Community Grid Alternative

PREFERRED ALTERNATIVE

Almond Street at East Adams Street, looking north

Harrison Street at Almond Street, looking west

- Would involve demolition of the I-81 viaduct between the railway bridge near Renwick Avenue and the I-81/I-690 interchange
- Portion of I-81 between its interchanges with I-481 (16A and 29) would be re-designated as Business Loop 81 (BL 81), including Almond Street and Erie Boulevard from Almond Street to Oswego Boulevard
- I-481 would be re-designated as the new I-81
- I-690 would be reconstructed from Leavenworth Avenue to Beech Street, with a partial BL 81/I-690 interchange
- Direct connections to and from I-690 and BL 81 available at West Street, Crouse and Irving Avenues (to and from I-690), Clinton Street, Oswego Boulevard, and Pearl Street (to and from northern BL 81)
- North-south traffic would be channeled through Almond Street and along parallel corridors, such as Crouse Avenue, Irving Avenue, State Street, and Townsend Street. East-west traffic routes would include Erie Boulevard, Harrison Street, and Adams Street
- A new northbound BL 81 exit ramp to East Colvin Street would be constructed

The reconstructed Almond Street would typically include two lanes, as well as turn bays when needed, in each direction.

Cost:

$1.9 billion

Construction duration:

5 years