

Central New York Forward

NYSDOT PIN 3807.95

NOTICE OF INTENT ADDITIONAL PROJECT INFORMATION

Submitted by:

New York State Department of Transportation

July 2026

Additional Project Information Document

Central New York Forward

Onondaga County, New York

Environmental Impact Statement

This Additional Project Information document provides additional details to what is contained in the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed transportation improvements along NYS Route 31, on US Route 11, and at the interchanges of NYS Route 31 with NYS Route 481 and Interstate 81 in the Towns of Cicero and Clay, Onondaga County, New York (NY).

The NOI can be reviewed on the project website at www.cnyforward.com. Persons and agencies who may be interested in, or affected by, the proposed project are encouraged to comment on the information in the NOI and this Additional Project Information document by following the instructions for commenting, as provided in the NOI. Comments must be received by August 14, 2026.

The following persons may be contacted for additional information concerning this Notice:

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Attachment B: Permitting and Authorization Timetable Worksheet

1 Introduction

The Federal Highway Administration (FHWA), as Federal lead agency, and the New York State Department of Transportation (NYSDOT), as joint lead agency and project sponsor, will prepare an EIS for the *Central New York Forward Project* (the Project) in accordance with the National Environmental Policy Act (NEPA) (42 USC § 4321 et seq.) and the FHWA *Environmental Impact and Related Procedures*; Interim Final Rule (23 Code of Federal Regulations [CFR] §771).

FHWA and NYSDOT have determined that the Project has the potential to have a significant effect on the environment. Therefore, this Project is classified under NEPA as an action that requires an EIS.

The purpose of the Project is to address existing and reasonably foreseeable transportation needs, including multimodal, within the project limits on NYS Route 31, on US Route 11, and at the interchanges of NYS Route 31 with NYS Route 481 and Interstate 81. The project limits include NYS Route 31 between Oswego Road (County Road 57) and South Bay Road (County Road 208); US Route 11 between Mud Mill Road (County Road 17) and Factory Street; Interstate 81 (I-81) between the Bartell Road Interchange and the I-81 Exit 96/Business Loop (BL-81) Interchange; and NYS Route 481 between its interchange with NYS Route 31 and US Route 11.

To ensure that a full range of potential issues are identified and addressed in the EIS, comments and suggestions are invited from all interested parties. The purpose of this request is to bring relevant comments, information, and analyses to FHWA's attention as early in the process as possible to enable FHWA to make maximum use of this information in decision making. Interested agencies and members of the public are invited to provide comments on the Project, including the information in this document.

Comments can be submitted by completing a comment form on the Project website at www.cnyforward.com, via email to the Project email address at cnyforward@dot.ny.gov, or via U.S. mail to the following address(es):

Central New York Forward Project Team
New York State Department of Transportation, Region 3
State Office Building
333 E. Washington Street
Syracuse, NY 13202

Please provide comments on the NOI and NOI Additional Project Information document such that they are received by August 14, 2026.

2 Project Location

Figure 2-1 shows the major roadways and highways that are in the vicinity of various substantial planned developments by others such as the Micron Technology plant development (Micron), Lakeshore Village mixed-use development, and Great Northern Mall redevelopment. The project limits for the Project have been identified based on traffic effects anticipated from these planned developments and will address the needs described in Section 3. The project limits were developed as follows:

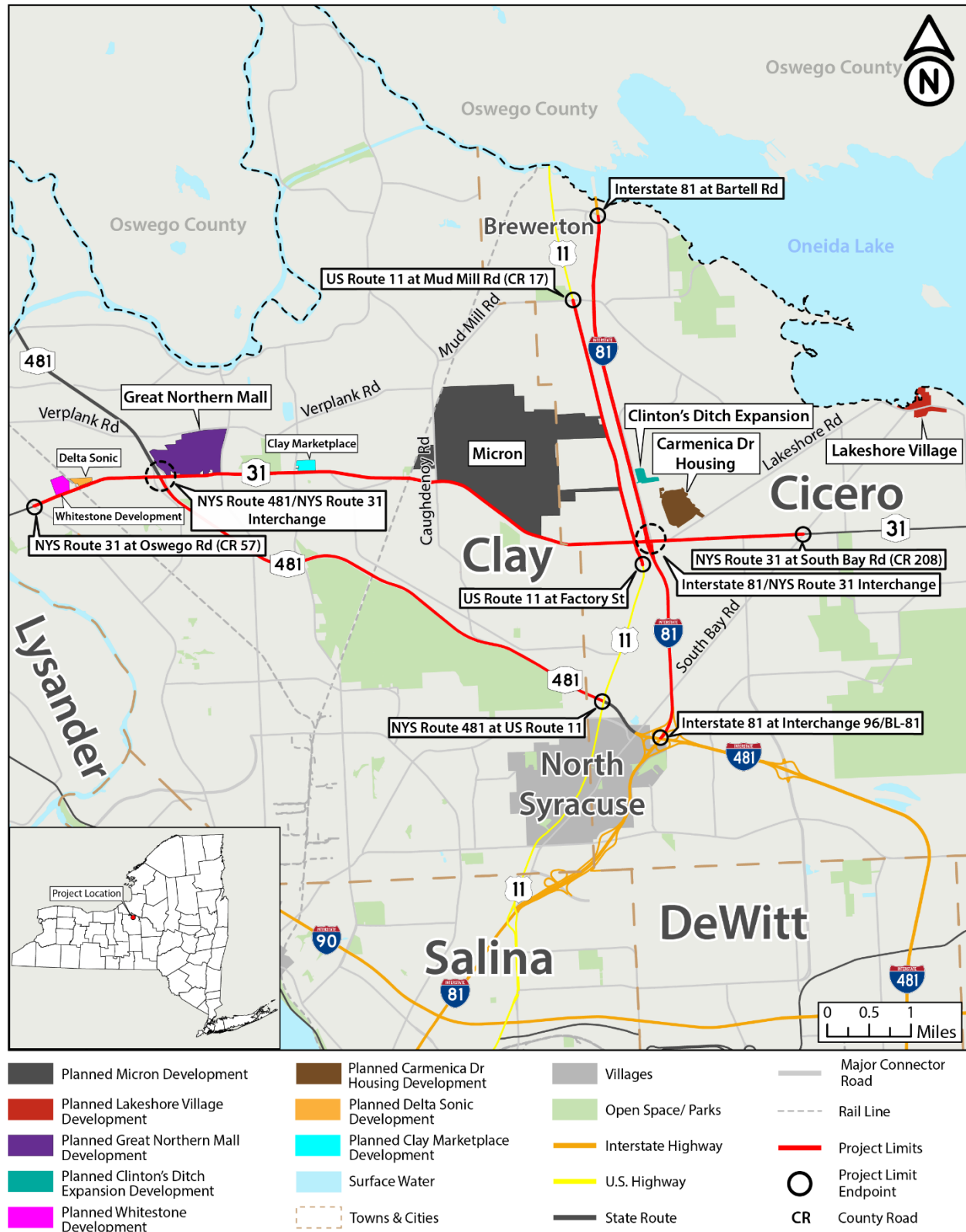
- NYS Route 31
 - The western project terminus is at Oswego Road (County Road 57), which is a major intersection west of the interchange of NYS Route 31 with NYS Route 481 and a dense commercial use area. To the west of Oswego Road, land use is substantially more residential, and NYS Route 31 has a wider highway cross-section with higher capacity.
 - The eastern project terminus is at South Bay Road (County Road 208), which is a major intersection east of the interchange with Interstate 81. South Bay Road also continues northeast towards the site of the planned Lakeshore Village. At this intersection, NYS Route 31 is characterized by several commercial developments to the west and mainly farmland and residential areas to the east, beyond which only minimal trip generation from planned development is expected.
- US Route 11
 - The northern project terminus is at the intersection of Mud Mill Road (County Road 17), which is the next major intersection north of the intersection of US Route 11 and NYS Route 31. There are several commercial developments by others south of the intersection while the area north of the intersection is primarily residential; only minimal trip generation from planned development is expected beyond this point.
 - The southern terminus is at the intersection of Factory Street, beyond which US Route 11 has a wider highway cross-section with higher capacity than most of US Route 11 within the project limits.
- Interstate 81
 - The northern project terminus is at the Bartell Road interchange (Interstate 81 Exit 102), which is the next major interchange north of the interchange at NYS Route 31.
 - The southern project terminus is at the I-81 Exit 96/Business Loop (BL-81) Interchange, which is the next major interchange south of the interchange at NYS Route 31.
- NYS Route 481
 - The western project terminus is at the NYS Route 31 interchange (NYS Route 481, Exit 12), which is a major interchange adjacent to existing and planned commercial developments by

others along NYS Route 31.

- The eastern project terminus is at the US Route 11 interchange (NYS Route 481, Exit 10), which is a major interchange adjacent to existing commercial developments along US Route 11.

Based on the above considerations, these project limits serve as rational endpoints for the proposed transportation improvements and for the review of environmental effects of the proposed action.

Figure 2-1: Project Location Map



3 Purpose and Need for the Proposed Action

3.1 PROJECT PURPOSE AND OBJECTIVES

The purpose of the Project is to address existing and reasonably foreseeable transportation needs, including multimodal, within the project limits on NYS Route 31, on US Route 11, and at the interchanges of NYS Route 31 with NYS Route 481 and Interstate 81.

The following objectives have been identified to further refine the project purpose:

- Improve traffic operations and safety to accommodate and address potential traffic growth associated with planned economic development/land use changes;
- Reduce commercial truck traffic on local residential streets and improve accommodations for truck traffic on the state highway system within the project limits;
- Improve multimodal transportation features for public transit users, pedestrians, and bicyclists within the project limits; and
- Address the aging bridge infrastructure within the project limits.

3.2 PROJECT NEEDS

NYS Route 31 and US Route 11 are arterial roadways that extend through Onondaga County in NY. These roadways are generally rural in nature, consisting of one travel lane in each direction through most of the project limits. Each roadway contains sections with additional travel lanes in each direction and/or turning lanes, particularly at the NYS Route 31 intersection with US Route 11 and along NYS Route 31 west of Morgan Road (County Road 46) where there has been substantial commercial development. The typical section on both corridors generally consists of 12-foot travel lanes with left and right shoulders. In addition, interchanges exist at the intersection of NYS Route 31 with NYS Route 481, as well as the intersection of NYS Route 31 and Interstate 81.

NYS Route 31 is a major east-west travel route through the Town of Clay and the Town of Cicero. Over the years, commercial and residential development, combined with a roadway network with insufficient capacity, limited alternative routes for east-west travel, and a lack of multimodal travel options have strained the capacity of the roadway network.

In 2010, the Syracuse Metropolitan Transportation Council (SMTC)¹ prepared a report titled, “Clay - Cicero Route 31 Transportation Study (the SMTC Study).” The study can be found on the SMTC website at <https://smtcmpo.org/partner/clay-cicero-route-31-transportation-study/>. The purpose of the study was to

¹ The Syracuse Metropolitan Transportation Council (SMTC) is the state-designated Metropolitan Planning Organization (MPO) responsible for administering continuous, cooperative, and comprehensive transportation planning for Onondaga County, as well as the Town of Sullivan in Madison County and the Towns of Hastings, Schroepfel, and West Monroe in Oswego County.

explore development trends that led to, and continued to lead to, increasing travel demand along and adjacent to the NYS Route 31 corridor. At the time of the SMTC Study, the interchanges of NYS Route 481 and Interstate 81 with NYS Route 31 were already experiencing congestion during peak commuter hours. The study noted that traffic is expected to increase, and conditions are expected to worsen due to land development and deficiencies of the local roadway network identified in the SMTC Study. It highlighted the greater burden placed on the NYS Route 31 corridor and surrounding area due to the large areas of developable land, continued demand for new housing and commercial development, as well as upcoming proposed development projects in the Towns of Clay and Cicero. The study also recommended that additional interchanges on NYS Route 481 or Interstate 81 should only be considered in the event of a regionally significant development. In such cases, the study noted that a new interchange could be appropriate to provide access to the development. Since this study was conducted in 2010, these recommendations did not consider the level of development that is currently planned for the area, such as Micron. The study also discussed the need for more pedestrian and bicycle accommodations. Although NYS Route 31 is denoted as a bicycle route by NYSDOT, there are no bicycle facilities such as shared-lane markings or bike lanes along the corridor.

SMTC also published a US Route 11 Corridor Study in 2020 as a guide for future development (<https://smtcmpo.org/wp-content/uploads/2020/10/US-11-Corridor-Study-FINAL-with-appendices.pdf>). In this study, SMTC evaluated future land use and transportation system needs within the corridor from Bear Road (near North Syracuse) to NYS Route 31. As part of the study, SMTC considered a full build-out of the Town of Cicero vision within the NYS Route 31 corridor. The scenario also included study-specific travel demand models with modifications to the transportation network, which included improvements at the I-81 interchange at NYS Route 31 by replacing it with a higher-capacity design. The study recommended that innovative designs that increase capacity and address safety concerns while minimizing property impacts, like diverging diamond or single-point interchange designs, should be considered. The travel demand models also included widening NYS Route 31 from Lakeshore Road to Thompson Road to five lanes, Morgan Road to Henry Clay Boulevard to two-to-three lanes, and Henry Clay Boulevard to US Route 11 to two-to-three lanes. SMTC indicated a need to increase mobility in the highly traveled corridor, as well as a need to increase the viability of transit, bicycle, and pedestrian usage in the corridor. Furthermore, the study noted that pedestrian and transit facilities exist with limited connectivity, and enhancements could improve connectivity and accessibility throughout the area. Public transit facilities and services were investigated and found to need improvement, including service and infrastructure such as shelters. SMTC also conducted a survey of bus ridership and 80% of respondents indicated that they use Centro to commute to work. When asked about suggestions for improving service, respondents requested greater frequency of service, longer service hours, and more weekend service.

Several substantial commercial and mixed-use developments are now planned for the area, including Micron and Great Northern Mall redevelopment in the Town of Clay along NYS Route 31, Lakeshore Village on Lakeshore Road, Carmenica Drive Housing, and Clinton's Ditch Truck Distribution and Repair Center Expansion, all in the Town of Cicero. Micron was studied under an independent environmental review process² and expected to begin construction in late 2025. Altogether, these developments indicate significant changes to the region's economy, which will increase travel demands on local transportation corridors.

² The United States Department of Commerce was the lead federal agency. The Micron Final Environmental Impact Statement is available at: <https://ongoved.com/micronfeis2025/>.

The following sections describe the project needs related to traffic generated from planned development, traffic safety and operations, and non-vehicular transportation options. Operational deficiencies exist within the project limits as indicated by congestion-related delays and high traffic volumes during peak travel periods. Anticipated future development and changes in land use in the area will substantially increase travel demand and, in turn, heighten the likelihood and intensity of delays. Addressing each of these identified issues is crucial to enhancing the overall efficiency of the transportation system within the project limits as it accommodates future growth and traffic demands.

3.2.1 Need to Address Traffic Operational Issues

This section discusses the traffic operational needs for the Project in consideration of projected future traffic growth due to planned development/changes in land use and safety.

Traffic Growth due to Planned Development and Changes in Land Use

Micron, the Great Northern Mall redevelopment, and other changes in land use in the area are expected to result in positive economic effects to Onondaga County, including, but not limited to, job creation and long-term economic growth locally and on a state level. However, future economic growth is also expected to exacerbate travel demand and congestion-related delays on the roadways near these developments, as discussed below. The following reasonably foreseeable future developments have been identified as major traffic contributors to the area, resulting in an estimated 10,000+ additional trips during the weekday morning and evening peak hours:

Micron³ – Micron announced plans in October 2022 to build a semiconductor manufacturing facility at the approximately 1,400-acre White Pine Commerce Park, an undeveloped site located in the Town of Clay. Micron proposes to construct the semiconductor manufacturing facility over a continuous 20-year period, which began in 2026. The anticipated peak of on-site activity would be in 2041 with 12,436 workers on-site (operational and construction jobs). Construction of the full Micron facility would be completed in 2041. The manufacturing facility as a whole would ramp up to full production output by 2045. By 2045, at full operational capacity, Micron would generate over 9,000 permanent on-site operational jobs. This development is estimated to generate an additional 5,426 AM and 4,756 PM peak hour trips to the adjacent roadway network. The construction effort includes the following:

- Construction of the Micron campus, which would include four individual memory fabrication units (fabs) and ancillary support facilities;
- Construction of 11,600 parking spaces on the campus;
- Construction of seven access driveways on the campus including three from Caughdenoy Road, three from NYS Route 31 and one from US Route 11;
- Construction of a childcare center and healthcare center located at 9100 Caughdenoy Road, Brewerton, NY;
- Construction of offsite utilities adjacent to Micron; and
- Construction of a rail spur on an approximately 38.2-acre property west of Caughdenoy Road (this

³ The Micron DEIS is available at [Micron 2025 Draft Environmental Impact Statement - Onondaga County Office of Economic Development](#)

property does not have an assigned address).

The Micron DEIS was published for public review on June 24, 2025. The public review period concluded on August 11, 2025. The Micron FEIS and Record of Decision (ROD) was completed on December 17, 2025.

Great Northern Mall⁴ – A proposed development is planned for the site of the former Great Northern Mall in the Town of Clay, with additional properties to the east and north. Full development build-out is expected by 2034. The proposed development will be mixed-use, consisting of the following, which is estimated to generate 3,185 AM and 4,781 PM peak hour trips to the adjacent roadway network:

- General retail – 523,360 square feet;
- Medical offices – 605,850 square feet;
- Ambulatory care facility – 150,000 square feet;
- Restaurants – 20,770 square feet;
- Grocery store – 12,011 square feet;
- Community center – 30,000 square feet;
- Apartments – 1,436 units;
- Hotels – 875 rooms;
- Senior assisted living – 200 units; and
- Recreation/entertainment – 67,890 square feet.

The Conceptual Master Plan for the development was approved by the Town of Clay Planning Board and by the Town Board in September 2024. The Site Plan Application is currently under review by the Town of Clay Planning Board.

Lakeshore Village⁵ – The development is currently under review by the Town of Cicero and is estimated to be completed by 2032. This proposed mixed-use development in the Town of Cicero on Lakeshore Road along Oneida Lake will include the following, which is estimated to generate 570 AM and 628 PM peak hour trips to the adjacent roadway network:

- Apartments, townhomes, condominiums, and single-family homes – 600 units;
- Office – 20,000 square feet;
- Retail – 20,000 square feet;
- Restaurants – 26,000 square feet;
- Clubhouse – 36,000 square feet;
- Hotel – 120 rooms with a 500-person conference center; and
- Marina – 116 berths.

⁴ A copy of the Site Plan Application can be found at the following link: <https://townofclay.org/sites/default/files/2024-05/2024%20Great%20Northern%20Mall%20PDD%20application.pdf>

⁵ Lakeshore Village <https://www.syracuse.com/news/2024/11/developers-vision-for-ciceros-lakeshore-triples-includes-a-1-million-condo-on-oneida-lake.html>

Carmenica Drive Housing – This proposed development in the Town of Cicero will include 730 housing units. This development is estimated to generate an additional 249 AM and 335 PM peak hour trips to the adjacent roadway network. The project is currently under review by the Town of Cicero and is anticipated to be completed in 2026.

Clinton's Ditch Co-Operative Co., Inc. Truck Distribution and Repair Center Expansion⁶ – The Clinton's Ditch property is located at 8478 Pardee Road and Carmenica Drive in the Town of Cicero. This development is estimated to generate an additional 60 AM and 62 PM peak hour trips to the adjacent roadway network. The Project is expected to be completed in 2026. The expansion includes the following:

- Expansion of the current building footprint by approximately 100,000 square feet;
- Construction of an approximately 20,000 square-foot truck repair facility; and
- Construction of a separate loop road for truck deliveries and the addition of 200 parking spaces.

Delta Sonic Car Wash⁷ – This project was granted site plan approval by the Town of Clay Planning Board in June 2024. The site is located on NYS Route 31, about a mile west of the NYS Route 31/NYS Route 481 interchange. The development is estimated to generate 179 AM and 337 PM peak hour trips to the adjacent roadway network. This development includes the following uses:

- Convenience store – 5,112 square feet;
- Gas station – 18 fueling positions; and
- Car wash – 12 outdoor vacuums, an 18,648-square-foot double tunnel car wash, and a 25,646-square-foot detailing building.

Clay Marketplace⁸ – The site is located at the intersection of NYS Route 31 and Henry Clay Boulevard and is currently under construction. The development is estimated to generate 73 AM and 145 PM peak hour trips to the adjacent roadway network. This development includes the following uses:

- Apartments – 96 units;
- Pharmacy with drive-thru – 15,000 square feet;
- General office – 3,100 square feet;
- Medical office – 3,100 square feet;
- Restaurant – 3,000 square feet; and
- Retail – 6,000 square feet.

Whitestone (Widewaters) Development – A recently approved development located at 3715 NYS Route 31 in the

⁶ Clintons Ditch Project <https://ongoved.com/wp-content/uploads/2024/05/Clintons-Ditch-Board-Packet-5.2.2024-2.pdf>

⁷ Delta Sonic Car Wash <https://townofclay.org/sites/default/files/2024-07/Approved%20Planning%20Board%20Minutes%20-%20June%2012%2C%202024.pdf>

⁸ Clay Marketplace <https://townofclay.org/sites/default/files/2023-11/Clay%20Marksetplace%20PDD%20Narrative%20Report%20-%20Revised%2010-17-2023.pdf>

Town of Clay. The residential portion of the project⁹ was granted site plan approval by the Town of Clay in February 2025 and includes four five-story apartment buildings with a total of 240 residential units. The Traffic Impact Report was based on a full build-out of the Site that is projected over the next three years. The full build-out includes the residential portion, as well as a 15,000 square foot daycare facility, 4,600 square feet of retail and an 1,863 square foot fast food restaurant. The development is estimated to generate 322 AM and 301 PM peak hour trips to the adjacent roadway network.

As described above, Onondaga County will experience substantial economic development with continued growth into the foreseeable future. This economic expansion will attract new residents, workers, and visitors to the area. The new users will contribute additional traffic to a roadway network that is already facing congestion-related delays.

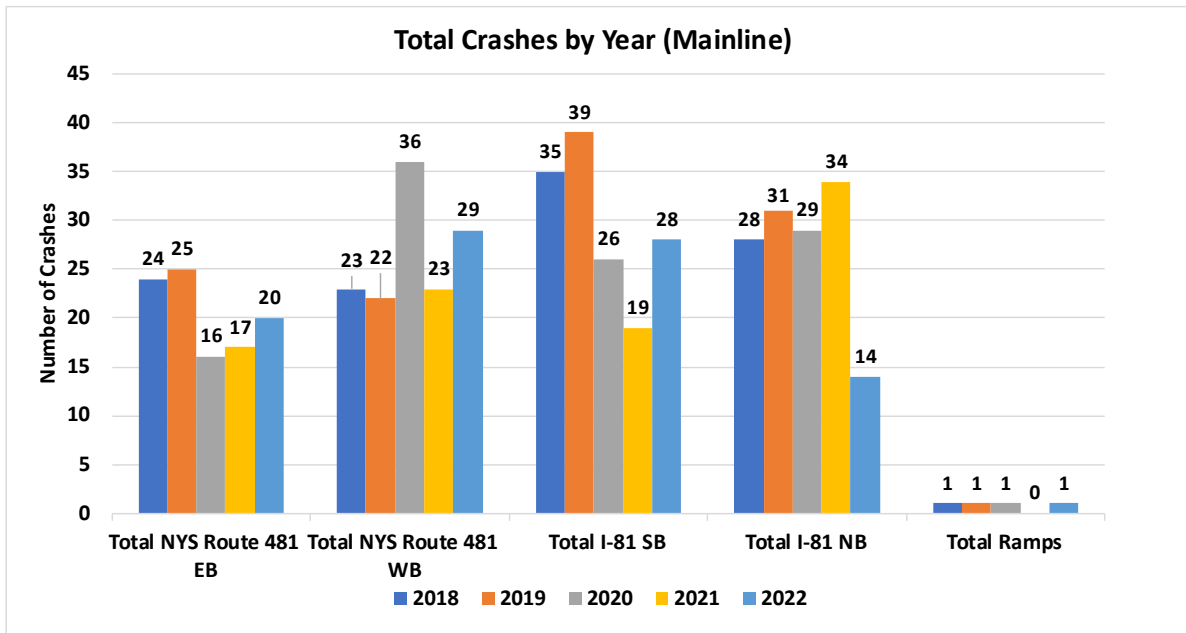
Safety

Crash data indicates the need for traffic operational improvements within the project limits. Within the 5-year crash analysis period (2018-2022), a total of 1,677 crashes were reported within the project limits. Based on crash data, 69% of crashes occurred at intersections, with the majority of crashes occurring on the NYS Route 31 and US Route 11 corridors. Approximately 14% of crashes occurred on NYS Route 481, 17% on Interstate 81, and less than 1% on ramps.

Figure 3-1 highlights the yearly non-intersection (highway and ramp) crashes throughout the analysis period. Interstate 81 experienced 54% of crashes on highways and ramps, while NYS Route 481 experienced 44%. Interstate 81 averaged 28 crashes per year, while NYS Route 481 averaged 23 crashes per year.

⁹ Whitestone Development <https://townofclay.org/sites/default/files/2024-06/Whitestone%20Route%2031%20Apartments%20-%20Site%20Plan%20Approval%20SEQR%2006-14-2024.pdf>

Figure 3-1: Total Non-Intersection (Highway and Ramp) Crashes by Year (2018-2022)



From 2018-2022, a total of 1,155 intersection crashes occurred in the 36 intersections along NYS Route 31, Caughdenoy Road, and US Route 11 within the project limits. NYS Route 31 experienced the highest number of crashes from 2018-2022, with a total of 949. Throughout the study period, Caughdenoy Road experienced the lowest number of crashes of the three roadways. **Figure 3-2** displays the total intersection crashes by year throughout the study period.

Figure 3-2: Total Intersection Crashes by Year (2018-2022)

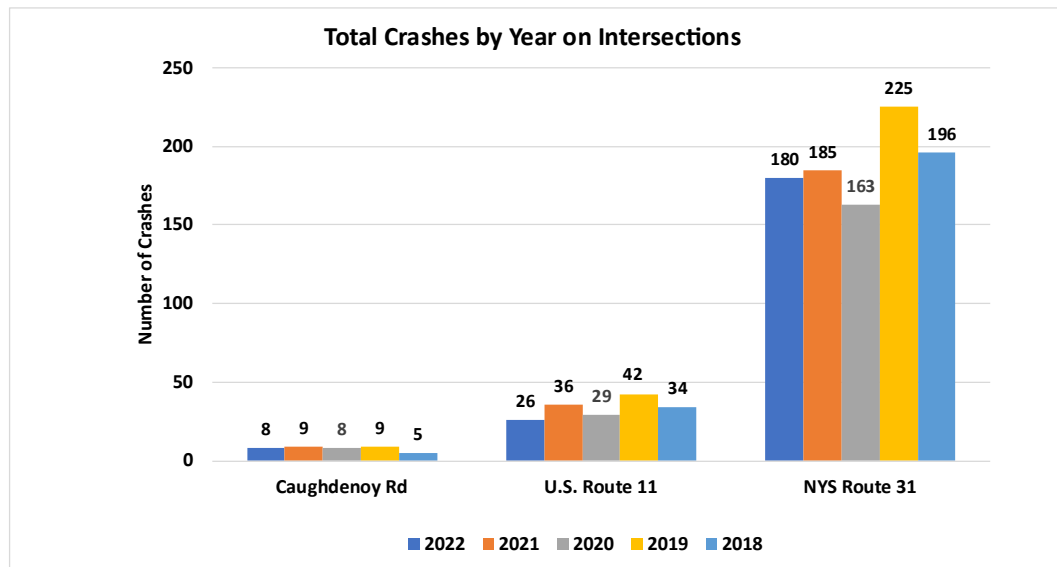
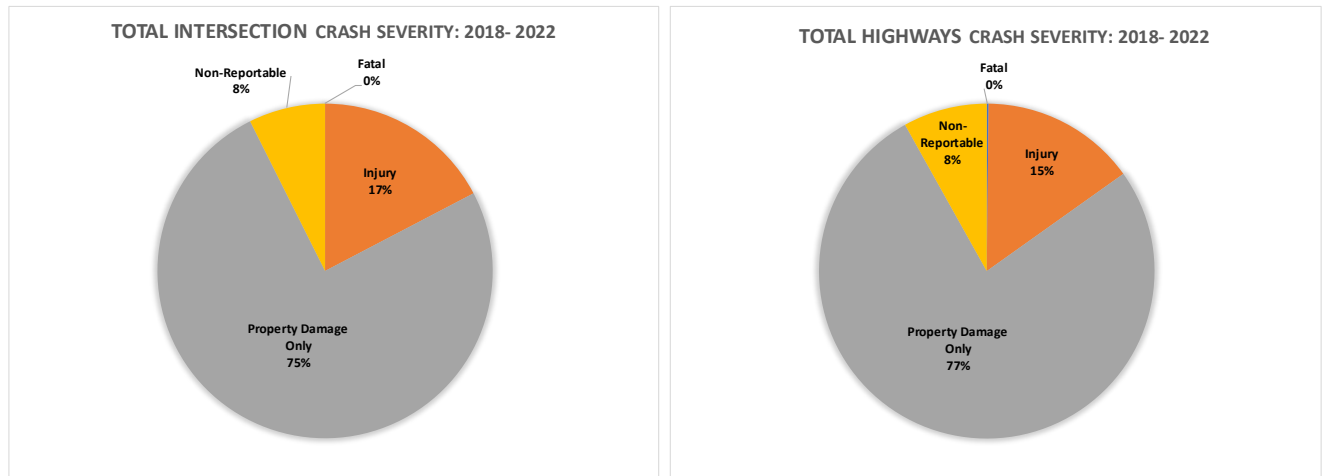


Figure 3-3 displays crash severity distributions between non-intersection (highway and ramps) crashes and

intersection crashes. Property damage was the most common crash type, followed by injury as the second most common, and fatal being the least common. There was one fatality reported on NYS Route 481. No other fatalities were reported within this time period.

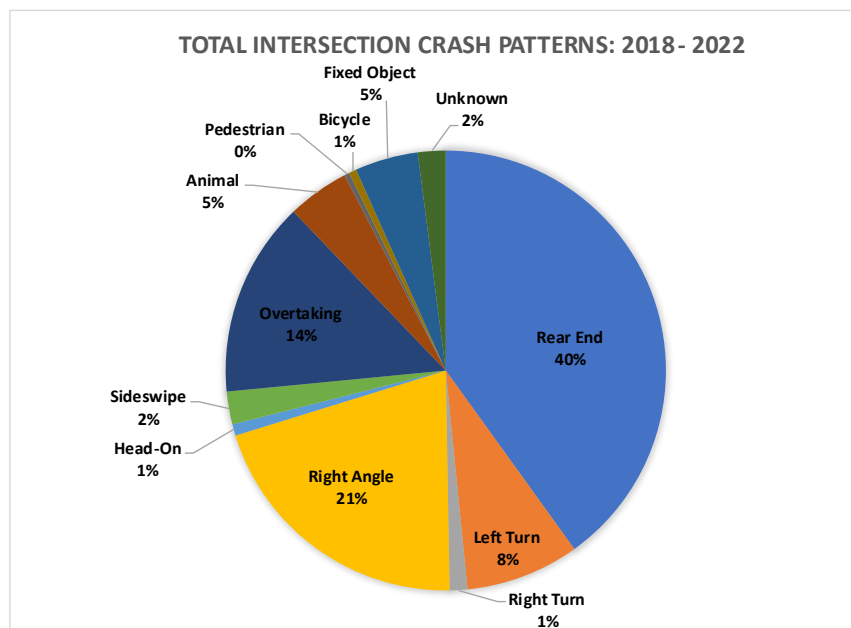
Figure 3-3: Crash Severity at Intersections and Highways



Note: Although there was one fatal crash along NYS Route 481, the Total Highways Crash Severity pie chart rounds to the nearest whole percent, which is 0%.

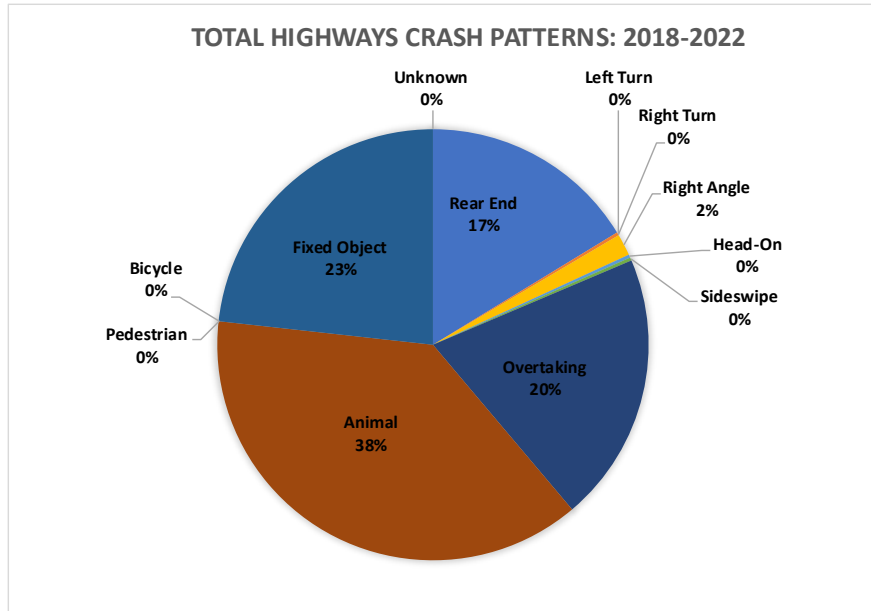
The most common collision types at intersections within the project limits were rear-end, right-angle, overtaking, and left-turn (against another car). Right-angle and overtaking collisions make up 35% of all traffic collisions, which are more frequent during congested conditions. The full breakdown of collision types at intersections throughout the project limits are shown in **Figure 3-4**.

Figure 3-4: Crash Summary by Collision Type at Intersections



The most common collision types on the highways and ramps within the project limits were animal, rear-end, overtaking, and collision with a fixed object. Animal collisions make up 38% of all traffic collisions. The full breakdown of collision types on highways and ramps within the project limits are shown in **Figure 3-5**.

Figure 3-5: Crash Summary by Collision Type at Highways



Crash data for the intersections within the project limits were compared to the statewide average crash rates. **Figure 3-6** identifies the locations within the project limits with crash rates that are above the statewide average.

Figure 3-6: Locations with Above Statewide Average Crash Rates



Of the 38 intersections within the project limits, 25 had either a collision type and/or overall intersection crash rate that exceeded more than two times the statewide average (see **Table 3-1** for a more detailed summary, which shows the ratio of existing crashes to statewide averages). More specifically:

- 18 of the intersections had overall intersection crash rates higher than the statewide average;
- 12 of the intersections had higher-than-average left-turn collisions;
- 14 of the intersections had higher-than-average rear-end collisions;
- 15 of the intersections had higher-than-average overtaking¹ collisions;
- 19 of the intersections had higher-than-average right-angle collisions; and
- 6 of the intersections had higher-than-average sideswipe collisions.

¹*Overtaking collisions occur when the driver of a vehicle attempts to pass another vehicle traveling in the same direction and fails to leave enough space to safely complete the maneuver.*

Examples of locations with some of the highest differences between crash rates and statewide average crash rates include the following:

1. Multi-lane signalized - The intersection of NYS Route 31 and Morgan Road has a left-turn crash rate of 23 times higher than the statewide average. This intersection has “permissive/protected¹⁰” left-turn phases on the eastbound, northbound and southbound approaches, while on the westbound approach it is “protected only.”
2. Multi-lane unsignalized - The intersection of NYS Route 31 at Crabtree Lane has a left-turn crash rate of 23 times higher than the statewide average, the overtaking crash rate is 28 times higher than the statewide average, and the right-angle crash rate is 15 times higher than the statewide average. The intersection is in close proximity to the signalized intersection with the Interstate 81 southbound ramps, where there are no turn restrictions, and during the peak periods, there is congestion and queueing that can block the intersection and hamper sight lines.
3. Arterial segment - In the area of NYS Route 31 and Pardee Road/Lakeshore Road, there are crash rates higher than the statewide average for left-turns, rear-ends, overtaking, right-angles, and sideswipes. There are many curb cuts, a two-way left turn lane (TWLTL), and congestion/queueing during peak periods. The westbound left lane is queued due to the high demand for left turns downstream, while the right lane flows freely.
4. Unsignalized highway ramp at local road – Prior to Spring 2025, the intersection of Caughdenoy Road and Maple Road had a right-angle crash rate of 17.70 times higher than the statewide average. The east/west movements did not have a stop sign, while the northbound approach (NYS Route 481 exit ramp) and Caughdenoy Road were stop-controlled. To address the situation, in Spring 2025, the NYSDOT installed a temporary 3-color signal at the intersection. The need for a permanent measure remains.

¹⁰ “Permissive” means left turn vehicles proceed after yielding to conflicting traffic. “Protected” means the presence of a left turn arrow.

As illustrated above, current crash data indicates the need for traffic operational improvements within project limits.

Table 3-1: Locations That Exceed More than Two Times the Statewide Average Crash Rates

Intersection	Ratio of Crash Rates ¹					
	Overall Intersection	Collision Type				
		Left Turn	Rear End	Overtaking	Right Angle	Sideswipe
NYS RT 31 & Soule Rd	6.51		7.38	6.25	5.83	
NYS RT 31 & NYS RT 481 NB Off-Ramp	2.28	2.04	3.42			
NYS RT 31 & Marketfair North	2.29		2.04	3.33	5.00	2.22
NYS RT 31& Great Northern Mall W		2.33			3.10	
NYS RT 31 & Morgan Rd	5.60	22.74	5.83	3.10	10.34	
NYS RT 31 & Henry Clay Blvd		3.63			2.58	8.71
NYS RT 31 & Grange Rd W	3.58			4.35	6.53	
NYS RT 31 & Grange Rd E				5.06		
NYS RT 31 & Caughdenoy Rd	3.02		2.60		3.37	
NYS RT 31 & Stearns Rd	5.57		3.94	4.73		
NYS RT 31& Burnet Rd					5.18	
NYS RT 31 & Lawton Rd	2.19		2.25		2.08	7.49
NYS RT 31 & Crabtree Ln	8.62	22.91	7.64	27.49	14.89	
NYS RT 31 & I-81 SB				2.15		
NYS RT 31 & Pardee Rd	4.87	3.31	4.05	5.67	7.72	4.96
NYS RT 31 & Lakeshore Rd	5.77	2.18	8.00	10.91	9.82	
Caughdenoy Rd & Dandelion Way	3.12	26.50				
Caughdenoy Rd & Maple Rd	6.74		6.74		17.70	
US 11 & Crabtree Ln	2.36			7.86	3.14	
US 11 & NYS RT 31	3.59	6.09	3.35	4.78	3.04	7.61
US 11 & Meltzer Ct	3.38	12.76			3.19	
US 11 & Sneller Rd				6.38		
US 11 & Diane Ter					3.19	

Note: Only intersections with more than two times the statewide crash rate average are included in the above table.

¹*Ratio of existing crash rate to statewide average crash rate.*

Existing and Future Traffic Operations

This section discusses existing and future operational conditions within the project limits, in consideration of the future traffic growth described above. The discussion is consistent with the traffic analysis conducted for the Micron project. Existing operations reflect 2023 conditions, while future operations reflect projections for 2041 conditions. 2041 represents 10 years after the time of completion for the Project, which is a standard time period to evaluate the performance of a construction project. 2041 conditions include background growth, as well as several major developments previously described.

There are various metrics for assessing traffic operations, including level of service (LOS) as a key metric, which in turn is based on delays experienced by individual users. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a key performance measure where motorized vehicles are the predominant mode of travel. LOS is characterized as levels “A” through “F,” with LOS “A” being optimal flow reflecting typically low volumes, while LOS “E” and “F” reflect highly congested operations with long delays.

The AM peak hour analyzed for the project limits is 6:00 AM and 7:00 AM, while the PM peak hour is 4:00 PM and 5:00 PM. The analysis included the LOS experienced on the highway segments and ramps (non-intersection roadways), as well as the intersection roadways.

As illustrated in the discussion, tables, and figures below, there are numerous locations with capacity constraints during the peak periods. Based on the analysis of existing and 2041 forecast conditions, there is a growing need to address these capacity constraints in the roadway network. Capacity constraints lead to travel time delays and can potentially affect safety by increasing the likelihood of crashes.

Highway Segments and Ramps – Non-Intersection Roadways

All highway segments and ramps are all operating acceptably (LOS A through LOS D) in the existing conditions during all peak hours. The 2041 forecast conditions for the highway segments that operate at LOS “E” or “F” are summarized below in **Table 3-2**.

Table 3-2: Summary of Highway Segments and Ramps with LOS “E” or “F” for 2041 Forecast Conditions

Highway Segments and Ramps Operating at LOS E/F	2041 Forecast	
	AM Peak	PM Peak
Interstate 81		
Interstate 81 NB Btw NYS Route 481 & NYS Route 31	✓	✓
Interstate 81 NB Off-Ramp to NYS Route 31	✓	✓

Interstate 81 SB Off-Ramp to NYS Route 31	✓	
NYS Route 481		
NYS Route 481 EB Btw NYS Route 31 & Maple Rd	✓	
NYS Route 481 WB Off-Ramp to Caughdenoy Rd	✓	
NYS Route 481 WB Off-Ramp to NYS Route 31	✓	

Intersection Roadways

The existing and 2041 forecast conditions for the intersection roadways are summarized below in **Tables 3-3** through **3-5**.

Table 3-3: US Route 11 Existing Conditions versus 2041 Forecast LOS

No. of Intersections w/ LOS	US Route 11 Existing Conditions				US Route 11 2041 Forecast			
	6:00 AM	7:00 AM	4:00 PM	5:00 PM	6:00 AM	7:00 AM	4:00 PM	5:00 PM
A	3	1	1	2	1	1	1	1
B	1	1	2	1	1	0	1	1
C	0	0	0	0	1	0	0	0
D	0	2	0	0	0	1	0	0
E	0	0	0	0	0	0	0	0
F	0	0	1	1	0	1	1	1

Note: One existing intersection was not captured in the 2041 forecast conditions

Table 3-4: NYS Route 31 Existing Conditions versus 2041 Forecast LOS

No. of Intersections w/ LOS	NYS Route 31 Existing Conditions				NYS Route 31 2041 Forecast			
	6:00 AM	7:00 AM	4:00 PM	5:00 PM	6:00 AM	7:00 AM	4:00 PM	5:00 PM
A	10	5	3	6	5	1	1	1
B	11	10	8	6	7	7	1	1
C	4	7	5	7	10	2	3	1
D	0	2	5	1	3	3	2	0
E	0	1	1	2	0	0	4	4
F	0	0	3	3	0	12	14	18

Table 3-5: Caughdenoy Road Existing Conditions versus 2041 Forecast LOS

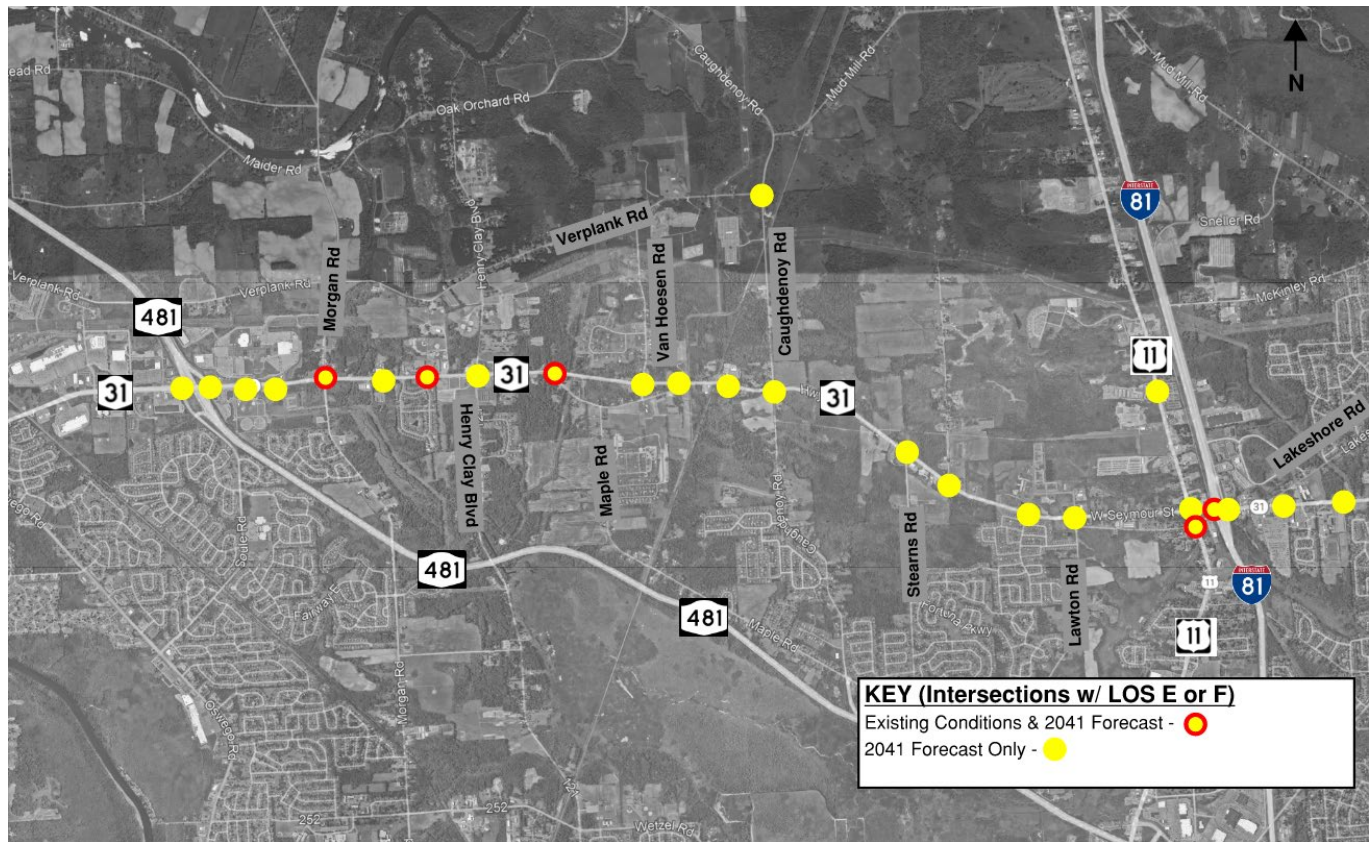
No. of Intersections w/ LOS	Caughdenoy Road Existing Conditions				Caughdenoy Road 2041 Forecast			
	6:00 AM	7:00 AM	4:00 PM	5:00 PM	6:00 AM	7:00 AM	4:00 PM	5:00 PM
A	2	1	0	0	2	0	0	0
B	0	1	2	2	0	0	1	0
C	0	0	0	0	0	0	1	1
D	0	0	0	0	0	1	0	0
E	0	0	0	0	0	1	0	0
F	0	0	0	0	0	0	0	1

Of the three signalized corridors (US Route 11, NYS Route 31, and Caughdenoy Road), there are a total of 7 intersections under existing conditions that experience a LOS E or worse in at least one of the peak hours. Under the 2041 future conditions, 24 intersections are anticipated to experience a LOS E or worse in at least one of the peak hours. This is summarized below in **Table 3-6** and **Figure 3-7** for each corridor.

Table 3-6: Summary of Intersections with LOS “E” or “F” for Existing Conditions and 2041 Forecast

Intersection	Existing Conditions		2041 Forecast	
	AM Peak	PM Peak	AM Peak	PM Peak
NYS Route 31				
at NYS Route 481 SB				✓
at NYS Route 481 NB				✓
at Great Northern Mall West				✓
at Great Northern Mall East				✓
at Morgan Road	✓			✓
at Henry Clay Boulevard				✓
at Grange Road W		✓	✓	✓
at Grange Road E			✓	✓
at Van Hoesen Road			✓	✓
at Caughdenoy Road				✓
at Stearns Road			✓	✓
at Burnet Road			✓	✓
at Barcaldine/Legionnaire Drive			✓	✓
at Lawton Road/Legionnaire Drive			✓	✓
at US Route 11			✓	✓
at I-81 SB Ramp		✓	✓	✓
at Pardee Road/I-81 NB Ramp			✓	✓
at Lakeshore Spur				✓
at Cicero North Syracuse High School E Driveway				✓
at Clay Fire Department Driveway				✓
at McNamara Drive		✓	✓	✓
at Karate John's Martial Arts		✓		
at Weller Canning Road			✓	✓
at Lakeshore Road		✓		
US Route 11				
at Crabtree Lane		✓		✓
at Micron Driveway 6			✓	
at NYS Route 31			✓	✓
Caughdenoy Road				
at Verplank Road			✓	✓

Figure 3-7: Intersections within Project Limits with LOS E or F



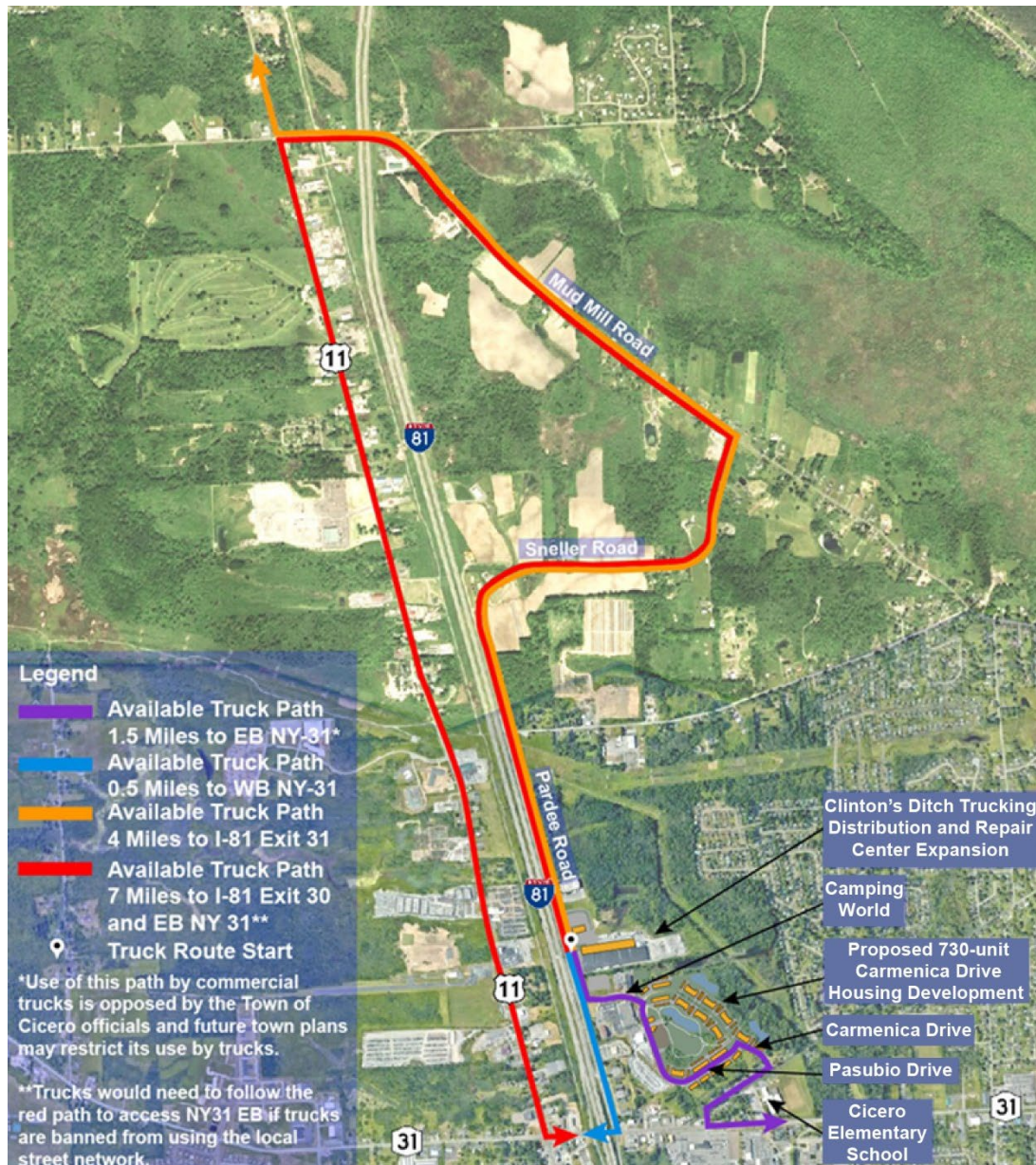
As documented throughout this section, there is a need to improve traffic operations within the project limits, in consideration of the projected future traffic growth in the area and safety needs.

3.2.2 Need to Address Truck Traffic

One of the project objectives is to reduce commercial truck traffic on local residential streets and improve accommodations for truck traffic of the state highway system within the project limits. It is anticipated that truck traffic will continue to increase due to growth of existing businesses and anticipated developments within the project Limits and surrounding area. There is a need to improve truck access between regional transportation corridors and local businesses/developments to minimize truck traffic along local residential roads.

Along Pardee Road and US Route 11, businesses such as Clinton's Ditch and Camping World generate substantial truck traffic (see **Figure 3-8**). Many (30 percent) of these truck trips that originate from north of the NYS Route 31 intersection with Pardee Road are eastbound, but the traffic traveling south on Pardee Road cannot turn east on NYS Route 31. Therefore, trucks use local roads to avoid this intersection to head east, such as traveling along Carmenica Drive and Pasubio Terrace to Lakeshore Road to access NYS Route 31 eastbound. This route includes residences, schools, and outdoor play areas. Additionally, the planned Carmenica Drive Housing development, which will be built at Carmenica Drive and Pasubio Terrace, is anticipated to include 730 housing units. These streets will be designed accordingly for a residential development, which are not conducive to truck traffic.

Figure 3-8: Available Truck Paths



Other future developments are also anticipated to generate truck trips within the project limits. At present, NYS Route 31 spans approximately six miles between the major interchange at NYS Route 481 and at Interstate 81. Within this corridor, the only north/south roadways are residential streets. Consequently, truck traffic resulting from planned developments along NYS Route 31 between the major interchanges – such as Micron and the Great Northern Mall redevelopment – are anticipated to utilize local roads as an alternate means, particularly when congestion is present along NYS Route 31. For example, trucks could travel from the exit at NYS Route 481 and along Caughdenoy Road, which would bring truck traffic through residential streets to NYS Route 31 to service the area.

The current conditions and projected growth highlight the need to relieve local roads of truck traffic. At present,

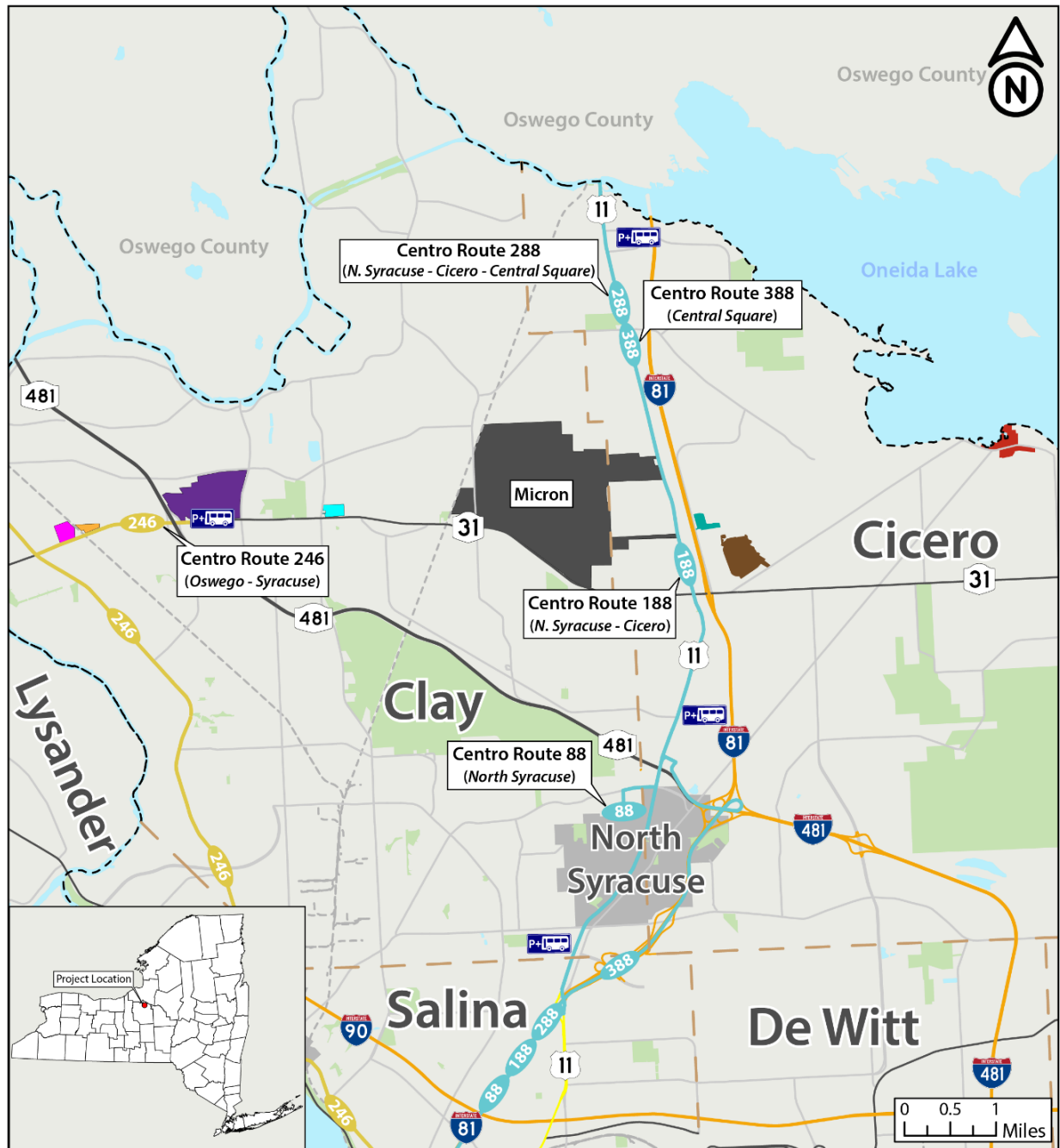
residential streets such as Carmenica Drive and Pasubio Terrace are used as alternate routes due to limited connectivity and turning restrictions at key intersections, which creates concerns for the safety and quality of life for residents.

3.2.3 Need to Improve Multimodal Transportation Features

The *Clay-Cicero Route 31 Transportation Study* published by SMTC recommended improvements to accommodate various modes of transportation, including enhancements for pedestrians and cyclists. Notably, NYS Route 31 is designated as Bike Route 5 and Bike Route 11, marked with signage but lacking dedicated facilities such as bike lanes or shared lanes. The study recommended enhanced transit service, with supportive land use practices; requiring new development to include pedestrian, bicycle, and transit accommodations; improving the sidewalk network in the Town of Clay and Town of Cicero; and considering bicycle accommodations in all development projects and road projects. The New York State Bike Routes are intended to be long-distance travel routes for experienced cyclists that are comfortable sharing the road with motorized traffic.

In addition to the recommendations for NYS Route 31 from the SMTC Study, Centro is planning to provide transportation services for the start of operations at Micron, as indicated in the published Micron EIS. The purpose of these services is to reduce passenger vehicle trips by providing critical connections for transit-dependent workers. The existing bus transit service is shown in **Figure 3-9**. To supplement existing service, Centro is preparing to have an express highway bus route connecting Centro's Transit Hub to Micron. Centro is also considering extending existing bus routes to Micron, including routes that serve the northern suburbs of Onondaga County. Given the increased ridership that will be generated by the economic development of the area, there may be additional opportunities to expand bus routes along NYS Route 31, which will require additional bus accommodations.

Figure 3-9: Existing Bus Transit Service



- | | | |
|---|--------------------------------------|--------------------------|
| Planned Micron Site | Planned Clay Marketplace Development | State Route |
| Planned Lakeshore Village Site | Open Space/ Parks | Major Connector Road |
| Planned Great Northern Mall Site | Surface Water | Rail Line |
| Planned Clinton's Ditch Expansion Development | Towns & Cities | Existing Centro Route |
| Planned Whitestone Development | Villages | Existing Centro Route |
| Planned Carmenica Dr Housing Development | Interstate Highway | Existing Park-N-Ride Lot |
| Planned Delta Sonic Development | U.S. Highway | CR County Route |

In 2020, SMTC completed the *US 11 Corridor Study*, focusing on the segment between Bear Road and NYS Route 31. This study noted that the northern portion of the limits – which includes the intersection at NYS Route 31 – is less developed, has more unsignalized intersections with fewer travel lanes, and has limited pedestrian infrastructure. Additionally, public transit facilities and services were investigated and found to be in need of improvement; based on surveys collected from bus ridership, respondents asked for greater frequency of service, longer service hours, and more weekend service. To improve multimodal transportation, the study recommended mixed-use neighborhoods, encouraging development near Cicero Town Hall and along Lawton Road/NYS Route 31 to promote walkability and reduce reliance on automobiles. It also recommended improvements to transit, pedestrian and bicycle infrastructure, such as constructing additional sidewalks and bicycle facilities to improve accessibility and safety for non-motorized users.

SMTC's 2020 update of the *2050 Long Range Transportation Plan* also supports multimodal transportation. Based on surveys and national sources, people over 50 years old are incentivized to remain in areas that offer a variety of transportation options. The plan notes that demand is growing for walkable neighborhoods, bikeable streets, and mass transit connectivity. Considering this, the plan supports new transportation options like bus rapid transit and transit-oriented development (TOD), and making existing alternatives, such as rideshare services and commuting by bike, more attractive. The plan recognizes that transportation options must be supported by land use decisions; developments such as apartments, businesses, and senior facilities should be sited to take advantage of these existing and future transportation options.

The 2024 *Onondaga County Comprehensive Plan* includes two primary goals related to multimodal transportation: invest in transit corridors and implement an expanded and connected network of bike lanes, trails, and multi-modal corridors. The plan further identifies "Emerging Centers," which are targeted intersections and areas around them that have been identified for investment in mixed-use development, mobility hubs, and transit improvements. Several Emerging Centers are located in the Towns of Cicero and Clay along NYS Route 31. The plan also identifies "Transit Corridors," that should have improved transit service such as dedicated station stops, and prioritization of buses along selected corridors to increase ridership. NYS Route 31 and US Route 11 are both designated as "Transit Corridors."

In late 2024, the Town of Clay published a land use study,¹¹ which proposed the development of a historic town center. As part of this study, a community survey was administered with over 200 respondents. Based on the responses on ratings of town services and infrastructure, survey participants identified sidewalks, trails, public transportation, and the need for additional alternative modes of transportation as key areas in need of improvement.

In summary, multiple studies and planning efforts underscore a consistent and growing need to support multimodal transportation within the project limits. The critical infrastructure for pedestrians, bicyclists, and transit users remains limited, as evidenced by the discontinuous sidewalks with limited crossings, lack of signage for bicycles, and infrequent bus service. This is further reinforced by community support for the improvement of sidewalks,

¹¹ The Town of Clay Land Use Study 2024 (<https://townofclay.org/sites/default/files/2024-08/Town%20of%20Clay%20-%20Land%20Use%20Study%202024.pdf>)

alternative modes of transportation, and public transportation. At present, pedestrian and bike trips are generated due to close proximity between residences, schools, and commercial developments. As economic development and transit demands grow, particularly with developments such as Micron and the Great Northern Mall, it is essential to improve multi-modal accommodations for public transit users, pedestrians, and bicyclists.

3.2.4 Need to Address Aging Bridge Infrastructure

New York State performs cyclical bridge inspections, which include full assessments and documentation of deteriorating bridge components. Per the NYSDOT Bridge Inspection Manual, the inspection team provides a General Recommendation, which correlates to the extent of repair recommended with a numerical rating ranging from 1 to 7 (“Extensive Deterioration” to “New Condition”, respectively). Condition ratings are also assigned in accordance with FHWA sufficiency ratings ranging from “Poor” to “Excellent,” as well as a specific numerical rating ranging from 0 to 9 (“Failed Condition” to “Excellent Condition,” respectively) for structure components.

In the most recent cycle, most of the bridges within the project limits (tabulated below) received an FHWA Sufficiency Rating of “Fair” and one is rated “Poor”. For some existing bridges with lower ratings, recent inspection reports identify deterioration such as deck cracking and spalling, damage to bridge joints, significant section losses, and corrosion at steel superstructure, as well as major cracking, spalling, and crumbling concrete at the piers and columns. While routine maintenance and repairs can extend bridge service life¹², the resources required may increase as bridge conditions continue to deteriorate. **Table 3-7** documents the conditions of bridges within the project limits. Note that Large Culverts exceeding 20-feet in span length are designated as Bridges and are therefore assigned a Bridge Identification Number (BIN).

¹² Design codes such as AASHTO LRFD commonly consider bridge service life to be 75 years.

Table 3-7: Conditions of Bridges within Project Limits

BIN	Bridges within Project Limits¹³	Approx. Year Built	Service Life in 2041	NYS DOT General Recommendation	Average Federal SNBI Cond. Rating¹⁴	FHWA Suff. Rating
1021950	NY-31 over Mud Creek	2004	37	6	8.00	Good
1021961	I-81 over NY-31 / E Seymour St	1959	82	4	4.67	Poor
1021962	I-81 over NY-31 / E Seymour St	1959	82	4	5.00	Fair
1031730	Mud Mill Road over I-81	1996	45	6	7.00	Fair
1061711	NY-481 over CSXT	1972	69	5	5.33	Fair
1061712	NY-481 over CSXT	1972	69	4	5.67	Fair
1061760	NY-31 over NY-481	1972	69	5	6.00	Fair
1061770	Morgan Road over NY-481	1972	69	5	6.00	Fair
1061780	Henry Clay Boulevard over NY-481	1972	69	5	6.00	Fair
1064640	Verplank Road over NY-481	1970	71	5	6.67	Fair
1068010	NY-481 over Mud Creek (Large Culvert near Henry Clay Boulevard)	1993	48	5	5.00	Fair
1068020	NY-481 over Mud Creek (Large Culvert near Davis Road)	1972	69	5	7.00	Good

In addition, certain existing bridges pose a constraint to addressing future transportation demands within the project limits. The anticipated traffic congestion will necessitate improvements to roadway geometry, but the bridge configurations limit the range of traffic improvement measures that could be evaluated in some cases. For example, the existing bridge piers at the interchange of I-81 over NYS Route 31 restrict roadway width, turning movements, and interchange reconfiguration. Additionally, both the I-81 bridge over NYS Route 31 and the NYS Route 31 bridge over NYS Route 481 have non-standard shoulders as well as railings that do not meet current design standards for railing systems rated for truck impacts.

As documented in **Table 3-7**, some of the bridges within the project limits were originally constructed as early as 1959 and are approaching the end of their 75-year expected service life. Others will reach the end of their 75-year expected service life soon after Micron’s 2041 construction completion date. It is likely that major bridge reconstruction or rehabilitation would be required soon thereafter. By this time, potential roadway improvements would have been completed to alleviate traffic congestion resulting from major planned developments such as Great Northern Mall and Micron. Performing this bridge work after developments are built and traffic improvements are completed would disrupt traffic flow and affect newly constructed roadways.

¹³ All tabulated structures were inspected in 2024.

¹⁴ Average Federal SNBI Condition Ratings for bridges comprise an average of deck, superstructure, and substructure condition ratings provided in Inspection Reports. Federal SNBI Condition Ratings for large culverts designated as bridges are the culvert condition ratings provided in Inspection Reports.

A coordinated approach to upgrade both roadway and bridge infrastructure under one comprehensive effort would address both current infrastructure deficiencies and future transportation needs more efficiently. As such, there is a demonstrated need to address aging bridge infrastructure in conjunction with improvement of traffic operations within the project limits.

4 Locations Identified for Further Evaluation

As shown in **Figure 2-1**, the major roadways and highways in the vicinity of various substantial developments include NYS Route 31, US Route 11, Interstate 81, and NYS Route 481. To address the needs identified in Section 3, specific needs were identified along NYS Route 31, US Route 11, Interstate 81, and NYS Route 481 within the project limits. These needs inform the Elements that comprise the Design Concepts described in Section 5.

4.1 NYS ROUTE 31

- **Need to Address Traffic Operational Issues**

As described in Section 3.2.1, traffic demands are expected to increase at intersections along NYS Route 31 due to Micron, the Great Northern Mall redevelopment, and other planned developments. **Figures 3-6 and 3-7** illustrate that 22 intersections along NYS Route 31 currently have above statewide average crash rates and/or would exhibit a LOS of E or F in the future if no improvements are made. As such, capacity improvements along NYS Route 31 will be investigated through corridor improvements or improving access from NYS Route 481. Refer to Elements D and F in Section 5.2.1 for a more detailed description.

- **Need to Address Truck Traffic**

As discussed in Section 3.2.2, truck traffic is anticipated to increase due to the growth of existing businesses and planned developments. There is limited connectivity and turning restrictions resulting in truck traffic driving on residential streets, particularly near Pardee Road adjacent to the NYS Route 31 and Interstate 81 interchange. This creates safety and quality of life concerns for residential neighborhoods. In order to address this, the installation of truck routing signage and reconfiguration of Pardee Road would be investigated to reduce truck traffic through residential areas. Refer to Elements A and C in Section 5.2.1 for a more detailed description.

- **Need to Improve Multimodal Transportation Features**

As indicated in Section 3.2.3, multiple corridor and planning studies with community input have highlighted the need for improvements to multimodal transportation options along NYS Route 31. With the anticipated growth of developments, improving the multimodal transportation network will facilitate meeting mobility demands. Refer to Element A in Section 5.2.1 for a more detailed description.

- **Need to Address Aging Bridge Infrastructure**

As presented in Section 3.2.4, several bridges along NYS Route 31 are rated in “Poor” and “Fair” condition with deterioration such as cracking, spalling, and section losses. Additionally, the existing bridge geometry may constrain roadway improvements, particularly at interchanges. To address these deficiencies efficiently while supporting future transportation needs, bridge rehabilitation or reconstruction would be coordinated with potential roadway and interchange upgrades. Refer to Element B in Section 5.2.1. for a more detailed description.

4.2 US ROUTE 11

- **Need to Address Traffic Operational Issues**

As described in Section 3.2.1., traffic demands are expected to increase at intersections along US Route 11 due to Micron, Carmenica Drive Housing, and other planned developments. **Figures 3-6** and **3-7** illustrate that several intersections along US Route 11 currently have above statewide average crash rates and would exhibit a LOS of E or F in the future if no improvements are made. Refer to Element E in Section 5.2.1 for a more detailed description.

- **Need to Address Truck Traffic**

As discussed in Section 3.2.2, truck traffic is anticipated to increase due to the growth of existing businesses and planned developments, resulting in truck traffic driving on residential streets. This creates safety and quality of life concerns for residential neighborhoods. In order to address this, the truck route signage and truck movements would be investigated to reduce truck traffic through residential areas. Refer to Elements A and C in Section 5.2.1 for a more detailed description.

- **Need to Improve Multimodal Transportation Features**

As indicated in Section 3.2.3, multiple corridor and planning studies with community input have highlighted the need for improvements to multimodal transportation options along US Route 11. With the anticipated growth of developments, improving the multimodal transportation network will facilitate meeting mobility demands. Refer to Element A in Section 5.2.1 for a more detailed description.

- **Need to Address Aging Bridge Infrastructure**

There is no identified need to address aging bridge infrastructure along US Route 11.

4.3 INTERSTATE 81

- **Need to Address Traffic Operational Issues**

As described in Section 3.2.1, traffic demands are expected to increase at the existing interchange at NYS Route 31 and Interstate 81 due to Micron and other planned developments nearby. This interchange currently has above statewide average crash rates and would have a LOS of E or F by 2041 if no improvements are made, as illustrated in **Figures 3-6** and **3-7**, respectively. Refer to Element B in Section 5.2.1 for a more detailed description.

- **Need to Address Truck Traffic**

There is no identified need to address truck traffic along Interstate 81.

- **Need to Improve Multimodal Transportation Features**

There is no identified need for multimodal improvements specific to Interstate 81. However, consideration will be given to investigating extended transit options that may utilize the Interstate 81 corridor.

- **Need to Address Aging Bridge Infrastructure**

As presented in Section 3.2.4, the bridges at the NYS Route 31 and Interstate 81 interchange are rated in “Poor” and “Fair” condition with deterioration such as cracking, spalling, and section losses. Additionally, the existing bridge geometry may constrain roadway improvements, particularly at interchanges. To address these deficiencies efficiently while supporting future transportation needs, bridge rehabilitation or reconstruction would be coordinated with potential roadway and interchange upgrades. Refer to Element B in Section 5.2.1. for a more detailed description.

4.4 NYS ROUTE 481

- **Need to Address Traffic Operational Issues**

As described in Section 3.2.1, traffic demands are expected to increase at the existing interchange at NYS Route 481 and NYS Route 31 due to the nearby planned Great Northern Mall redevelopment and other planned developments. This interchange currently has above statewide average crash rates and would have a LOS of E or F by 2041 if no improvements are made, as illustrated in **Figures 3-6 and 3-7**, respectively. Additionally, improved access between developments and NYS Route 481 would be investigated as a means of improving safety and capacity concerns on NYS Route 31 as discussed in Section 4.1. Refer to Elements B and F in Section 5.2.1 for a more detailed description.

- **Need to Address Truck Traffic**

There is no identified need to address truck traffic along NYS Route 481.

- **Need to Improve Multimodal Transportation Features**

There is no identified need for multimodal improvements specific to NYS Route 481. However, consideration will be given to investigating extended transit options that may utilize the NYS Route 481 corridor.

- **Need to Address Aging Bridge Infrastructure**

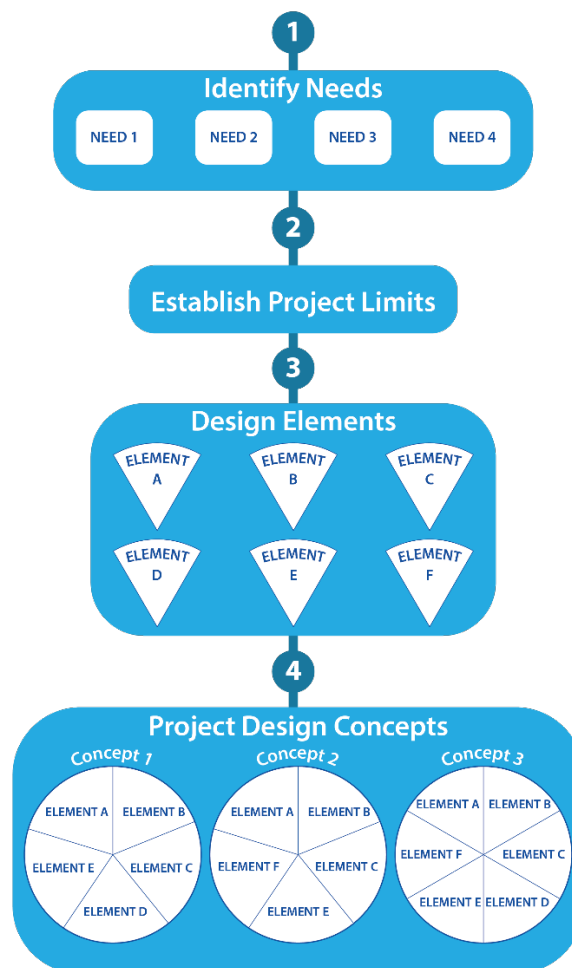
As presented in Section 3.2.4, several bridges along NYS Route 481 are rated in “Poor” and “Fair” condition with deterioration such as cracking, spalling, and section losses. Additionally, the existing bridge geometry may constrain roadway improvements. To address these deficiencies efficiently while supporting future transportation needs, bridge rehabilitation or reconstruction would be coordinated with potential roadway and interchange upgrades. Refer to Elements B and F in Section 5.2.1. for a more detailed description.

5 Range of Design Concepts

The FHWA and NYSDOT are currently evaluating a preliminary range of potential alternatives (or design concepts) for the Project. These concepts will be refined in consideration of agency and public comments received during the comment period on the NOI. Concepts described in this section may be modified or dismissed as a result of the Project scoping process and in consideration of agency and public input received. A reasonable range of alternatives will be studied in the Draft Environmental Impact Statement (DEIS).

Sections 3 and 4 describe the project needs at various locations within the project limits. To develop the design concepts for the Project, design elements were first developed that focus on each specific project need at the various locations in the project limits. These elements were then integrated into comprehensive design concepts aimed at addressing all of the project needs. During the scoping process, these concepts will be evaluated based on the project purpose and objectives, public and agency input, and design, traffic, and environmental considerations. This evaluation will help establish a reasonable range of alternatives for further study in the DEIS. The overall workflow is illustrated in **Figure 5-1**.

Figure 5-1: Concept Development and Workflow



5.1 NO BUILD ALTERNATIVE

The No Action (No Build) Alternative assumes that no improvements would be made by 2041 to the project area other than those already programmed for construction and routine maintenance. Although the No Build Alternative does not address the identified needs within the project area or meet the stated purpose and objectives for the Project, it will be evaluated in the EIS and serve as the baseline condition against which the potential effects of the reasonable alternative(s) are assessed.

5.2 BUILD CONCEPTS

5.2.1 Design Elements

Each element described in this section was developed to address one or more of the identified project needs within the project limits. The need(s) addressed by each element are indicated by a checkmark (✓) in **Tables 5-1** through **5-6**, followed by a detailed description.

ELEMENT A: Transportation Infrastructure Enhancements and Multimodal Improvements

Table 5-1: Project Needs Addressed by Element A

Needs Addressed	Element A			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues				
Address Truck Traffic	✓	✓		
Improve Multimodal Transportation Features	✓	✓		
Address Aging Bridge Infrastructure				

This element includes transportation infrastructure enhancements as well as multimodal improvements for pedestrian, bike, and bus infrastructure. Transportation infrastructure enhancements could include signage to reroute truck traffic and roadway modifications such as updated pavement markings, striping, and signal re-timing (to be further studied during the environmental review process). In terms of multimodal upgrades, bus transit improvements would be considered to facilitate alternate means of transport, thereby promoting public transit usage. The existing bus transit service is shown in **Figure 3-9** and illustrates the potential for coordination with Centro to expand bus routes, particularly along NYS Route 31. Additionally, pedestrian and bicycle infrastructure could also be improved with increased sidewalk connectivity, shared-use paths, bike lanes, and shared lane markings. Roadway corridors may be widened in order to accommodate these facilities. While Element A is intended to make transportation infrastructure enhancements, it is not anticipated that the project's overall traffic operational needs would be fully addressed with Element A alone.

ELEMENT B: NYS Route 31 Interchange Improvements

Table 5-2: Project Needs Addressed by Element B

Needs Addressed	Element B			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues	✓		✓	✓
Address Truck Traffic				
Improve Multimodal Transportation Features	✓			
Address Aging Bridge Infrastructure	✓		✓	✓

This element involves reconfiguring the existing NYS Route 31 interchanges at Interstate 81 and NYS Route 481 (see **Figures 5-2** and **5-3**, respectively) with improved design geometry, in order to accommodate increased traffic and improve safety and accessibility for the anticipated motorized and non-motorized demands.

Figure 5-2: Existing Interstate 81/NYS Route 31 Interchange



Figure 5-3: Existing NYS Route 31/NYS Route 481 Interchange



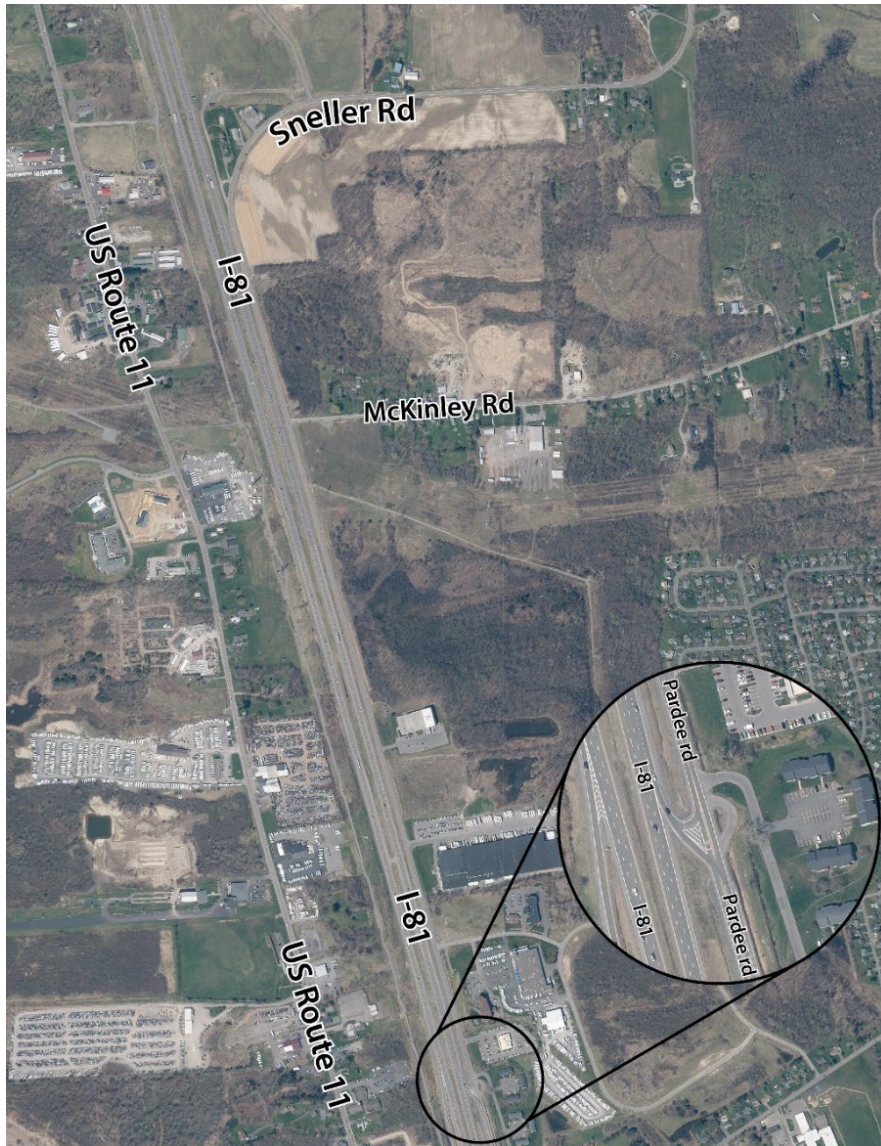
ELEMENT C: Pardee Road Traffic Reconfiguration

Table 5-3: Project Needs addressed by Element C

Needs Addressed	Element C			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues	✓		✓	
Address Truck Traffic	✓		✓	
Improve Multimodal Transportation Features				
Address Aging Bridge Infrastructure				

The existing geometric configuration of Pardee Road at Interstate 81 is not conducive to optimal truck traffic routing, resulting in trucks using local roads, as discussed in Section 3.2.2. As such, this element would eliminate the non-standard Pardee Road on ramp to northbound Interstate 81 and provide routing improvements for truck traffic originating from businesses along Pardee Road and traveling through areas with residences, schools, and outside play areas. A new connection to Interstate 81 (see **Figure 5-4**) north of the Interstate 81 interchange with NYS Route 31 would be further evaluated in order to accommodate trucks and growing commercial businesses along Pardee Road.

Figure 5-4: Existing Configuration at Interstate 81



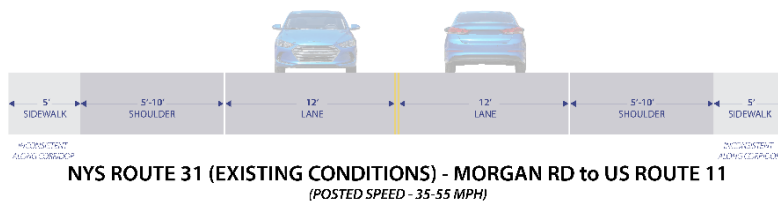
ELEMENT D: NYS Route 31 Capacity Improvements

Table 5-4: Project Needs Addressed by Element D

Needs Addressed	Element D			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues	✓			
Address Truck Traffic				
Improve Multimodal Transportation Features				
Address Aging Bridge Infrastructure				

This element would improve capacity for sections of NYS Route 31 within the project limits, particularly adjacent to the Micron driveway entrances that will connect to NYS Route 31. Capacity improvements could include providing an additional lane in each direction, shoulders, additional turning lanes, and/or snow storage. For reference, the typical roadway section at NYS Route 31 is shown in **Figure 5-5**.

Figure 5-5: Existing NYS Route 31 Roadway Section



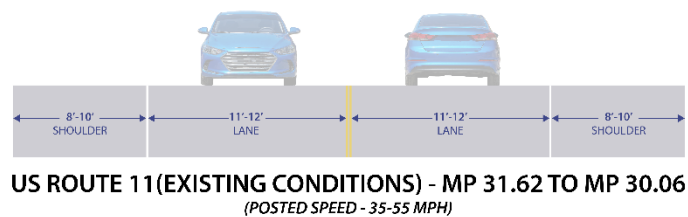
ELEMENT E: US Route 11 Capacity Improvements

Table 5-5: Project Needs Addressed by Element E

Needs Addressed	Element E			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues		✓		
Address Truck Traffic				
Improve Multimodal Transportation Features				
Address Aging Bridge Infrastructure				

This element would improve capacity for US Route 11 within the project limits, particularly adjacent to the Micron driveway entrance that will connect to US Route 11. Capacity improvements could include providing an additional lane in each direction, shoulders, additional turning lanes, and/or snow storage. For reference, the typical roadway section at NYS Route 31 is shown in **Figure 5-6**.

Figure 5-6: Existing US Route 11 Roadway Section



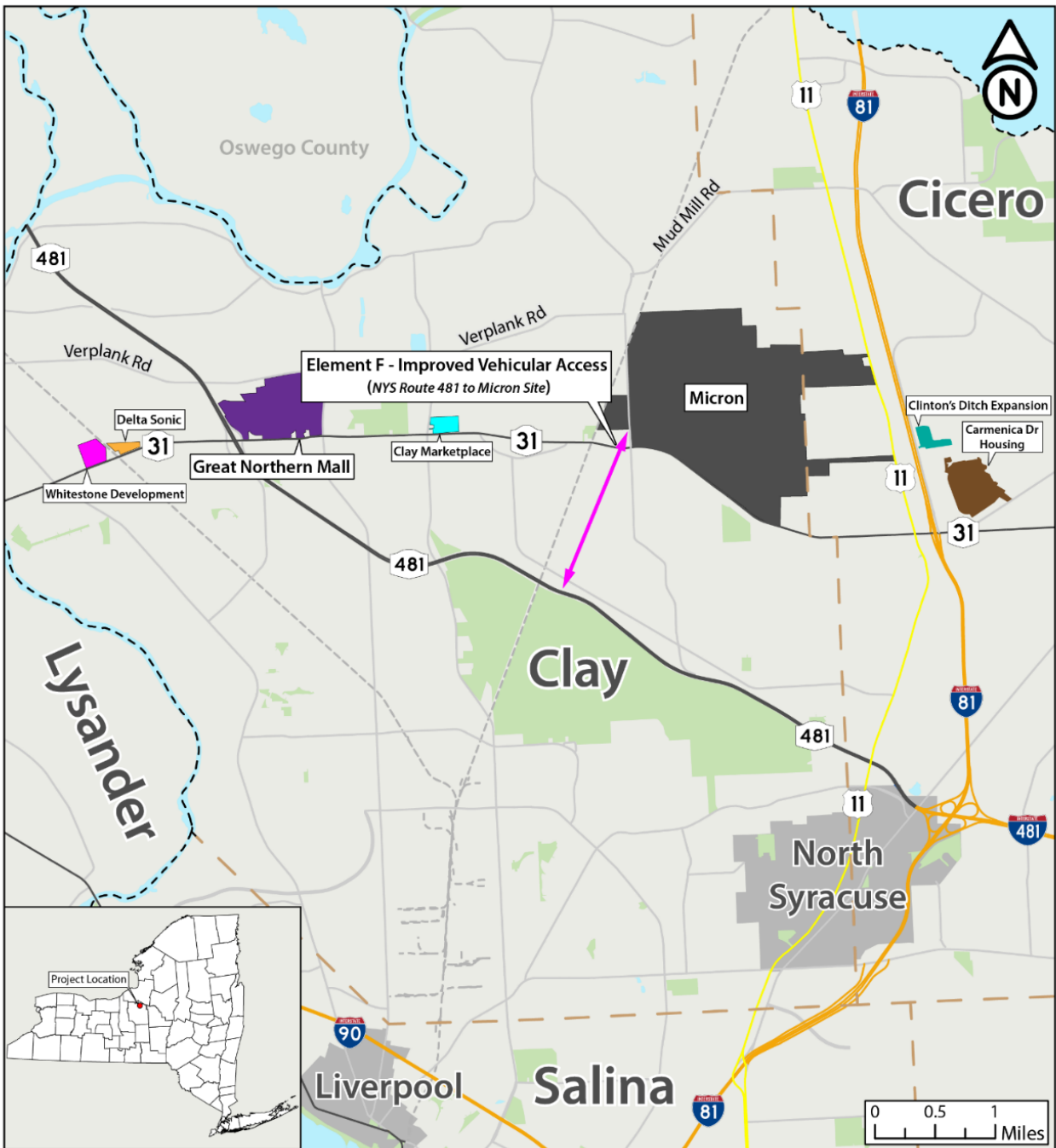
ELEMENT F: Improved Vehicular Access from NYS Route 481

Table 5-6: Project Needs Addressed by Element F

Needs Addressed	Element F			
	NY-31	US-11	I-81	NY-481
Address Traffic Operational Issues	✓		✓	✓
Address Truck Traffic				
Improve Multimodal Transportation Features				
Address Aging Bridge Infrastructure				✓

This element would utilize NYS Route 481 as an additional corridor for improved regional traffic flow and alternate routes (see **Figure 5-7**). Under this element, improved access from NYS Route 481 to existing and planned developments would be investigated, particularly to the Micron driveways located at the southwest corner of the property. As part of this element, several connections would be considered such as capacity improvements on Caughdenoy Road, a new entrance ramp from Caughdenoy Road to NYS Route 481, or a new connector road between NYS Route 481 and the planned western Micron campus access, which is expected to serve the majority of their parking demand.

Figure 5-7: Element F



- | | | | |
|---|--------------------------------------|----------------------|--------------------|
| Planned Great Northern Mall Site | Planned Delta Sonic Development | Villages | Rail Line |
| Planned Micron Site | Planned Clay Marketplace Development | Interstate Highway | Proposed Element F |
| Planned Clinton's Ditch Expansion Development | Open Space/ Parks | U.S. Highway | |
| Planned Whitestone Development | Surface Water | State Route | |
| Planned Carmenica Dr Housing Development | Towns & Cities | Major Connector Road | |

5.2.2 Design Concepts

As outlined in Section 4, the identified project needs were identified along NYS Route 31, US Route 11, Interstate 81, and NYS Route 481 within the project limits. These needs formed the basis for the Elements detailed in Section 5.2.1. The Elements were then evaluated holistically to determine which combinations would address the project needs within the project limits, as summarized below.

- **Element A would be included in all Design Concepts** because this Element would address the need to improve multimodal transportation features along NYS State 31 and US Route 11.
- **Element B would be included in all Design Concepts** because this Element would address present and anticipated operational issues at the NYS Route 31 interchanges with Interstate 81 and NYS Route 481.
- **Element C would be included in all Design Concepts** because this Element would address present and anticipated truck routing through residential neighborhoods near the NYS Route 31 and Interstate 81 interchange.
- **Element E would be included in all Design Concepts** because this Element would address traffic operational issues along US Route 11.
- **Either Element D or F would be included in all Design Concepts** because each Element would address traffic operational issues along NYS Route 31.
- **Elements D and F would be considered in conjunction** with each other if needed to address traffic operational issues along NYS Route 31.

The above considerations were used as a guide to assemble the Elements into comprehensive Design Concepts summarized in **Table 5-7**, where Elements included under each Concept are indicated by a checkmark (✓). In general, the evaluation of Concepts would compare the advantages of capacity improvements along NYS Route 31 with improved vehicular access from NYS Route 481 as well as the combined effects of both. Detailed descriptions of how each need is addressed are provided under each of the respective Design Concept descriptions in this section.

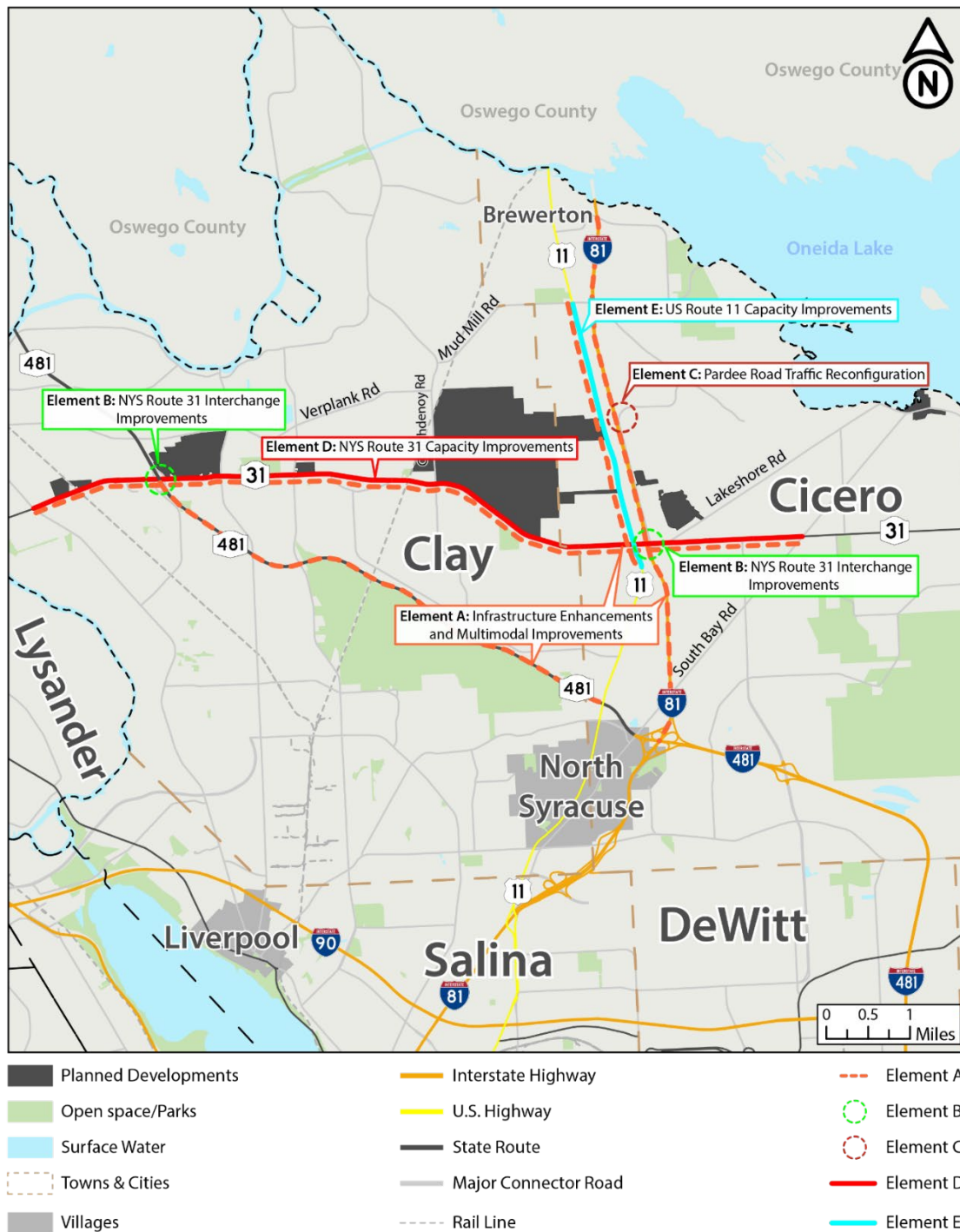
Table 5-7: Concepts and Corresponding Elements

Design Elements	Design Concepts		
	Concept 1	Concept 2	Concept 3
Element A: Transportation Infrastructure Enhancements and Multimodal Transportation Features	✓	✓	✓
Element B: NYS Route 31 Interchange Improvements	✓	✓	✓
Element C: Pardee Road Traffic Reconfiguration	✓	✓	✓
Element D: NYS Route 31 Capacity Improvements	✓		✓
Element E: US Route 11 Capacity Improvements	✓	✓	✓
Element F: Improved Vehicular Access from NYS Route 481		✓	✓

CONCEPT 1:

Concept 1, as shown in **Figure 5-8**, incorporates enhancements in multimodal transportation features; operational improvements to existing interchanges and roadways; and capacity upgrades along NYS Route 31 and US Route 11.

Figure 5-8: Concept 1



Consideration for Need to Address Traffic Operational Issues

In order to alleviate current and anticipated traffic operational issues, this concept would evaluate operational and capacity improvements along NYS Route 31 and US Route 11, which are the principal arterial routes adjacent to planned developments such as Great Northern Mall and Micron. Additional measures under this concept would include lane striping, signal timing, and roadway modifications. Existing interchanges at NYS Route 31 over NYS Route 481 and Interstate 81 over NYS Route 31 would also be investigated for upgrades to alleviate congestion. Additionally, a new interchange north of the Interstate 81 and NYS Route 31 interchange would help improve capacity at the existing interchange.

Consideration for Need to Address Truck Traffic

This concept includes a new interchange north of the Interstate 81 and NYS Route 31 interchange, which would provide an alternate route for truck traffic. Other measures, such as truck route signage to redirect truck traffic within project limits, would also be considered.

Consideration for Need to Improve Multimodal Transportation Features

Concept 1 includes enhancements to multimodal transportation features as well as modifications to NYS Route 31 and US Route 11 to accommodate continuous sidewalks and a shared-use path adjacent to current and planned developments within the project limits.

Consideration for Need to Address Aging Bridge Infrastructure

At the interchanges of NYS Route 31 over NYS Route 481 and Interstate 81 over NYS Route 31, the existing bridges would be evaluated as they are nearing the end of their lifespan with poor and fair ratings. As part of addressing traffic operational issues and truck traffic, this concept includes upgraded or proposed interchanges, which would result in bridge rehabilitation or replacement to accommodate revised geometry. In addition to the interchanges, bridges and culverts within project limits would also be evaluated with the extent of improvements determined based on existing condition, remaining service life, and likelihood of precluding other operational and safety improvements.

Table 5-8 summarizes the design elements that are included in Concept 1 respective to each need.

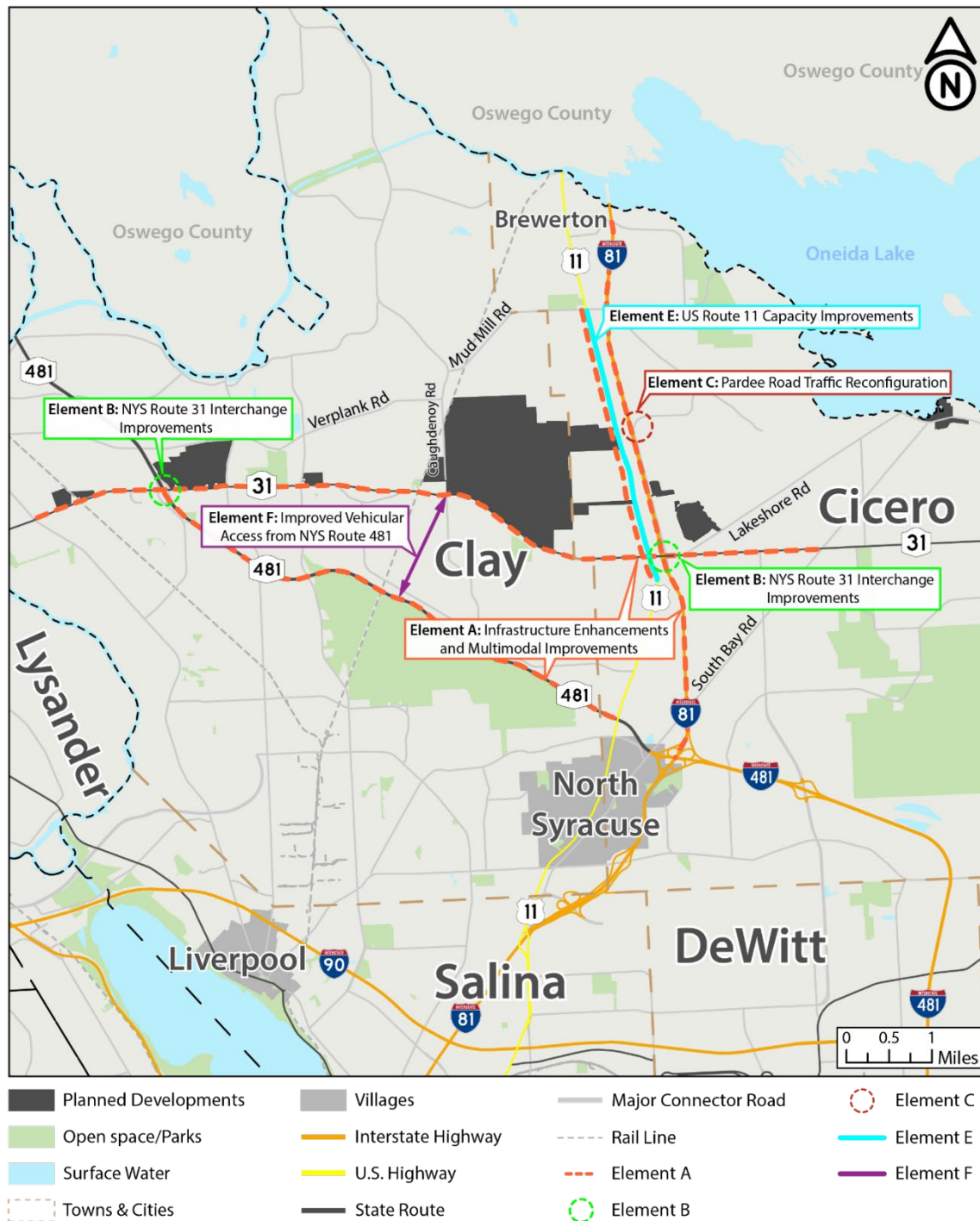
Table 5-8: Summary of Design Elements Included in Concept 1

Needs	Design Elements					
	A	B	C	D	E	F
Need to Address Traffic Operational Issues		✓	✓	✓	✓	
Need to Address Truck Traffic	✓		✓			
Need to Improve Multimodal Transportation Features	✓					
Need to Address Aging Bridge Infrastructure	✓	✓				

CONCEPT 2:

Concept 2, as shown in **Figure 5-9**, incorporates enhancements in multimodal transportation features; operational improvements to existing bridge infrastructure and roadways; capacity upgrades along US Route 11; and improved access between NYS Route 481 and Micron.

Figure 5-9: Concept 2



Consideration for Need to Address Traffic Operational Issues

Similarly to Concept 1, this concept would include operational and capacity improvements along US Route 11. However, in lieu of the capacity improvements along NYS Route 31, this concept would examine ways to improve vehicular access between NYS Route 481 and Micron to reduce congestion on NYS Route 31 by directing traffic to north–south routes rather than east–west along NYS Route 31. Additional measures under this concept would include lane striping, signal timing, and roadway modifications. Existing interchanges at NYS Route 31 over NYS Route 481 and Interstate 81 over NYS Route 31 would also be investigated for upgrades to alleviate congestion. Additionally, a new interchange north of the Interstate 81 and NYS Route 31 interchange would help improve capacity at the existing interchange.

Consideration for Need to Address Truck Traffic

This concept includes a new interchange north of the Interstate 81 and NYS Route 31 interchange, which would provide an alternate route for truck traffic. Other measures, such as truck route signage to redirect truck traffic within project limits, would also be considered.

Consideration for Need to Improve Multimodal Transportation Features

Concept 2 includes enhancements to the multimodal transportation network as well as modifications to NYS Route 31 and US Route 11 to accommodate continuous sidewalks and a shared-use path adjacent to current and planned developments within the project limits.

Consideration for Need to Address Aging Bridge Infrastructure

At the interchanges at NYS Route 31 over NYS Route 481 and at Interstate 81 over NYS Route 31, the existing bridges would be evaluated as they are nearing the end of their lifespan with poor and fair ratings. As part of addressing traffic operational issues and truck traffic, this concept includes upgraded or proposed interchanges, which would result in bridge rehabilitation or replacement to accommodate revised geometry. In addition to the interchanges, bridges and culverts within project limits would also be evaluated with the extent of improvements determined based on existing condition, remaining service life, and likelihood of precluding other operational and safety improvements.

Table 5-9 summarizes the design elements that are included in Concept 2 respective to each need.

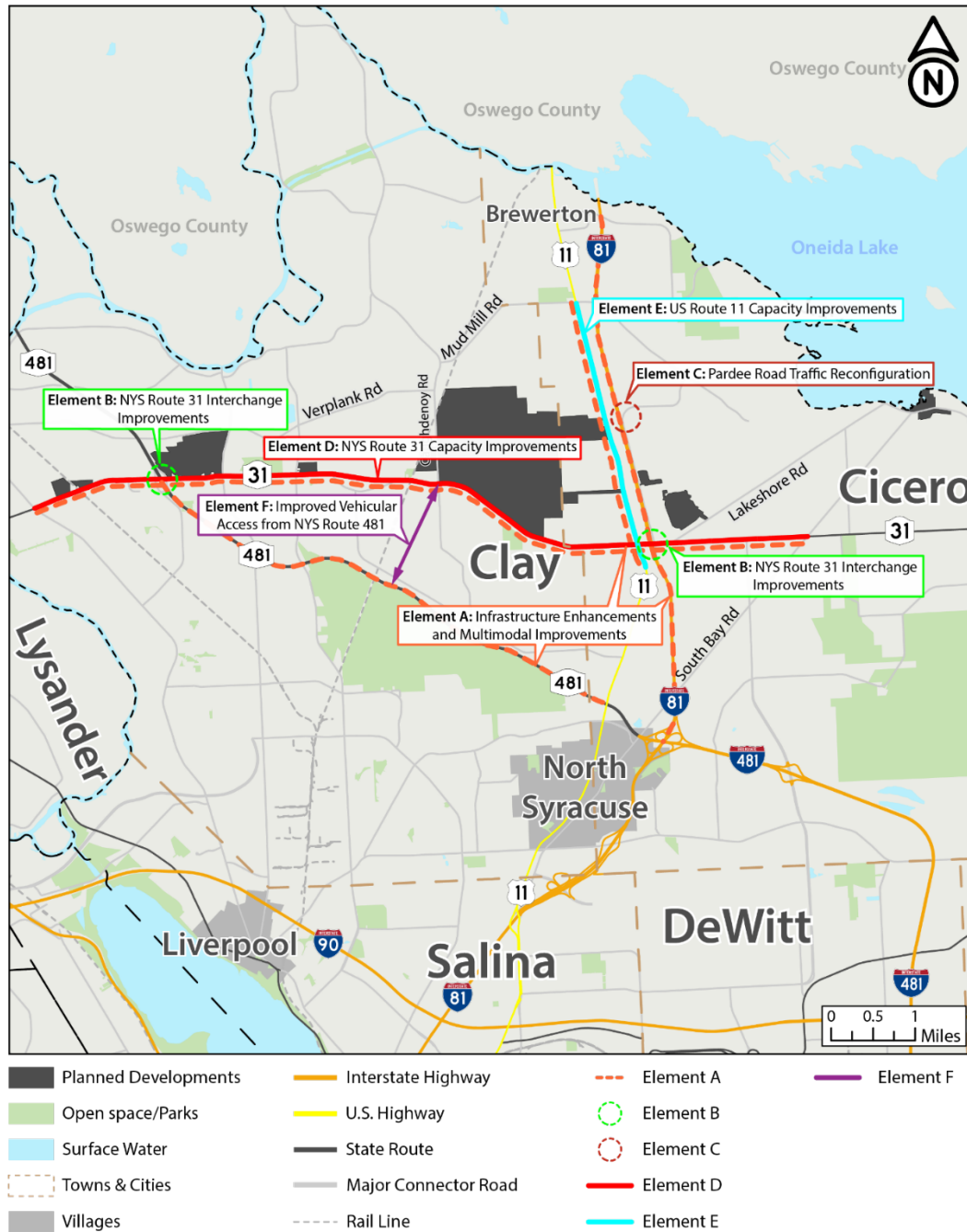
Table 5-9: Summary of Design Elements Included in Concept 2

Needs	Design Elements					
	A	B	C	D	E	F
Need to Address Traffic Operational Issues		✓	✓		✓	✓
Need to Address Truck Traffic	✓		✓			
Need to Improve Multimodal Transportation Features	✓					
Need to Address Aging Bridge Infrastructure	✓	✓				

CONCEPT 3:

Concept 3 combines elements from Concept 1 and Concept 2. Concept 3, as shown in **Figure 5-10**, incorporates enhancements in multimodal transportation features; operational improvements to existing bridge infrastructure and roadways; capacity upgrades along NYS Route 31 and US Route 11; and improved access between NYS Route 481 and Micron.

Figure 5-10: Concept 3



Consideration for Need to Address Traffic Operational Issues

This concept would include operational and capacity improvements along US Route 11 and NYS Route 31. Additionally, this concept would include improved vehicular access between NYS Route 481 and Micron to reduce congestion on NYS Route 31 by directing traffic to north–south routes in addition to east–west along NYS Route 31. Additional measures under this concept would include lane striping, signal timing, and roadway modifications. Existing interchanges at NYS Route 31 over NYS Route 481 and Interstate 81 over NYS Route 31 would also be investigated for upgrades to alleviate congestion. Additionally, a new interchange north of the Interstate 81 and NYS Route 31 interchange would help improve capacity at the existing interchange.

Consideration for Need to Address Truck Traffic

This concept includes a new interchange north of the Interstate 81 and NYS Route 31 interchange, which would provide an alternate route for truck traffic. Other measures, such as truck route signage to redirect truck traffic within project limits, would also be considered.

Consideration for Need to Improve Multimodal Transportation Features

Concept 3 includes enhancements to multimodal transportation features as well as modifications to NYS Route 31 and US Route 11 to accommodate continuous sidewalks and a shared-use path adjacent to current and planned developments within the project limits.

Consideration for Need to Address Aging Bridge Infrastructure

At the interchanges at NYS Route 31 over NYS Route 481 and at Interstate 81 over NYS Route 31, the existing bridges would be evaluated as they are nearing the end of their lifespan with poor and fair ratings. As part of addressing traffic operational issues and truck traffic, this concept includes upgraded or proposed interchanges, which would result in bridge rehabilitation or replacement to accommodate revised geometry. In addition to the interchanges, bridges and culverts within project limits would also be evaluated with the extent of improvements determined based on existing condition, remaining service life, and likelihood of precluding other operational and safety improvements.

Table 5-10 summarizes the design elements that are included in Concept 3 respectively to each need.

Table 5-10: Summary of Design Elements Included in Concept 3

Needs	Design Elements					
	A	B	C	D	E	F
Need to Address Traffic Operational Issues		✓	✓	✓	✓	✓
Need to Address Truck Traffic	✓		✓			
Need to Improve Multimodal Transportation Features	✓					
Need to Address Aging Bridge Infrastructure	✓	✓				

6 Brief Summary of Expected Impacts

The EIS will include an evaluation of the expected social, economic, and environmental reasonably foreseeable effects resulting from the implementation of the Project. Expected effects of the Project will be assessed and documented in the EIS, and may include resources identified in **Table 7-1**, below. Based on preliminary reviews of existing conditions within and in proximity to the project limits, the implementation of the Project could result in effects to the following:

- **Regional and local economies:** Residential, Parks/Open Space, Agricultural, Commercial and Industrial land uses exist within the project limits and serve as employment and commerce centers that are important to both the regional and local economies in the vicinity of the Project. An assessment of the Project's potential effects on regional and local economies will be conducted, as described in Section 7, below.
- **Social effects:** Conditions will be reviewed by analyzing key indicators such as housing stability, access to schools and offices, and access to essential services within the study area. Data will be gathered from the U.S. Census Bureau, local government reports, and economic development agencies. An assessment of the Project's potential effects on social conditions will be conducted, as described in Section 7, below.
- **Wetlands and surface waters:** State and Federal regulated freshwater wetlands and waterways are present in the vicinity of the Project, including, but not limited to, Oswego River, Seneca River, Oneida River, Mud Creek, Shaver Creek, and Youngs Creek. A surface water and wetland delineation will be conducted to identify all state-regulated wetlands and Waters of the U.S. within and adjacent to the project limits. An assessment of the Project's potential effects on wetlands and surface waters will be conducted, as described in Section 7, below.
- **Floodplains:** Federal Emergency Management Agency (FEMA) Flood Map Service data show the presence of Zone AE floodplains south of the Interstate 81/NYS Route 31 interchange. Zone AE is part of FEMA's Special Flood Hazard Area. These areas have a 1% chance of flooding in any given year. An evaluation of potential floodplain effects will be conducted, as described in Section 7, below.
- **Endangered and threatened species:** Federally and State-listed endangered and/or threatened species have the potential to occur within the vicinity of the Project. Review of the U.S Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) system preliminarily identified the following threatened, endangered, and/or candidate species as having the potential to occur in the vicinity of the Project: Indiana bat; northern long-eared bat; tricolored bat; eastern massasauga, and monarch butterfly. A review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper and Environmental Assessment Form Mapper database identified additional State-listed threatened and/or endangered species as having the potential to occur in the vicinity of the Project. An assessment of the Project's potential effects on threatened and endangered species will be conducted, as described in Section 7, below.

- **Historic properties:** A preliminary review of the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) identified archaeological buffer areas within or immediately adjacent to the project limits as well as eligible buildings adjacent to the project limits. An Area of Potential Effects (APE) will be established for the Project, and an assessment will be conducted to identify the potential for effects on historic properties and archeological sensitive areas, as described in Section 7, below.
- **Visual resources:** A Visual Impact Assessment (VIA) will be conducted as part of the EIS to evaluate how the proposed transportation improvements would affect the visual environment. The methodology for conducting the VIA is outlined in Section 7, below.
- **Air quality:** Onondaga County is classified as a maintenance area for carbon monoxide (CO) as of September 29, 1993. Onondaga County is classified as “attainment” for all other National Ambient Air Quality Standards (NAAQS). An assessment of the Project’s potential effects on air quality will be conducted, as described in Section 7, below.
- **Traffic noise:** Noise sensitive receptors, such as residences, schools, medical facilities, daycare centers, hotels, and trails, are present within the vicinity of the Project. An assessment of the Project’s potential effects on traffic noise will be conducted, as described in Section 7, below.
- **Construction effects:** Construction of the Project has the potential to affect noise, air quality, traffic and transportation, local and regional economies, water quality, and other environmental resources. Construction effects would be temporary and would cease with the completion of construction. An assessment of the Project’s potential construction-related effects will be conducted, as described in Section 7, below.

The analyses and evaluations conducted for the EIS will identify the expected effects; whether the anticipated effects would be adverse; and mitigation measures for adverse effects. Evaluations under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, 23 CFR § 774, and Section 6(f) of the Land and Water Conservation Fund Act of 1965, 54 USC 200302 will be prepared, and consultation under Section 106 of the National Historic Preservation Act of 1966, 54 USC 300101-307108 will be undertaken concurrently with the environmental review process.

7 Extent of Analysis for Resources (Methodologies)

Established procedures will be used to assess the expected effects of the Project on the human environment. Separate environmental methodologies will be developed, if necessary, for topics where variation from established procedures is necessary. **Table 7-1** summarizes the methodology for studying each of the applicable social, economic, and environmental resources for the Project. Resource-specific study areas for each subject area will be identified and documented in the EIS. Environmental studies will be conducted in accordance with the NYSDOT Transportation Environmental Manual (TEM), FHWA’s Environmental Impact and Related Procedures (23 CFR 771), and other applicable guidance and regulations. Engineering studies will be conducted in accordance with the NYSDOT Highway Design Manual (HDM) and the NYSDOT Project Development Manual (PDM).

Table 7-1 Analysis Methodology for Resources	
RESOURCE	METHODOLOGY
Land Use	Assess the potential effects to existing and reasonably foreseeable land uses within an appropriate study area and assess consistency with local plans.
Neighborhood Character and Community Cohesion	Evaluate the potential to divide neighborhoods, isolate communities, generate new development, and affect development trends.
Social Groups Benefitted or Harmed	Assess potential effects on persons with disabilities, elderly populations (i.e., those over 65 years of age), transit-dependent populations, and non-driver populations.
Schools and Places of Worship	Evaluate potential effects to schools and places of worship within an appropriate study area. The evaluation will consider traffic noise levels at schools, effects to nearby pedestrian and bicyclist accommodations, and traffic changes in the vicinity of schools and places of worship.
Regional and Local Economies	Evaluate the potential economic effects of the Project, including effects on access to, operation of, and development of businesses in an appropriate study area; effects on the local tax base; effects on the transport of goods via truck traffic; and changes to traffic patterns/commute times.
Wetlands and Surface Waters	Evaluate potential effects to wetlands and surface waters. In accordance with applicable regulations, tasks will include field investigation and surface water and wetland delineation; preparation of surface water and wetland maps and report(s); assessment of potential effects; identification of measures for avoiding, reducing, and otherwise mitigating impacts (as needed); identification of permitting requirements (as needed); and coordination with appropriate agencies.
Surface Water Quality	Evaluate potential effects to surface water bodies/watersheds in an appropriate study area. In accordance with applicable regulations, tasks will include collection of information on the surface water bodies in an appropriate study area; assessment of the potential for soil erosion and sedimentation; assessment of both temporary and permanent measures that could be used to avoid or minimize and control soil erosion, sedimentation, and surface water pollution during and after construction; and identification of permitting requirements.

Table 7-1
Analysis Methodology for Resources

RESOURCE	METHODOLOGY
Floodplains	Evaluate potential effects to FEMA mapped floodplains. Examine the potential effects of flooding on critical infrastructure.
Groundwater Quality	In accordance with Section 1424(e) of the Safe Drinking Water Act and 1984 Memorandum of Understanding between FHWA and United States Environmental Protection Agency (USEPA) and Executive Order 12372, Intergovernmental Review of Federal Programs, prepare a groundwater assessment that estimates additional drainage, pollutant loads and impediments to groundwater, and assesses the potential for effects to local groundwater quality.
General Ecology and Wildlife Resources	Identify the ecological communities and habitats within an appropriate study area. Evaluate the nature and extent of potential effects of the Project on ecological communities and habitats, including general determinations of the amount and type of vegetation to be disturbed, special habitats that could be damaged, and possible interruption of fish and wildlife movements, including aquatic organism passage. Identify measures for avoiding, reducing, and otherwise mitigating effects in consultation with the appropriate agencies (as needed).
Endangered and Threatened Species	Identify Federal and/or State threatened, endangered, or proposed species in an appropriate study area. If species are identified, subsequent tasks will include documenting the habitat types in the Project vicinity and determining whether they are suitable habitats for the identified species, assessing effects to the species (as applicable), and identifying measures for avoiding, reducing, and otherwise mitigating potential adverse effects in consultation with appropriate agencies (as needed).
Historic Properties	In accordance with Section 106 of the National Historic Preservation Act, tasks will include identifying historic properties within an appropriate area of potential effect, assessing potential effects on identified resources, and resolving adverse effects (if any). Consultation with the State Historic Preservation Office (SHPO), Tribal Nations, Advisory Council on Historic Preservation and other consulting parties will occur as needed.
Parks and Recreational Resources (including Section 4(f) and Section 6(f))	Evaluate the potential Project uses of parkland, recreation areas, and wildlife and waterfowl refuges, and historic properties eligible or listing on the National Register of Historic Places within an appropriate study area. In accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 and using FHWA guidance, evaluate the “use” of Section 4(f) resources by the Project. If a Section 4(f) use is identified, mitigation for the use of parkland will be developed in consultation with the official with jurisdiction over the resource. Identify Section 6(f) resources, if any, within an appropriate study area. If a Section 6(f) conversion is identified, replacement property for the conversion of parkland will be identified in consultation with New York State Office of Parks, Recreation and Historic Preservation and with the National Park Service.
Farmland Protection	Evaluate the potential effects on farmlands, including compatibility with state and local programs for the protection of farmland, using procedures in the NYSDOT’s TEM for complying with NYS Department of Agriculture and Markets statute and regulations and Federal Farmland Protection Policy Act.

Table 7-1
Analysis Methodology for Resources

RESOURCE	METHODOLOGY
Visual Resources	A Visual Impact Assessment (VIA) will be conducted to evaluate the proposed project's effects on visual resources in the study area. The VIA will assess both positive and negative impacts and will follow the methodologies outlined in FHWA's <i>Guidelines for the Visual Impact Assessment of Highway Projects</i> (FHWA-HEP-15-029, 2015) under the guidance of a Registered Landscape Architect (RLA) experienced in VIA preparation.
Air Quality	Conduct an air quality analysis for the Project in accordance with methodologies in the NYSDOT's TEM and FHWA guidance. If the potential for adverse effects is identified, mitigation measures will be considered.
Traffic Noise	Conduct a traffic noise analysis in accordance with FHWA traffic noise regulations (23 CFR 772) and the NYSDOT Noise Policy. If impacts are identified, noise abatement measures will be evaluated.
Asbestos	Conduct an asbestos assessment preliminary investigation to identify potential asbestos-containing materials that are expected to be disturbed as a result of the Project. Identify activities that would be required to identify asbestos content. Identify measures that would be implemented to ensure proper handling, transport, and disposal of such materials during construction.
Hazardous Waste and Contaminated Materials	Conduct a contaminated materials and hazardous substances assessment to identify the potential of encountering hazardous and non-hazardous contaminated materials as a result of the planned construction work. Identify measures that would be implemented during construction for the proper handling, transport, and disposal of any excess material to protect public health, worker safety, and the environment.
Construction Effects	Evaluate the construction-related effects to traffic, air quality, noise, water quality, and/or other applicable environmental topics.

8 Identification of Cooperating and Participating Agencies

The FHWA and the NYSDOT have identified and invited Federal, State, and other appropriate agencies to participate in the environmental review process for the Project by serving as Cooperating and/or Participating Agencies. The extent of agency involvement is presumed at this time. Necessary agency approvals and/or actions will be confirmed or modified as the preliminary design of the Project is further refined. Invited Cooperating and Participating Agencies for the Project are identified in **Table 8-1** below, and in Section 2 of **Attachment A: Joint Agency Coordination Plan/Public Involvement Plan (ACP/PIP)**.

Table 8-1 List of Invited Cooperating and Participating Agencies	
Agency Name	Anticipated Involvement
Cooperating Agencies:	
U.S. Army Corps of Engineers (USACE)	Section 404 Clean Water Act Permit
U.S. Fish and Wildlife Service (USFWS) ¹	Section 7 of the Endangered Species Act
U.S. Environmental Protection Agency (USEPA)	Section 309 of the Clean Air Act; and Clean Water Act requirements
U.S. Department of the Interior – National Park Service (NPS)	Section 6(f) of the Land and Water Conservation Act; Section 4(f)
Natural Resources Conservation Service (NRCS)	Farmlands Protection Policy Act
New York State Department of Environmental Conservation (NYSDEC)	State Pollutant Discharge Elimination System General Permit, Clean Water Act Section 401 Water Quality Certification, Article 24 Freshwater Wetlands, 6 NYCRR Part 182
New York State Office of Parks, Recreation and Historic Preservation – State Historic Preservation Office (NYSHPO)	Section 106, National Historic Preservation Act; Section 4(f), U.S. Department of Transportation Act
New York State Office of Parks, Recreation and Historic Preservation – NYS Parks	Section 6(f) of the Land and Water Conservation Act
New York State Department of State (NYSDOS)	Coastal Consistency
New York State Department of Agriculture and Markets (NYSAGM)	NY Agriculture and Markets Law
Empire State Development (ESD)	Expertise on local development
Participating Agencies:	

Town of Cicero	Municipal Coordination
Town of Clay	Municipal Coordination
Onondaga County Industrial Development Agency (OCIDA)	Coordination
Onondaga County	County Coordination
Central New York Regional Transportation Authority (Centro)	Regional Transit Authority Coordination
Syracuse Metropolitan Transportation Council (SMTC)	Consultation regarding traffic modeling and forecasting
Onondaga Nation	Tribal Coordination
Oneida Indian Nation	Tribal Coordination
U.S. Department of Commerce (DOC) CHIPS Office	Department Coordination
Notes: 1, The USFWS declined the FHWA's invitation to become a Cooperating Agency on August 18, 2025; however, they have agreed to assist in the environmental review process in a Participating Agency role.	

9 Joint Agency Coordination Plan/Public Involvement Plan

The NYSDOT has prepared a Joint Agency Coordination Plan (ACP)/Public Involvement Plan (PIP) for the Project. The ACP describes the process and communication methods for coordinating with involved agencies, and the PIP describes the process and communication methods for providing meaningful public engagement opportunities in the Project. The ACP/PIP will remain effective throughout the planning and environmental review process and is a flexible, “living” document that can be amended as needed during the process. The ACP/PIP is included within this document as **Attachment A**.

10 Permitting Timetable

The status of all Federal EIS projects is posted on the Federal Permitting Dashboard (www.permits.performance.gov). Milestones are organized by agency and agency action and include the NEPA and permitting actions required for the Project. Section 11 of this document contains the anticipated Project schedule. The Permitting Timetable Worksheet is included in **Attachment B** of this document.

11 Schedule for the Decision-Making Process

The anticipated Project schedule is outlined in **Table 11-1** below. The Project schedule will comply with NEPA, which requires that EISs be completed within two years of the date of publication of a notice of intent to prepare an EIS.

Table 11-1 Anticipated Project Schedule	
Milestones	Anticipated Completion Date
Public Scoping Meeting	July 2026
Project Scoping Report Publication	April 2027
Notice of Availability of the Draft EIS (DEIS)	November 2027
Public Hearing	December 2027
DEIS Comment Period (begins with the Notice of Availability of the DEIS)	November 2027 – December 2027
Issue Final EIS (FEIS) and Record of Decision (ROD)	July 2028
Issue all Project Permits and Authorization Decisions (if a Build Alternative is selected)	October 2028

12 Description of the Public Scoping Process

Scoping is an early and open process to determine the scope of issues for analysis in an EIS, including identifying the significant issues and eliminating from further study non-significant issues. During the scoping process, the FHWA and NYSDOT will determine the reasonable range of alternatives to be studied in the Draft EIS (DEIS) for the Project, in consideration of public and agency input received. Persons and agencies who may be interested in or affected by the proposed project are requested to comment on the information in the NOI and this NOI Additional Project Information document during the comment period. A formal public scoping meeting will be held after publication of the NOI. Advanced notice of the date, time, and location of the public scoping meeting will be provided to the public through the Project website and in public notices published in local newspapers, as described in **Attachment A**. The intent of this meeting is to provide information and gather input on the Project during this early phase of the decision-making process. Interested parties will have the opportunity to submit formal comments at the meeting.

**ATTACHMENT A: AGENCY COORDINATION PLAN/PUBLIC
INVOLVEMENT PLAN**

ATTACHMENT B: PERMITTING AND AUTHORIZATION

TIMETABLE WORKSHEET

The status of all EA and EIS projects will be posted on the Permitting Dashboard (www.permits.performance.gov). Milestones are organized by agency and agency action and include the NEPA and permitting actions required for the project, including Lead Agency and Cooperating Agencies. All milestones below may not be required for every project and the below worksheet can be tailored to each specific project.

Project: Central New York Forward (PIN 3807.95)

Class of Action: EIS **Sponsor:** New York State Department of Transportation (NYSDOT)

Responsible Agency: NYSDOT

POC: Catherine Leslie

Phone: (518) 485-9449

Email: Catherine.Leslie@dot.ny.gov

FEDERAL LEAD AGENCY/ ACTION

FHWA/ Environmental Impact Statement

MILESTONE	DATE
Issuance of Notice of Intent to Prepare an Environmental Impact Statement (EIS)	July 9, 2026
Scoping	April 30, 2027
Official Notice of Availability of a Draft EIS published in the Federal Register (FR) beginning both the public comment period and concurrent CAA Section 309 Review	November 12, 2027
Official Notice of Availability of a Final EIS published in the FR beginning both the public review period and concurrent CAA Section 309 Review	July 9, 2028
Issuance of Record of Decision or combined Final EIS / Record of Decision	July 9, 2028

Responsible Agency: FHWA

POC: Robert M. Davies

Phone: (518) 431-8880

Email: Robert.Davies@dot.gov

FHWA/ Section 106 Review

MILESTONE	DATE
Consultation initiated with SHPO/THPO	July 27, 2026
Consulting Parties Invited	August 27, 2026
Determination made by FHWA	February 11, 2028
ACHP Provided Opportunity to Comment	February 18, 2028
Section 106 Consultation Concluded	June 5, 2028

*Conclusion of Section 106 can be:

- 1) No historic properties affected,
- 2) Finding of no adverse effect, or

3) Memorandum of agreement or programmatic agreement, or other conclusion to resolve adverse effects reached

Responsible Agency: FHWA

POC: Robert M. Davies

Phone: (518) 431-8880

Email: Robert.Davies@dot.gov

FHWA/ Section 4(f)

MILESTONE	DATE
Determination of Applicability of Section 4(f)	March 15, 2027
Coordination with /Concurrence from Officials with Jurisdiction	November 5, 2027
FHWA Approval/Conclusion of Section 4(f)	July 9, 2028

Responsible Agency: FHWA

POC: Robert M. Davies

Phone: (518) 431-8880

Email: Robert.Davies@dot.gov

COOPERATING AGENCY/ ACTION

U.S. Army Corps of Engineers/ Section 404 Clean Water Act, Individual Permit

MILESTONE	DATE
Joint Application Received	July 22, 2027
Complete Application Received	October 28, 2027
Publication of Public Notice	November 12, 2027
Permit Decision Rendered	October 9, 2028

Responsible Agency: USACE POC: Martin P. Wargo

Phone: (716) 879-4116 Email: Martin.P.Wargo@usace.army.mil

U.S. Fish and Wildlife Service/ Section 7 Endangered Species Act Consultation

MILESTONE	DATE
Request for ESA Consultation Received	June 4, 2027
Consultation Package Deemed Complete (Formal or Informal Consultation)	September 2, 2027
Conclusion of Informal Consultation/ Issuance of Biological Opinion	June 9, 2028

Responsible Agency: USFWS POC: Stephen Kendrot

Phone: (607) 753-9334 Email: Stephen_kendrot@fws.gov

Additional Project Information

PIN 3807.95

New York State Department of Environmental Conservation / CWA Section 401 WQC

MILESTONE	DATE
Initial Application Received	July 22, 2027
Completed Application Received	May 12, 2027
Issuance of Permit/Approval	July 22, 2028

Responsible Agency: NYSDEC POC: Dereth Glance

Phone: (315) 426-7406 Email: dereth.glance@dec.ny.gov