The new viaduct would begin as a bridge over the railroad, same as existing I-81. The wider structure would be closer to adjacent buildings.

The new interchange posted speed limit would be 55 mph (currently posted at 45 mph).

New off-ramp at Catherine St. connecting westbound I-690 to Downtown/University Hill would replace existing connection on Townsend St.

New partial interchange at MLK, Jr. East would be built along west bank of Onondaga Creek between Erie Blvd. and Evans St.

Existing West St./Franklin St. and Clinton St./Salina St. off-ramps would be replaced with a single off-ramp at Clinton St.

New ramp connecting southbound I-690 to northbound I-81.

Existing on-ramp at Pearl St. and Butternut St. would be replaced with a single on-ramp at Pearl St.

West St. overpass would be removed. The interchange would be reconstructed and reconfigured.

West St. would be lowered to meet Genesee St., creating an intersection.

New path would be built along west bank of Onondaga Creek between Four Blvd. and Evans St.

New interchange posted speed limit would be 55 mph (currently posted at 45 mph).

No access from Monroe St. to Almond St.

No connections between Almond St. and Cedar or Madison St.

Ramp from northbound I-81 to eastbound I-690 would change from a right-side to left-side exit, eliminating a weaving movement for traffic.

New off-ramp at Catherine St. connecting westbound I-690 to Downtown/University Hill would replace existing connection on Townsend St.

New on-ramp at Almond St. connecting Downtown/University Hill to westbound I-690 would replace existing connections from Harrison St. and McBride St.

New off-ramp at Catherine St. connecting westbound I-690 to Downtown/University Hill would replace existing connection on Townsend St.

New partial interchange with eastbound I-690.

New ramp connecting southbound I-81 to westbound I-690.

Existing West St./Franklin St. and Clinton St./Salina St. off-ramps would be replaced with a single off-ramp at Clinton St.

New ramp connecting northbound I-81 to southbound I-690.

New ramp connecting southbound I-81 to northbound I-690.

New viaduct would pass above the railway.

New partial interchange at MLK, Jr. East.

No access from Monroe St. to Almond St.

No connections between Almond St. and Cedar or Madison St.

New ramp connecting eastbound I-690 to northbound I-81.

New off-ramp at Catherine St. connecting westbound I-690 to Downtown/University Hill would replace existing connection on Townsend St.

New location of Butternut Street Bridge would be replaced with a single location at Pearl St.

New on-ramp at Pearl St. and Butternut St. would be replaced with a single on-ramp at Pearl St.

New ramp connecting northbound I-81 to southbound I-690.

New ramp connecting southbound I-81 to northbound I-690.

New partial interchange at MLK, Jr. East.

New viaduct would pass above the railway.

New partial interchange at MLK, Jr. East.

New interchange posted speed limit would be 55 mph (currently posted at 45 mph).

Ramp from northbound I-81 to eastbound I-690 would change from a right-side to left-side exit, eliminating a weaving movement for traffic.

New ramp connecting southbound I-81 to westbound I-690.

New ramp connecting northbound I-81 to southbound I-690.

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New partial interchange at MLK, Jr. East.

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