

Concept I-2: Reconstruction of I-787



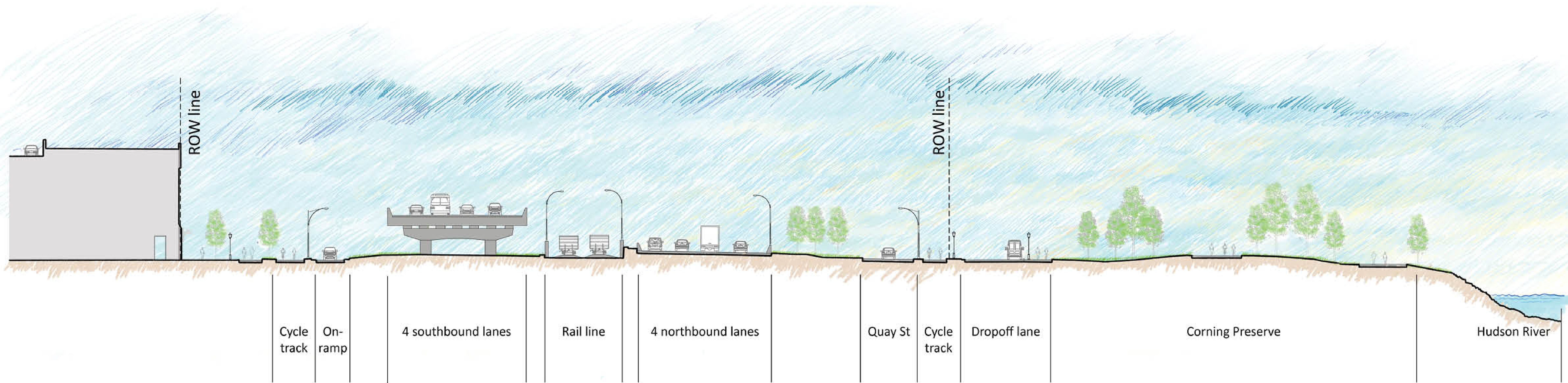
New I-787/Dunn Memorial Bridge/South Mall Expressway interchange and associated ramps



Looking east toward I-787 from Madison Ave/Pearl St in Albany

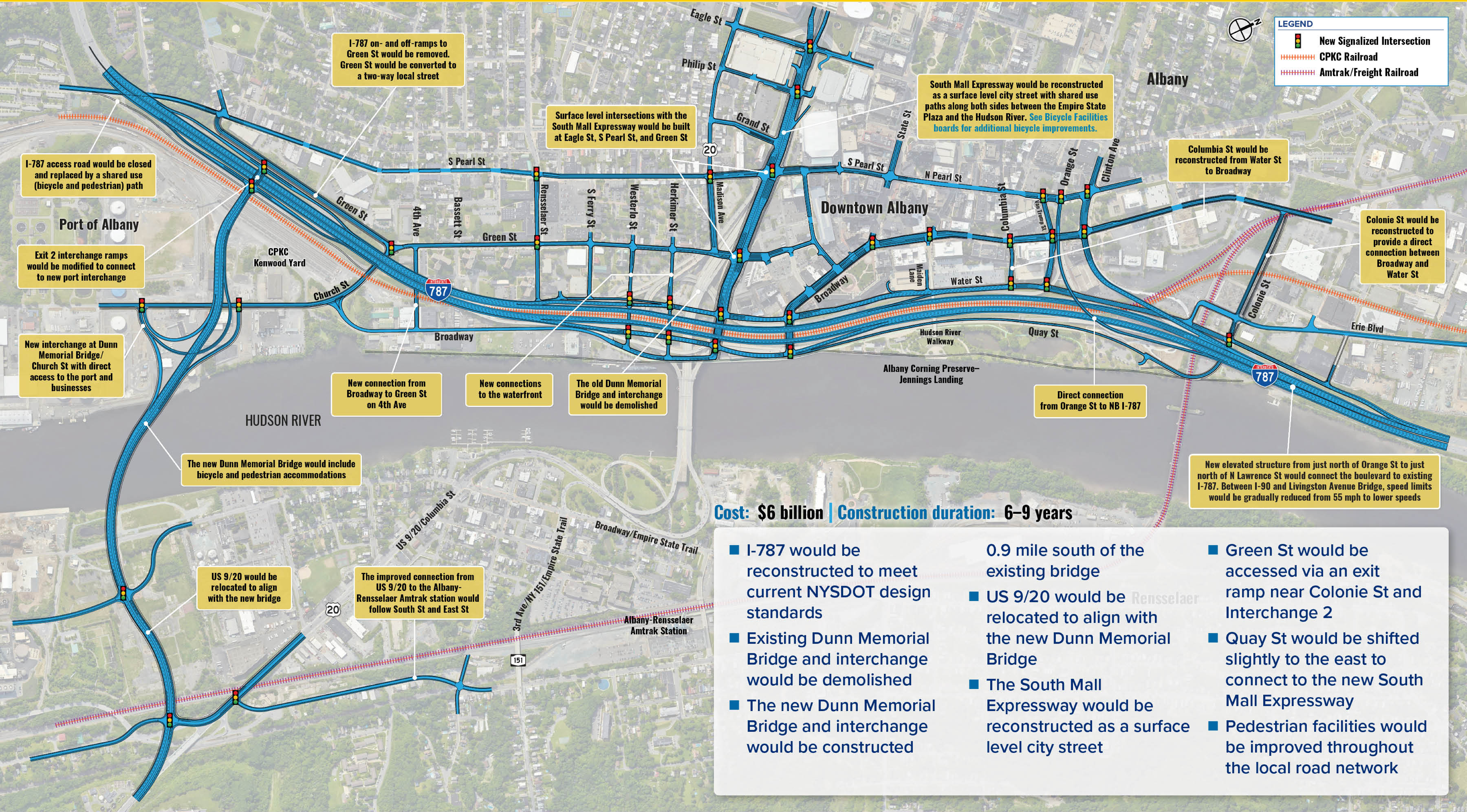


Looking west toward the Hudson River from Broadway in Rensselaer



Looking south from Dallius St toward the South Mall Expressway, which would be elevated here

Concept I-3: Reconstruction of I-787 with Direct Port Access



LEGEND

- New Signalized Intersection
- CPKC Railroad
- Amtrak/Freight Railroad

I-787 on- and off-ramps to Green St would be removed. Green St would be converted to a two-way local street

I-787 access road would be closed and replaced by a shared use (bicycle and pedestrian) path

Exit 2 interchange ramps would be modified to connect to new port interchange

New interchange at Dunn Memorial Bridge/ Church St with direct access to the port and businesses

The new Dunn Memorial Bridge would include bicycle and pedestrian accommodations

US 9/20 would be relocated to align with the new bridge

The improved connection from US 9/20 to the Albany-Rensselaer Amtrak station would follow South St and East St

I-787 on- and off-ramps to Green St would be removed. Green St would be converted to a two-way local street

Surface level intersections with the South Mall Expressways would be built at Eagle St, S Pearl St, and Green St

South Mall Expressway would be reconstructed as a surface level city street with shared use paths along both sides between the Empire State Plaza and the Hudson River. See Bicycle Facilities boards for additional bicycle improvements.

Columbia St would be reconstructed from Water St to Broadway

Colonie St would be reconstructed to provide a direct connection between Broadway and Water St

New connection from Broadway to Green St on 4th Ave

New connections to the waterfront

The old Dunn Memorial Bridge and interchange would be demolished

Direct connection from Orange St to NB I-787

New elevated structure from just north of Orange St to just north of N Lawrence St would connect the boulevard to existing I-787. Between I-90 and Livingston Avenue Bridge, speed limits would be gradually reduced from 55 mph to lower speeds

Cost: \$6 billion | Construction duration: 6-9 years

- I-787 would be reconstructed to meet current NYSDOT design standards
- Existing Dunn Memorial Bridge and interchange would be demolished
- The new Dunn Memorial Bridge and interchange would be constructed
- 0.9 mile south of the existing bridge
- US 9/20 would be relocated to align with the new Dunn Memorial Bridge
- The South Mall Expressway would be reconstructed as a surface level city street
- Green St would be accessed via an exit ramp near Colonie St and Interchange 2
- Quay St would be shifted slightly to the east to connect to the new South Mall Expressway
- Pedestrian facilities would be improved throughout the local road network

Concept I-3: Reconstruction of I-787 with Direct Port Access



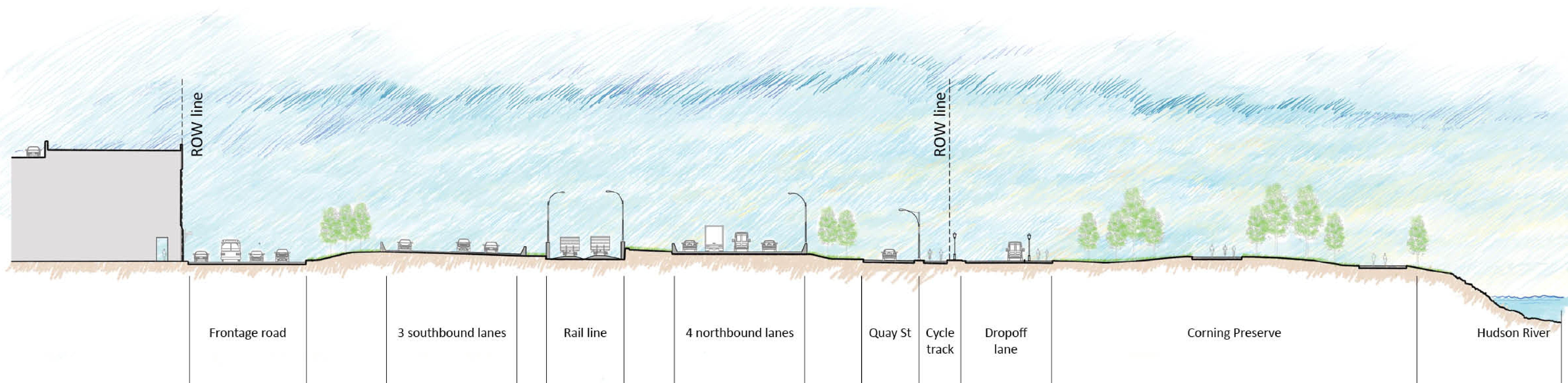
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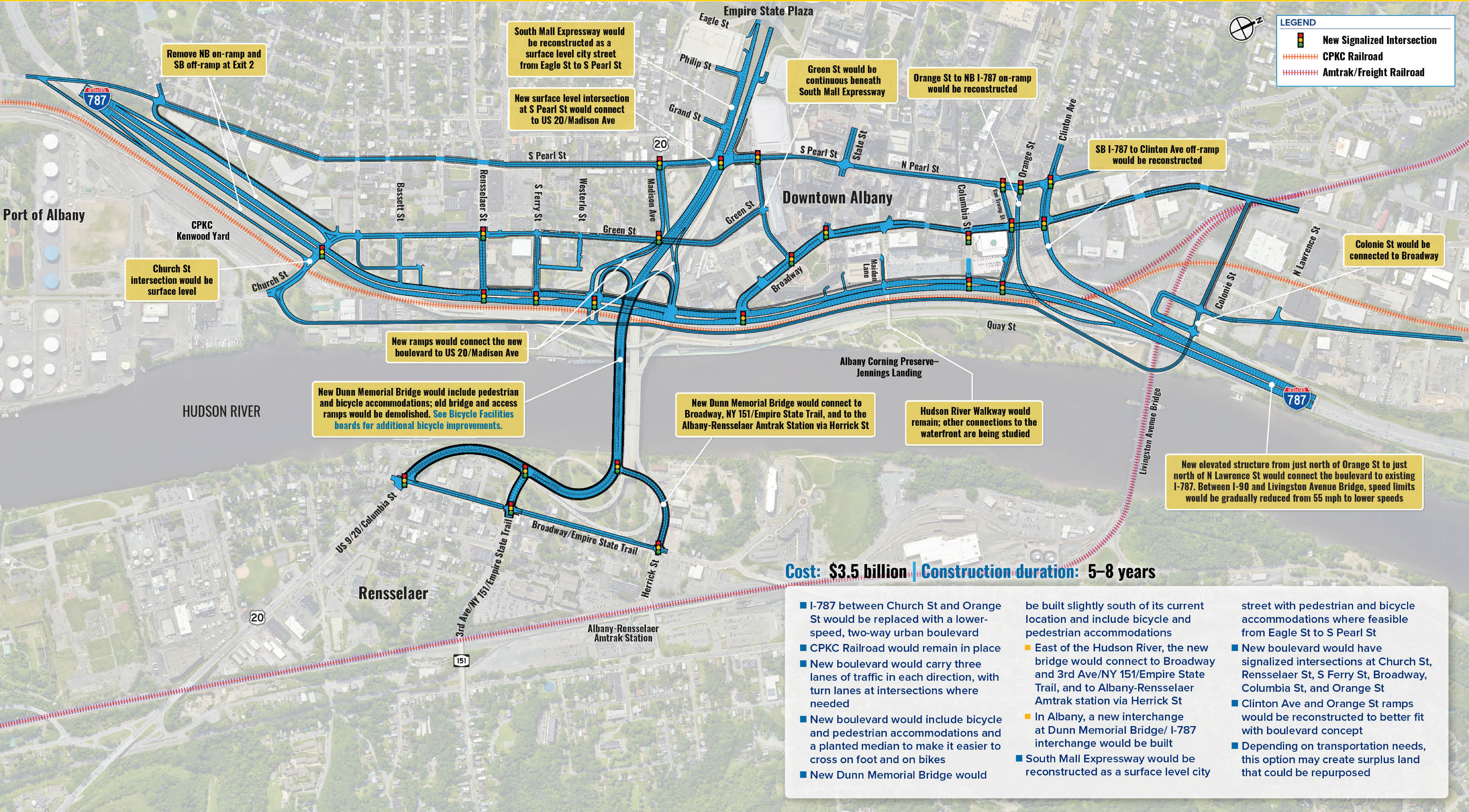


Looking west toward the Hudson River from Broadway in Rensselaer



Looking south from Dallius St toward the South Mall Expressway, which would be surface level here

Concept B-1: Two-Way Boulevard West of Railroad



LEGEND

- New Signalized Intersection
- CPKC Railroad
- Amtrak/Freight Railroad

Cost: \$3.5 billion | Construction duration: 5-8 years

- I-787 between Church St and Orange St would be replaced with a lower-speed, two-way urban boulevard
- CPKC Railroad would remain in place
- New boulevard would carry three lanes of traffic in each direction, with turn lanes at intersections where needed
- New boulevard would include bicycle and pedestrian accommodations and a planted median to make it easier to cross on foot and on bikes
- New Dunn Memorial Bridge would be built slightly south of its current location and include bicycle and pedestrian accommodations
- East of the Hudson River, the new bridge would connect to Broadway and 3rd Ave/NY 151/Empire State Trail, and to Albany-Rensselaer Amtrak station via Herrick St
- In Albany, a new interchange at Dunn Memorial Bridge/ I-787 interchange would be built
- South Mall Expressway would be reconstructed as a surface level city street with pedestrian and bicycle accommodations where feasible from Eagle St to S Pearl St
- New boulevard would have signalized intersections at Church St, Rensselaer St, S Ferry St, Broadway, Columbia St, and Orange St
- Clinton Ave and Orange St ramps would be reconstructed to better fit with boulevard concept
- Depending on transportation needs, this option may create surplus land that could be repurposed

Concept B-1: Two-Way Boulevard West of Railroad



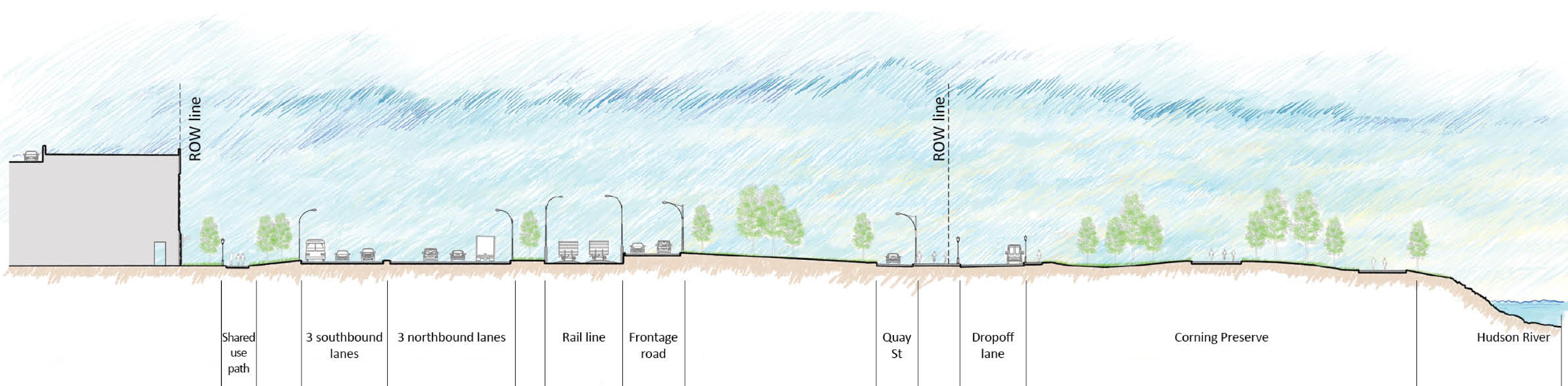
New I-787/Dunn Memorial Bridge/South Mall Expressway interchange and associated ramps



Looking east toward I-787 from Madison Ave/Pearl St in Albany



Looking west toward the Hudson River from Broadway in Rensselaer



Looking south from Dalius St toward the South Mall Expressway, which would be elevated here

Concept B-2: Boulevard West of Railroad with Southbound Traffic on Broadway



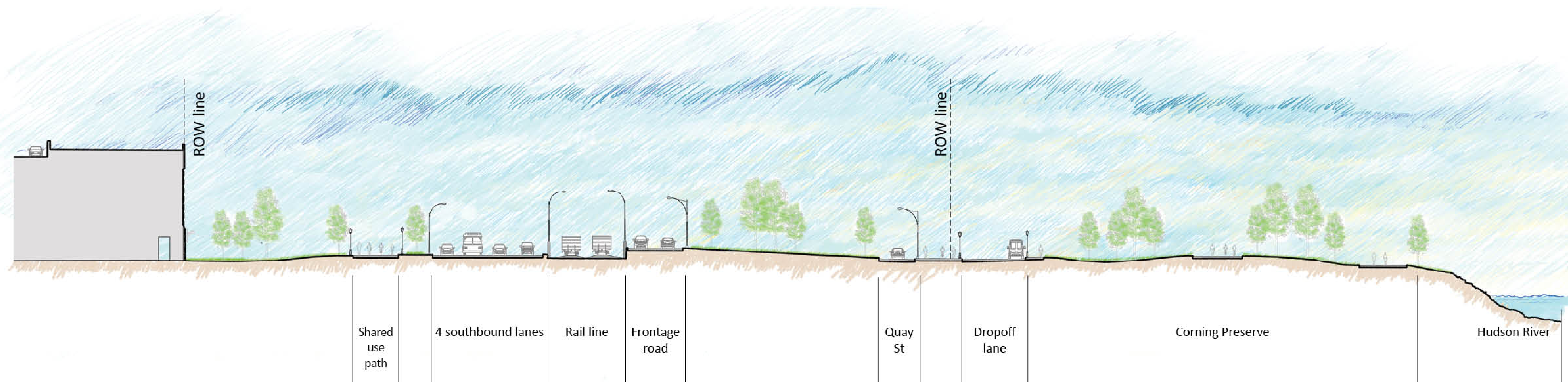
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Looking east toward I-787 from Madison Ave/ Pearl St in Albany

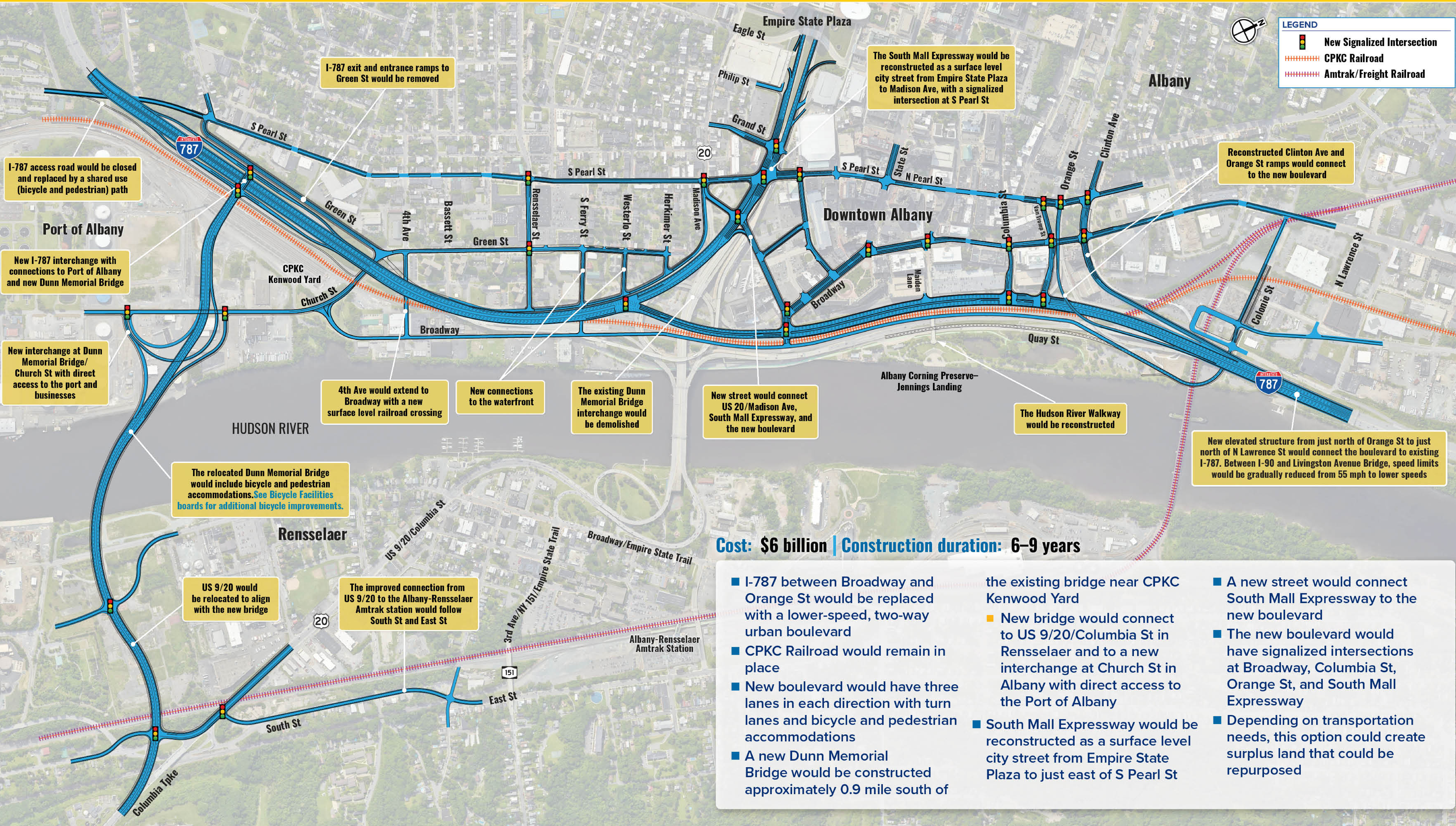


Looking west toward the Hudson River from Broadway in Rensselaer



Looking south from Dalius St toward the South Mall Expressway, which would be elevated here

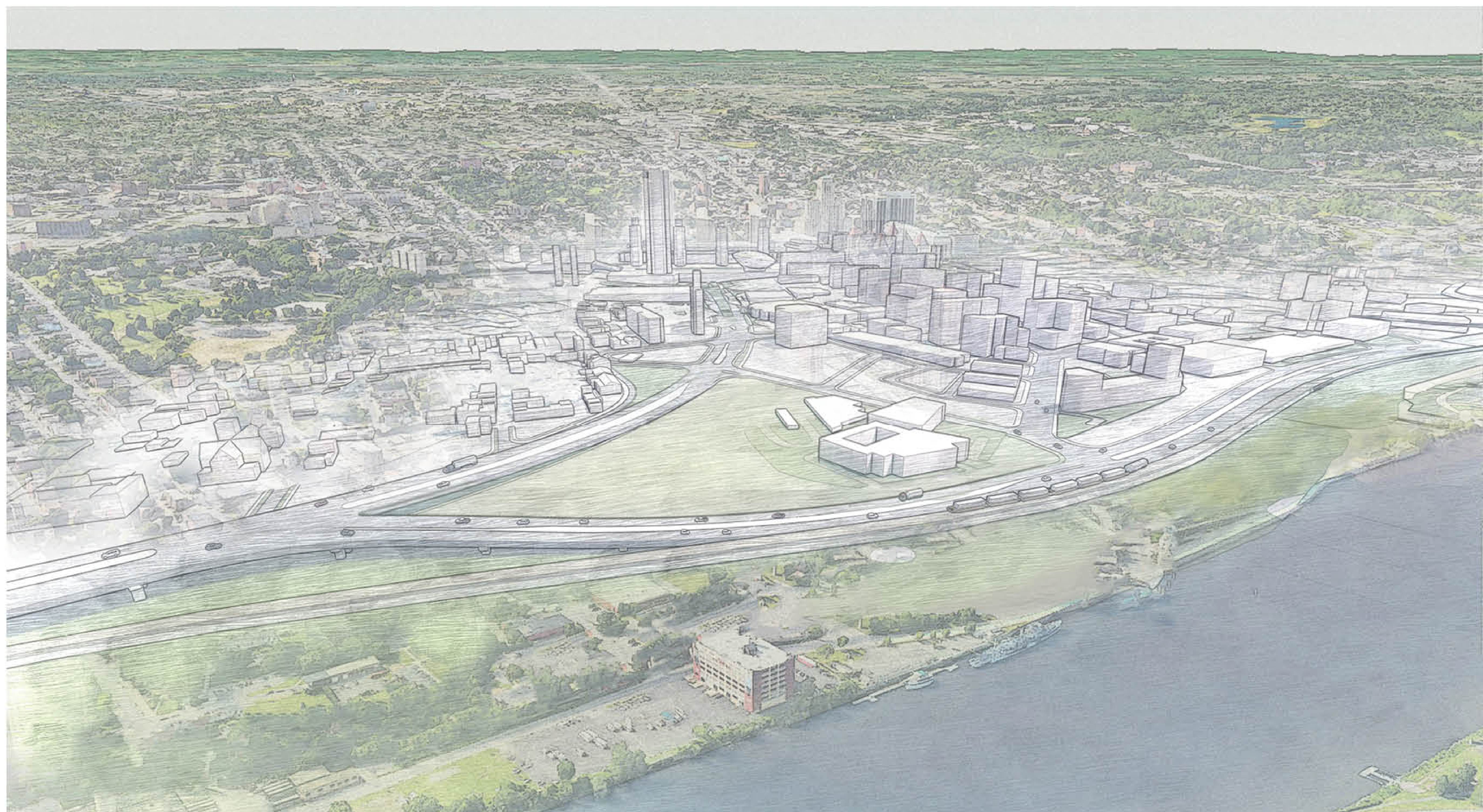
Concept B-4: Two-Way Boulevard West of Railroad



Cost: \$6 billion | Construction duration: 6-9 years

- I-787 between Broadway and Orange St would be replaced with a lower-speed, two-way urban boulevard
- CPKC Railroad would remain in place
- New boulevard would have three lanes in each direction with turn lanes and bicycle and pedestrian accommodations
- A new Dunn Memorial Bridge would be constructed approximately 0.9 mile south of the existing bridge near CPKC Kenwood Yard
- New bridge would connect to US 9/20/Columbia St in Rensselaer and to a new interchange at Church St in Albany with direct access to the Port of Albany
- South Mall Expressway would be reconstructed as a surface level city street from Empire State Plaza to just east of S Pearl St
- A new street would connect South Mall Expressway to the new boulevard
- The new boulevard would have signalized intersections at Broadway, Columbia St, Orange St, and South Mall Expressway
- Depending on transportation needs, this option could create surplus land that could be repurposed

Concept B-4: Two-Way Boulevard West of Railroad



New I-787/Dunn Memorial Bridge/South Mall Expressway interchange and associated ramps



Looking east toward I-787 from Madison Ave/Pearl St in Albany



Looking west toward the Hudson River from Broadway in Rensselaer



Looking south from Dalius St toward the South Mall Expressway, which would be elevated here