

Viaduct Alternative

Almond Street at East Adams Street, looking north



Before



After

The new viaduct from Harrison Street would be approximately 10 to 15 feet higher than the existing viaduct (right), which is approximately 20 feet tall

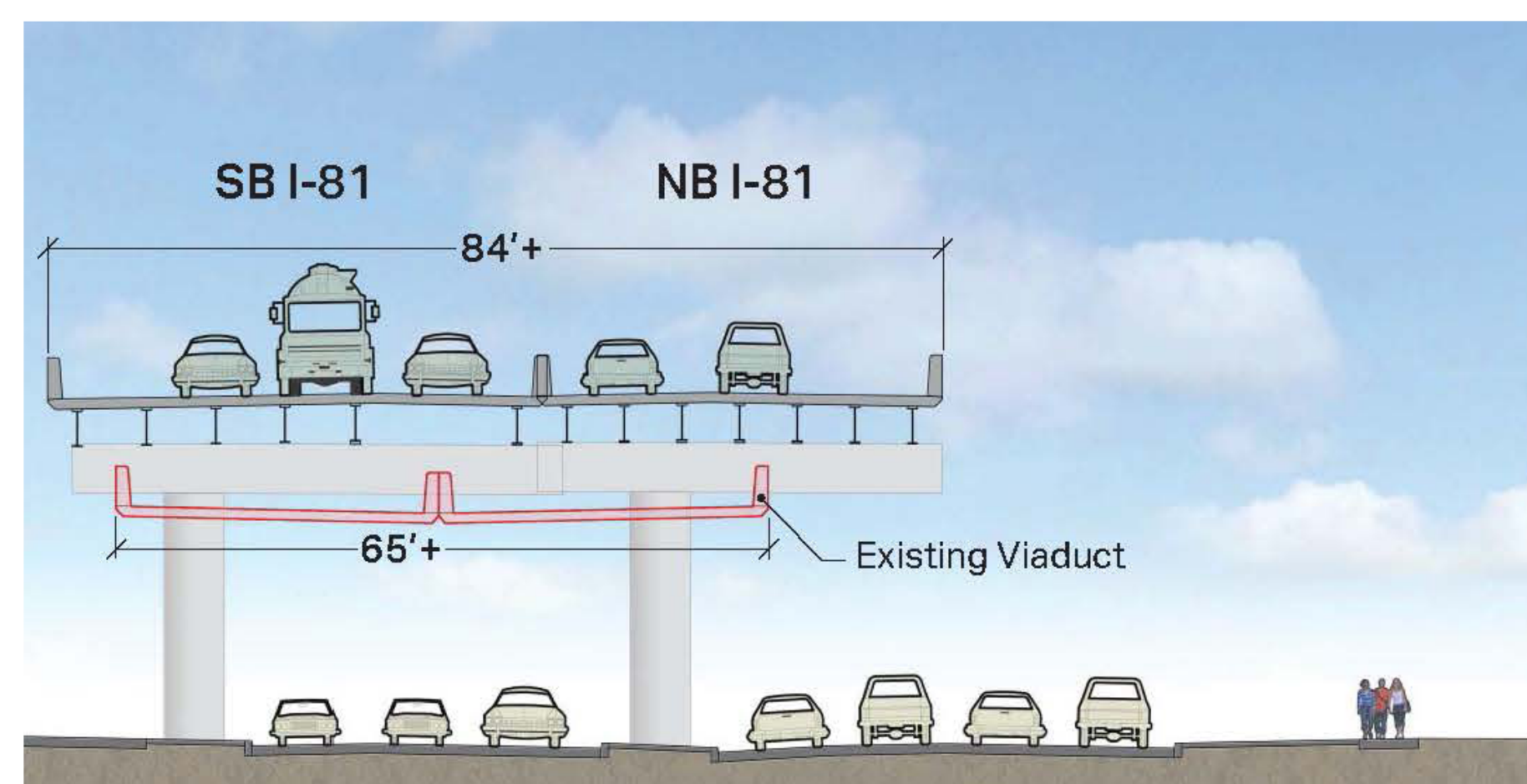


Before

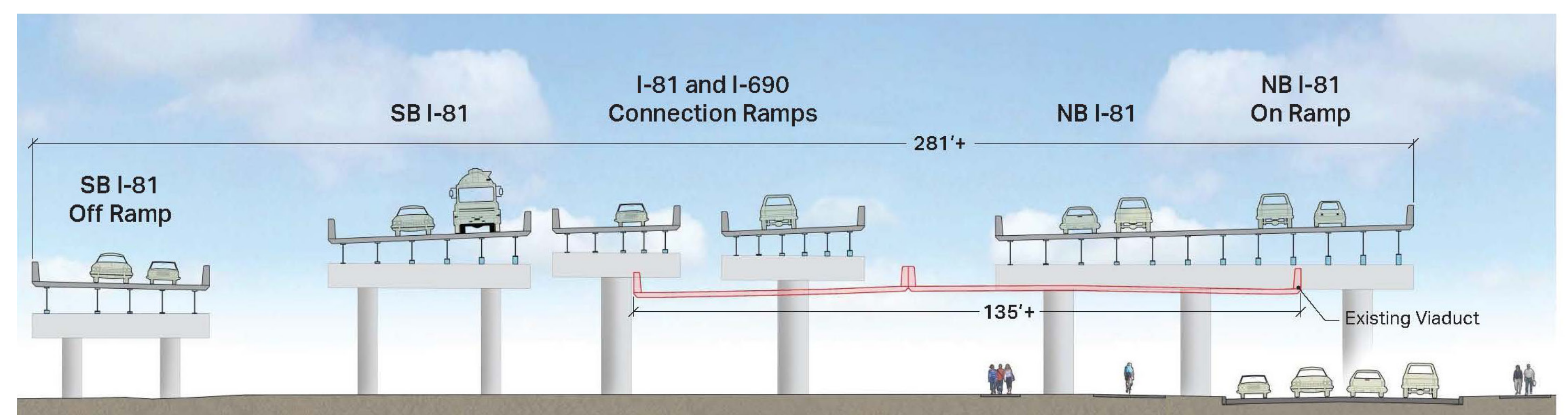


After

- Would replace the I-81 viaduct with a new viaduct that meets the latest engineering design standards
- Full reconstruction of I-81 between approximately Colvin Street and Hiawatha Boulevard
- Reconstruction of I-690 from Leavenworth Avenue to Lodi Street, including all connections between I-81 and I-690
- New viaduct would have at least four 12-foot travel lanes (two in each direction) and full shoulders



South of Harrison Street, the new viaduct generally would be approximately 10 to 20 feet wider, depending on the section, than the 66-foot-wide existing viaduct.



Between Harrison and Genesee Streets, the viaduct would begin to split into separate structures for the northbound and southbound roadways. Multiple structures would carry mainline travel lanes connecting to the local street and interstate network. As a result of these connections, wider shoulders, and other improvements, the footprint of the new viaduct would be substantially wider than the existing viaduct footprint (above in red).

Cost:

\$2.2 billion

Construction duration:

6 years