Common Features of the Viaduct and Community Grid Alternatives

Improvements to I-490 and the I-690-650 Interchange

I-490 would be reduced from four lanes to two lanes between Lysander Avenue and Seneca Street. The working, looking west, and the NYS Thruway at Lysander Avenue would remain four lanes. The interchange at Lysander Avenue would be upgraded. No new ramps would be added to the interchange at Lysander Avenue, New Butterfield Road, or Seneca Street.

West Street Improvements

The number of travel lanes on West Street from I-690 to I-490 would remain four. No new lanes would be added. The intersection at Park Avenue would be reconstructed. The project would preclude right turns on Park Avenue.

Capacity Improvements on I-480 to Hiawatha Boulevard

The number of travel lanes on I-480 from I-690 to I-490 would remain four. No new lanes would be added. The interchange at Hiawatha Boulevard would remain six lanes.

Potential West Bank Creekwalk

The Viaduct Alternative would provide a new bridge over the West Bank Creek. The new bridge would allow for the West Bank Creekwalk to be extended from Fineview Place to the Community Grid Alternative.

Community Grid Alternative

The Community Grid Alternative would provide a new bridge over the West Bank Creek that is part of the I-81 Viaduct. The bridge would allow for the West Bank Creekwalk to be extended from Fineview Place to the Community Grid Alternative.

Dracon Creekwalk

Dracon Creek would be extended from campus to the south I-81 interchange. The new creekwalk would be part of the I-81 Viaduct. The creekwalk would allow for the addition of new amenities to the existing Dracon Creekwalk.

Multimodal Access

Streets would be reconstructed with a narrow vehicular lane, extended corner curbs, distinctive crosswalks, bollards, planted medians, cycle tracks, and other amenities. Streets would be extended, reconstructed or reconfigured as needed. Streets would be extended and reconstructed as needed. Streets would be extended, reconstructed or reconfigured as needed. Streets would be extended, reconstructed or reconfigured as needed.

Expedition Center

The project would include the development of the Expedition Center. The Expedition Center would provide a new intracity transit facility. The Expedition Center would be located near the I-81 Viaduct. The Expedition Center would provide a new intracity transit facility.

Leavenworth Avenue to Beech Street under the Community Grid Alternative. The existing ramps between the two viaducts would be replaced. The new community grid would enhance safety and connections between streets and paths in the project area. Streets would be extended, reconstructed or reconfigured as needed. Streets would be extended, reconstructed or reconfigured as needed. Streets would be extended, reconstructed or reconfigured as needed.