

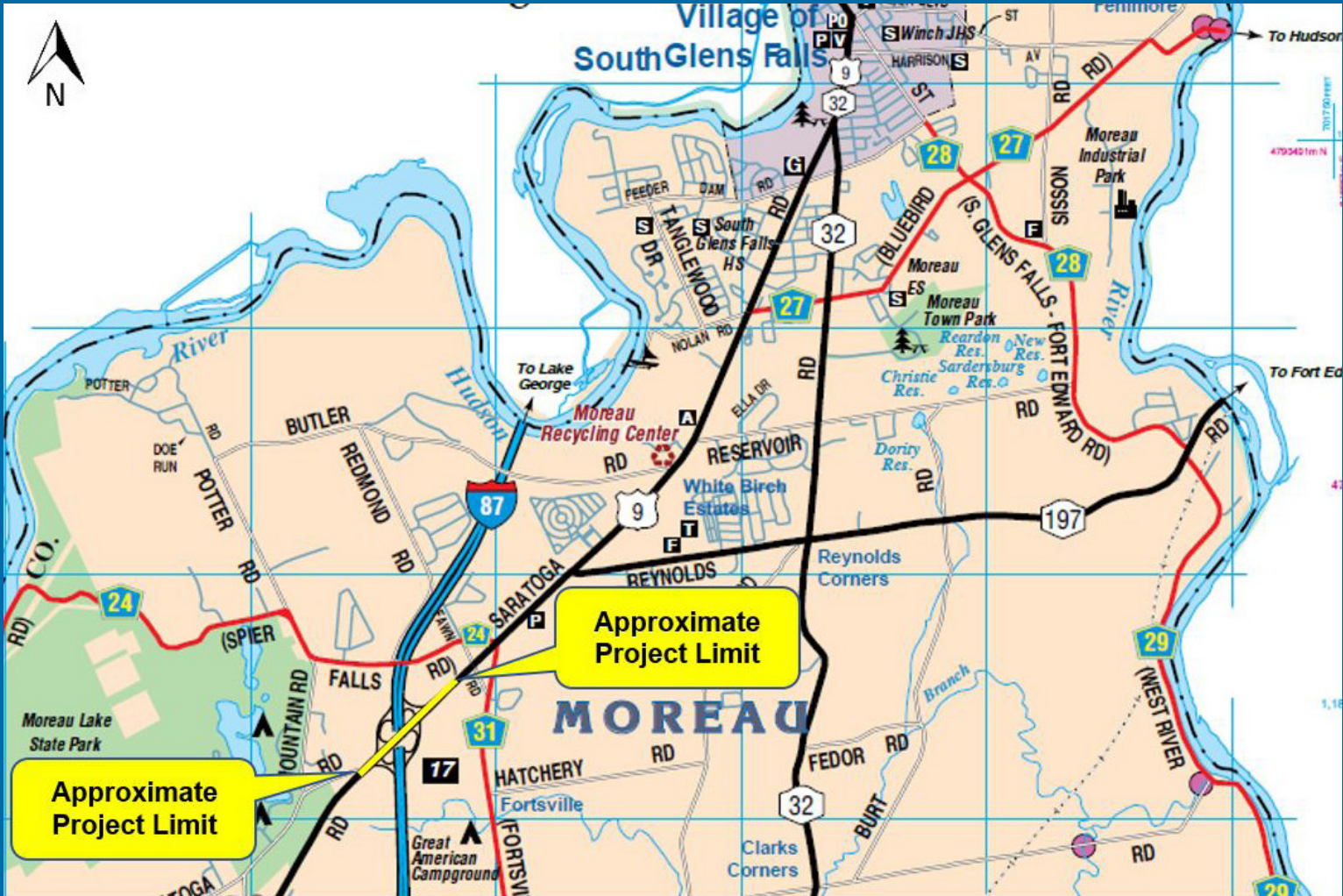
Project Schedule

Construction is expected to begin in 2021 and be completed by the end of 2022.

FAQs

- Q: Why is the proposed layout the preferred alternative?**
A: The proposed layout satisfies all project objectives and supports the recommendations in the Adirondack/Glens Falls Transportation Council’s 2014 Exit 17/U.S. Route 9 Corridor Land Use and Transportation Study Report.
- Q: How will this project impact the existing traffic conditions on Route 9?**
A It will improve traffic flow, especially during peak commuting hours. The addition of a signal at the new southbound Northway ramp T-intersection will help create more gaps for merging traffic from the northbound Northway off-ramp. Lengthening the merging area between northbound Route 9 and the northbound Northway off-ramp will provide more opportunities for smoother merges.
- Q: How does the preferred alternative provide flexibility to meet anticipated development of the Route 9 Corridor?**
A: The layout of the interchange was designed based on forecasted traffic growth over the next 20 years. The proposed design does not preclude the addition of sidewalks or a parallel Share-Use Path in the future as development occurs along the Route 9 corridor.
- Q Will the State need to purchase any land for this project?**
A: No. A few residential and commercial driveways within the project limits will be modified to connect to the new highway alignment. Affected property owners will be contacted by NYSDOT.

U.S. Route 9 over Interstate 87
(the Adirondack Northway)
at Exit 17



Project Location Map

Town of Moreau,
Saratoga County

To comment, use the attached pre-addressed form.
Or visit the project website at: dot.ny.gov/i87exit17
Comments must be received by mail or email by August 7, 2020

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Department of
Transportation

Project Overview

NYSDOT is planning to rehabilitate or replace the bridge carrying Route 9 over the Northway at Exit 17 and realign exit and entrance ramps to enhance safety and improve traffic operations. This brochure is meant to inform and solicit feedback on the preferred alternative.

NYSDOT has worked with the town of Moreau since the onset of this project and will continue to do so throughout the project duration. This project is being progressed as a National Environmental Policy Act (NEPA) Categorical Exclusion pending FHWA approval.

Project Objectives

- o Build a new bridge that will last approximately 75 years or rehabilitate the existing bridge to last another 50 years.
- o Improve traffic conditions and enhance safety for all users within the project limits.
- o Restore pavement.
- o Utilize cost-effective techniques and treatments to minimize future maintenance and repair costs.

Preferred Alternative

The Preferred Alternative proposes to do the following:

- Build a new 55-foot-wide Route 9 bridge over the Northway to replace the existing 103-foot-wide bridge. The new bridge would have one 12-foot travel lane in each direction, along with a 12-foot center two-way left-turn lane, and 8-foot shoulders. The new bridge would be approximately within the footprint of the north half of the existing bridge and would be built higher to increase vertical clearance over the Northway.
- Install traffic signals at the new southbound Northway ramp T-intersection.
- Install a stop sign at the new northbound Northway ramp T-intersection for left-turn traffic from the off-ramp.
- Reconfigure the two remaining loop ramps, Ramp L and Ramp Q, and lengthen the acceleration and deceleration lanes to current standards.
- Reconstruct or resurface pavement from west of Old Saratoga Road to east of the NYSDOT sub-residency along Route 9, as well as the remaining four ramps and the four auxiliary lanes on the Northway.
- Remove four existing ramps in the northeast and southwest quadrants of the interchange.

This alternative follows the recommendations of the Adirondack/Glens Falls Transportation Council’s 2014 Exit 17/U.S. Route 9 Land Use and Transportation Study Report to improve traffic flow and provide wide shoulders for pedestrians and bicyclists by:

- Realigning the four ramps to the northwest and southeast to create two T-intersections;
- Reducing speed differentials between merging and through-traffic on Route 9;
- Reducing opportunities for weaving between lanes on Route 9;
- Providing 8-foot shoulders on both sides of Route 9.

Minimizing Construction Impacts:

Traffic will be maintained on-site as much as possible, with the potential need for short-term detours to complete construction of the bridge and ramps. The intent of detours is to reduce the duration of construction and its impact on the traveling public.

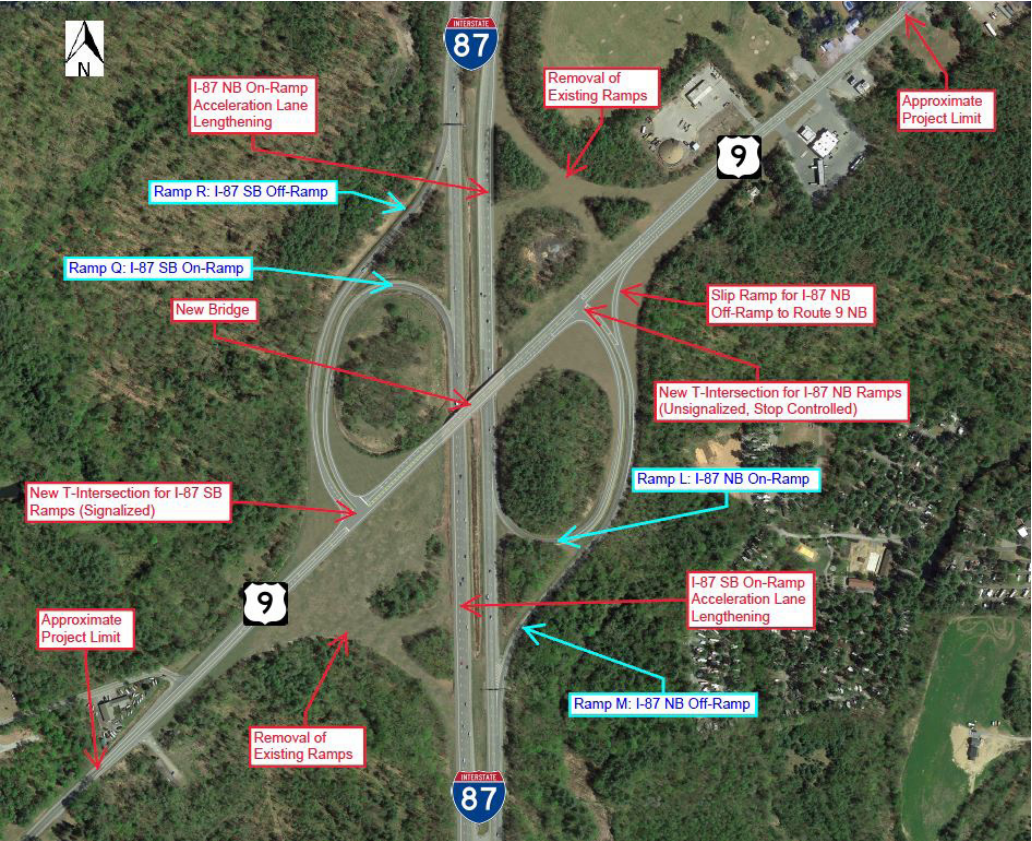
Some night work – for ramp reconstruction, setting steel and pouring concrete for the new bridge, and demolishing the existing bridge – will occur. Since the project is not located in a residential area, the nighttime impacts of noises and vibrations on area residents are expected to be minimal.

The following is a conceptual construction sequence:

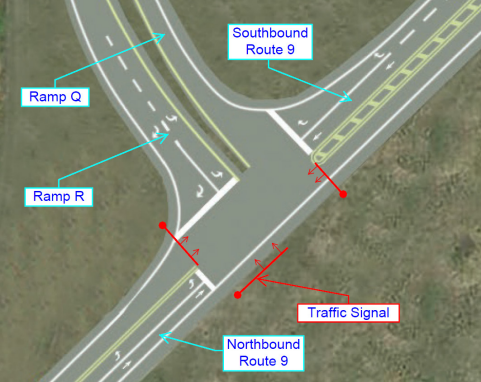
1. Reconstruct the ramps and Northway acceleration and deceleration lanes.
2. Shift both directions of Route 9 traffic to the south half of the existing bridge and pavement (currently occupied by northbound Route 9 traffic).
3. Demolish the north half of the bridge and build the new bridge within that footprint. Construct the new pavement of Route 9 to connect to the new bridge.
4. Shift both directions of Route 9 traffic to the new bridge and pavement.
5. Demolish the south half of the existing bridge and pavement.

Businesses near the intersection will remain accessible to the public throughout construction.

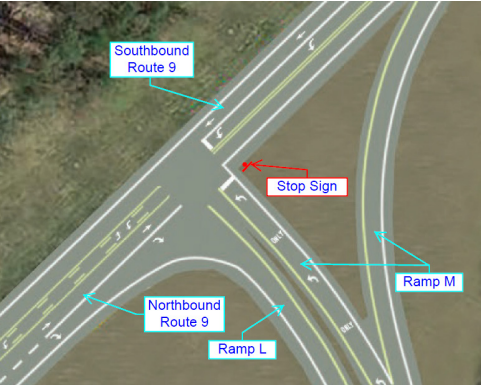
Preferred Alternative - Proposed Interchange Layout



Scope of Work under the Preferred Alternative



New T-Intersection for Northway Southbound Ramps



New T-Intersection for Northway Northbound Ramps