-81 Final Design Report / Final EIS

dave.babcock21@gmail.com <dave.babcock21@gmail.com>

Mon 5/16/2022 1:52 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Any plan for community engagement / public participation needs to be prepared by community engagement specialists with NYSDOT. Delegating preparation and execution of such a plan to a contractor would be much less effective given a contractor may not have the awareness and experience needed to establish the community engagement framework for such a large and important project and also given the contractor's primary objective is to make a profit. NYSDOT's mission is to serve the public and work for public good; a contractor does not have this as part of its basic mission.

Please reconsider and have public participation specialists within the NYSDOT or elsewhere within the government of NY State prepare the community engagement / public participation plan for the Interstate Route 81 project.

David Babcock  
7782 Newhope West  
Liverpool, NY 13090  
[dave.babcock21@gmail.com](mailto:dave.babcock21@gmail.com)  
(315) 263-9023 cell

## Comments on the Final Environmental Impact Statement for the I-81 Viaduct Project

Miguel Balbuena <mikigol@outlook.com>

Mon 5/16/2022 7:35 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear NYSDOT/FHWA,

Enclosed down below please find my comments regarding the Final Impact Statement for the I-81 Viaduct Project, which I authorize to be to be posted on a site open to public view along with your response to it.

Thank you for your time and attention,

Sincerely,

Miguel Balbuena

---

---

### COMMENTS ON FEIS

The “Final Design Report/Final Environmental Impact Statement” says, “The section of I-81 between the southern I-81/I481 Dear NYSDOT/FHWA, interchange (Interchange 16A) and the I-81/I-481 northern interchange (Interchange 29) in Cicero would be de-designated as an interstate and re-designated as Business Loop 81 (BL 81).”

In this regard, there are significant areas adjacent to the aforementioned proposed loop that are overwhelmingly residential. Such is the case of the portion of the loop between East Colvin Street and Cedar Street. I have lived in this neighborhood for over four years now and after surveying this space I have found only five businesses in it, as follows: Middle East Market at 1919 South State Street, Smart City Market at 500 Oakwood Avenue, Eddie’s Eagle Market at 140 Oakwood Avenue, Toomey Abbott Market at 1213 Almond Street and Hub Liquor Store at 116 Oakwood Avenue.

Thus, it seems that the proposed re-designation as Business Loop 81 is a misnomer since it gives the impression that residential areas will be subjected to the same traffic regulations governing business districts, which do not fully take into account the well-being of residents in terms of exposure to air and acoustic pollution. Therefore, I suggest changing the re-designation from Business Loop 81 to simply Loop 81 to consider the statistical preponderance of residences in areas abutting long segments of I-81.

The document under review also says, “The revised Community Grid Alternative as presented in this FDR/FEIS includes a roundabout at Almond and Van Buren Streets” and, on February 18, 2022, the news site CNY Central quoted I-81 Project Director Mark Frechette as having said, “We believe moving the roundabout from MLK to Van Buren will help calm traffic.” Earlier, Mr. Frechette had said, “They [the vehicles] are coming 65 m.p.h., so it's very important that we're reducing them down. This is a real traffic-calming measure, a lot of signage ‘Roundabout coming up’ to really get people to recognize they’re no longer on a high-speed freeway; they’re heading to downtown,” according to a report by WAER 88.3 radio station published on July 16, 2021.

The FDR/FEIS adds, "Plantings in this zone could also complement traffic calming in this area as the highway comes down to grade. Street tree plantings, including a center planted median, would line the corridor."

Therefore, traffic-calming measures appear to include the roundabout, signage, and plantings on a median and along either side of the road.

There is ample evidence that the norm for decades has been for motorists to speed once they get to the viaduct, whose posted speed limit is 45 m.p.h. They keep going to at least 65 m.p.h., knowing full well that the speed limit on the viaduct would not be enforced by those public officials in charge of enforcing it.

As the drivers going through the viaduct are accustomed to speeding without facing any consequences whatsoever for breaking the law, it might be wishful thinking to believe that - once the viaduct is transformed into a community grid - a roundabout, a median, signage and plants will suffice to make them observe the posted proposed limit of 35 m.p.h. in the community grid. Hence, I suggest New York State using devices such as radars to prevent this violation of the speed law from continuing under the community grid alternative.

The FDR/FEIS further says, "Municipality: City of Syracuse; Noise Ordinance Excerpt: Any construction activity between the hours of 9 p.m. to 7 a.m. Monday to Saturday and anytime on Sunday or holidays is prohibited; Source: 'Syracuse Noise Control Ordinance' [https://www.municode.com/library/ny/syracuse/codes/code\\_of\\_ordinances?nodeId=REGEOR\\_CH40NOCOOR](https://www.municode.com/library/ny/syracuse/codes/code_of_ordinances?nodeId=REGEOR_CH40NOCOOR)."

In 2019, the New York State Department of Transportation hired a contractor to repave the surface of Exit 18, an off-ramp that leads from the viaduct to Almond Street at its intersection with East Adams Street. The work involved removing the old asphalt pavement, apparently with jackhammers, and replacing it with new pavement. It seems to me that this kind of work fell within the category of construction regulated by the City of Syracuse Noise Ordinance.

The aforementioned NYSDOT contractor started its work at 4 p.m., three hours ahead of what the noise ordinance allowed it. This work generated an acoustic pollution level inconsistent with the maintenance of the well-being of the city residents living in the proximity of the viaduct. I live about 0.6 miles from Exit 18 and still I was prevented from having a restful sleep during the nights in which the NYSDOT contractor allegedly flaunted the city ordinance, acting apparently without supervision from NYSDOT officials. This situation raises questions about the willingness of public officials to enforce ordinances during the removal of the viaduct and the construction of the community grid. Thus, I suggest establishing an iron-clad mechanism to ensure that residents do not continue to be hurt by such negligence. Related to this, one of my suggestions is to put a sound-proof enclosure on the I-81 working site to make sure that NYSDOT is thoroughly compliant with the letter and the spirit of the Noise Control Act of 1972, passed during the administration of President Richard Nixon, and the Quiet Communities Act of 1978, approved during the government of President Jimmy Carter, were never rescinded by Congress and remain in effect today.

## Tear Down the Structural Racism of I-81

susanbaldacci@gmail.com@mg.gospringboard.io  
<susanbaldacci@gmail.com@mg.gospringboard.io>

on behalf of

Susan Baldacci <susanbaldacci@gmail.com>

Mon 5/16/2022 7:22 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Susan Baldacci

## Tear Down the Structural Racism of I-81

nathaniel.baldo@gmail.com@mg.gospringboard.io  
<nathaniel.baldo@gmail.com@mg.gospringboard.io>

on behalf of

Nathaniel Baldo <nathaniel.baldo@gmail.com>

Sat 5/14/2022 8:44 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire región.

Sincerely,

Nathaniel Baldo

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Tuesday, May 3, 2022 3:00:13 PM

---

Another one.

-----Original Message-----

From: William Banazek <[wbanaze1@twcny.rr.com](mailto:wbanaze1@twcny.rr.com)>  
Sent: Tuesday, May 3, 2022 2:49 PM  
To: Frechette, Mark (DOT) <[Mark.Frechette@dot.ny.gov](mailto:Mark.Frechette@dot.ny.gov)>  
Subject: We need more time, Mark!

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Sir,

I respectfully ask you to extend the review period for the Rte 81 project in Syracuse to 90 days, so that interested and concerned persons will have a reasonable chance to read the materials.

Margaret Banazek



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

May 2, 2022

Mark Frechette, Project Director  
New York State Department of Transportation  
Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis, Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

Dear Mr. Frechette and Mr. Marquis:

I write to formally request that the public comment period for the New York State Department of Transportation's Interstate 81 Viaduct Project final Environmental Impact Statement (EIS) be extended by 90 days.

As you know, the Interstate 81 Viaduct Project was released for the public to view on April 15, 2022. However, public stakeholders have only been given 30 days to comment on the project. The final project report contains more than 35,000 pages. This is a great deal of information to read and understand in order to accurately provide public comments about any negative impact the project may have on the area.

The previous EIS for this project had approximately 27,000 pages and due to significant public interest, the comment period was extended to 90 days. There were nearly 8,000 comments filed with the DOT during that extended comment timeframe. Not only is this the final report before the project begins, there are 8,000 more pages to this final EIS.

The Interstate 81 Viaduct Project will be a massive undertaking that has the potential to seriously impact the region. Before the project begins, it is the state's duty to ensure the public has both ample opportunity and the time necessary to thoroughly vet the project's plans. I respectfully urge you to expand the public comment period by 90 days, instead of its current 30-day timeframe.

Thank you for your consideration on this important issue. Please do not hesitate to contact my office if I can be of further assistance in the future.

Sincerely,

A handwritten signature in black ink that reads "Will Barclay". The signature is written in a cursive, slightly slanted style.

**Will Barclay**  
**Assembly Minority Leader**

WAB/ald

## Noise abatement for Toe Path

JAMES BARNELLO <jjbarnell@aol.com>

Fri 5/13/2022 9:52 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Toe Path Rd MUST have a noise abatement barrier to reduce the noise that exists west of Kinne Rd. Your plan has a barrier on Butternut Dr. side of highway protecting commercial property, where as the Toe Path side of the highway would make more sense to reduce noise for the residential property.

Sent from my iPhone

## Noise abatement for Toe Path

JAMES BARNELLO <jjbarnell@aol.com>

Fri 5/13/2022 9:52 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Toe Path Rd MUST have a noise abatement barrier to reduce the noise that exists west of Kinne Rd. Your plan has a barrier on Butternut Dr. side of highway protecting commercial property, where as the Toe Path side of the highway would make more sense to reduce noise for the residential property.

Sent from my iPhone

## Sound barrier for residents west of Tow Path Rd.

JAMES BARNELLO <jjbarnell@aol.com>

Mon 5/16/2022 6:17 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

The noise from traffic 481 is unbearable now and with the increase of traffic once it becomes rt 81 ; I cannot imagine how noisy it will become. A noise barrier is a must for the residents who live south of Rt 481 and Tow Path Rd. ( north of Kinne Rd )

Sent from my iPad

## Takeing down 81

Richard Barry <rick13211barry@gmail.com>

Thu 5/12/2022 12:19 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Taking down 81 is such a mistake. Our city has been built around the existing 81. I am old enough to remember the addition of 81. Reconfiguring of the city at their time was immense. Please don't make the mistake giving in to the few with a loud voices asking to tear down 81 and start all over.

## Save 81!!!!

Chelsea B <chelseabelsea13@yahoo.com>

Mon 5/16/2022 10:22 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

To whom it may concern,

Please do not take 81 away!!! It is an essential part of our highway system in Syracuse. A grid design is backwards thinking and will only cause congestion in the city, as well as increase noise and air pollution.

Right now 81 allows residents to get anywhere in the city in approximately 20 minutes or less. The highway is a short cut to avoid waiting at traffic lights and having to stop at each intersection. Personally, I will be avoiding the city at all costs if we lose the highway. I hate city traffic! It is painful to get from point a to point b, along with awkward. Also, additional travel time causes frustration, leading to road rage. Drivers are already lacking in patience.

Also, Destiny USA is a major attraction that brings many tourists, along with central New York residents into the city daily. Not to mention the New York State fair, sporting events, and other expos that take place. We need to have a city transportation system that showcases Syracuse and highlights the importance of making greener choices with the future in mind, while taking everyones needs into consideration. A grid system will be backed up daily and that is without the added stress of big events.

Please, please, please don't take 81 away!!! There has to be a compromise that can be made.

Thank you for your time,  
Sincerely,  
Chelsea Bebernes

Chelsea Bebernes  
[315-395-9083](tel:315-395-9083)  
Bridgeport, NY

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Friday, May 13, 2022 2:37:30 PM

---

-----Original Message-----

From: Becker Trucking Co. <revtrucks@aol.com>  
Sent: Friday, May 13, 2022 12:51 PM  
To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
Subject: We need more time, Mark!

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

The Community Grid on its own will have severe negative consequences for our city and region. We truly need a consensus plan that meets the needs of all residents!

## Tear Down the Structural Racism of I-81

mbennerrhoades@gmail.com@mg.gospringboard.io  
<mbennerrhoades@gmail.com@mg.gospringboard.io>

on behalf of

Marie Benner-Rhoades <mbennerrhoades@gmail.com>

Sun 5/15/2022 8:39 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Marie Benner-Rhoades

## Tear Down the Structural Racism of I-81

bennettjosephm@gmail.com@mg.gospringboard.io  
<bennettjosephm@gmail.com@mg.gospringboard.io>

on behalf of

Joseph Bennett <bennettjosephm@gmail.com>

Sat 5/14/2022 12:55 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Joseph Bennett

## Laurie Iauco

---

**From:** Jay Bernhardt <jgbhoser@yahoo.com>  
**Sent:** Wednesday, May 11, 2022 6:12 AM  
**To:** I81Opportunities@dot.ny.gov  
**Cc:** russtarby@netscape.net; railroad@twcny.rr.com; Frank Malfitano  
**Subject:** Tunnel is the only answer

Where is the NYS, Onondaga County, Syracuse, Liverpool and My Pillow brain Trust?

Build the Route 81 tunnel and stop jerking us around. Jay the Hoser

Sent from my iPad

## Do the rightful thing and dig the tunnel

Jay Bernhardt <jgbhoser@yahoo.com>

Sat 5/14/2022 6:38 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Cc: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Jay the Hoser

Sent from my iPad

## The Tunnel for 81 in Syracuse

Jay Bernhardt <jgbhoser@yahoo.com>

Sat 5/14/2022 6:43 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>;rick.marquis@dot.gov <rick.marquis@dot.gov>;Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>

Cc: Nicholas Paro <nicholas.r.paro@gmail.com>;njpirro529@aol.com <njpirro529@aol.com>;russtarby@netscape.net <russtarby@netscape.net>;Frank Malfitano <fmalfitano@syracusejazzfest.com>;William Berinstein <wpberinstein@gmail.com>;Peter Matlow <petermatlow@aol.com>;railroad@twcny.rr.com <railroad@twcny.rr.com>;Gregg Slocum <gslocum1949@gmail.com>;Judson Davis <davis.judson@yahoo.com>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

What's the matter with doing the Best ?

Jay the Hoser

Sent from my iPad

## 81 and Syracuse deserve a tunnel

Jay Bernhardt <jgbhoser@yahoo.com>

Sat 5/14/2022 6:50 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Cc: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>; rick.marquis@dot.gov <rick.marquis@dot.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Jay the Hoser.

Sent from my iPad

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: I-81 FEIS comment. FW: Rick, please reconsider this!  
**Date:** Thursday, May 12, 2022 9:11:36 AM

---

Another comment

---

**From:** Gross, Jared A (FHWA) <jared.a.gross@dot.gov>  
**Sent:** Thursday, May 12, 2022 9:10 AM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** FW: I-81 FEIS comment. FW: Rick, please reconsider this!

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

---

**From:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>  
**Sent:** Wednesday, May 11, 2022 4:19 PM  
**To:** Gross, Jared A (FHWA) <[jared.a.gross@dot.gov](mailto:jared.a.gross@dot.gov)>; Toni, Melissa (FHWA) <[melissa.toni@dot.gov](mailto:melissa.toni@dot.gov)>; Davies, Robert (FHWA) <[Robert.Davies@dot.gov](mailto:Robert.Davies@dot.gov)>; Gatchell, Chris (FHWA) <[Chris.Gatchell@dot.gov](mailto:Chris.Gatchell@dot.gov)>; Santiago, Damaris (FHWA) <[Damaris.Santiago@dot.gov](mailto:Damaris.Santiago@dot.gov)>; Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>  
**Subject:** I-81 FEIS comment. FW: Rick, please reconsider this!

---

**From:** Jo ann Bertollini <[mamahobbes@aol.com](mailto:mamahobbes@aol.com)>  
**Sent:** Wednesday, May 11, 2022 7:56 AM  
**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>  
**Subject:** Rick, please reconsider this!

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Please don't do this to Syracuse! We need 81 to get around easily! Without it, traveling through the city will become a nightmare and discourage people from taking advantage of all the venues available now. People aren't going to want to go to the theatre, out to dinner, or visit the museums if it's going to take forever to get there! It's already tough to navigate when there's a big event at the dome!

Jo Ann Bertollini

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: We need more time, Mark!  
**Date:** Wednesday, May 4, 2022 8:30:18 AM

---

---

**From:** Jon BeVard <CNYnative@live.com>  
**Sent:** Tuesday, May 3, 2022 5:01 PM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** We need more time, Mark!

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Please allow us more time to review the environmental impact documents regarding the Interstate 81 project.

Thanks, Jon BeVard

**I-81**

rob bick &lt;polar9394@yahoo.com&gt;

Sun 5/15/2022 7:48 AM

To: dot.sm.mo.I81Opportunities &lt;dot.sm.mo.I81Opportunities@dot.ny.gov&gt;

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Community Grid-Bad idea. Period.

## I81 letters

mbinet@super8syracuse.com <mbinet@super8syracuse.com>

Mon 5/16/2022 11:10 AM

To: mefrenchette@dot.state.ny.us <mefrenchette@dot.state.ny.us>; rick.marguis@dot.gov  
<rick.marguis@dot.gov>; dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Cc: kambich@gillibrand.senate.gov <kambich@gillibrand.senate.gov>; joenehme@schumer.senate.gov  
<joenehme@schumer.senate.gov>; johnkatkony24@mail.house.gov <johnkatkony24@mail.house.gov>; Mannerberg, Lauren  
(CHAMBER) <Lauren.Mannerberg@exec.ny.gov>; magnarw@nyassembly.gov  
<magnarw@nyassembly.gov>; barclaw@nyassembly.gov <barclaw@nyassembly.gov>; ryanmcmahon@ongov.net  
<ryanmcmahon@ongov.net>; charles.small@dot.gov <charles.small@dot.gov>; Dominguez, MarieTherese (DOT)  
<MarieTherese.Dominguez@dot.ny.gov>; secretarybuttigieg@dot.gov <secretarybuttigieg@dot.gov>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good morning,

Here are our sign letters requesting more time to review data.

Thank you.

--

Melissa Binet

Operations Manager

Super8 By Wyndham

Syracuse-North Airport Area

315-451-8888



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be "S. L. B.", written over a yellow graphic element.

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time  
for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony B. Bova".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043

Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Carol M. Jones".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • [www.super8.com](http://www.super8.com)

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be "Vag", written over a faint circular stamp.

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be "A. J. [unclear]".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time  
for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Meghan Taylor".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time  
for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

*Edina Music*

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • [www.super8.com](http://www.super8.com)

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time  
for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely, *Ketana Lueke pmf*

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse  
May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time  
for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Liz Al Perez".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.



Super 8 - Syracuse

May 4, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Interstate 81 - Final Environmental Impact Statement - Need for Additional Time for Review and Comment**

Dear Mark and Rick:

Like many stakeholders in Syracuse and Central New York, we are prepared to review and provide comments on the Final Environmental Impact Statement ("FEIS") that was released on April 15, 2022.

The purpose of this letter is to formally request that the public comment period be extended for an additional 90 days to allow sufficient time for a complete review of the 35,000+ page document. Most importantly the amount of data just made available, it is not feasible to have complete responses available by May 16, 2022.

Furthermore, the concerns from our industry remain unchanged. The NYSDOT has not commissioned an appropriate feasibility study that will address our concerns. Our hotels are located within close proximity of I-81 for several obvious reasons and to state that we will only lose 1.3% of our business (or 1 room per night) is simply not accurate.

The future of Interstate 81 is an important decision that will directly impact our businesses/industry and our team members. It is critical that everyone be provided sufficient time to have their comments submitted and considered.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Melissa Binet".

421 7th North Street, Liverpool, NY 13088 • 315-451-8888 • fax 315-451-0043  
Reservations: 800-800-8000 • www.super8.com

All Super 8 hotels are independently owned and operated.

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: Concerns regarding the plans for 81  
**Date:** Tuesday, May 10, 2022 1:59:39 PM

---

Another comment.

-----Original Message-----

From: William Bodily <william.bodily@gmail.com>  
Sent: Tuesday, May 10, 2022 1:37 PM  
To: rick.marquis@dot.gov; Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
Subject: Concerns regarding the plans for 81

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Mark Frechette and Rick Marquis,

I am writing you today to express my concerns regarding what I have reviewed so far of the Final Environmental Impact Statement (DEIS) and the proposed changes regarding the future of Interstate 81 in the city of Syracuse. Having lived here most my life, I have utilized Interstate 81 quite extensively to enter into and pass through the city of Syracuse. I cannot imagine the city has a more important and functional piece of highway than Interstate 81. To have it removed will have a severe impact to the people of the city and those who utilize it to travel frequently to and from destinations North and South of the city. These changes will not bring about a positive transformation for the city. It will sever a major artery of travel causing a large slow down for the delivery of goods and services, travel by those looking to pass through without disrupting the flow of localized traffic and eventually an increase in crime and undesirable activities as that area eventually becomes less maintained and left to be forgotten due to lack of interest in funding clean ups and maintenance. This city is in need of changes to help bridge the gap between it and more major cities that have newer technologies, businesses and conveniences. A change like this will not provide that opportunity resulting only in a huge economic setback and further push Syracuse behind. Please reconsider the impacts as a person who lives here and not a foreign entity with no ties or long term consequences to live through as a result of this crippling change to the city's infrastructure. This is not the change this city or community needs.

Sincerely,  
William Bodily

**From:** [+1 315-488-8066](tel:+13154888066)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (1 minute and 3 seconds)  
**Date:** Sunday, May 15, 2022 1:12:32 PM  
**Attachments:** [audio.mp3](#)

---

Yes, I'm calling to leave my opinion regarding the eighty one community grid project in downtown Syracuse. My name is Rudolph, last name Bola Slav. I happen to live in Camillus New York, my home number three one, five, four, eight, eight, eight, zero, six, six. I am totally opposed to this project. Eighty one I eighty one should be left for the way it is. Just have it refurbished and that is all. I travel all over the United States. I've been to cities that have done similar projects and it's been horrible in terms of traffic and in terms of people that have to access their downtown areas in and out everyday when they have done this I'd be happy to discuss this with you and give you examples of which cities that I've traveled to have done. This is such a bad idea and because I travel so much I have not been able to come to any of the meetings in person. So I hope you take my voicemail message on this seriously. Thank you.

You received a voice mail from [+13154888066](tel:+13154888066).

**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

## Tear Down the Structural Racism of I-81

tomboll1969@gmail.com@mg.gospringboard.io  
<tomboll1969@gmail.com@mg.gospringboard.io>

on behalf of

Thomas Boll <tomboll1969@gmail.com>

Mon 5/16/2022 12:42 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Thomas Boll

## Tear Down the Structural Racism of I-81

jbomb482@hotmail.com@mg.gospringboard.io  
<jbomb482@hotmail.com@mg.gospringboard.io>

on behalf of

Justina Bombard <jbomb482@hotmail.com>

Fri 5/13/2022 12:37 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Justina Bombard

## Tear Down the Structural Racism of I-81

bombs4822@gmail.com@mg.gospringboard.io  
<bombs4822@gmail.com@mg.gospringboard.io>

on behalf of

Margaret Bombard <bombs4822@gmail.com>

Fri 5/13/2022 12:41 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Margaret Bombard

## Interstate 81 in downtown syracuse

William Bowhall <[bbow106@yahoo.com](mailto:bbow106@yahoo.com)>

Thu 5/12/2022 5:59 PM

To: [dot.sm.mo.I81Opportunities](mailto:dot.sm.mo.I81Opportunities@dot.ny.gov) <[dot.sm.mo.I81Opportunities@dot.ny.gov](mailto:dot.sm.mo.I81Opportunities@dot.ny.gov)>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Really, go ahead and improve the on and off ramps going through the city. 481 was meant to take truck traffic and some of the congestion to the suburbs that are on the 481 corridor . Traffic going into the city from the North and South on Rt 11 and State st was a cluster back before 81 was built. Wait until people want to get to an event at Syracuse University it will be worse than ever. Keep 481 the way it is, keep 81 the way it is. Stop spending taxpayer money on things that don't benefit everyone. I lived in the city for 20 years and saw this everyday. Many people took the bus to work back in those days because of no parking in downtown Syracuse and the amount of time it took to go 5 miles into the city. Most times change is for the better but not in this case. Money for this project can be better spent.

Thanks for your consideration

**From:** [+1 315-652-2230](tel:+13156522230)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (1 minute and 48 seconds)  
**Date:** Monday, May 16, 2022 12:56:47 PM  
**Attachments:** [audio.mp3](#)

---

Good afternoon. My name is Brian. I'm a lifetime resident of the Syracuse suburbs and computer for, you know, since I became an adult, I find the 81 project ridiculous that we would actually take away a major route through our city. We need to get to work. All of our biggest corporations and employers are in the city of Syracuse. We don't want to live in the city of Syracuse. We want to live in the suburbs. One of the greatest advantage of living in the Syracuse area is we don't have hour and a half commute or even anything over 20 minutes. In a lot of areas is what sells this place. You're actually forcing people to be encouraging people to leave the area. It's going to be a deciding factor. And for those of us that have lived here and have elderly family members, our hospital trips are going to increase. There's no way around that. I also find it very insulting that when we went to the meetings, instead of being open to any kind of dialogue, the decision was already made, which is not what you portrayed in the newspapers. I also talked to my local representatives at down Doug County Legislature and the state representatives and they told me that the decision had already been made years ago, 2345 years ago. They had no influence on it. They could not stop it. They were told that they could not stop this, which I also find insulting and unfair. Shame on all of you.

You received a voice mail from [+13156522230](tel:+13156522230).

**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

↩ Reply all ▾ 🗑 Delete 🚫 Junk 🛑 Block sender ⋮

## FEIS Comment

JB

**Joe Bright** <brightj155@gmail.com>

👍 ↶ ↷ → ⋮

Sat 4/23/2022 9:37 AM

To: mayor@syrgov.net;dot.sm.mo.I81Opportunities

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Hello Mr. Frechette and Mayor Walsh,

I would like to submit an additional comment during this FEIS comment period. It is the same comment that I submitted to a stenographer on two separate occasions at the OnCenter...

We predict that if the high speed access thru the city of Syracuse is eliminated, our business will suffer such that we would have to relocate our furniture store to another location.

Thank you for your consideration.

**Joe Bright**

Owner

Dunk and Bright Furniture

2648 S. Salina St.

Syracuse, NY 13205

315-930-4048

[joe@dunkandbright.com](mailto:joe@dunkandbright.com)

[www.dunkandbright.com](http://www.dunkandbright.com)

[Chat with Dunk and Bright Instantly!](#)

Reply | Reply all | Forward

## Tear Down the Structural Racism of I-81

jillbrule@gmail.com@mg.gospringboard.io <jillbrule@gmail.com@mg.gospringboard.io>

on behalf of

Jill Brule <jillbrule@gmail.com>

Sun 5/15/2022 12:49 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Jill Brule

## Comments

Ray Brunner <rabrunne@aol.com>

Mon 5/16/2022 12:54 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

I do not like the decision. The concerns of those living South of the city have been pretty much ignored. The traffic thru the city will still be busy and at times a log jam. I've been down Almond Street at peak times when the source of the tariff is from SU and the hospitals, the source of it will not change.

To base this change on the fact that 81 divided the community 50 years ago so we need to fix it is foolish. What is done is done. You can't go back. I believe the change will divide the city just as much as 81 did. In some ways it may be worse.

Also, some businesses on the north end of the city will be hurt. That can't be denied. The business pattern on 481 will change. That maybe good in some ways for those areas but bad for the people that live there.

Living in Nedrow this change is going to make things more difficult for me. So, I am not happy. I think the people this is being done for, in the end, will not like the result.

Ray Brunner

**From:** [+1 315-420-6252](tel:+13154206252)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (32 seconds)  
**Date:** Monday, May 16, 2022 11:26:29 PM  
**Attachments:** [audio.mp3](#)

---

Hi, my name is Danielle Buddha. I am calling just to voice my opinion on saving 80 Route 81. I work downtown. I've worked there for 20 years and I think this new plan is going to be an absolute nightmare for all of us. That even try to go to the city or you need to get to work. It's already hard enough to get there and this is going to be a nightmare. Just my two cents. Thank you.

You received a voice mail from [+13154206252](tel:+13154206252).

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

---

**From:** Anne Buerkle <abuerkle@yahoo.com>  
**Sent:** Friday, May 13, 2022 11:06 AM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** 81 Project

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

This entire project is void of real input. Void. Minds have been made up since very early on. Why has there never been a vote of the people? Why not a “dry run” of the,debacle? Close down 81 for 5 days. You can not right the wrongs of 50 years ago. And who says it was wrong? All the residents near 81 now will have to be placed elsewhere during destruction.

Anne Buerkle  
7633 Sandy Ln  
N Syracuse NY 13212

[Sent from Yahoo Mail for iPad](#)

**I81 grid**

Esther Caletka &lt;esther.caletka@gmail.com&gt;

Mon 4/18/2022 1:24 AM

To: dot.sm.mo.I81Opportunities &lt;dot.sm.mo.I81Opportunities@dot.ny.gov&gt;

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Obviously you are all going to push this through despite public opinion and objections! I still object strenuously, and especially after an article revealing that Van Johnson has been advocating this plan for years, based on "social inequity"!  
You will put essential businesses out of work, and jam up our city with traffic, but you are still moving ahead. Disgusting! Just like the rest of decisions being made in government today. ALL destructive to our economy and citizens.  
Are you really willing to assume responsibility, when our local economy collapses?

**From:** [Marquis, Rick \(FHWA\)](#)  
**To:** [jared.a.gross@dot.gov](mailto:jared.a.gross@dot.gov); [Toni, Melissa \(FHWA\)](#); [Davies, Robert \(FHWA\)](#); [Gatchell, Chris \(FHWA\)](#); [Santiago, Damaris \(FHWA\)](#); [Vaughn-Fair, Sharon \(FHWA\)](#)  
**Subject:** I-81 FEIS Comment. FW: The status of and plan for i-81 through Syracuse  
**Date:** Tuesday, May 10, 2022 2:19:17 PM

---

**From:** Caloia, Cookie <cookie.caloia@carrier.com>  
**Sent:** Friday, April 29, 2022 3:11 PM  
**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>  
**Subject:** The status of and plan for i-81 through Syracuse

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick,

I am very opposed to the removal of an elevated highway that brings people and businesses into, out of and through the center of our region.

There are a hundred reasons why, from:

- efficiency of passage of commercial vehicles that deliver finished and raw goods to and from CNY manufacturers and warehouses,
- employees of the hospitals and University getting to and from work
- concert and event-goers trying to get to and from the Dome
- emergency vehicles leaving the four hospitals in that area to get back to their respective jurisdictions swiftly
- keeping pollution from passing vehicles up off the streets below
- safety of pedestrians who cross Almond Street to get back and forth to work, medical appointments and hospitals

- I speak on behalf of businesses on the perimeter of the city who rely on 81 because their employees, customers and commercial vehicles need it for easy access and efficient passage.
- I speak on behalf of suburbanites who are trying to get back and forth to work, to the airport, to the Dome, to the University, to the hospitals, to the War Memorial, to the mall, to the mountains north and south of the city.
- I speak on behalf of the residents of the neighboring towns and villages that are about to get severely impacted by new travel patterns and tens of thousands of new passers-through on the highway they rely on to get efficiently back and forth to their jobs and social engagements.

But why I am really writing, what enrages me most, is the lack of dialogue and more specifically listening by the New York State DOT, and the elected officials of the City of Syracuse and Onondaga

County who have clearly NOT been open to any discussion or position other than the one they created years (more than a decade) ago.

I have been to a number of the Community Meetings. There was no formal dialogue at any of them but rather easels full of fancy drawings and proponents of the plan manning them. I asked one such proponent who he worked for, he told me he worked at a landscape architecture firm that was part of the project. When I asked the woman sitting at the table upon entering one such meeting if there would be an opportunity to speak out loud, she directed me to a “suggestions box” with some slips of paper and pens. Much of what I heard as people spoke to the “easel-manners” was a lot of concern, disagreement and anxiousness. While sitting at the table writing some of my concerns for the box, those around me were also concerned and opposed for a variety of reasons.

I understand there have been thousands of such comments logged into suggestion boxes and websites, but there doesn't seem to be any addressing of any of them – aside from moving the round-about a few blocks further away from the school. What about all the others?

The local media has bandstanced for the Grid-Only solution and up until recently refused to run any of the submitted letters to the editor that countered their agreement to the Grid. As such, the prevailing sense that this is the best – or worse yet, finalized – plan has all been part of the plan to squelch any dialogue about other logical, reasonable solutions that deserved the same amount of consideration.

As the district administrator of the Federal Highway Administration, I hope you will acknowledge that what has occurred here in Central New York is a travesty. The public has not been heard. A Zogby Poll (referenced in the FEIS) noted that ~70% of the residents of this region did not agree that a Grid-Only solution was best. The public has been roadblocked. This is truly awful. I beg you to consider that the constituents of these elected officials are not being fairly represented. The people of this region have not been heard.

No one locally will listen. Will you?

I sure hope so...before we make yet another horrible decision that will reverb for the next 50 years.

Thank you for your time and consideration,

Lisa (Cookie) Caloia

(315)569-2808

## Tear Down the Structural Racism of I-81

jaleel=jaleelcampbell.com@mg.gospringboard.io  
<jaleel=jaleelcampbell.com@mg.gospringboard.io>

on behalf of

jaleel Campbell <jaleel@jaleelcampbell.com>

Mon 5/16/2022 4:18 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

jaleel Campbell

**From:** [+1 405-888-0007](tel:+14058880007)  
**To:** [I81Project](#)  
**Subject:** Voice Mail (3 minutes and 17 seconds)  
**Date:** Thursday, May 12, 2022 12:01:24 PM  
**Attachments:** [audio.mp3](#)

---

Yeah, my name is Campbell just called to submit a comment here regarding the decision made for this project. I was under the assumption from another source that this is a voicemail to leave a comment on. If not, please let me know, but I really don't like the decision too, at least not include or secure land for future future tunnel portals to be constructed down the line when traffic counts ever warrant such a thing, I think just completely tearing the highway out and down, grading it to a Blvd. I know it's referred to as an upgrade, but it's in every sense of the definition, not the downgrade through Blvd is just very very short sighted. And the bad move. I don't understand the cost either behind this hard to wrap my head around. Alabama was able to build a 8 or 10 lane viaduct, replacing the existing one in Birmingham. I think it's stretched for several miles 4-5 miles And you guys are tagging a cost estimate of replacing the one that exists today and Syracuse in the billions in Alabama, there's in the hundreds of 1,000,000, so. Which is curious why this decision was made like this with just no foresight to any future planning where tunnel could be constructed down the line. I understand that tunnels aren't cheap, but a lot of countries, especially modern ones or modernizing countries, are able to do it. Australia, Norway, Spain, Japan, China, New Zealand. These are all examples of countries that have built Spence. If underground tunnels, some of them stretch for miles, some cases in Norway. In Australia, they have dozens of miles of underground freeways that have directional interchanges underground, or their planned or being built. I don't understand why we can't do things like that in America anymore, but yeah, I really hope you guys give some consideration to. I don't know how it would go this far into the process, but maybe there's some glimmer of hope that you could give some consideration to changing the project or modifying it in a way that would preserve land for future right away. Set aside for Portal on each entity connected where tunnel could be bored in between. That's my comment and again, if this isn't the place to leave it, let me know and I'll send it another way. Thank you. Have a great day. Bye bye.

You received a voice mail from [+14058880007](tel:+14058880007).

**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: Masked?  
**Date:** Monday, April 18, 2022 8:55:34 AM

---

-----Original Message-----

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>  
**Sent:** Monday, April 18, 2022 7:08 AM  
**To:** (jared.a.gross@dot.gov) <jared.a.gross@dot.gov>  
**Subject:** FW: Masked?

---

**From:** Stephen Candela <stevecandel@icloud.com>  
**Sent:** Monday, April 18, 2022 7:08:17 AM (UTC-05:00) Eastern Time (US & Canada)  
**To:** Marquis, Rick (FHWA)  
**Subject:** Masked?

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad. Please tell me sir, what good is diverting travelers and traffic away from the city center? To me doing this will hurt future growth by not making the city visible to travelers. Isn't making something visible a great selling point? Making a community grid is just a political decision to appease a handful of people to make them feel good for something that took place decades ago, but was instrumental in the growth of Syracuse. Now because of you people, there will be no more growth. Isn't making the city visible to travelers a great selling point for prospective businesses looking for a place to call home? Your passing up a great opportunity here to honor a great local historical figure, by not building the Harriet Tubman Memorial Bridge. This would solve both problems by keeping traffic flowing through the city, plus you could have the community grid. Syracuse would probably be the first city in the country to take on such a project and would be the blueprint for other cities to follow. Please use some logic and build that beautiful bridge. It would put Syracuse on the map.

**From:**  
**To:**  
**Subject:**  
**Date:**

---

-----Original Message-----

From: Stephen Candela <stevecandel@icloud.com>  
Sent: Monday, April 18, 2022 6:46 AM  
To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
Subject: Masked?

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Sent from my iPad. Dear sir. How do people like you sleep at night? To go against the wishes of the general public to appease a handful of people for political terms only. It makes absolutely no sense to divert travelers away from the center of our city. What good is a traffic grid going to do for the future growth of Syracuse? For travelers it will just send them around the city, not being able to view the city, all just to make a small handful of people feel good. Your passing up a great opportunity to honor a great historical figure by not building the Harriet Tubman Memorial Bridge. That would settle all the problems. You could have your community grid plus keep the traffic flowing through the city. We would probably be the first to do such a project in the country. The grid is a totally illogical solution, but then again look at people making those decisions.

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: Masked?  
**Date:** Wednesday, April 20, 2022 9:11:03 AM

---

-----Original Message-----

From: Stephen Candela <stevecandel@icloud.com>  
Sent: Wednesday, April 20, 2022 7:02 AM  
To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
Subject: Masked?

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Sent from my iPad. The Harriet Tubman Memorial Bridge!!!!!! It's the only logical solution!!!

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** Fwd: We need more time, Mark!  
**Date:** Friday, May 13, 2022 7:51:39 AM

---

Sent from my iPhone

Begin forwarded message:

**From:** Stephen Candela <stevecandel@icloud.com>  
**Date:** May 13, 2022 at 7:19:24 AM EDT  
**To:** "Frechette, Mark (DOT)" <Mark.Frechette@dot.ny.gov>  
**Subject:** We need more time, Mark!

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Sent from my iPad. Dear sir, you must be a very racist person to allow this grid project to go through. With a chance to build an iconic bridge that will solve all problems of both sides, and to honor a great historical figure who happens to be African American, you must be racist. Everyone knows this is a politically motivated decision by Schumer who wants this, and your just going along with what the senator wants. Well all the regular real people know why you support the grid. I really don't know how you sleep at night. Please build the Harriet Tubman Memorial Bridge!!!!!!!!

## Tear Down the Structural Racism of I-81

bcannon743@gmail.com@mg.gospringboard.io  
<bcannon743@gmail.com@mg.gospringboard.io>

on behalf of

Kenneth Cannon <bcannon743@gmail.com>

Fri 5/13/2022 1:34 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Kenneth Cannon

**81**Ronald Capone <[rmcwbq@gmail.com](mailto:rmcwbq@gmail.com)>

Mon 5/16/2022 12:18 PM

To: dot.sm.mo.I81Opportunities <[dot.sm.mo.I81Opportunities@dot.ny.gov](mailto:dot.sm.mo.I81Opportunities@dot.ny.gov)>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Rebuild the via duct. Removing will be a disaster for all users.

Ron Capone

Sent from my iPhone

## Requesting More Time to Review and Comment on FEIS

David Carnie <dcarnie@salina.ny.us>

Tue 4/19/2022 6:40 AM

To: Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>

Cc: rick.marquis@dot.gov <rick.marquis@dot.gov>; dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>; ryan\_kambich@gillibrand.senate.gov <ryan\_kambich@gillibrand.senate.gov>; joe\_nehme@schumer.senate.gov <joe\_nehme@schumer.senate.gov>; johnkatkony24@mail.house.gov <johnkatkony24@mail.house.gov>; Mannerberg, Lauren (CHAMBER) <Lauren.Mannerberg@exec.ny.gov>; magnarw@nyassembly.gov <magnarw@nyassembly.gov>; barclaw@nyassembly.gov <barclaw@nyassembly.gov>; ryanmcmahon@ongov.net <ryanmcmahon@ongov.net>; charles.small@dot.gov <charles.small@dot.gov>; Dominguez, MarieTherese (DOT) <MarieTherese.Dominguez@dot.ny.gov>; secretarybuttigieg@dot.gov <secretarybuttigieg@dot.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Mr. Frechette,

The NYS DOT I81 Viaduct Project posting made on April 15, 2022 includes over 35,000 pages. I am writing to request an additional 90 days to review and comment. I appreciate your time and attention to this matter. Please let me know if you have any questions.

Thank You,

David Carnie  
4th Ward Salina Town Councilor  
(315) 679-7279

Get [Outlook for iOS](#)

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: Request for More Time to Review I-81 Viaduct Project Report  
**Date:** Monday, May 2, 2022 4:54:49 PM

---

Another extension request.

---

**From:** Timothy Carroll <carroll.timothy.e@gmail.com>  
**Sent:** Monday, May 2, 2022 4:45 PM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>; rick.marquis@dot.gov  
**Subject:** Request for More Time to Review I-81 Viaduct Project Report

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Mark/Rick,

Please extend the review period to 90 days for the I-81 Viaduct Project Report. The original 30 days is inadequate to review the entire report. This is a major project with widespread implications and every opportunity for review should be provided.

Thanks for your consideration.

Best regards,  
Timothy Carroll  
1274 State Route 359  
Skaneateles, NY 13152

↩ Reply all   ∨   🗑 Delete   🚫 Junk   Block sender   ⋮

## 481 sound mitigation

MC

**Michael Chappell** <rangermcrc506@gmail.com>



Sat 4/23/2022 8:24 PM

To: dot.sm.mo.I81Opportunities

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Hello, my name is Michael Chappell. I am a state police officer living in the Dewittshire neighborhood along Rt-481 in Dewitt. More specifically, I live on Ambergate rd closest to the 481 south on-ramp and in direct view of 481 southbound lanes. As plans for the new I-81 corridor move forward, and traffic is rerouted to Rt-481, it is imperative for the quality of life in the neighborhoods surrounding Rt-481 to receive new or improved sound mitigation. It would also be beneficial to the Dewitt community to receive safer pathways along Rt-5 in order for walkers, runners, and cyclists to safely cross the new highway.

I would appreciate additional opportunities to discuss the plans for the new construction along Rt-481 in Dewitt. If necessary, I can be reached at 315-382-1159.

Thank you for your attention to this matter.

-Michael Chappell

[Reply](#) | [Forward](#)

\*\*\* Please Do Not Reply to this e-mail Message.\*\*\*

\*\*\* Any questions regarding this correspondence should be directed to the staff person listed below as the 'Please Respond To' contact. \*\*\*

Ms. Frances Chechatka  
4 Elm St.  
Binghamton, New York 13905  
Phone 607 771-4902  
[francelm@verizon.net](mailto:francelm@verizon.net)  
County\_Other New York  
Addressed to: Governor

Email Subject: I 81 construction

Issue 1 78001 Dept. of Transportation

Correspondence Number: 1052875  
Date Of Correspondence: 04/22/2022  
Date Received: 04/22/2022  
Date Entered: 04/22/2022  
Referred To: DOT  
Date Referred:

Routing History:

04/26/2022 01:01 PM (Routed By --> Kristin Maccera) (Routed Via Outside Agency Email to --> DOT) This correspondence has been acknowledged and is being forwarded for further action from your agency. Please provide a copy of response or notation of any other action recommended or taken. -- P lease respond to Kristin Maccera

Incoming Correspondence:

I would like to know with the new construction of I 81 near Syracuse if there is any under or overpasses for the safety measures for wildlife and to cut down on traffic accidents by motor vehicles hitting deer

And where will they be constructed?

Thank you. I would like a reply.

Reg. Dir.	Asst. Reg. D.	
IT	Construction	
Design	Fleet Admin.	
Admin. Svcs.	PPM	✓
RECEIVED REG DIRECTOR R-3		
APR 26 2022		
Real Estate	Safety	
Traffic	Operations	
All GDs	All REs	
	Linda	

**From:** [kate.chmielewski@gmail.com](mailto:kate.chmielewski@gmail.com)@mg.gospringboard.io on behalf of [Katie Chmielewski](#)  
**To:** [Mark Frechette](#)  
**Subject:** Tear Down the Structural Racism of I-81  
**Date:** Thursday, May 12, 2022 3:17:49 PM

---



Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Katie Chmielewski

public comment for I81 project

greenhawk@aol.com <greenhawk@aol.com>

Fri 4/15/2022 11:15 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

I support the "no build" alternative. With all the infrastructure problems we face, it seems money would be best spent elsewhere.

People have come to expect traffic flows as they are, and we have moved into an area accepting this. If you add minutes to people's lives waiting in traffic this is going to add up to a lot of wasted time and angry people.

please leave well enough alone.

Joe Chovan  
N. Syracuse, NY

## City of Syracuse Interstate 81 FEIS Comments

Loh, Greg <GLoh@syrgov.net>

Mon 5/16/2022 6:44 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Director Frechette and Administrator Marquis,

Attached are comments on behalf of the City of Syracuse regarding the Final Environmental Impact Statement (the "FEIS") for the I-81 viaduct project. Thank you.

Greg

Greg Loh  
Chief Policy Officer  
City of Syracuse  
203 City Hall  
233 East Washington Street  
Syracuse, NY 13202  
315.448-8013 t | 315.415.6766 m  
[GLoh@syrgov.net](mailto:GLoh@syrgov.net)  
<http://www.SyrGov.net>





# OFFICE OF THE MAYOR

MAYOR BEN WALSH

May 16, 2022

Mark Frechette, P.E.  
Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY 13202

Rick Marquis  
Division Administrator  
Federal Highway Administration  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

Dear Director Frechette and Administrator Marquis,

This letter is submitted on behalf of the City of Syracuse (the "City") in order to provide comments regarding the Final Environmental Impact Statement (the "FEIS") for the I-81 viaduct project, prepared by the Federal Highway Administration (FHWA) and the New York State Department of Transportation (hereafter referred to collectively as the "NYSDOT").

We greatly appreciate NYSDOT's continued recognition of the needs and interests of the City of Syracuse and its residents as the viaduct project progresses. NYSDOT has rightly earned appreciation for its commitment to stakeholder engagement. The Department has not only sought to address transportation priorities but has also seized the transformational opportunities of this project for people and neighborhoods.

The greatest challenges lie ahead as we move to the next phase of planning, design and construction. Protecting the interests of those living closest to the viaduct and realizing the full potential of the project will require supreme collaboration between NYSDOT, FHWA and the City, as well as our other municipal and community stakeholders. Syracuse is prepared for this level of partnership.

Office of the Mayor  
233 E. Washington St.  
201 City Hall  
Syracuse, N.Y. 13202

Office 315 448 8005  
Fax 315 448 8067

[www.syr.gov.net](http://www.syr.gov.net)

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

The City's comments regarding the FEIS follow in accordance with the NYSDOT response to our Oct. 14, 2021 written comments on the Draft EIS:

*R 9-2:* The City appreciates NYSDOT's decision not to pursue a roundabout in the area of STEAM at Dr. King Elementary School. Even without the roundabout located near Dr. King Elementary, NYSDOT must exercise every possible precaution in planning, design and construction in the area of the school. The alternative location at Van Buren Street is worthy of further consideration, and the City looks forward to the review of plans and designs for this critical project component.

*R 9-3:* The City requests that NYSDOT establish and activate the Land Use Working Group during the next phase of project planning rather than waiting for final design prior to construction. Critical issues regarding land use will be impacted by decisions made prior to final design.

We value NYSDOT's assurances throughout its response to the City's comments that a wide range of matters related to pedestrian safety, cycling, sidewalk width, corner radii, landscaping, tree planting and public art will be considered during the final design phase (i.e. 9-45 Land Use, 9-50 Public Transit, 9-54 Mid-Block Crossings, 9-63 Catherine St Design, 9-65 James St Design, 9-67 Commercial Business District design, 9-68 Public Art, 9-74 Signals, 9-84 Landscaping, 9-85/86 Trees, 9-88 Plantings, 9-84 Maintenance and 9-95 Wayfinding signage).

Following the City's submission of written comments on the Draft Environmental Impact Statement, the Administration and the Syracuse Common Council committed in late March 2022 to retain the nationally regarded urban and landscape design planning firm, Dover Kohl & Partners (DK&P). We are engaging DK&P to develop a "vision master plan" for the project area within the City of Syracuse, which includes the areas mentioned above. We request that NYSDOT engage with the City and its partner, DK&P, on an "as required" basis in the weeks and months ahead.

*R 9-5:* The City appreciates NYSDOT's recognition of potential degradation of local road conditions as a result of the project. The City currently conducts an annual assessment of pavement conditions in association with Syracuse Metropolitan Transportation Council. This data should be used for pre-and post-construction work analysis and determination of costs to be applied to the project/contractors.

*R 9-6:* The City is converting S. Clinton from one-way to two-way from W. Jefferson Street to Taylor Street this year. NYSDOT's reference to the conversion south of Jefferson Street until 2026 is not accurate. The City seeks clarification on the timeframe.

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

*R 9-7 + Various:* The City repeats its request to extend reconstruction of City streets to include full blocks. Current proposals indicate reconstruction and streetscape updates will terminate mid-block leaving the City with an inequitable juxtaposition of old vs. new infrastructure.

*R 9-10:* The City appreciates NYSDOT's coordination with the Department of Parks Recreation and Youth Programs regarding the project impact on Wilson Park. NYSDOT's response regarding the request for a replacement pool and community center is not satisfactory. The City requests the NYSDOT take joint responsibility with the City in identifying, advocating for and successfully obtaining additional state and/or federal funding to ensure the proper temporary and permanent mitigation is completed at Wilson Park. The health and well-being of children, families and seniors who rely on Wilson Park for recreation cannot be sacrificed.

*R – 9-19:* NYSDOT characterized an "at-grade" or "grade-separated" crossing reconnecting Oakwood Avenue to Oakwood Cemetery as "not reasonable." The City requests that NYSDOT reconsider design alternatives for improving the connection between this historic asset and the community as part of the project.

*R 9-27, 28, 30, 31, 33:* NYSDOT's response indicates that the Department does not have the authority to provide funding for additional fire and police services (i.e. fire station, haz-mat and technical rescue resources, more police and firefighter staffing). Both Syracuse Police and Syracuse Fire resources are stretched thin by the current response volumes. Failure to plan for increased response times during construction created by changing traffic patterns and several large construction sites will create a life safety risk that will leave our community in a vulnerable position if unfunded. The City requests that NYSDOT take joint responsibility with the City in identifying, advocating for and successfully obtaining additional state and/or federal funding.

*R 9-32/33:* The City requires that the DPW Traffic Management Center is granted access to any cameras installed within the City of Syracuse, regardless of roadway ownership. The Grid will interface with City streets and direct access is needed for movement of the transportation network as a whole.

*R 9-40:* The City requests the NYSDOT reevaluate the design choices for the area along MLK as it relates to the proposed sharrow treatments, and instead continue/extend the shared use path to a more logical terminus such as Salina St or the Creekwalk. A shared use path provides a safer and more accessible facility for students and users of all ages over the proposed sharrow treatments.

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

*R 9-44:* The City asserts that a determination that only certain areas are eligible for noise barriers and related treatments is not an acceptable outcome for residents and properties adjacent to the State highway. Noise issues are amplified in the core area where hardscape coverage is higher and physical separation is reduced due to the nature of the built environment. NYSDOT should provide noise barriers for 690, 81, and BL81 at all possible locations outside of the street level “grid” area, and provide non-traditional noise mitigation and other interventions where “traditional” mitigation measures have been deemed not applicable.

*R 9-45/46/52:* Maintenance of scattered segments of pedestrian and bicycle facilities of differing designs will produce an unnecessary hardship on the City due to maintenance obligations. These items should form a connected and standardized system, to facilitate proper year-round maintenance. Multiple comments have been provided regarding the need for continuous and consistent bicycle and pedestrian accommodations.

*R: 9-55/64/58:* The City asserts that the reconfiguration of Bear Street, Clinton Street, Pearl Street, Oswego Blvd, Harrison St, Adams St, and other corridors provide safe accommodations for all expected modes of travel, which includes cyclists. Designing areas that are part of the street grid as inaccessible spaces to certain modes of travel is not an acceptable outcome and fails to meet both project goals and fairly treat City residents who do not drive motor vehicles.

*R 9-69, 9-91:* The City seeks further clarification regarding the apportionment of responsibility for damage to sewer and water infrastructure as a result of the project. Such damage, however, often does not present in the immediate timeframe of a project. The City and NYSDOT must agree on more specific terms to ensure NYSDOT and/or its contractors are properly accountable for damage to city infrastructure. Reasonable actions include NYSDOT conducting camera analysis of sanitary and storm sewer facilities and completion of pressure testing and sounding of water infrastructure.

*R 9-71:* The City repeats its request regarding Onondaga Creek stormwater outfalls: “NYSDOT must base hydraulic analysis of Onondaga Creek stormwater outfalls on the existing conditions of the Creek and its existing capacity (with sediment and existing conditions of creek channel walls, banks, etc.). NYSDOT should complete this analysis as soon as possible to verify that the system works. NYSDOT must also demonstrate that there will be no adverse impacts to the Creek including, but not limited to, erosion of soil and sediment along the creek bank and creek bed, changes in creek capacity, and disruption of recreational use of the Creek.” The City requests that NYSDOT complete or commit to

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

completing this analysis to verify that there won't be adverse impacts to the creek channel and flood zones.

*R 9-84* The City notes for the record that its current maintenance agreement with NYSDOT for landscape maintenance is unsatisfactory and must be re-negotiated during the final design phase.

*R 9-85:* Proper placement of trees, shrubs and grasses to trap ground level pollutants mitigate the traffic-related health impacts. The City requests that addressing tree planting details and specifications not await the final design phase but rather be considered as part of the work being conducted under the Syracuse Urban Forest Master Plan and under the scope of work and charge to City master planner, Dover Kohl & Partners.

*R 9-73:* The City requests that NYSDOT engage the City of Syracuse and its Traffic Control technician to conduct a complete mapping of the City of Syracuse fiber-optic lines.

*R 9-80:* The City supports the designation of the Business Loop 81 on the Almond Street corridor, inclusive of the "freeway" portions of the highway to the north and south of Almond Street. NYSDOT cites multiple sources in federal transportation law regarding the importance of a 12-foot lane (see also R 4-43 and 4-71), including the following statement: "Critical design elements, including lane widths, for these functional classifications must meet the minimum criteria established by the NYSDOT Highway Design Manual, Chapter 2. FHWA mandates that the minimum lane width for Qualifying Highways is 12 feet (r 4-71)."

Recognizing this factor, the City underscores the importance of NYSDOT's commitment in R 9-80, "NYSDOT will work with the City of Syracuse and appropriate stakeholders during the final design phases to refine the design of the areas of Almond Street outside the curb lines, including widths of the medians and pedestrian refuge areas, cycle track, shared use lanes, and sidewalks, etc. The refinements to Almond Street would be designed to be consistent with the City's vision and the needs and objectives of the Project." We formally request, however, that this coordination with the City not wait for final design but instead occur on an "as needed" basis with the City and its master planner, DK&P.

If 12' travel lanes are to remain in the final design, the City requests that NYSDOT perform quarterly (4X per year) speed counts on all blocks being designated BL-81 and qualifying highways, as soon as the reconfigured roadways are opened to traffic. This data is to be shared with the City, and if any areas have an average speed greater than 30 MPH the City requests that NYSDOT reconfigure the roadway to

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

produce an average travel speed of 30 MPH. Once the roadway has achieved average speeds of 30 MPH it should be reevaluated every six months for 5 years to ensure no additional changes are required. The use or suggestion of police enforcement as a solution to curbing speeds will not be accepted as this is not a permanent design solution.

*R 9-90, R 9-91:* The City requests further, well-defined clarification of NYSDOT criteria for determining utilities “impacted” by the project. The City requests that NYSDOT, within funding requirements, recognize the impact of the project on infrastructure adjacent to the immediate project area. Water main breaks, in particular, as a result of the construction activity in this project, will be a large expense for the City during the course of this project and will have a large impact on the daily operations of the water department, along with supplying water to critical community service entity’s (i.e., hospitals, community centers, higher education, medical offices).

*R 9-93:* The City requests further, well-defined clarification of NYSDOT criteria for determining whether the 24-inch water main on Hiawatha Boulevard is “impacted” by the project.

*R - Various:* The City requests NYSDOT provide dedicated cycling infrastructure, not shared use lanes or “sharrows.” Sharrows do not provide safe and comfortable accommodations, nor is it appropriate for a multi-billion dollar project to propose such low cost and low-impact interventions while expecting City streets to help disperse motor vehicle traffic related to the NYSDOT owned highway. The City requires physically protected cycletracks and shared use paths for our cyclists who are some of the transportation system’s most vulnerable users, and who stand to suffer irreparable harm from substandard infrastructure as proposed.

In addition to the responses specifically addressed here, the City further notes its continuing high expectations for NYSDOT’s performance in ensuring hiring goals for local and disadvantaged workers are uniformly met by the Department contractors. We have valued NYSDOT’s active participation in the Interstate 81 Jobs Big Table and support in achieving local hiring on federal infrastructure projects. The reality, however, is we have only passed the first “gate” in ensuring City of Syracuse residents find careers and a path out of poverty as a result of the project. Our work together in this area must continue.

**GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.**

Topic: City of Syracuse I-81 Viaduct FEIS Response

16 May 2022

Page 7

It is exciting to know that construction on the Community Grid will begin this year. It will, undoubtedly, be a demanding project. By working closely together at the federal, state and local level, we can achieve its potential for generations to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Walsh".

Ben Walsh  
Mayor

GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.

## Tear Down the Structural Racism of I-81

mcohee@hotmail.com@mg.gospringboard.io  
<mcohee@hotmail.com@mg.gospringboard.io>

on behalf of

Margaret Cohee <mcohee@hotmail.com>

Sun 5/15/2022 12:43 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Margaret Cohee

## Tear Down the Structural Racism of I-81

ameliamc@gwu.edu@mg.gospringboard.io <ameliamc@gwu.edu@mg.gospringboard.io>

on behalf of

Amelia Concepcion <ameliamc@gwu.edu>

Sun 5/15/2022 11:27 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more equitable outcomes for the entire region.

Sincerely,

Amelia Concepcion

## The Grid

Jeff Craner <jeffcraner@live.com>

Fri 5/13/2022 10:20 AM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

The Grid will be a traffic nightmare and the tunnel never should have been an option (complete waste of money for that study). And you were never going to rebuild 81 the way it currently runs through the city which is why you've been rebuilding the surrounding bridges on 481 & 690 for the last 10 years.

All of these studies the time and millions wasted on them all to go with the Grid option just to keep NYS DOT from being called raciest rebuilders of 81.

I predict the Grid will be a complete failure and a disaster for Syracuse not to mention our Hospitals.

Jeff Craner  
Syracuse resident

## Tear Down the Structural Racism of I-81

acroom=lscny.org@mg.gospringboard.io  
<acroom=lscny.org@mg.gospringboard.io>

on behalf of

Andrew Croom <acroom@lscny.org>

Mon 5/16/2022 3:22 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Andrew Croom

## I-81 FEIS CSX Comment

Berrill, Wendy <WBerrill@mbakerintl.com>

Thu 5/5/2022 12:36 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

Cc: Mihaly, Derek <Derek\_Mihaly@csx.com>; Chmelko, Alana <Alana.Chmelko@mbakerintl.com>; alana\_chmelko@csx.com <alana\_chmelko@csx.com>; Weber, Matthew (DOT) <Matthew.Weber@dot.ny.gov>

 1 attachments (83 KB)

Appendix C-6\_ Engineering Tables\_CSX Comment.pdf;

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Good afternoon,

Please see attached for comments from CSX on the FEIS document appendices. Let me know if you have any questions.

Thank you,  
Wendy Berrill

**Wendy Berrill** | CSX Consultant  
[O] 412-375-3197 | [M] 724-601-4792  
[wberrill@mbakerintl.com](mailto:wberrill@mbakerintl.com)

*Sent on behalf of:*  
Derek S. Mihaly, P.E.  
Project Manager II

CSX Transportation  
2000 West Cabot Blvd.  
Suite 130  
Langhorne, PA 19047  
Office: 215-218-3391  
efax: 904-245-3059  
[derek\\_mihaly@csx.com](mailto:derek_mihaly@csx.com)

[CSX Public Projects Manual](#)

## Appendix C-6.4

### Other Design Parameters

Table C-6.4-5 lists other design parameters for railroad related facilities.

With roadway: 35 ft. min.  
Without roadway: 25 ft. min. (18 ft. with crashwall)

**Other Design Parameters: Railroad Facilities**

Element	Criteria	Proposed Condition
CSX Railroad	Horizontal Clearance: With off-track roadway	28 ft. (20 ft. with crash wall)
	Without off-track roadway	20 ft. (12 ft. with crash wall)
	Vertical Clearance	23 ft. min from top of rail 23 ft. recommended
New York Susquehanna and Western Railway (NYS&W)	Design Speed: Permanent Condition	30 mph
	Temporary Condition	10 mph
	Horizontal Curvature (Min.)	4.5 degrees (1)
	Track Grade (Max.)	1.05%
	Bridge Design Loading:	Cooper E80
	Horizontal Clearance (Min.) On Bridge:	15 ft. from track centerline
	Off Bridge:	18 ft. from track centerline, 12 ft. with crash wall.
	Vertical Clearance	23 ft. min. from top of rail 23 ft. recommended
<b>Notes:</b>		
1) Based on 1-1/2-inch unbalanced superelevation (Eu) and 1-1/4 inch superelevation (Ea).		

23 ft. min. from top of rail required

## the walking tour and talk about the I-81 community grid

Mary Cunningham <macunnin@hotmail.com>

Mon 5/16/2022 4:46 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>; Mary Cunningham <macunnin@hotmail.com>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

There are two major concerns that many of us have:

1. TRAFFIC CLOSEST TO THE MARTIN LUTHER KING MUST SLOW DOWN TO 20MPH. EVERY OTHER SCHOOL IN THE CITY SLOWS TRAFFIC TO 20mph and ARE NOT AS CLOSE
2. I understand the method to determine how much lead dust is acceptable as the roadway comes down next to Dist. 15 which was annihilated by the building of I-81 is basically going to be averaging the lead dust escaping from other cities where the roadways were removed and taking an average of that to make a determination of how much lead dust is acceptable. THIS IS LIKE TAKING A POPULARITY CONTEST TO DECIDE HOW MUCH LEAD POISON IS ACCEPTABLE. There is a science and it must be utilized to help determine and monitor the level of dust that the community that has lived with I-81 lead poisoning for 50 years. WE NEED TO CARE...WE NEED TO USE SCIENCE—not averages based on values of individual cities. DOT is responsible for health and safety of workers and communities and certainly the State government officials who employ them are and must be accountable and diligent in not repeating the same mistakes done 50 years ago. WE CAN DO BETTER

Mary Cunningham  
412 Orchard St.  
Fayetteville, NY 13066

Sent from [Mail](#) for Windows

**From:** [Frechette, Mark \(DOT\)](#)  
**To:** [Bjorness, Joan E \(DOT\)](#)  
**Subject:** FW: Grid will lead to dangerous travel  
**Date:** Monday, May 16, 2022 8:53:40 AM

---

**From:** Donna Curtin <justcurtin@yahoo.com>  
**Sent:** Monday, May 16, 2022 12:27 AM  
**To:** Frechette, Mark (DOT) <Mark.Frechette@dot.ny.gov>  
**Subject:** Grid will lead to dangerous travel

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Mr. Frechette,

Over the past several years, I have written to various constituents regarding the removal of the interstate I-81. Removing the highway to establish a community grid is a poor decision on many levels, but perhaps the most significant and dangerous is the crime and death you will be exposing tens of thousands of travelers to on a daily basis. I am the owner of a collision repair facility that I established in 2003. Since opening, one of my largest clients, a national rental car company, has sent us dozens of vehicles to repair resulting from bullet hole damage. Of all the townships I service, I only receive "bullet hole" cars that were rented within the Syracuse city limits. Just before Covid-19, we saw an 80% increase in the amount of these cars we repaired. 80%! I queried several other business owners within my industry regarding this issue. One of the owners reported last year repairing 65 "bullet hole" cars from the streets of Syracuse all the way over to Burnett Ave. Many of these vehicle owners do not report this damage to the police, consequently they go unrecorded.

By lowering the highway to a stop and go grid, you are essentially turning innocent travelers into potential targets, like sitting ducks. Not only do the vehicles that travel along the highway contain commuters, there are ambulances, delivery vehicles, armored trucks, tractor trailers, service vehicles, etc. Placing these vehicles in a stop and go grid subjects them to drive by shootings, armed robbery, hijacking, to name a few. It is unrealistic to believe this will not happen. I personally have seen the end result of cars sprayed with bullets. Sometimes these cars still have the bullets inside, sometimes, in spite of the efforts of the clean up crews, there is still remnants of blood.

Over the years I have shared this information with women, mothers, in an effort to make them more aware of their surroundings when they are in their vehicles. They would react with horror that this actually happened in Syracuse. I would imagine that no one finds this unbelievable these days. The recent shooting in Buffalo shows us how vulnerable we are.

The State of New York has an obligation to insure safe travel for its citizens, as well as everyone who travels through our state. Lowering I-81 and exposing lives to the dangers I've described is grossly irresponsible. The State of New York can not endanger lives just to accommodate some lofty project for one city.

Perhaps you were unaware of this situation. Now you are aware. If you insist on this grid, at least maintain the integrity of the interstate to allow safe travel. We have not seen "bullet hole" cars come from off the highway. Not in the 19 years I have been in business. Only from within the city proper. If left to sit on the streets in a grid, people will die, and they will be hurt if you remove their ability to travel safely.

Respectfully submitted,  
Donna Curtin  
Owner and President

Donna Curtin

Grace auto body and paint  
6300 E Taft Road  
N Syracuse, NY 13212  
315 458-0600 Ph  
315 458-0400 Fx  
NYSDOT Certified DBE  
SAM.gov Certified WBE  
Federal Certified SAM8a

## Tear Down the Structural Racism of I-81

maureen.curtin@oswego.edu@mg.gospringboard.io  
<maureen.curtin@oswego.edu@mg.gospringboard.io>

on behalf of

Maureen Curtin <maureen.curtin@oswego.edu>

Sat 5/14/2022 10:37 PM

To: dot.sm.mo.I81Opportunities <dot.sm.mo.I81Opportunities@dot.ny.gov>

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Dear Frechette

The removal of the I-81 viaduct must be conducted with environmental, racial, and economic justice at the forefront to ensure the fair and equitable treatment of community members who live in the shadow of the highway. To do this, the NYS Department of Transportation must:

- Reserve and transfer the four acres of land to the City of Syracuse adjacent to STEAM at Dr. King Elementary School with a contingency that the land must be developed into a community land trust, and provide resources, oversight, and development by residents living adjacent to I-81 viaduct.
- Protect residents by conducting a health needs assessment to determine who is best suited to be relocated due to the fugitive dust and hazards of construction. A health care access center must be placed within walking distance to Martin Luther King W. The State DOT must also ensure there are independent monitors of daily air quality, lead exposure, and compliance with federal regulations.
- Conduct testing of the raised viaduct prior to demolition, to assess health risks from leaded paint, leaded gasoline, and housing dust. The State DOT should implement stronger safety standards to protect residents from fugitive dust. This should include requiring construction contractors to provide higher levels of protection for residents, and supplying residents with lead-resistant abatement technology.
- Reduce the speed limit for the business loop to 20 miles per hour in and around STEAM at Dr. King Elementary School and within 50 feet of residential neighborhoods.

These recommendations are crucial to righting a historic wrong and creating more equitable outcomes for the entire Syracuse region.

These recommendations will assist the NYSDOT in meeting its own stated goals for the project. These include enhancing economic growth and vitality in the City, re-connecting the Syracuse community, and providing better access to jobs, businesses, and services in downtown Syracuse and beyond.

The recommendations will also help right a historic wrong and create more

equitable outcomes for the entire region.

Sincerely,

Maureen Curtin