Existing I-81, between I-690 and existing I-481 would be renamed BL 81. New shoulders, curbs and landscaping, would be introduced between Colvin Street entrance ramp to BL 81 and just south of SUCC, Jr. East to encourage motorists to reduce speeds from 55 mph to 30 mph.

The new I-81 (existing I-481) would vary from four to seven lanes in this section to accommodate traffic demand.

Traffic calming measures such as narrow shoulders, curbs and landscaping, would be introduced between Colvin Street entrance ramp to BL 81 and just south of SUCC, Jr. East to encourage motorists to reduce speeds from 55 mph to 30 mph.

Reconstruct interchange to direct I-81 traffic to the new I-81 (existing I-481) See Figure 3-34

Add new I-81 signage and realign interchanges as needed

Traffic calming measures such as narrow shoulders, curbs and landscaping, would be introduced between Colvin Street entrance ramp to BL 81 and just south of SUCC, Jr. East to encourage motorists to reduce speeds from 55 mph to 30 mph.

Reconstruct interchange to direct I-81 traffic to the new I-81 (existing I-481) See Figure 3-34

Make improvements to re-routed I-81, as needed See Figure 3-37

Make improvements at existing Exit 3 See Figure 3-37

Community Grid Alternative:
Re-designation of I-481 to I-81

Figure 3-34
See Figure 3-28 for 1-690 to East Adams St

1-81 Viaduct Project

Community Grid Alternative:
Almond Street Reconstruction from East Adams Street to Martin Luther King Jr. East

Figure 3-29
MAINTENANCE AND PROTECTION OF TRAFFIC PHASE 1B - 3 MONTHS

FORMER LS TRAFFIC:
1. LEADgrundLIG TRAFFIC WILL USE THE 4TH FORMER CURB LANE
   FOR THE EXISTING STREETS.
2. FOR THE EXISTING PR: LEA, A CURB LANE WILL BE
   CONSTRUCTED IN THE CENTER OF THE STREETS.
3. TRAFFIC WILL USE THE CURB LANE FOR THE EXISTING STREETS.
4. THE NEW EXISTING STREETS WILL BE CONSTRUCTED IN THE CENTER OF THE STREETS.
5. TRAFFIC WILL USE THE CURB LANE FOR THE EXISTING STREETS.

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