

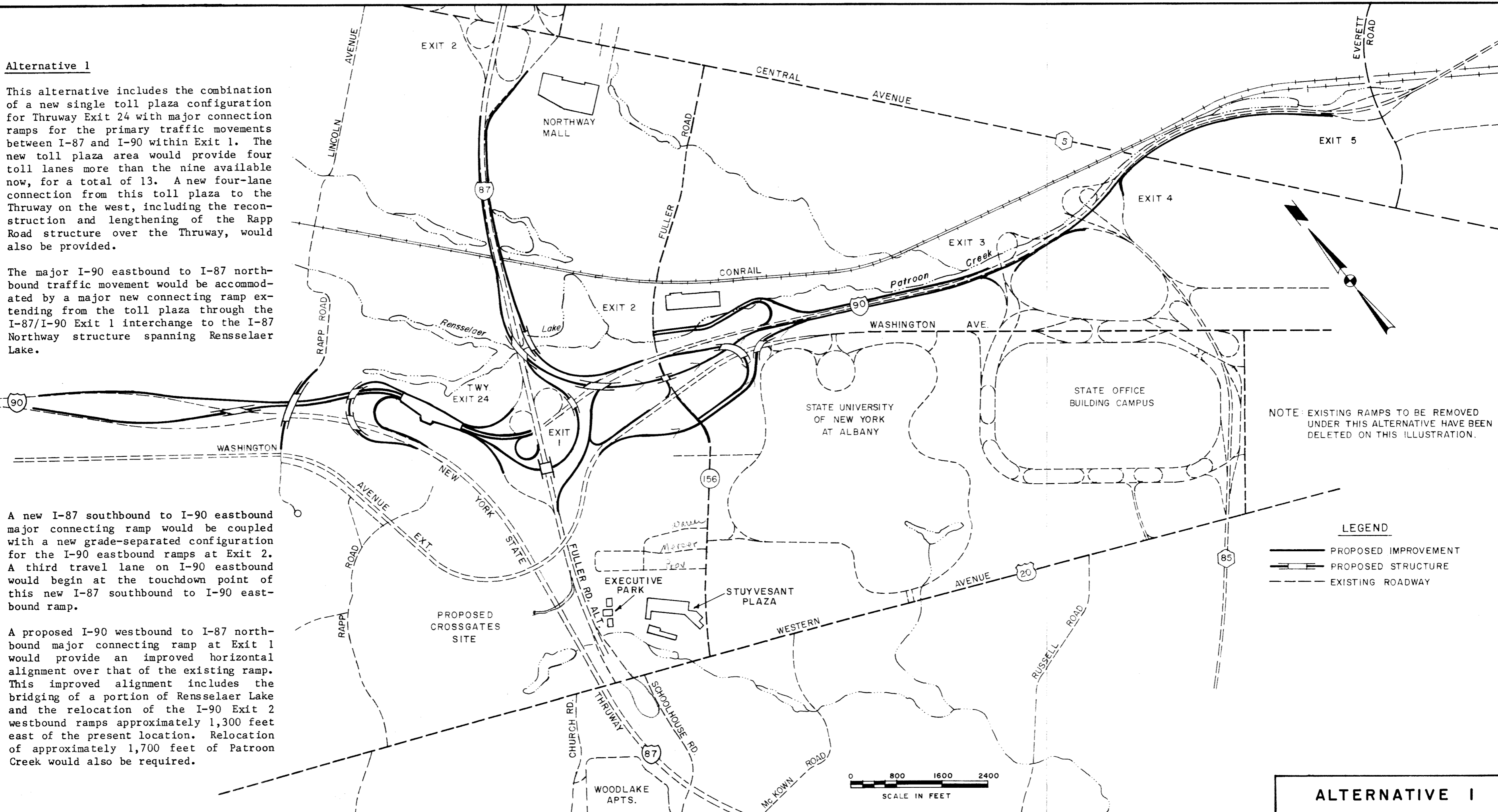
Alternative 1

This alternative includes the combination of a new single toll plaza configuration for Thruway Exit 24 with major connection ramps for the primary traffic movements between I-87 and I-90 within Exit 1. The new toll plaza area would provide four toll lanes more than the nine available now, for a total of 13. A new four-lane connection from this toll plaza to the Thruway on the west, including the reconstruction and lengthening of the Rapp Road structure over the Thruway, would also be provided.

The major I-90 eastbound to I-87 northbound traffic movement would be accommodated by a major new connecting ramp extending from the toll plaza through the I-87/I-90 Exit 1 interchange to the I-87 Northway structure spanning Rensselaer Lake.

A new I-87 southbound to I-90 eastbound major connecting ramp would be coupled with a new grade-separated configuration for the I-90 eastbound ramps at Exit 2. A third travel lane on I-90 eastbound would begin at the touchdown point of this new I-87 southbound to I-90 eastbound ramp.

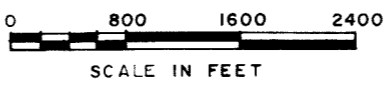
A proposed I-90 westbound to I-87 northbound major connecting ramp at Exit 1 would provide an improved horizontal alignment over that of the existing ramp. This improved alignment includes the bridging of a portion of Rensselaer Lake and the relocation of the I-90 Exit 2 westbound ramps approximately 1,300 feet east of the present location. Relocation of approximately 1,700 feet of Patroon Creek would also be required.



NOTE: EXISTING RAMPS TO BE REMOVED UNDER THIS ALTERNATIVE HAVE BEEN DELETED ON THIS ILLUSTRATION.

LEGEND

- PROPOSED IMPROVEMENT
- == PROPOSED STRUCTURE
- - - EXISTING ROADWAY



ALTERNATIVE 1