

2016 Capital District Road Meet

New York's Capital District, located in NYSDOT Region 1, is comprised of the cities of Albany, Saratoga Springs, Schenectady, and Troy, as well as many smaller cities, towns, and villages. The area is comprised of multiple small cities connected by suburban development rather than being centered around just one major city, unlike many other metro areas in New York. Interstates 90 and 87 form the backbone of the region's transportation system, connecting the municipalities as well as to the rest of New York State. The meet officially begins at the Latham 76 Diner, with a pre-meet at the Albany County Rail Trail; the parking lot is at the intersection of NY 32 with Old South Pearl Street.



Normans Kill Bridges, Albany

From the parking lot, walk down the Albany County Rail Trail (also known as the Helderberg-Hudson Rail Trail) to view the bridges carrying US 9W and the Thruway over the Normans Kill.

Delmar Bypass, Bethlehem

Turn left out of the parking lot onto NY 32 south. Turn right to stay on NY 32 south and then turn left onto the overlap with US 9W. Bear right to stay on NY 32 south. This road is the Delmar Bypass, a four lane divided highway bypassing Feura Bush Road, the former alignment of NY 32.

Slingerlands Bypass, Bethlehem

Turn right at the end of the bypass onto CR 52/Elm Avenue, which becomes Cherry Avenue. Continue straight when it becomes NY 140. At the roundabout, continue straight onto the Slingerlands Bypass, a realignment of NY 85 to feed more directly into NY 140, a cheaper alternative to constructing the proposed freeway between NY 85A near Voorheesville and Krumkill Road. The road becomes a freeway past the Thruway, in the process of being rehabilitated and reconstructed.

Lunch, Colonie

At the end of NY 85, take the ramp to I-90 west. Take exit 1N for I-87 north and get off at exit 5. Turn left onto US 9 north and then left into the Latham 76 Diner to have lunch and begin the main portion of the meet.

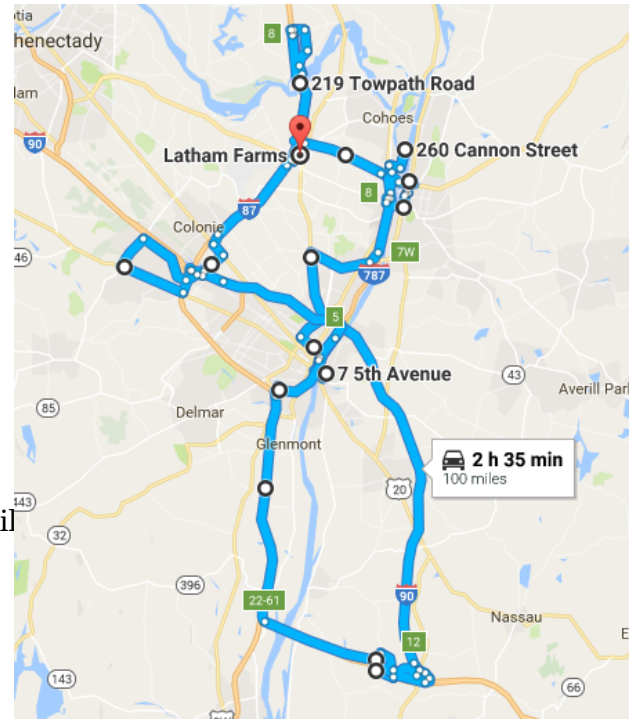


Image from Google Maps (2016)

SPUI, Colonie

Turn right from the diner onto US 9 south and then turn right onto NY 155 west. Take note of the I-87 shields using series C right after getting onto NY 155, and then the I-87 shields using 18 inch numerals at the interchange. Turn right onto I-87 (Adirondack Northway) north and get off at exit 6. This interchange was rebuilt as a single point urban interchange (SPUI) in the last few years. The bridge has some interesting aesthetic features, including NY 7 and NY 2 shields on the sides that are visible from I-87, as well as I-87 and Town of Colonie shields visible from NY 7 and NY 2.

Latham Circle (over), Colonie

On the exit 6 ramp, get in the left right turn lane for NY 2 east and head towards Latham Circle, a former traffic circle retrofitted into a roundabout that forms the interchange between US 9 and NY 2. US 9 passes under the circle, which has two overpasses.

Parking, Colonie

At Latham Circle, take the ramp to US 9 north. Turn right onto the traffic light into the plaza and then left at the stop sign. Turn left into the parking area; we will then form carpools for the remainder of the meet tour.

Twin Bridges, Halfmoon

Exit the parking lot and turn left onto US 9 south. Take the ramp to NY 2 (note the button copy signage) and turn right onto NY 2 west. Take a look again at the SPUI bridge and take the ramp to I-87 north. Continue over the Twin Bridges (if you look closely between the third and fourth chevrons for the turn before the bridge, you can see where the old at-grade railroad crossing across the Northway was), getting off at exit 8, and turning right onto Crescent Road. Turn right at the first road that isn't a dead end onto Dunsbach Road. At the end of the road, turn right onto Clamsteam Road. At the end of the road, turn right onto Towpath Road. Immediately after passing under the bridges, park in one of the gravel areas.

Black Bridge, Green Island

Turn back, head past Clamsteam Road and turn left onto Beach Road. Turn left onto Clamsteam road (first left, then another left; the intersection is a wye). Note the old interstate 87 shields with the state name on them along this route. Turn right onto Dunsbach Road and then turn left at the stop sign onto Crescent Road and then left onto I-87 south. Get off at exit 7 for NY 7 east. Take the exit for NY 787 north and turn right at the first light onto Tibbets Avenue. Turn left onto Cannon Street and park at the dead end to go down the bike-hike trail to the Black Bridge, a converted railroad bridge over the Mohawk River.

Congress Street Bridge and Tunnel, Troy

Head back down Cannon Street and turn left onto Tibbets Avenue. Turn right onto George Street, which becomes Lower Hudson Avenue. Turn left onto 2nd Avenue/NY 32 south and then left onto NY 2 east. NY 2 crosses the Hudson River on the Congress Street Bridge and then becomes a tunnel under Russel Sage College; the westbound direction remains a surface street and goes around the college.

Green Island Bridge, Troy

Turn left onto 4th Street/US 4 north. When the road briefly becomes a two-way street, look to your left at the Green Island Bridge, a draw bridge across the Hudson River connecting the Town/Village of Green Island and the City of Watervliet with the City of Troy.

Collar City Bridge and Hoosick Street, Troy

Continue on US 4 north, taking the left side of the split to remain on US 4. When passing under the Collar City bridge, look right at Hoosick Street, which the bridge divides around. Continue on US 4 and turn right onto Jay Street and follow the signs to I-787.

NY 378, Menands

Cross over the Collar City Bridge and take the exit to I-787 south. The bridge is technically considered part of I-787, but is not signed as such northbound, and the bridge continues NY 7's mileposts and does not have I-787's exit numbers. Take exit 7W for NY 378 west. NY 378 has a short freeway connector from Menand Road (which forms the surface street portion of NY 378) to the Troy-Menands Bridge, a truss bridge crossing the Hudson.

Mid-Crosstown Arterial, Albany

At the end of NY 378, turn left onto US 9 south. US 9 becomes a short freeway near Northern Boulevard called the Mid-Crosstown Arterial and has a stack interchange with I-90. The freeway was to continue south to the Thruway at exit 23 to interchange with I-87 and I-787, but was canceled and ends at a stub at Livingston Avenue.

Dunn Memorial Bridge, Rensselaer

Continue on Henry Johnson Boulevard/US 9 south. Turn left onto Clinton Avenue (continuing to follow US 9) to Pearl Street (NY 32). Turn left onto Pearl Street and then left again at the first light, taking the ramp signed for I-787 and US 9 south. Continue onto the ramp for US 9 south and US 20 east; the ramp circles through Albany's infamous circle stack (revered by roadgeeks, reviled by residents) across the Dunn Memorial Bridge. Take the ramp on the right for Broadway. Turn left onto Broadway and then left onto 5th Avenue. Park in one of the parking areas on the left and head into the park to view the Dunn Memorial Bridge (including the stub where the South Mall Arterial would have continued to I-90 at exit 8), the circle interchange, and Albany's skyline. We will also take the meet photo here.

South Mall Arterial, Albany

Head back down 5th Avenue and turn right onto Broadway. Turn right onto the ramp for the bridge. Continue straight towards Empire Plaza, where the road continues through the parking garage. In the median are where two extra tunnels would have been to take the freeway to the Mid-Crosstown Arterial.

Eastbound Thruway Abandoned Service Plaza, Schodack

The Arterial turns around after the parking garage. Take the ramp for I-787 north, proceeding through the circle interchange a second time. At the stack interchange, take the ramp to I-90 east. Continue down I-90 and get off at exit 12 for US 9. Turn right onto US 9 south and then take the first right onto Duck Pond Road. Turn left at the end and then again onto CR 3/South Schodack Road. Turn right immediately after the Thruway underpass onto Veering Way. At the end it becomes Birth Hill Catering, which occupies the eastbound abandoned service plaza on the Berkshire Spur of the Thruway. Park out of the way, if possible.

Westbound Thruway Abandoned Service Plaza, Schodack

Turn left onto CR 3/South Schodack Road and take the second left for Den Besten Way. Park where the road ends at the westbound abandoned service plaza. These service plazas were abandoned due to low traffic after the construction of “free 90” through Albany.

Castleton-on-Hudson Bridge, Schodack

Head back down Den Besten Way and turn left onto CR 3/South Schodack Road. Turn right onto Eleanor Drive. At the end of the road, turn left onto Bame Road, and then right after passing under I-90 to stay on Bame Road. At the end of the road, turn left onto Duck Pond Road, and then right onto US 9 south. Turn left onto I-90 east to the Thruway, and take the ramp to I-87. This ramp goes over the Castleton-on-Hudson Bridge, a truss bridge crossing the Hudson next to a railroad bridge. It is also the only road without a median divider with a speed limit of 65 in the state.

Interstate 787, Albany

Take I-87 north and get off at exit 23 for I-787. Take the ramp to US 9W and turn left onto US 9W north. Turn left at the intersection with Hoffman Avenue. This road is signed as I-787 but is actually reference route 912S (I-787 follows the ramps to/from the Thruway). On the right, at the curve, view the area where the road would have continued as I-87 north parallel to the Thruway. This is the location where I-87, I-787, and the Mid-Crosstown Arterial would have met. Follow I-787 north through downtown Albany.

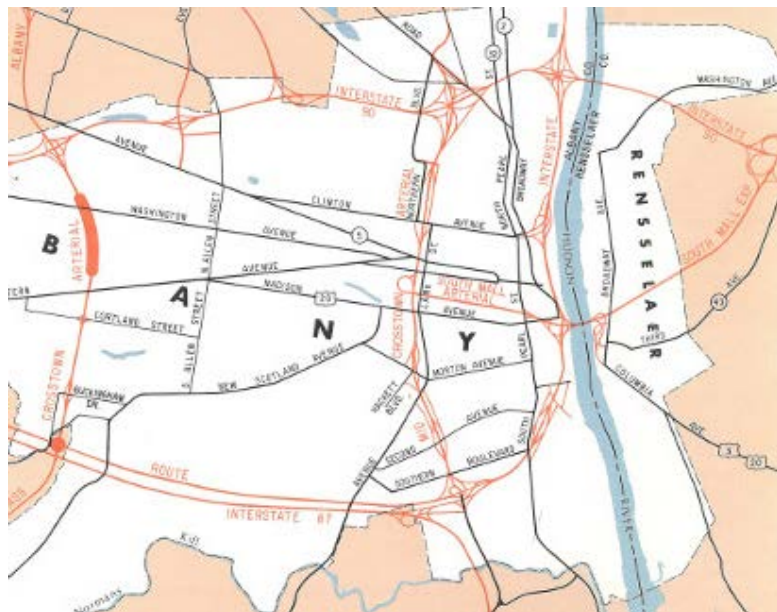


Image created by Parsons, Brinckerhoff, Quade & Douglas for the New York State Department of Transportation

Adirondack Northway Stub, Guilderland

At exit 5, take the ramp for I-90 west. On I-90, view the stack interchange with US 9 and the

trumpet interchange with Corporate Woods Boulevard (the interchange was to be for I-687, which would have met up with I-87 just north of Albany-Shaker Road). Take exit 1S for US 20. The Northway ends at a stub where it would have continued parallel to the Thruway to I-787.

Washington Avenue Extension, Albany

Turn right onto US 20 west (it's recommended to use the left right turn lane). Turn right onto New Karner Road/NY 155 east and then right onto Washington Avenue Extension. This road is a divided highway with a couple of interchanges on the eastern end and was just recently rehabilitated. The interchange with Fuller Road was constructed when SUNY Polytechnic Institute was built and involves roundabouts and fancy bridges.

Railroad Avenue, Albany

Take the exit for Fuller Road and turn left at the roundabout. Continue through the other roundabout and turn right onto Railroad Avenue. On Railroad Avenue, note the old railroad tracks in the median that are still visible in places. This was an old freight spur off the CSX/Amtrak line.

Latham Circle (under), Colonie

Turn around and then turn right onto Fuller Road. Turn left onto Central Avenue/NY 5 west. Follow the signs for I-87 north and note the interesting lane configuration at the Wolf Road intersection. Take the ramp onto I-87 north. Get off at exit 5 and turn left onto NY 155 east. Turn left onto US 9 north and drive under Latham Circle (note the button copy signage).

Return, Colonie

Turn right at the next traffic light back into the plaza.