

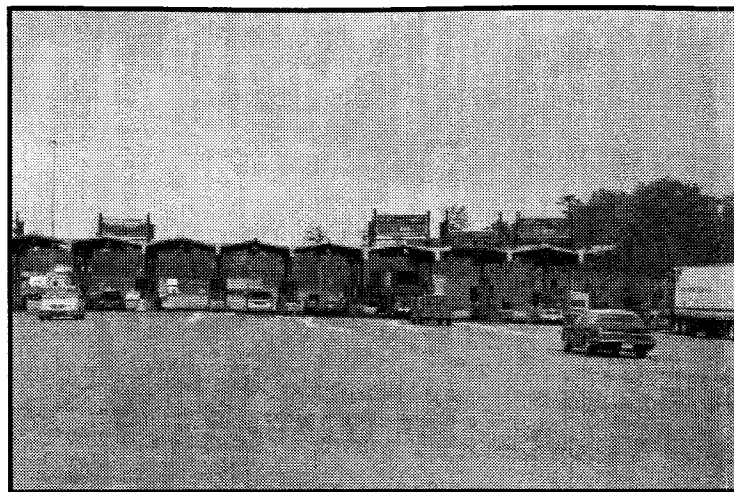
New York State Thruway Authority

John L. Buono
Chairman



Michael R. Fleischer
Executive Director

Public Information Meeting



Albany Corridor Study

Interchange 21A to Interchange 25A
Albany & Schenectady Counties

May 11, 2004
Draper Middle School
Rotterdam, New York

May 12, 2004
Bishop Maginn High School
Albany, New York

Meeting Agenda

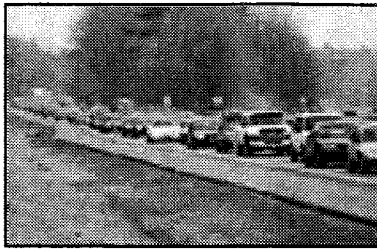
6:30	Open House*
6:45	Formal Presentation
7:00	Open House*
8:00	Question & Answer Session
8:30	Meeting Adjourns

* Project Staff will be available to answer questions about the Design Concepts during the Open House periods. Comment forms are available at the Open House workstations and at the entrance.

Project Description:

The New York State Thruway Authority has initiated a Corridor Needs Assessment in the Albany Area on the New York State Thruway. The study area extends from Interchange 21A (milepost 134) in the Town of Bethlehem, Albany County to Interchange 25A (milepost 159) in the Town of Rotterdam, Schenectady County. The purpose of the study is to identify improvements to accommodate transportation needs and develop a 20-year prioritized plan for transportation infrastructure and capital improvements on the Thruway Corridor through the Capital District.

Concepts Developed to Date:



The concepts shown are improvement concepts developed and retained for further consideration to meet the future capacity needs of the toll plazas and ramps at Interchanges 23, 24 and 25. There are currently delays at Interchanges 24 and 25 where the volume exceeds capacity. The projected toll plaza volumes are anticipated to exceed capacity by the year 2024 at Interchanges 23 through 25A. All of the concepts shown provide adequate capacity at Interchanges 23 through 25 to meet the projected traffic volumes through the design year of 2024. Note that no concepts are shown for Interchange 25A because

capacity improvements at Interchange 25A consist of providing an additional toll lane in the exiting direction, which can be completed within the existing right-of-way and without major ramp reconstruction.

The concepts developed for each interchange were evaluated to identify engineering issues, right-of-way acquisition needs, and environmental concerns. A total of twenty-nine (29) concepts were developed for Interchange 23, fifteen (15) concepts for Interchange 24, and fifteen (15) concepts for Interchange 25. Many of the concepts developed were dismissed for the following reasons:

- Requires extensive acquisition of developed properties
- Requires extensive reconstruction of non-Thruway facilities
- Creates traffic operation issues on non-Thruway facilities
- Requires significant acquisition of ROW from the Albany Pine Bush Preserve
- Creates extensive impacts to the Albany Landfill Rapp Road Facility

The remaining concepts were developed in more detail to determine feasibility and identify engineering, legal, financial, and environmental issues.

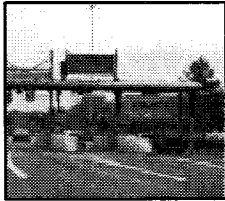
Two mainline barrier concepts are also shown. The mainline barrier concepts would eliminate all or part of the toll plazas at the interchanges. The mainline barrier concepts should be compared to making improvements at Interchange 23, 24 and 25 together. Interchange improvement concepts were developed to address capacity needs at each of the interchanges separately, while mainline barrier concepts were developed to address capacity needs for all of the interchanges within the study area. In order to address future capacity needs, either the interchanges could be reconstructed OR the mainline barriers could be constructed.

In addition to the interchange and mainline barrier concepts, tandem lot relocation, pavement reconstruction, and Thruway widening concepts have been developed as part of the Albany Corridor Study (the pavement reconstruction and Thruway widening concepts are not presented in this document).

The concepts presented for review and comment include the following:

Interchange 23:

Both concepts would move the toll plaza to the south side of the Thruway and make a direct connection between I-787 and the Thruway toll plaza.



Concept J1 – The interchange between I-787 and Route 9W would be reconstructed as a single point urban interchange, where all of the ramps meet at one, signalized intersection.

Concept J3 – The interchange between I-787 and Route 9W would be reconstructed more closely to the existing configuration.

Interchange 24:

All four concepts would expand the toll plaza and move the Thruway ramps further west.

Concept C – The Thruway ramps would be moved west of Rapp Road.

Concept H (Exit 1 Flyover) – Two E-ZPass ramps would provide connections between the northbound and southbound directions of the Thruway and Northway. The northbound E-ZPass ramp would exit the Thruway north of Washington Avenue Extension.

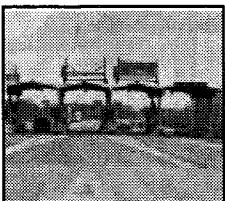


Concept J (Exit 1 and Western Avenue Flyover) – Three E-ZPass ramps would provide connections between the northbound and southbound directions of the Thruway and Northway, the Northway southbound and the Thruway westbound, and the Thruway eastbound and the Northway northbound. The northbound E-ZPass ramp would exit the Thruway north of Schoolhouse Road.

Concept K (Western Avenue Flyover) – Two E-ZPass ramps would provide connections between the northbound and southbound directions of the Thruway and Northway. The northbound E-ZPass ramp would exit the Thruway north of Schoolhouse Road.

Interchange 25:

All five concepts would expand the toll plaza.



Concept F – Split toll plazas would separate traffic entering and exiting the Thruway. The Thruway ramps on the south side of the Thruway would be relocated to the west. A partial diamond interchange would provide access to Curry Road.

Concept G – Split toll plazas would separate traffic entering and exiting the Thruway. The new toll plazas would be located north of the existing toll plaza, and new loop ramps would provide access to Curry Road.

Concept H – The toll plaza would be moved north of the existing toll plaza. New loop ramps would provide access to Curry Road.

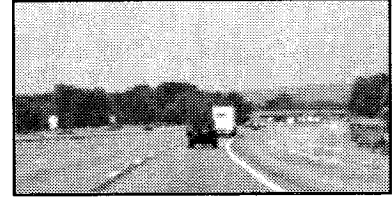
Concept J – Split toll plazas would separate traffic entering and exiting the Thruway. A diamond interchange located north of Curry Road would connect Curry Road and I-890.

Concept K – Split toll plazas would separate traffic entering and exiting the Thruway. The Thruway ramps on the south side of the Thruway would be relocated to the west.

Mainline Barrier Concepts:

Both concepts replace all or part of the existing toll plazas at Interchanges 23, 24, 25 and 25A.

Two Barrier Concept – Two mainline barriers and toll plazas on the Interchange 23 SB exit ramp and Interchange 25 WB exit ramp would replace the existing Interchange 23, 24, 25, and 25A toll plazas.



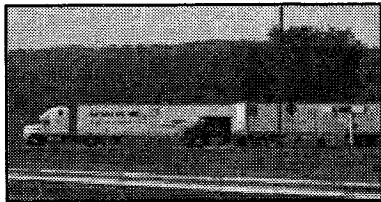
Four Barrier Concept – Four mainline barriers would replace the existing Interchange 23, 24, 25, and 25A toll plazas.

The following issues apply to the Mainline Barrier Concepts only:

- Some tolls in the Albany Corridor may need to be adjusted to compensate for diversions. The Authority's Bond Consultant will investigate this.
- The Barrier Concepts are not consistent with the Thruway Bond Resolution. The Resolution is a binding contract between the Thruway Authority and the purchasers of its bonds and cannot be amended without the consent of a majority of the bondholders and approval of the Thruway Board.
- Federal Legislation would be required to address the toll-free access to I-88 issue.

Tandem Lot Concepts:

All concepts provide 8 or more acres of parking area for tandem trailers.



MP 139 Concept – The proposed 11.0 acre tandem lot would be located on the northbound side of the Thruway between Wemple Road and Glenmont Road. Access to the tandem lot would be provided by a new diamond interchange.

MP 143 Concept A – The proposed 8.8 acre tandem lot would be located on the southbound side of the Thruway west of Delaware Avenue. Access to the tandem lot would be provided by a new diamond interchange.

Port of Albany Concept A – The proposed 14.8 acre tandem lot would be located in the Port of Albany. Access between the Thruway and the tandem lot would be provided by new ramps to and from the I-787 mainline.

The following issues apply to the Port of Albany Concept only:

- Federal and State Legislation would be required to allow tandem trailers to travel on non-Thruway roadways.

Interchange 23

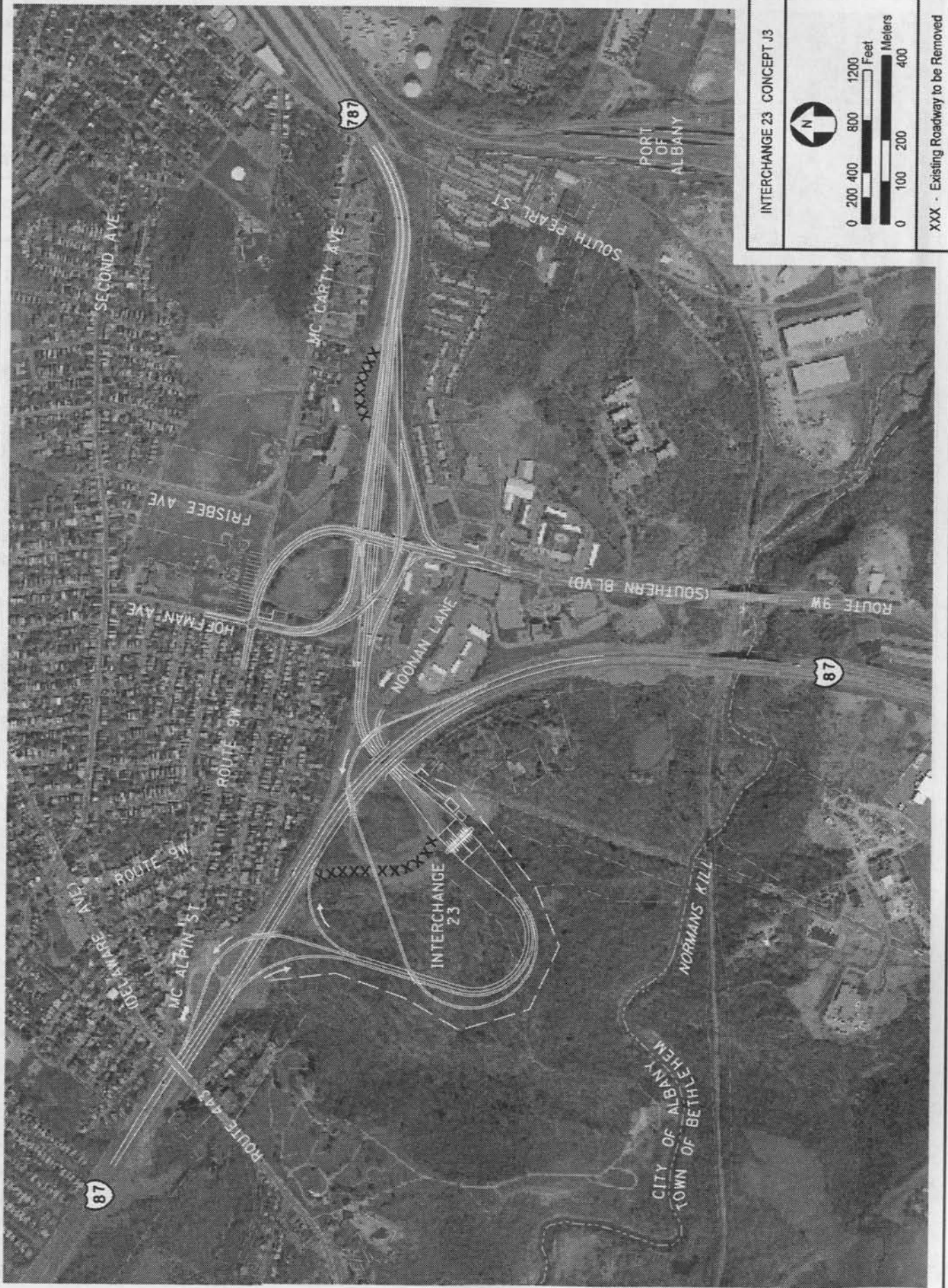


INTERCHANGE 23 CONCEPT J1

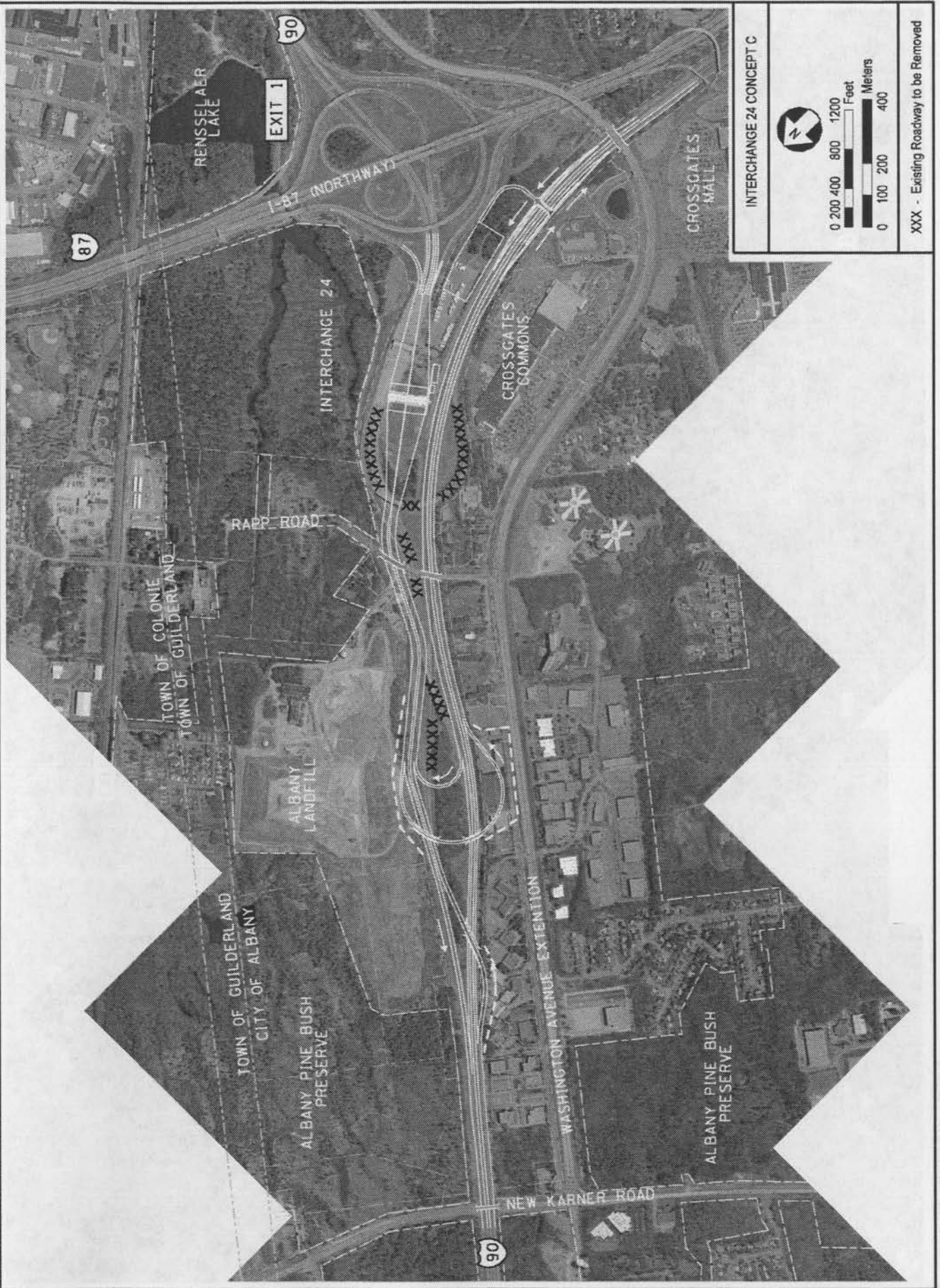
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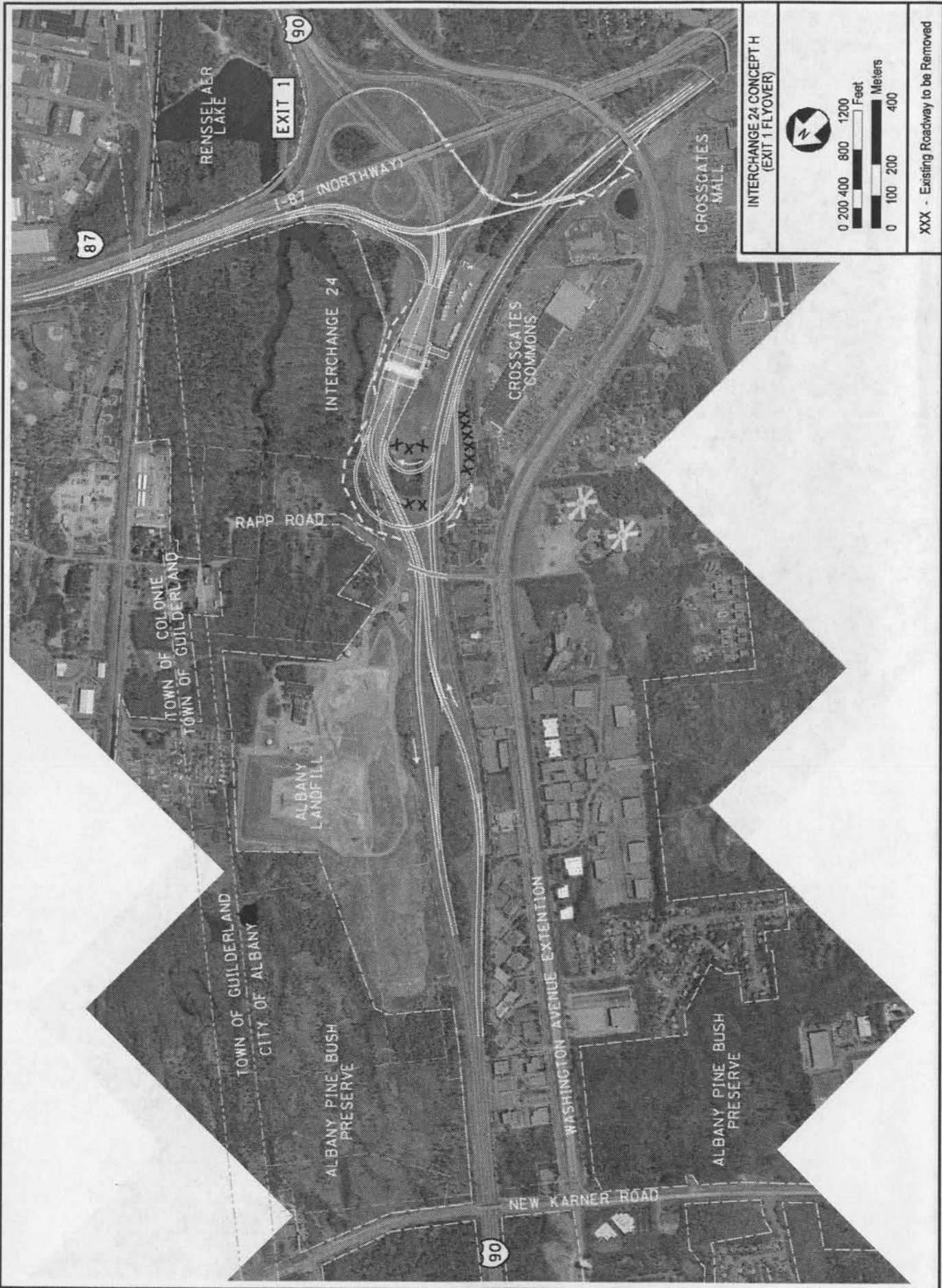
0 100 200 400 Meters

XXX - Existing Roadway to be Removed

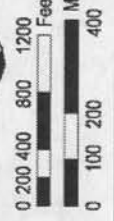


Interchange 24

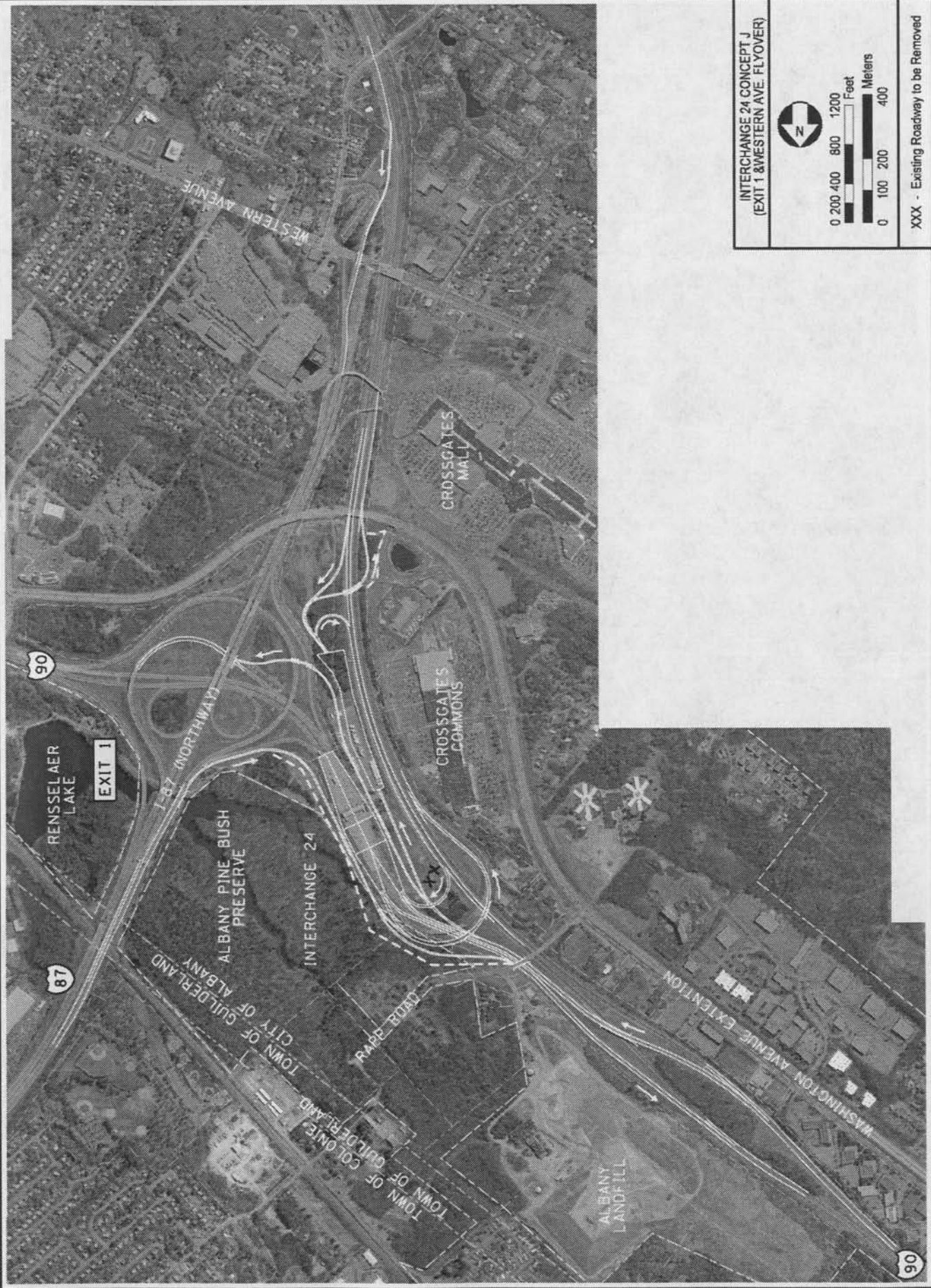




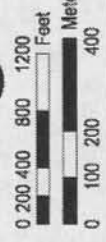
INTERCHANGE 24 CONCEPT H
(EXIT 1 FLYOVER)



XXX - Existing Roadway to be Removed



INTERCHANGE 24 CONCEPT J
(EXIT 1 & WESTERN AVE. FLYOVER)



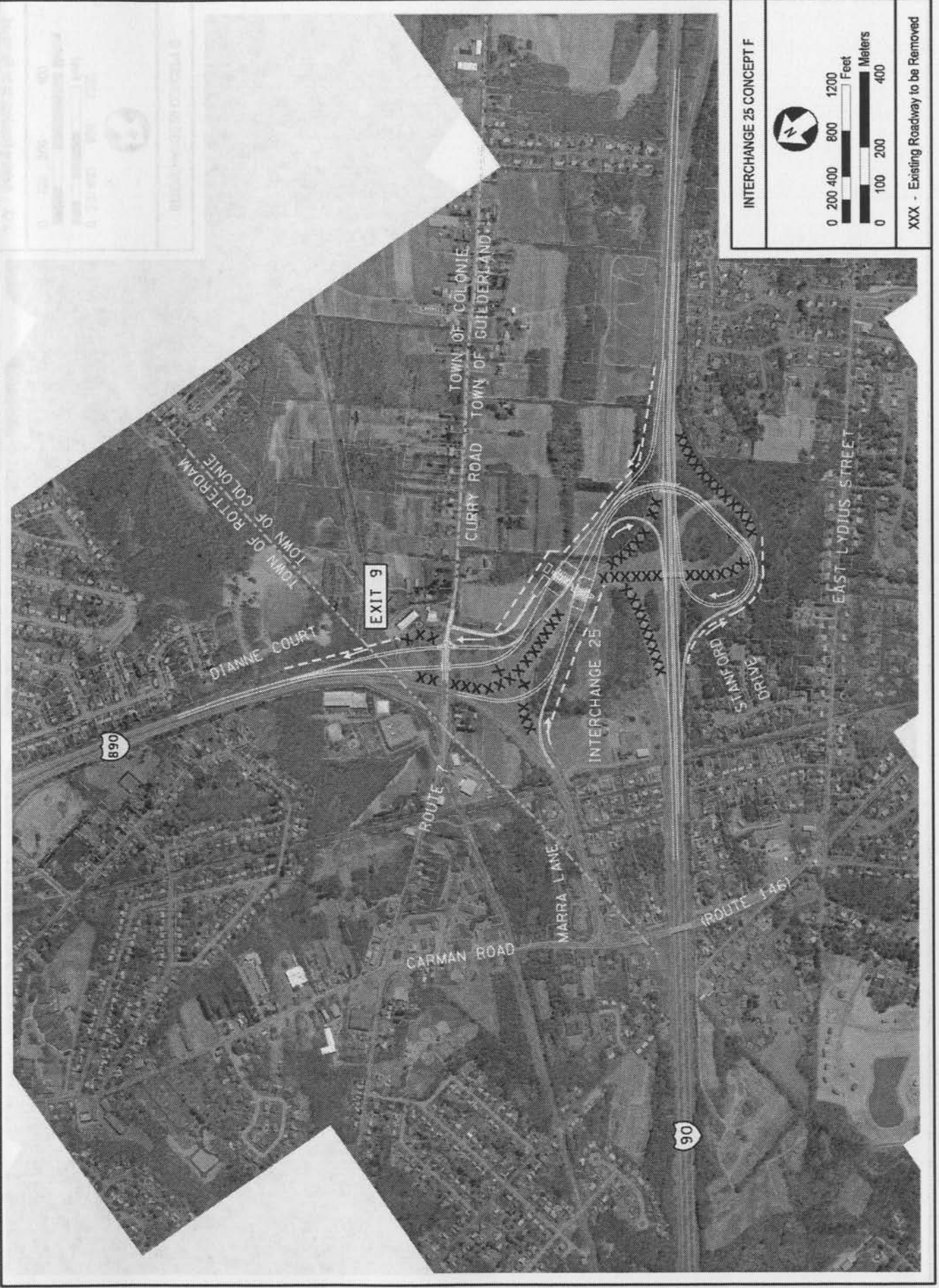
XXX - Existing Roadway to be Removed

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90

Interchange 25



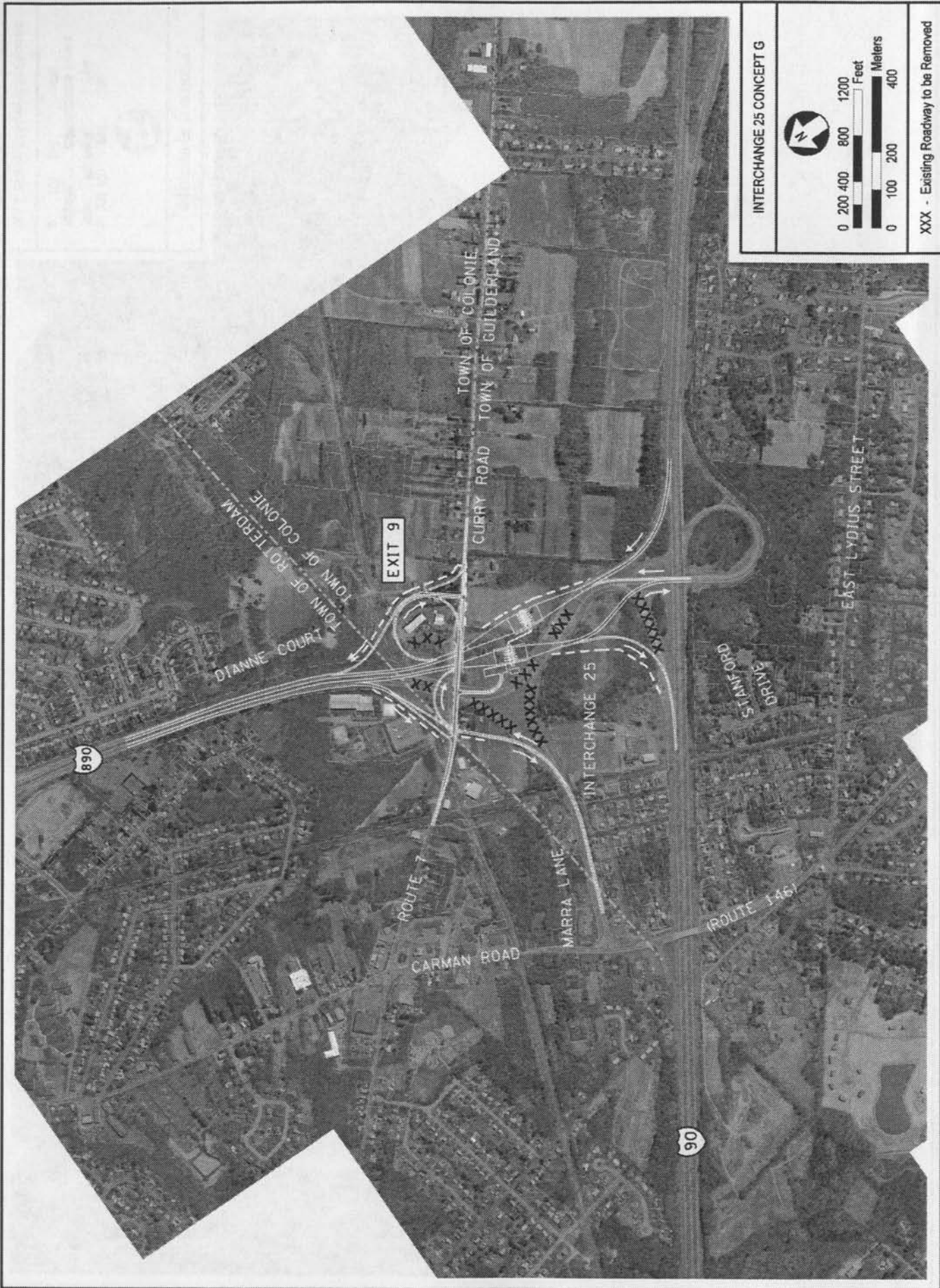
INTERCHANGE 25 CONCEPT F



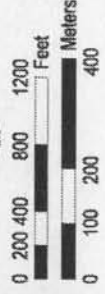
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0 100 200 400 Meters

XXX - Existing Roadway to be Removed

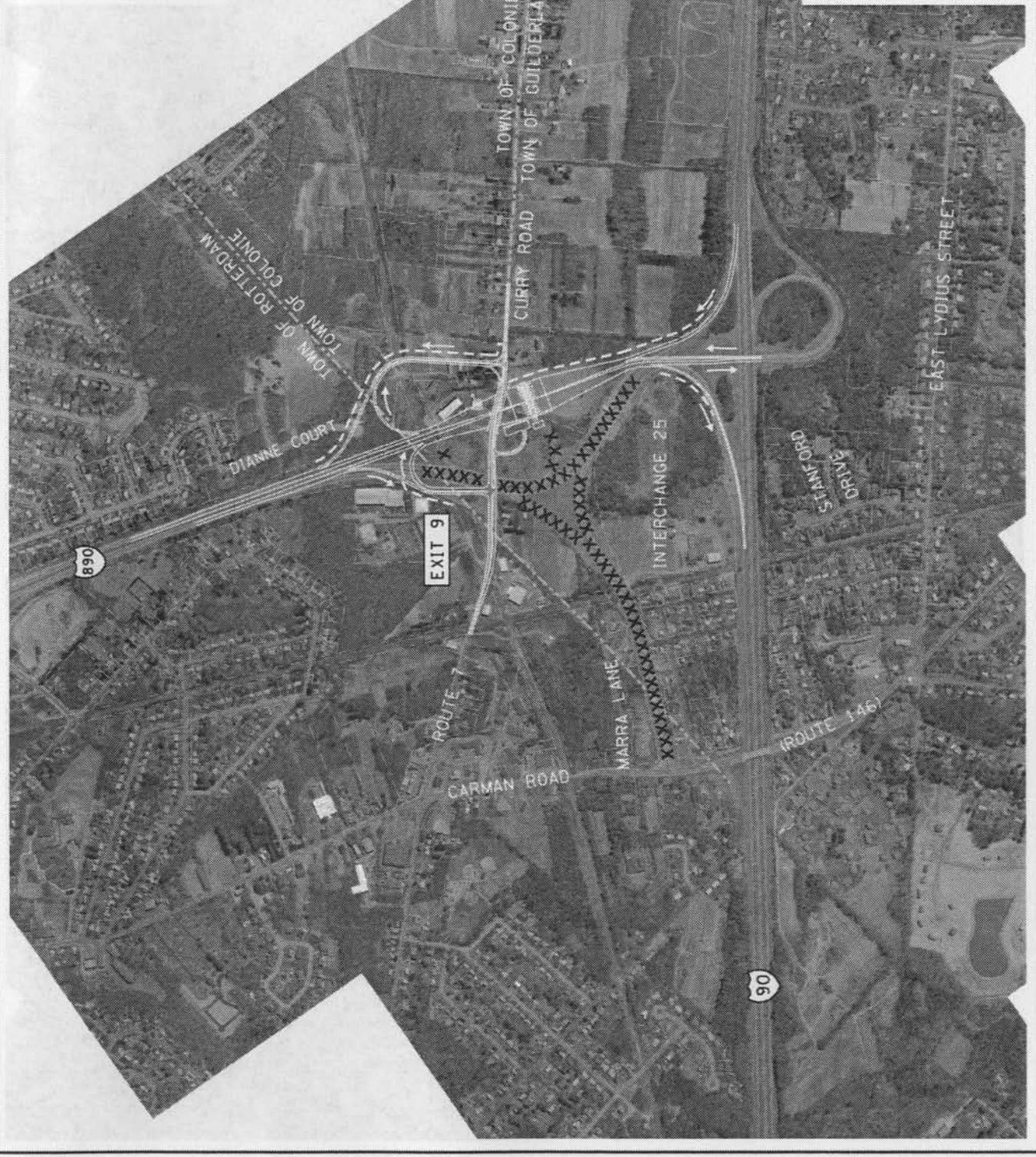


INTERCHANGE 25 CONCEPT G

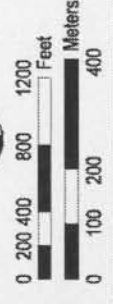


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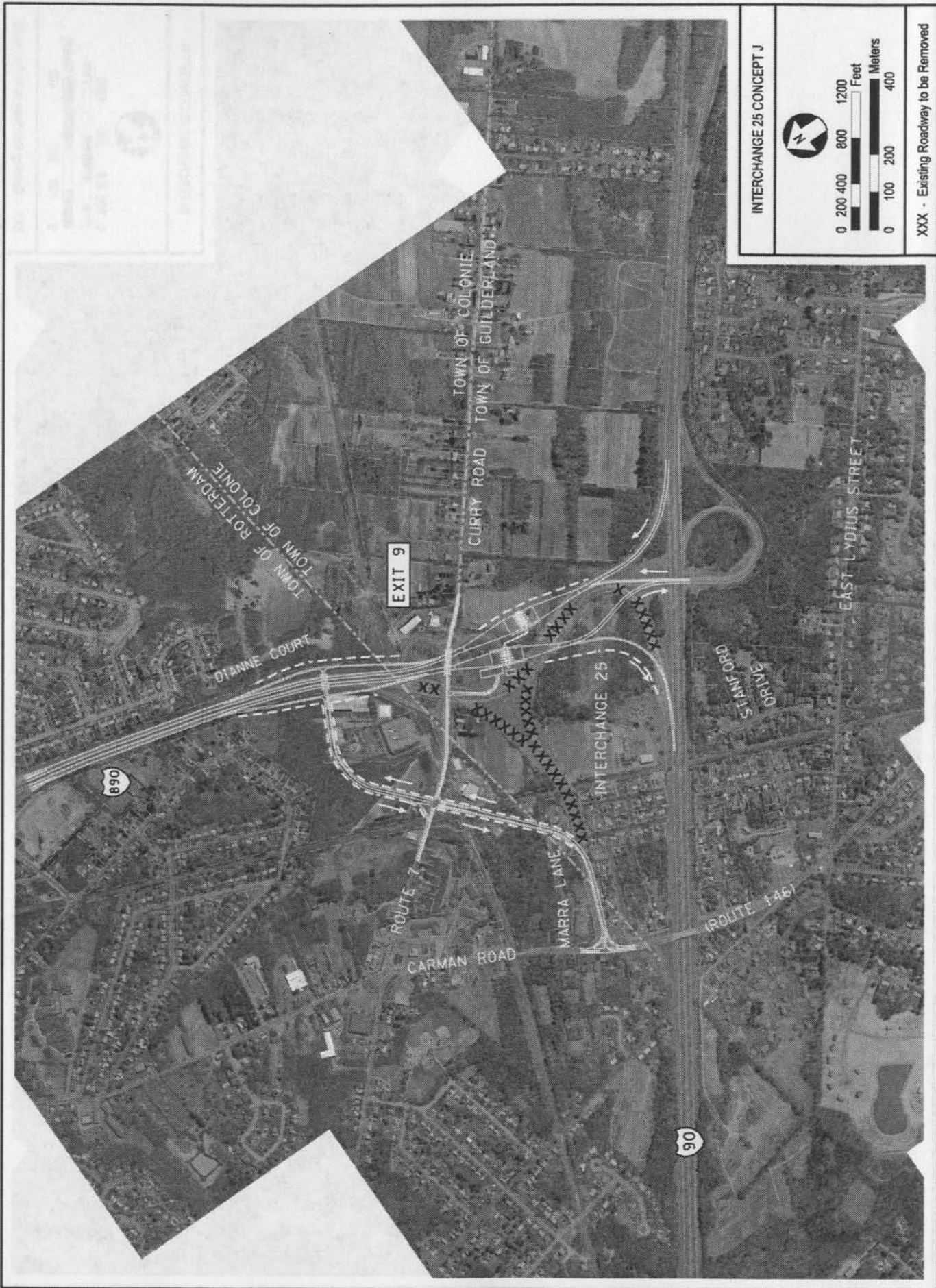
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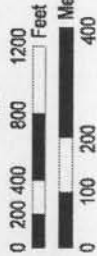
INTERCHANGE 25 CONCEPT H



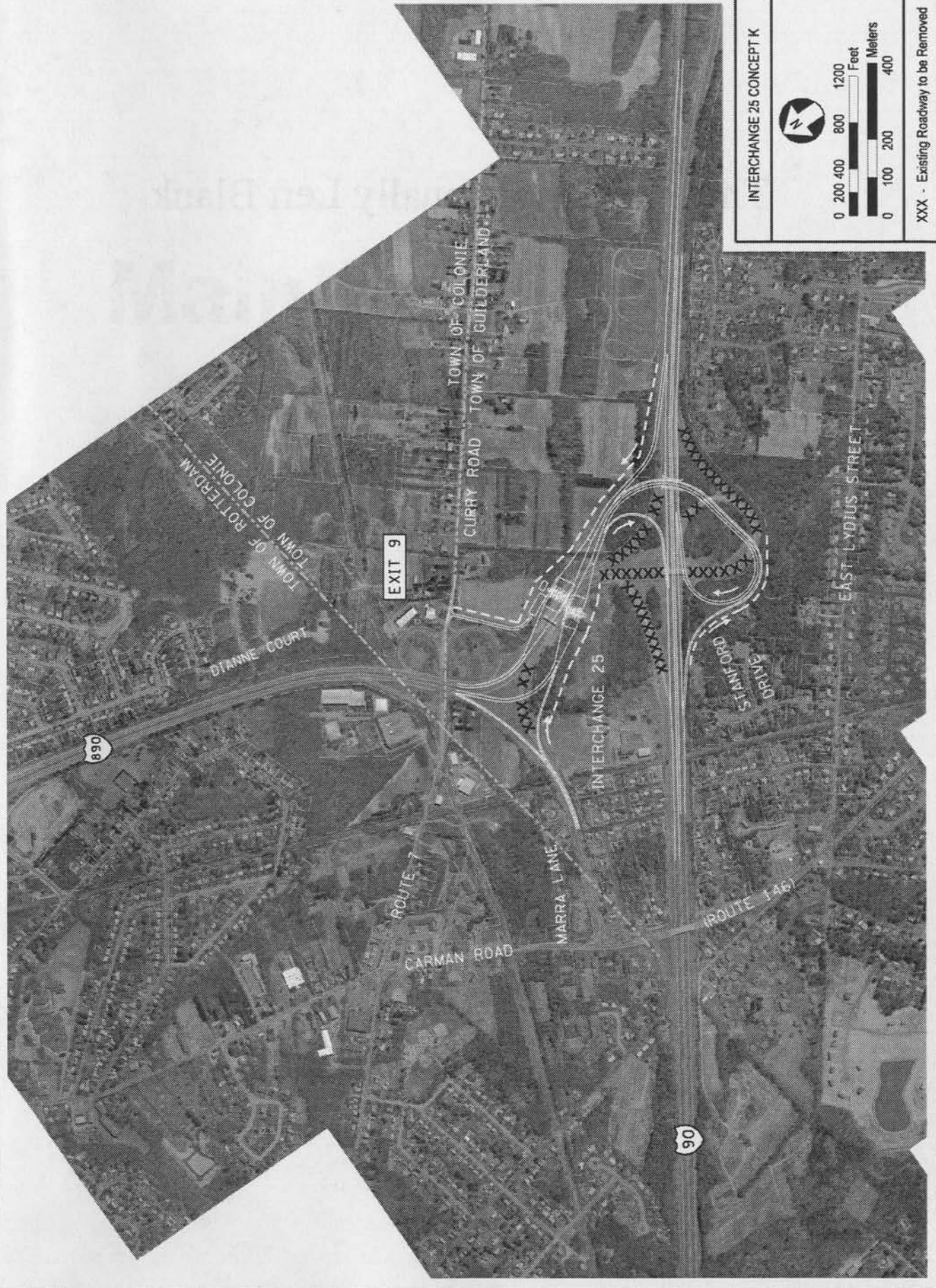
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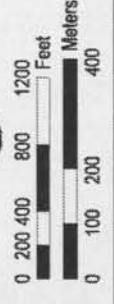
INTERCHANGE 25 CONCEPT J



XXX - Existing Roadway to be Removed

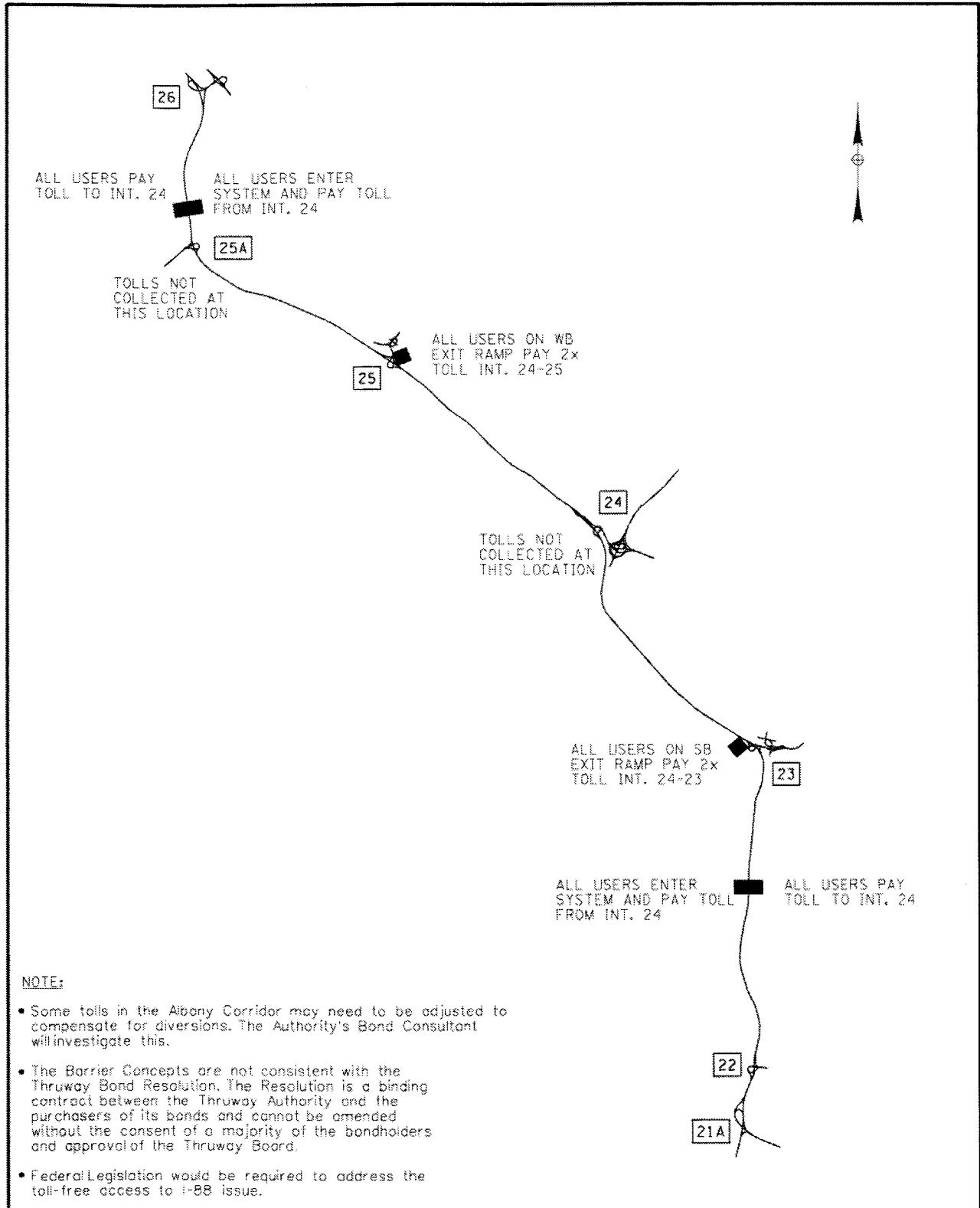


INTERCHANGE 25 CONCEPT K




XXX - Existing Roadway to be Removed

Mainline Barriers



NOTE:

- Some tolls in the Albany Corridor may need to be adjusted to compensate for diversions. The Authority's Bond Consultant will investigate this.
- The Barrier Concepts are not consistent with the Thruway Bond Resolution. The Resolution is a binding contract between the Thruway Authority and the purchasers of its bonds and cannot be amended without the consent of a majority of the bondholders and approval of the Thruway Board.
- Federal Legislation would be required to address the toll-free access to I-88 issue.

 CLOUGH, HARBOUR & ASSOCIATES LLP <small>ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS</small> <small>111 WINNERS CIRCLE - ALBANY, NEW YORK - 12205</small> <small>P.O. BOX 5269 518-453-4500</small>	TWO BARRIER CONCEPT	
	NYS THRUWAY ALBANY CORRIDOR STUDY MAINLINE BARRIER CONCEPTS	
PROJECT NO.	11593	FIGURE IV-A



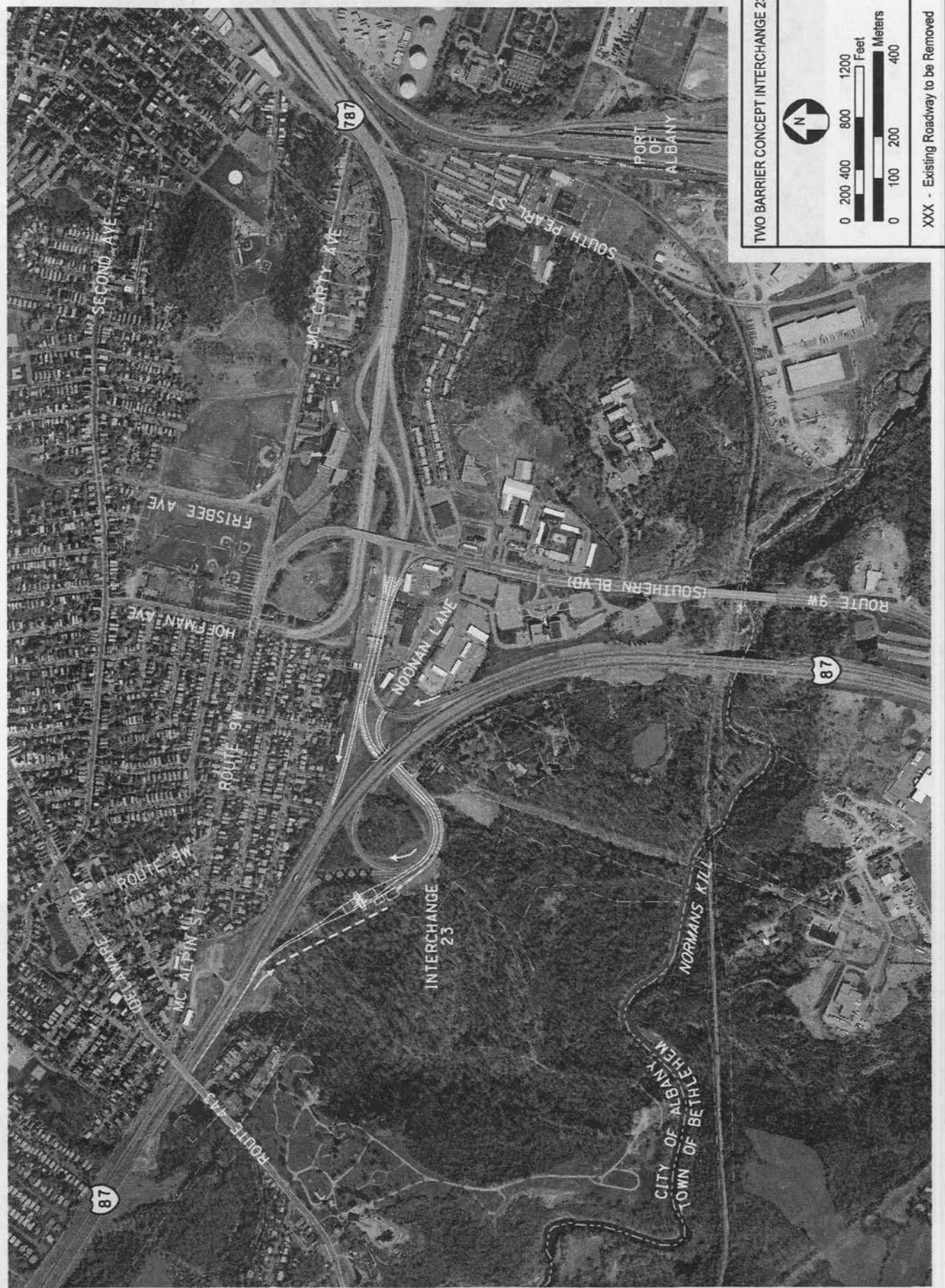
TWO BARRIER CONCEPT
MAINLINE BARRIER 1



0 200 400 800 1200 Feet

0 100 200 400 Meters

XXX - Existing Roadway to be Removed



TWO BARRIER CONCEPT INTERCHANGE 23

0 200 400 800 1200 Feet
0 100 200 400 Meters

XXX - Existing Roadway to be Removed



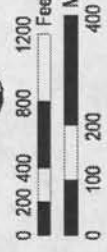
**TWO BARRIER CONCEPT INTERCHANGE 24
(WESTERN AVE. FLYOVER)**



XXX - Existing Roadway to be Removed



TWO BARRIER CONCEPT INTERCHANGE 25



XXX - Existing Roadway to be Removed



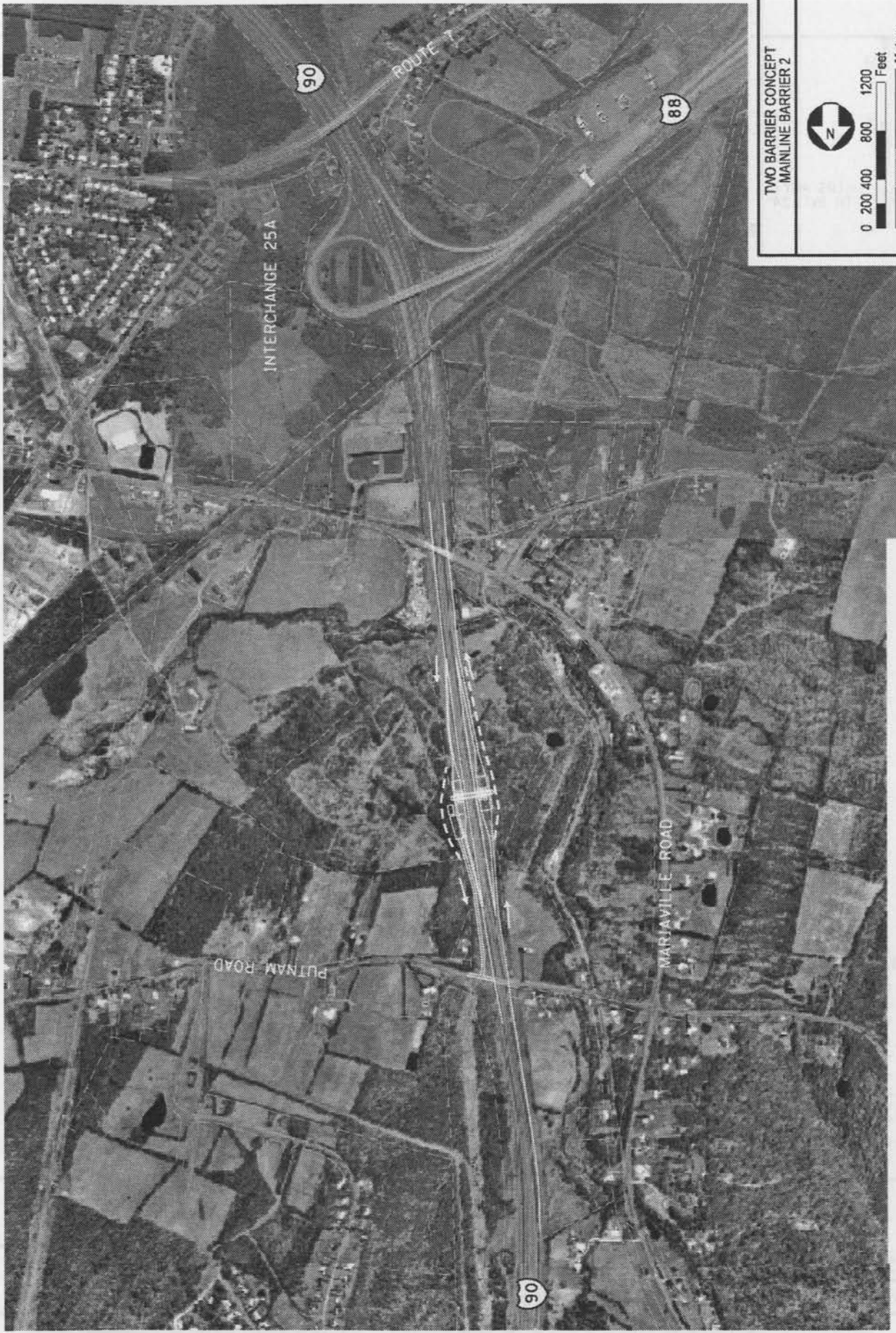
TWO BARRIER CONCEPT
INTERCHANGE 25A



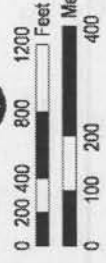
0 200 400 800 1200 Feet

0 100 200 400 Meters

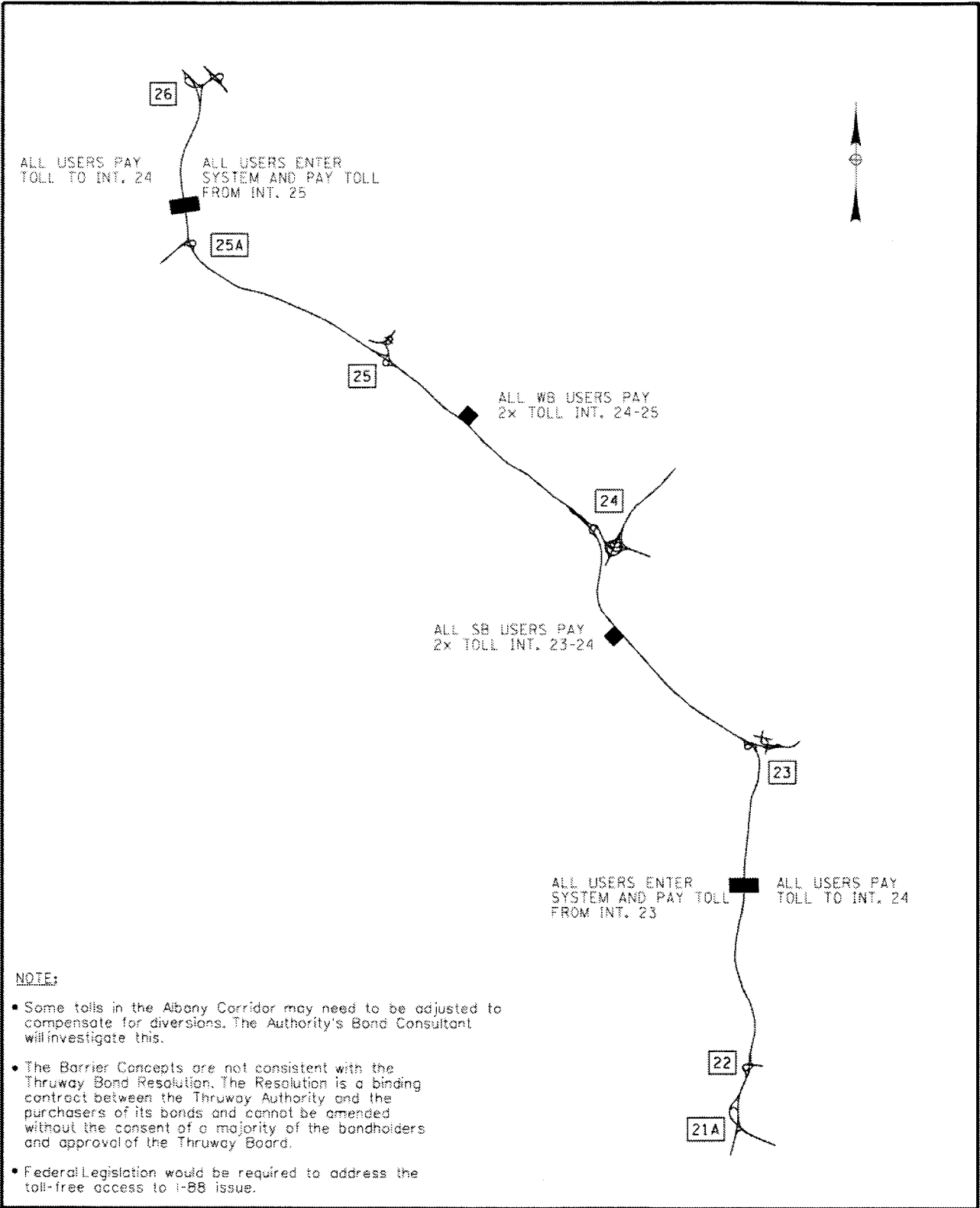
XXX - Existing Roadway to be Removed



TWO BARRIER CONCEPT
MAINLINE BARRIER 2




XXX - Existing Roadway to be Removed



NOTE:

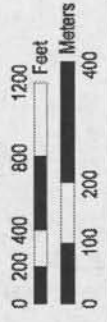
- Some tolls in the Albany Corridor may need to be adjusted to compensate for diversions. The Authority's Bond Consultant will investigate this.
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- Federal Legislation would be required to address the toll-free access to I-88 issue.

 CLOUGH, HARBOUR & ASSOCIATES LLP ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS <small>DRAWING COPYRIGHT © 2003</small> 111 WINNERS CIRCLE - ALBANY, NEW YORK - 12205 P.O. BOX 5269 518-453-4500	PROJECT NO. 11593	FIGURE IV-B
	FOUR BARRIER CONCEPT	

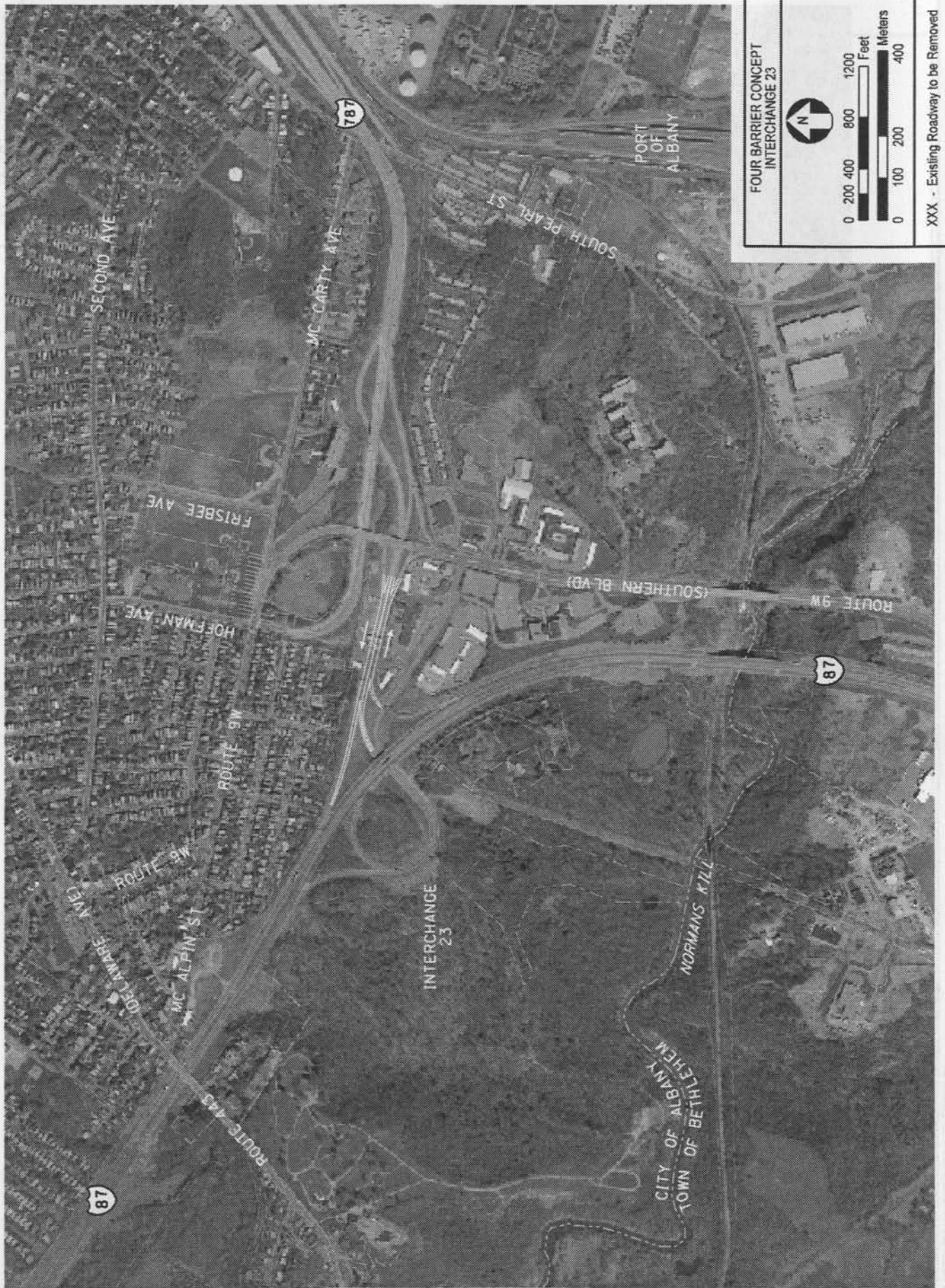
NYS THRUWAY ALBANY CORRIDOR STUDY MAINLINE BARRIER CONCEPTS



FOUR BARRIER CONCEPT
MAINLINE BARRIER 1



XXX - Existing Roadway to be Removed



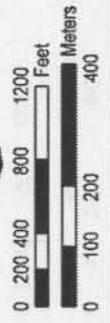
FOUR BARRIER CONCEPT
INTERCHANGE 23



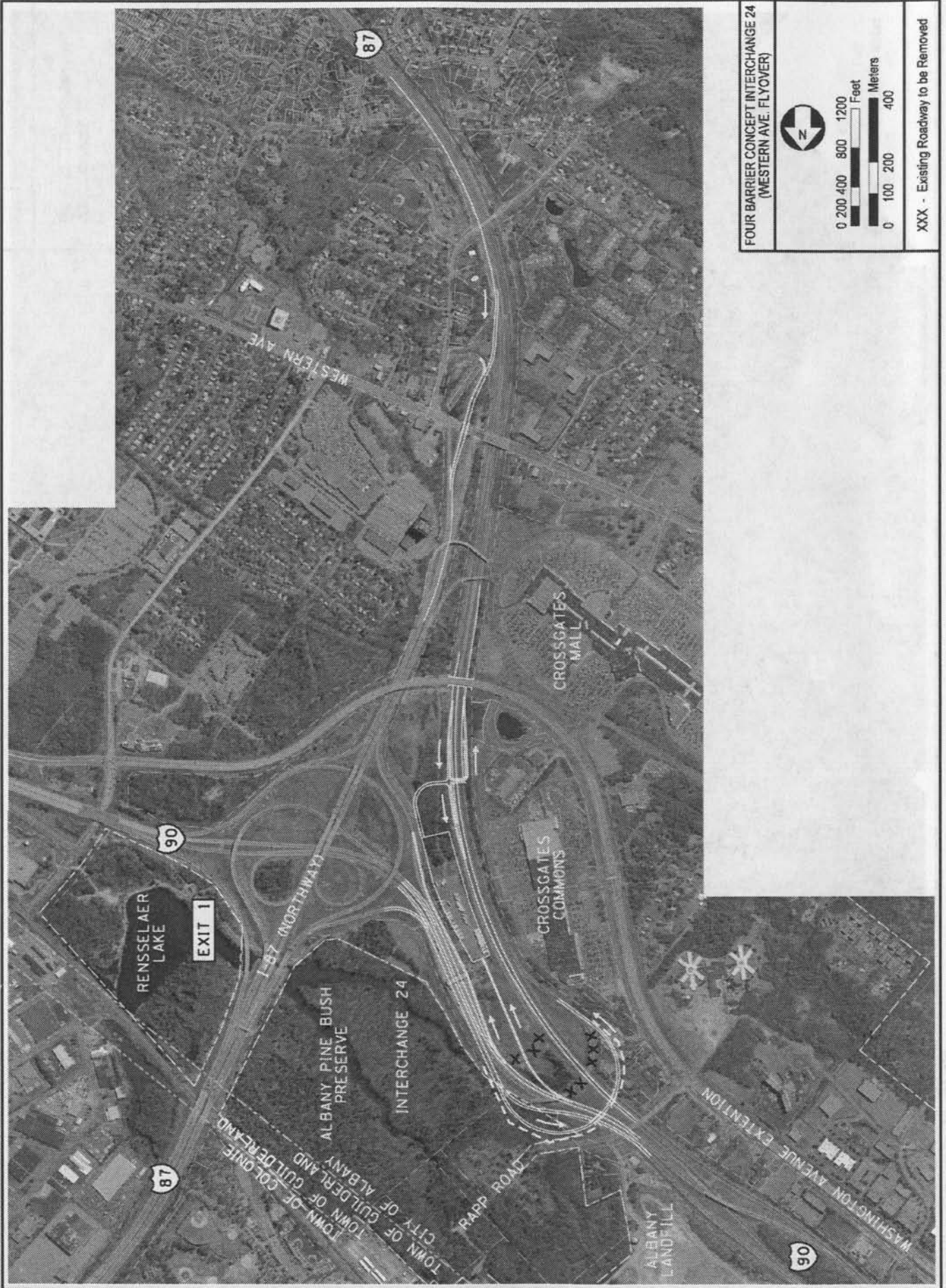
XXX - Existing Roadway to be Removed



FOUR BARRIER CONCEPT
MAINLINE BARRIER 2



XXX - Existing Roadway to be Removed



FOUR BARRIER CONCEPT INTERCHANGE 24
(WESTERN AVE. FLYOVER)



0 200 400 800 1200
Feet

0 100 200 400
Meters

XXX - Existing Roadway to be Removed



FOUR BARRIER CONCEPT
MAINLINE BARRIER 3

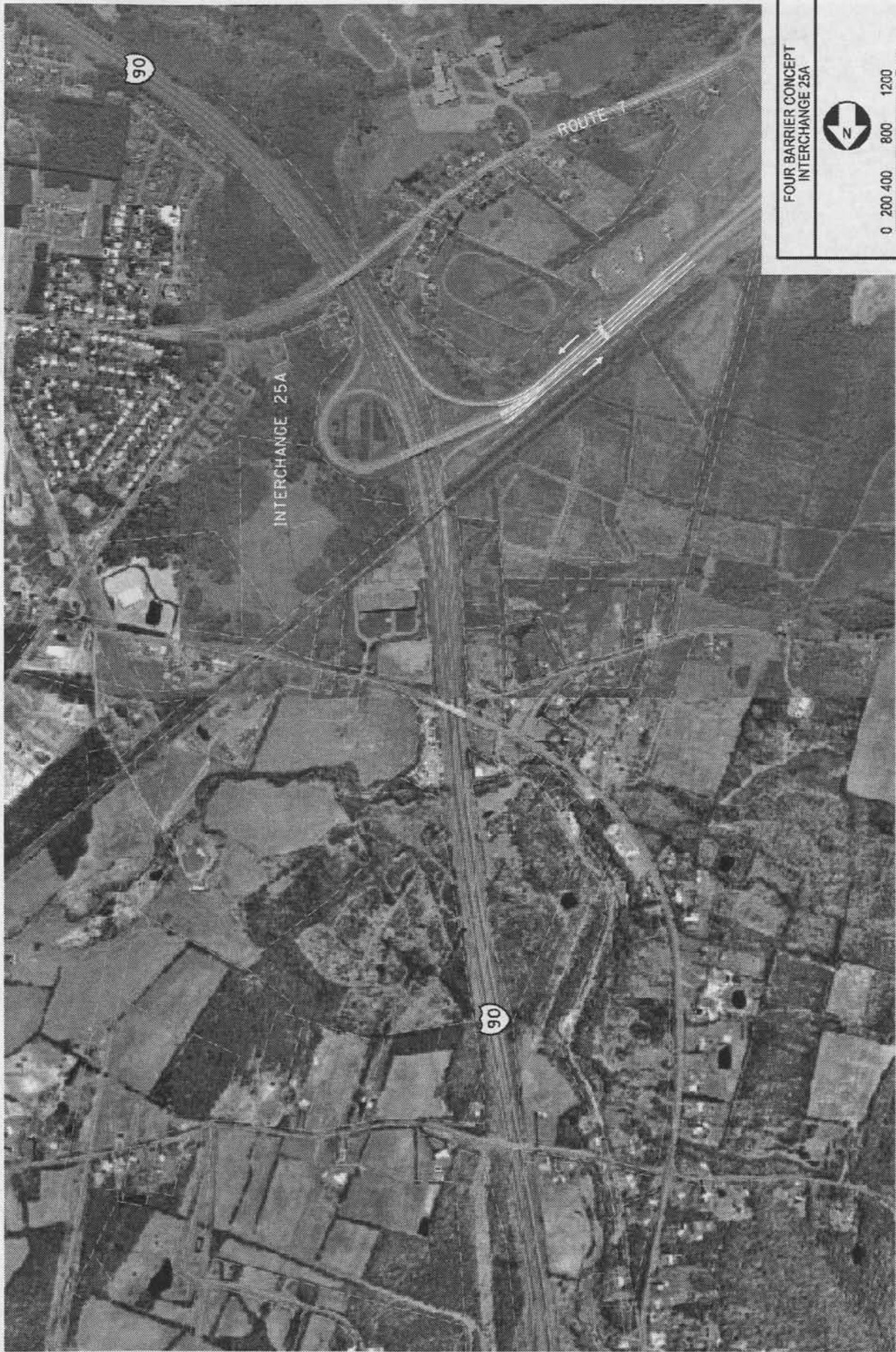


0 200 400 800 1200 Feet

0 100 200 400 Meters

XXX - Existing Roadway to be Removed





FOUR BARRIER CONCEPT
INTERCHANGE 25A



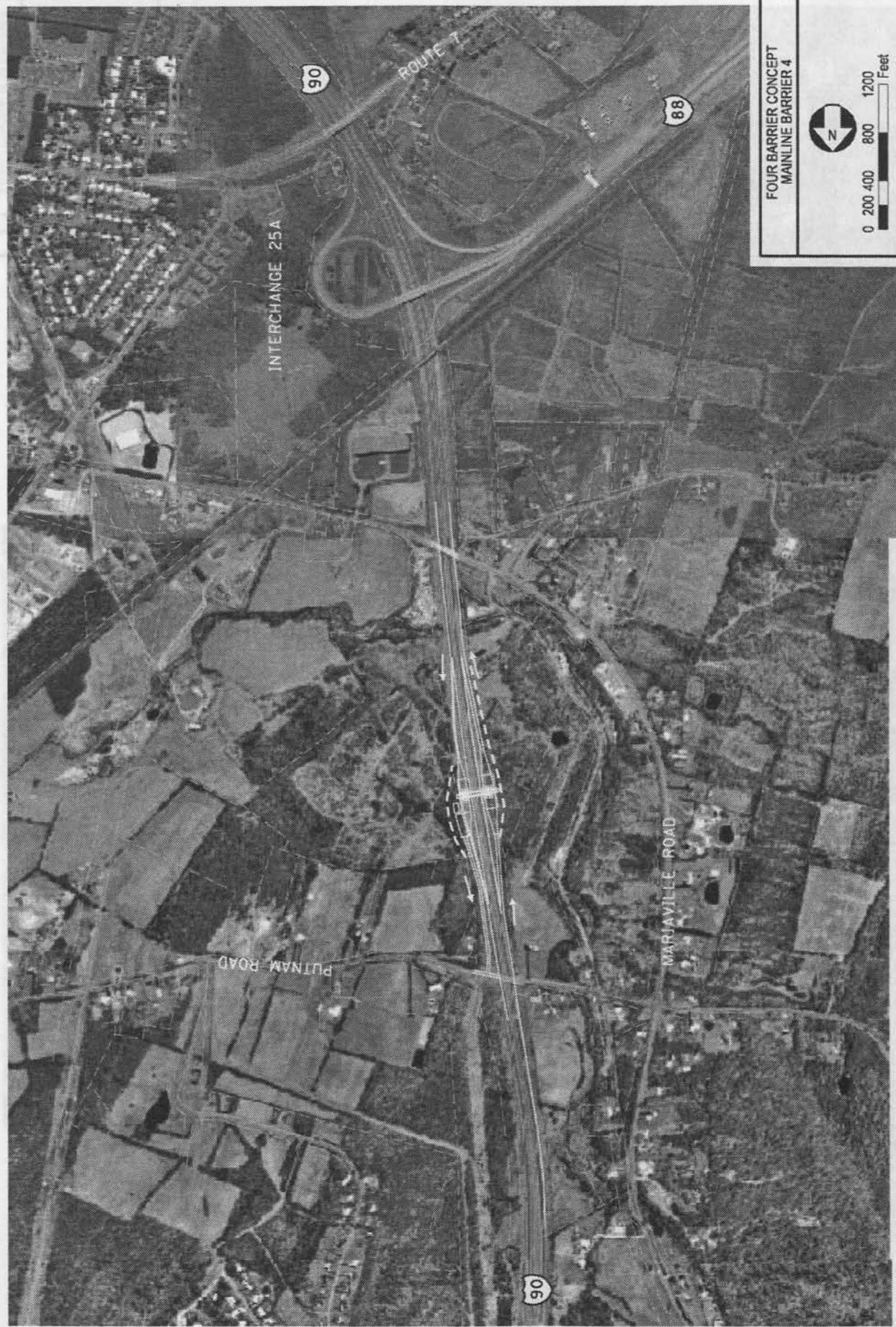
0 200 400 800 1200

Feet

0 100 200 400

Meters

XXX - Existing Roadway to be Removed

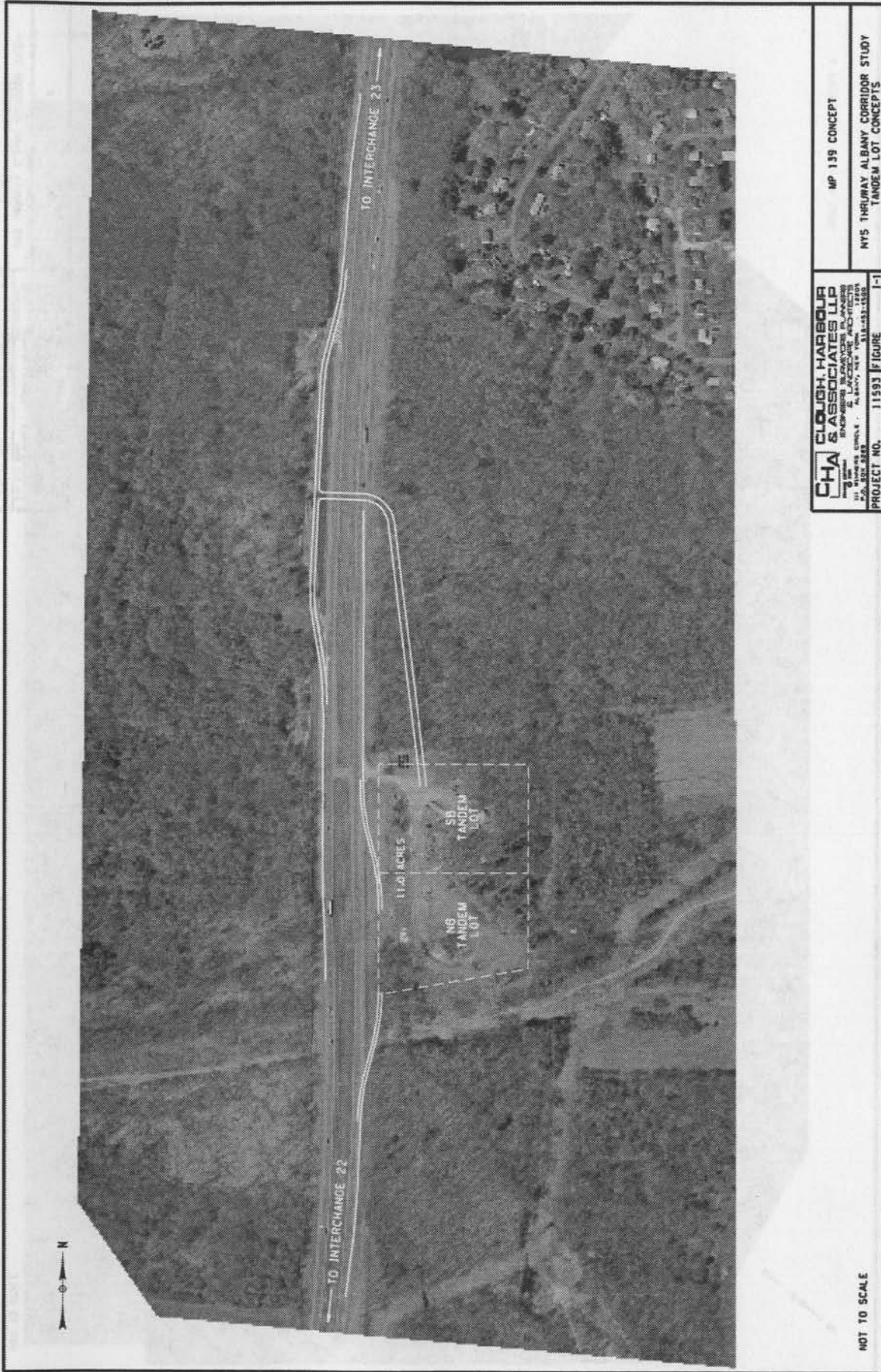


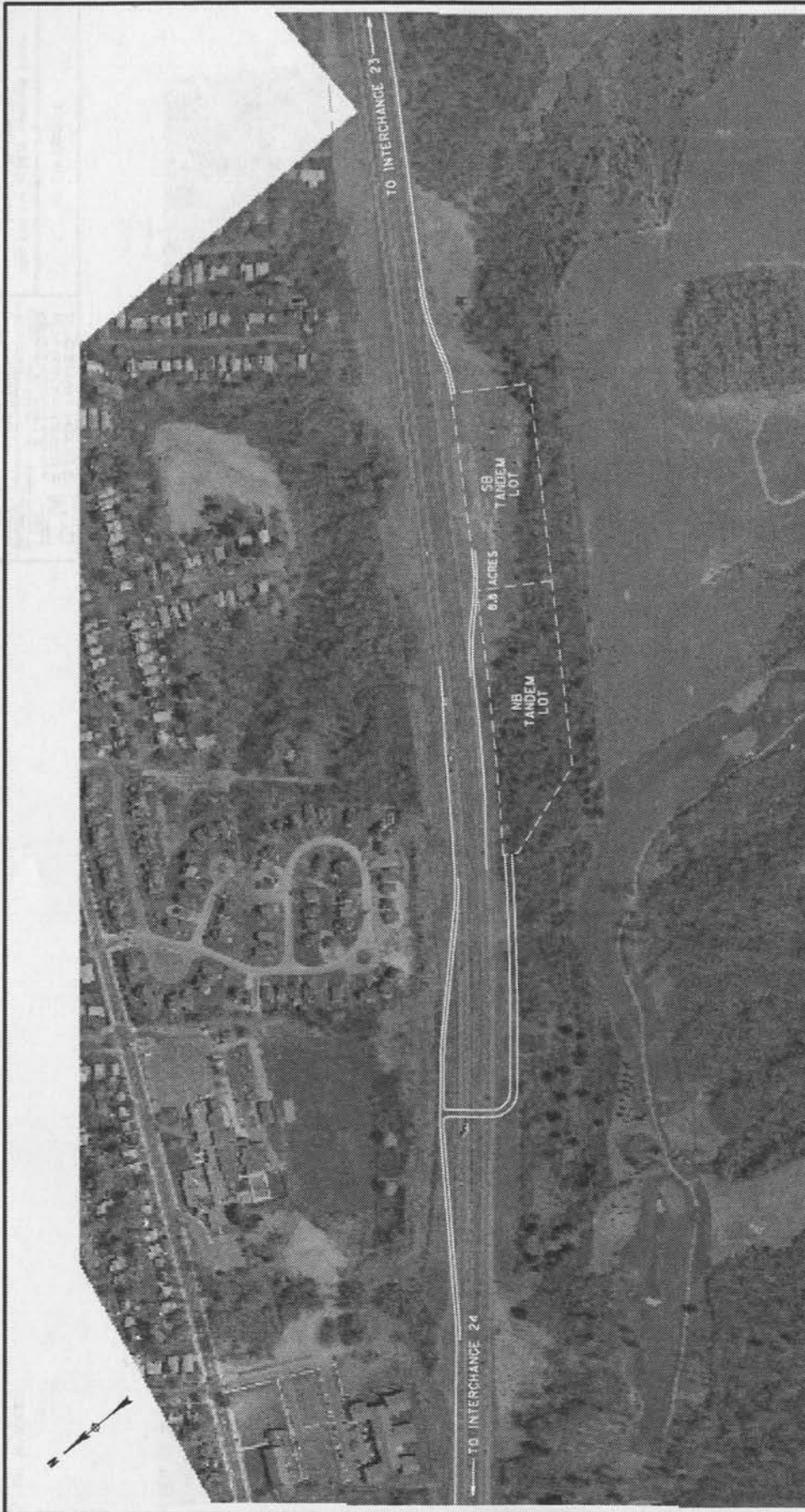
FOUR BARRIER CONCEPT
MAINLINE BARRIER 4



XXX - Existing Roadway to be Removed

Tandem Lots





NOT TO SCALE

CHA CLOUGH, HARBOLE & ASSOCIATES LLP
 ENGINEERS, ARCHITECTS, PLANNERS
 111 W. MAIN STREET, SUITE 200
 ALBANY, NY 12202
 PROJECT NO. 11593

MP 143 CONCEPT A

NYS THRUWAY ALBANY CORRIDOR STUDY
 TANDEM LOT CONCEPTS

FIGURE 1-2



CHA CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS ARCHITECTS
115 W. 42ND ST. ALBANY, NY 12208
TEL: 518-255-1100 FAX: 518-255-1101
PROJECT NO. 11593 FIGURE 1-4

PORT OF ALBANY - CONCEPT A
NYS THRUWAY ALBANY CORRIDOR STUDY
TANDEM LOT CONCEPTS

NOT TO SCALE

Comparison of Concepts

Comparative Evaluation of Design Concepts

Interchange 23:

Concept J1

Concept J3

Interchange 24:

Concept C

Concept H (Exit 1 Flyover)

Concept J (Exit 1 & Western Ave Flyover)

Concept K (Western Ave Flyover)

Interchange 25:

Concept F

Concept G

Concept H

Concept J

Concept K

Albany Corridor:

Interchanges Concept

Two Mainline Barriers Concept

Four Mainline Barriers Concept

Tandem Lots:

Milepost 139 Concept

Milepost 143 Concept A

Port of Albany Concept A

**COMPARATIVE EVALUATION OF DESIGN CONCEPTS
NEW YORK STATE THRUWAY – INTERCHANGE 23**

Evaluation Criterion	Interchange 23	
	Concept J1	Concept J3
PROPOSED ACTION		
Description	The Thruway ramps would be relocated to the southern side of the Thruway mainline. <i>A Single-Point Urban Interchange (SPUI) would connect I-787 to Route 9W. Route 9W would be re-aligned to form a signalized four-way intersection with McCarty Avenue and Frisbee Avenue.¹</i>	This concept would be similar to Concept J1 except that <i>the connection to Route 9W is provided by ramps similar to the existing connections.¹</i>
PROJECT GOALS & OBJECTIVES		
Meet the Traffic Capacity and Safety Needs of the Thruway system		
Provides Capacity to Meet Design Year Traffic Volumes	Yes	Yes
Freeway Merge/Diverge Level-of-Service	All operate at LOS C or better.	All operate at LOS C or better.
Safety	These comments apply to Concepts J1 and J3: Increases weaving distance between the Route 9W ramps and the Interchange 23 toll plaza. Concrete barriers at toll plaza separate opposing traffic movements. Improves safety by eliminating left-turns in and out of tandem lot by eliminating the tandem lot.	
Improve Regional Mobility		
Thruway Facilities		
Improvements	Increased capacity at toll plaza would reduce congestion and delay.	Increased capacity at toll plaza would reduce congestion and delay.
Concerns	No concerns identified.	No concerns identified.
Non-Thruway Facilities		
Improvements	This comment applies to Concepts J1 and J3: This concept would provide a direct connection between I-787 and the Thruway toll plaza.	
Concerns	No concerns identified.	No concerns identified.
No. of Intersections Operating at LOS E or worse		
2024 No-Build Conditions	4	4
2024 Build Conditions	0 ²	0 ²
Minimize Acquisition of Developed Properties		
Right-of-Way Required	Avoids acquisition of developed properties. Requires: 45 ± Acres	Avoids acquisition of developed properties and minimizes right-of-way required. Requires: 40 ± Acres
No. of Full Acquisitions Req'd (approx.)		
Residential	0	0
Commercial	0	0
Undeveloped	1	1
Minimize Negative Socio-Economic and Environmental Concerns		
Potential Wetland Concerns	Minimizes filling wetland. Results in filling of: 2 ± Acres	Minimizes filling wetland. Results in filling of: 2 ± Acres
Potential Noise Benefits	This comment applies to Concepts J1 and J3: Reduces noise by decreasing congestion at toll plaza.	
Potential Noise Concerns	This comment applies to Concepts J1 and J3: Constructs new ramps closer to properties south of McAlpin Street and on Noonan Lane.	
Potential Ecological Concerns	This comment applies to Concepts J1 and J3: Potential concerns with the Normans Kill and its tributary. No construction directly in the Normans Kill.	

Evaluation Criterion	Interchange 23	
	Concept J1	Concept J3
Potential Aesthetic & Visual Concerns	This comment applies to Concepts J1 and J3: Constructs new ramp and bridge near properties south of McAlpin Street adjacent to the Thruway mainline.	
Acquisition of Businesses, Recreation Areas And Churches	This comment applies to Concepts J1 and J3: No negative concerns identified.	
Tandem Lot Concerns	This comment applies to Concepts J1 and J3: Relocation of the tandem lot is required because access cannot be provided from the realigned I-787 mainline.	
Utility Concerns	This comment applies to Concepts J1 and J3: Construction of the proposed toll plaza would require relocation of overhead electric lines located on private property that cross the existing Interchange 23 SB ramps.	
Maximize Use of Existing Infrastructure		
Thruway Facilities	Replaces Thruway ramps.	Replaces Thruway ramps.
Non-Thruway Facilities	<ul style="list-style-type: none"> Eliminates I-787 mainline south of exit ramp to Thruway toll plaza. Eliminates all Route 9W ramps. Eliminates section of Route 9W near Frisbee Avenue. 	<ul style="list-style-type: none"> Eliminates I-787 NB mainline south of entrance ramp from Thruway toll plaza. Eliminates all Route 9W ramps except ramp from toll plaza to Route 9W.
Minimize Project Costs		
Order of Magnitude Construction Cost	\$63 M (\$58 M) ³	\$66 M (\$58 M) ³
OTHER CONSIDERATIONS		
Maintenance and Operations	This comment applies to Concepts J1 and J3: Three (3) additional toll lanes required compared to existing.	
Special Construction Considerations	This comment applies to Concepts J1 and J3: Construction of the proposed Thruway ramps on steep slopes composed of a deep clay layer would require 1-year to construct new embankment and 1-year of pre-loading prior to ramp pavement construction.	
Environmental Review Process	This comment applies to Concepts J1 and J3: The improvements at Interchange 23 could be completed separately from other Thruway improvement projects. Construction of the Thruway ramps could be constructed independently of the reconstruction work on Route 9W and I-787 shown on the figures for Concept J1 and J3.	

¹ The work shown in italics in the description is not required to meet capacity needs of the New York State Thruway. The work on Route 9W and I-787, which addresses intersection capacity needs on non-Thruway facilities, is required to accommodate the new ramps between I-787 and Route 9W resulting from the direct connection between the Thruway and I-787.

² The intersections are improved as a result of the Route 9W work, not the work required to meet Thruway capacity needs. The Thruway interchange improvements could be constructed without completing the Route 9W and I-787 work.

³ The cost shown in parentheses is for the Thruway work only. The total cost includes the Route 9W/I-787 work.

**COMPARATIVE EVALUATION OF DESIGN CONCEPTS
NEW YORK STATE THRUWAY – INTERCHANGE 24**

Evaluation Criterion	Interchange 24			
	Concept C	Concept H (Exit 1 Flyover)	Concept J (Exit 1 & Western Ave Flyover)	Concept K (Western Ave Flyover)
PROPOSED ACTION				
Description	The toll plaza and ramps would be reconstructed west of their existing location. A new diamond interchange would provide access to the tandem lot.	The toll plaza would be split into two plazas located side by side. The Thruway ramps would be reconstructed west of their existing location. E-ZPass only ramps would be constructed north of Washington Avenue Extension from the Thruway NB to the Northway NB and from the Northway SB to the Thruway SB.	The toll plaza would be split into two plazas located side by side. The Thruway ramps would be reconstructed west of their existing location. E-ZPass only ramps would be constructed from the Thruway NB to the Northway NB, from the Thruway EB to the Northway NB, and from the Northway SB to the Thruway WB and SB.	The toll plaza would be split into two plazas located side by side. The Thruway ramps would be reconstructed west of their existing location. E-ZPass only ramps would be constructed from the Thruway NB to the Northway NB, between Schoolhouse Road and Washington Avenue Extension, and from the Northway SB to the Thruway SB.
PROJECT GOALS & OBJECTIVES				
Meet the Traffic Capacity and Safety Needs of the Thruway system				
Provides Capacity to Meet Design Year Traffic Volumes	Yes	Yes	Yes	Yes
Freeway Merge/Diverge Level-of-Service	All operate at LOS D or better.	All operate at LOS C or better.	All operate at LOS C or better.	All operate at LOS C or better.
Safety	Increases weaving distance at toll plaza. Concrete barrier at toll plaza separates opposing traffic movements. New toll plaza provides overhead walkway for Thruway employees to access toll booths. Removes left-turning trucks at toll plaza by providing separate tandem lot access.	Increases weaving distance at toll plaza. Concrete barrier at toll plaza separates opposing traffic movements. New toll plazas provide overhead walkway for Thruway employees to access toll booths. Removes left-turning trucks at toll plaza by relocating tandem lot.	Increases weaving distance at toll plaza. Concrete barrier at toll plaza separates opposing traffic movements. New toll plazas provide overhead walkway for Thruway employees to access toll booths. Removes left-turning trucks at toll plaza by providing separate tandem lot access.	Increases weaving distance at toll plaza. Concrete barrier at toll plaza separates opposing traffic movements. New toll plazas provide overhead walkway for Thruway employees to access toll booths. Removes left-turning trucks at toll plaza by relocating tandem lot.
Improve Regional Mobility				
Thruway Facilities				
Improvements	This comment applies to Concepts C, H, J, and K: Increased capacity at toll plaza would reduce congestion and delay.			
Concerns	Vehicles traveling between the Thruway south of Interchange 24 and the toll plaza would be required to travel an additional 0.6 miles west to the relocated Interchange 24 ramps.	This comment applies to Concepts H, J, and K: No concerns identified.		

Evaluation Criterion	Interchange 24			
	Concept C	Concept H (Exit 1 Flyover)	Concept J (Exit 1 & Western Ave Flyover)	Concept K (Western Ave Flyover)
Non-Thruway Facilities				
Improvements	No additional direct connection would be provided compared to existing conditions.	E-ZPass only ramps would provide a direct connection from the Thruway NB to the Northway NB and from the Northway SB to the Thruway SB.	E-ZPass only ramps would provide a direct connection from the Thruway EB to the Northway NB and from the Northway WB to the Thruway WB and SB.	E-ZPass only ramps would provide a direct connection from the Thruway NB to the Northway NB and from the Northway SB to the Thruway SB.
Concerns	This comment applies to Concepts C, H, J, and K: No concerns identified.			
No. of Intersections Operating at LOS E or worse				
2024 No-Build Conditions	LOS does not change at any intersections included in the study area.			
2024 Build Conditions				
Minimize Acquisition of Developed Properties				
Right-of-Way Required	Requires: <i>15 ± Acres</i>	Minimizes right-of-way required. Requires: <i>10± Acres</i>	Avoids acquisition of developed properties. Requires: <i>15± Acres</i>	Minimizes right-of-way required. Requires: <i>10 ± Acres</i>
No. of Full Acquisitions Req'd (approx.)				
Residential	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Commercial	<i>3</i>	<i>1</i>	<i>0</i>	<i>1</i>
Undeveloped	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>
Minimize Negative Socio-Economic and Environmental Concerns				
Potential Wetland Concerns	Avoids filling wetland as much as possible. Results in filling of: <i>4 ± Acres</i>	Avoids filling wetland as much as possible. Results in filling of: <i>4 ± Acres</i>	Results in filling of: <i>6 ± Acres</i>	Minimizes filling wetland. Results in filling of: <i>1 ± Acres</i>
Potential Noise Benefits	This comment applies to Concepts C, H, J, and K: Reduces noise by decreasing congestion at toll plaza.			
Potential Noise Concerns	This comment applies to Concepts C and H: Minimizes potential noise concerns to residential properties. Constructs new ramps closer to developed properties on Rapp Road and Washington Avenue Extension.		This comment applies to Concepts J and K: Constructs new ramps closer to developed properties on Rapp Road, Washington Avenue Extension, and Schoolhouse Road.	
Potential Ecological Concerns	Minimizes construction in the Albany Pine Bush Preserve. Up to 1.5 acres of construction within the Albany Pine Bush Preserve.	Up to 2.5 acres of construction within Albany Pine Bush Preserve.	Up to 6 acres of construction within Albany Pine Bush Preserve.	Minimizes construction in the Albany Pine Bush Preserve. Up to 1.5 acres of construction within the Albany Pine Bush Preserve.
Potential Aesthetic & Visual Concerns	This comment applies to Concepts C and H: Constructs new ramps closer to developed properties on Rapp Road and Washington Avenue Extension.		This comment applies to Concepts J and K: Constructs new ramps closer to developed properties on Rapp Road, Washington Avenue Extension, and Schoolhouse Road.	

Evaluation Criterion	Interchange 24			
	Concept C	Concept H (Exit 1 Flyover)	Concept J (Exit 1 & Western Ave Flyover)	Concept K (Western Ave Flyover)
Acquisition of Businesses, Recreation Areas And Churches	Reconstructed ramps require acquisition of 3 commercial buildings on Washington Avenue Extension and two buildings at the Albany Landfill Rapp Road facility. Potential acquisition of portions of the Preserve, including relocation of trails at the Rensselaer Lake Preserve and Park portion of the Albany Pine Bush Preserve.	Reconstructed ramps require acquisition of 1 commercial building on Washington Avenue Extension. Potential acquisition of portions of the Preserve, including relocation of trails at the Rensselaer Lake Preserve and Park portion of the Albany Pine Bush Preserve.	Avoids acquisition of businesses. Potential acquisition of portions of the Preserve, including relocation of trails at the Rensselaer Lake Preserve and Park portion of the Albany Pine Bush Preserve.	Reconstructed ramps require acquisition of 1 commercial building on Washington Avenue Extension. Potential acquisition of portions of the Preserve, including relocation of trails at the Rensselaer Lake Preserve and Park portion of the Albany Pine Bush Preserve.
Tandem Lot Concerns	Access to tandem lot is provided by a new diamond interchange on the Thruway mainline.	Relocation of the tandem lot required because full access cannot be provided at the reconstructed toll plaza.	Access to tandem lot is provided by new ramps at Interchange 24.	Relocation of the tandem lot required because full access cannot be provided at the reconstructed toll plaza.
Utility Concerns	This comment applies to Concepts C, H, J, and K: No major concerns identified.			
Maximize Use of Existing Infrastructure				
Thruway Facilities	Replaces Thruway ramps.	This comment applies to Concepts H, J, and K: Replaces Thruway NB exit and SB entrance ramps.		
Non-Thruway Facilities	<ul style="list-style-type: none"> Replaces 1000 ft of the ramp from the Northway SB to the Interchange 24 toll plaza. Requires reconstruction of 2500 ft of Washington Avenue Extension. Requires closure of 650 ft of frontage road parallel to Washington Avenue Extension. 	<ul style="list-style-type: none"> Replaces 1000 ft of the ramp from the Northway SB to the Interchange 24 toll plaza. Requires reconstruction of 2500 ft of Washington Avenue Extension. 	<ul style="list-style-type: none"> Requires reconstruction of 2500 ft of Washington Avenue Extension. 	<ul style="list-style-type: none"> Replaces 1000 ft of the ramp from the Northway SB to the Interchange 24 toll plaza. Requires reconstruction of 2500 ft of Washington Avenue Extension.
Minimize Project Costs				
Order of Magnitude Construction Cost	\$97 M	\$83 M	\$67 M	\$76 M
OTHER CONSIDERATIONS				
Maintenance and Operations	Six (6) additional lanes required at the toll plaza compared to existing.	This comment applies to Concepts H, J, and K: Four (4) additional lanes required at the toll plaza compared to existing.		
Engineering Concerns	No concerns identified.	Grade on the E-ZPass ramp from the Thruway to the Northway NB exceeds 8%.	Grade on the E-ZPass ramp from the Thruway to the Northway NB exceeds 10%.	No concerns identified.

Evaluation Criterion	Interchange 24			
	Concept C	Concept H (Exit 1 Flyover)	Concept J (Exit 1 & Western Ave Flyover)	Concept K (Western Ave Flyover)
Special Construction Considerations	Construction of the proposed Thruway ramps requires removal of buried solid waste and relocation of two buildings at the Albany Landfill Rapp Road facility. The actions involving permanent removal of lands dedicated as part of the Albany Pine Bush Preserve may require the approval of two consecutive sessions of the New York State Legislature.	This comment applies to Concepts H, J, and K: The actions involving permanent removal of lands dedicated as part of the Albany Pine Bush Preserve may require the approval of two consecutive sessions of the New York State Legislature.		
Environmental Review Process	This comment applies to Concepts C, H, J, and K: The improvements at Interchange 24 could be completed separately from other Thruway improvement projects.			

**COMPARATIVE EVALUATION OF DESIGN CONCEPTS
NEW YORK STATE THRUWAY – INTERCHANGE 25**

Evaluation Criterion	Interchange 25		
	Concept F	Concept G	Concept H
PROPOSED ACTION			
Description	The toll plaza would be split into two plazas located side by side. The Thruway ramps would be reconstructed south of the Thruway mainline and the I-890 ramps reconstructed to form a diamond interchange at Curry Road.	The toll plaza would be split into two plazas located side by side. The Thruway WB entrance ramp would be reconstructed and the I-890 ramps reconstructed north of Curry Road to eliminate the existing weave on I-890.	The toll plaza would be realigned to remove the existing curve at the eastern end of I-890. The Thruway WB entrance ramp would be reconstructed and the I-890 ramps reconstructed north of Curry Road to eliminate the existing weave on I-890.
PROJECT GOALS & OBJECTIVES			
Meet the Traffic Capacity and Safety Needs of the Thruway System			
Provides Capacity to Meet Design Year Traffic Volumes	Yes	Yes	Yes
Freeway Merge/Diverge Level-of-Service	This comment applies to Concepts F, G and H: All operate at LOS D or better.		
Safety	These comments apply to Concepts F and G: Increases weaving distance at toll plaza. Eliminates weave on I-890 between Curry Road ramps. Two toll plazas separate opposing traffic movements		Increases weaving distance at toll plaza. Eliminates weave on I-890 between Curry Road ramps. Concrete barrier at toll plaza separates opposing traffic movements.
Improve Regional Mobility			
Thruway Facilities			
Improvements	This comment applies to Concepts F, G and H: Increased capacity at toll plaza would reduce congestion and delay.		
Concerns	This comment applies to Concepts F, G and H: No improvement to design speed on Thruway ramps.		
Non-Thruway Facilities			
Improvements	This comment applies to Concepts F, G and H: Maintains direct connection between I-890 and the Interchange 25 toll plaza.		
Concerns	This comment applies to Concepts F and G: No concerns identified.		Eliminates ramps between I-890, Carman Road, and the Interchange 25 toll plaza.
Number of Intersections Operating at LOS E or worse			
2024 No-Build Conditions	1	1	1
2024 Build Conditions	0	0	0
Minimize Acquisition of Developed Properties			
Right-of-Way Required	Avoids acquisition of developed properties. Requires: <i>28 ± Acres</i>	Requires: <i>23 ± Acres</i>	Requires: <i>28 ± Acres</i>
No. of Full Acquisitions Req'd (approx.)			
Residential	0	3	3
Commercial	0	1	1
Undeveloped	0	2	3
Minimize Negative Socio-Economic and Environmental Concerns			

Evaluation Criterion	Interchange 25		
	Concept F	Concept G	Concept H
Potential Wetland Concerns	This comment applies to Concepts F, G and H: Minimizes filling wetland. Results in filling of < 0.5 Acres		
Potential Noise Benefits	This comment applies to Concepts F, G, and H: Reduces noise by decreasing congestion at toll plaza.		
Potential Noise Concerns	Constructs new ramps closer to developed properties on Curry Road and Stanford Drive.	Constructs new ramps closer to developed properties on Curry Road, Marra Lane, and Stanford Drive.	Constructs new ramps closer to developed properties on Curry Road and Dianne Court.
Potential Ecological Concerns	This comment applies to Concepts F, G and H: No ecological concerns identified.		
Potential Aesthetic & Visual Concerns	Constructs new ramps closer to developed properties on Curry Road and Stanford Drive.	Constructs new ramps closer to developed properties on Curry Road, Marra Lane, and Stanford Drive.	Constructs new ramps closer to developed properties on Curry Road and Dianne Court.
Acquisition of Businesses, Recreation Areas, and Churches	No negative concerns identified.	This comment applies to Concepts G and H: Reconstructed ramps require acquisition of one commercial building on Curry Road.	
Tandem Lot Concerns	This comment applies to Concepts F, G and H: Not applicable to Interchange 25.		
Utility Concerns	This comment applies to Concepts F, G and H: Reconstruction of the Curry Road ramps would require relocation of overhead electric lines located on private property that cross the existing Curry Road ramps and I-890 mainline.		
Maximize Use of Existing Infrastructure			
Thruway Facilities	Replaces Thruway ramps.	Replaces Thruway WB ramps.	Thruway ramps remain in use.
Non-Thruway Facilities	<ul style="list-style-type: none"> Replaces I-890 mainline south of Curry Road. Replaces ramps between I-890 WB and Curry Road. Replaces 1000 ft of ramp from Carman Road to the Interchange 25 toll plaza. 	These comments apply to Concepts G and H: <ul style="list-style-type: none"> Replaces I-890 mainline south of Curry Road. Replaces ramps between I-890 and Curry Road. Replaces ramps between I-890, Carman Road, and the Interchange 25 toll plaza. 	
Minimize Project Costs			
Order of Magnitude Construction Cost	\$37 M	\$37 M	\$33 M
OTHER CONSIDERATIONS			
Maintenance and Operations	This comment applies to Concepts F, G and H: Seven (7) additional toll lanes required compared to existing.		
Special Construction Considerations	This comment applies to Concepts F, G and H: No special considerations identified at this time.		
Environmental Review Process	This comment applies to Concepts F, G and H: The improvements at Interchange 25 could be completed separately from other Thruway improvement projects.		

¹ Unknown number of residential properties are under construction on Marra Lane west of Interchange 25.

Evaluation Criterion	Interchange 25	
	Concept J	Concept K
PROPOSED ACTION		
Description	The toll plaza would be split into two plazas located side by side and realigned to remove the existing curve at the eastern end of I-890. The Thruway WB entrance ramp would be reconstructed. A diamond interchange, on I-890 north of Curry Road, would replace the ramps at Curry Road.	The toll plaza would be split into two plazas located side by side. The Thruway ramps would be reconstructed south of the Thruway mainline.
PROJECT GOALS & OBJECTIVES		
Meet the Traffic Capacity and Safety Needs of the Thruway System		
Provides Capacity to Meet Design Year Traffic Volumes	Yes	Yes
Freeway Merge/Diverge Level-of-Service	This comment applies to Concepts J and K: All operate at LOS D or better.	
Safety	Increases weaving distance at toll plaza. Eliminates weave on I-890 between Curry Road ramps. Two toll plazas separate opposing traffic movements.	Increases weaving distance at toll plaza. Two toll plazas separate opposing traffic movements.
Improve Regional Mobility		
Thruway Facilities		
Improvements	This comment applies to Concepts J and K: Increased capacity at toll plaza would reduce congestion and delay.	
Concerns	This comment applies to Concepts J and K: No improvement to design speed on Thruway ramps.	
Non-Thruway Facilities		
Improvements	This comment applies to Concepts J and K: Maintains direct connection between I-890 and the Interchange 25 toll plaza.	
Concerns	No concerns identified.	No concerns identified.
No. of Intersections Operating at LOS E or worse		
2024 No-Build Conditions	1	1
2024 Build Conditions	0	0
Minimize Acquisition of Developed Properties		
Right-of-Way Required	Minimizes right-of-way required. Requires: <i>21 ± Acres</i>	Avoids acquisition of developed properties. Requires: <i>25 ± Acres</i>
No. of Full Acquisitions Req'd (approx.)		
Residential	3 [†]	0
Commercial	2	0
Undeveloped	0	0
Minimize Negative Socio-Economic and Environmental Concerns		
Potential Wetland Concerns	This comment applies to Concepts J and K: Minimizes filling wetland. Results in filling of < 0.5 Acres	
Potential Noise Benefits	This comment applies to Concepts J and K: Reduces noise by decreasing congestion at toll plaza.	
Potential Noise Concerns	Constructs new ramps closer to developed properties on Curry Road, Dianne Court, and Marra Lane.	Constructs new ramps closer to developed properties on Curry Road and Stanford Drive.
Potential Ecological Concerns	This comment applies to Concepts J and K: No ecological concerns identified.	
Potential Aesthetic & Visual Concerns	Constructs new ramps closer to developed properties on Curry Road, Dianne Court, and Marra Lane.	Constructs new ramps closer to developed properties on Curry Road and Stanford Drive.

Evaluation Criterion	Interchange 25	
	Concept J	Concept K
Acquisition of Businesses, Recreation Areas, and Churches	New access road requires acquisition of two commercial buildings on Curry Road.	No negative concerns identified.
Tandem Lot Concerns	This comment applies to Concepts J and K: Not applicable to Interchange 25.	
Utility Concerns	Reconstruction of the Curry Road ramps would require relocation of overhead electric lines located on private property that cross the existing Curry Road ramps and I-890 mainline.	No major concerns identified.
Maximize Use of Existing Infrastructure		
Thruway Facilities	Replaces Thruway WB entrance ramp.	Replaces Thruway ramps.
Non-Thruway Facilities	<ul style="list-style-type: none"> Replaces I-890 mainline south of Curry Road. Replaces ramps between I-890 and Curry Road. Replaces ramps between I-890, Carman Road, and the Interchange 25 toll plaza. 	<ul style="list-style-type: none"> Replaces 1600 ft of ramp from Carman Road to Interchange 25 toll plaza.
Minimize Project Costs		
Order of Magnitude Construction Cost	\$36 M	\$25 M
OTHER CONSIDERATIONS		
Maintenance and Operations	This comment applies to Concepts J and K: Seven (7) additional toll lanes required compared to existing.	
Special Construction Considerations	This comment applies to Concepts J and K: No special considerations identified at this time.	
Environmental Review Process	This comment applies to Concepts J and K: The improvements at Interchange 25 could be completed separately from other Thruway improvement projects.	

[†] Unknown number of residential properties are under construction on Marra Lane west of Interchange 25.

**COMPARATIVE EVALUATION OF DESIGN CONCEPTS
NEW YORK STATE THRUWAY**

Evaluation Criterion	Proposed Concepts		
	Interchanges Concepts ¹	Two Mainline Barriers Concept	Four Mainline Barriers Concept
PROPOSED ACTION			
Description	Interchanges 23, 24 and 25 would be reconstructed to accommodate future traffic volumes. See "Comparative Evaluation of Interchange Design Concepts" for comparison of concepts at each interchange.	Mainline barriers would be constructed at two locations: south of Interchange 23 at milepost (MP) 139 and west of Interchange 25A at MP 159. The existing toll plazas would be removed at Interchanges 23 through 25A. New toll plazas would be constructed on the Interchange 23 SB exit ramp and Interchange 25 WB exit ramp.	Mainline barriers would be constructed at four locations: south of Interchange 23 at MP 139, between Interchanges 23 and 24 at MP 146 (SB only), between Interchanges 24 and 25 at MP 151 (WB only), and west of Interchange 25A at MP 159. The existing toll plazas would be removed at Interchanges 23 through 25A.
Legal Issues	No issues identified.	This comment applies to the Two and Four Mainline Barriers Concepts: Federal legislation would be required to address the toll-free access to I-88 issue. This Barrier Concepts is not consistent with the Thruway Bond Resolution. The Resolution is a binding contract between the Thruway Authority and the purchasers of its bonds and cannot be amended without the consent of a majority of the bondholders and approval of the Thruway Board.	
Financial Issues	No issues identified.	This comment applies to the Two and Four Mainline Barriers Concepts: Some tolls in the Albany Corridor may need to be adjusted to compensate for diversions. The Authority's Bond Consultant will investigate this.	
PROJECT GOALS & OBJECTIVES			
Meet the Traffic Capacity and Safety Needs of the Thruway system			
Provides Capacity to Meet Design Year Traffic Volumes	Yes	Yes	Yes
Freeway Merge/Diverge Level-of-Service	All interchange ramps operate at LOS D or better.	All mainline barrier ramps operate at LOS C or better. All interchange ramps operate at LOS D or better.	All mainline barrier ramps operate at LOS D or better. All interchange ramps operate at LOS D or better.
Safety	These comments apply to the Interchange Concepts and Two and Four Mainline Barrier Concepts: Improves weaving distance between Thruway and non-Thruway ramps at the interchanges. Concrete barrier at toll plazas separates opposing traffic movements. Eliminates left-turns in and out of tandem lot. New toll barriers provide overhead walkway for Thruway employees to access toll booths.		
Improve Regional Mobility			
Thruway Facilities			
Improvements	Increased capacity at toll plazas would reduce congestion and delay.	Removal of interchange toll plazas and installation of highway-speed E-ZPass at mainline barriers would reduce congestion and delay. E-ZPass users would travel at highway speed through the Albany Corridor except at Interchange 23 SB exit and Interchange 25 WB exit toll plazas.	Removal of interchange toll plazas and installation of highway-speed E-ZPass at mainline barriers would reduce congestion and delay. E-ZPass users would travel at highway speed through the Albany Corridor.

Evaluation Criterion	Proposed Concepts		
	Interchanges Concepts ¹	Two Mainline Barriers Concept	Four Mainline Barriers Concept
Concerns	No concerns identified.	Cash users traveling through capital region required to stop at 2 mainline barriers.	Cash users traveling through capital region required to stop at 3 mainline barriers.
Non-Thruway Facilities			
Improvements	The interchange concepts may provide direct connections between I-787 and the Thruway toll plaza, from the Thruway NB to the Northway NB, and from the Northway SB to the Thruway SB.	This comment applies to the Two and Four Mainline Barriers Concepts: Access between Thruway and non-Thruway facilities would remain the same except at Interchange 24. A direct connection may be provided at Interchange 24 between the Thruway NB and Northway NB.	
Concerns	May eliminate ramps between I-890, Carman Road, and the Interchange 25 toll plaza.	No concerns identified.	
No. of Intersections Operating at LOS E or worse ²			
2024 No-Build Conditions	6	6	6
2024 Build Conditions	0 ²	6	6
Minimize Acquisition of Developed Properties			
Right-of-Way Required	Requires: 60 – 100 Acres	Minimizes right-of-way required. Requires: 40 ± Acres	Requires: 50 ± Acres
No. of Full Acquisitions Required (approximate)			
Residential	0 to 3 ³	0	0
Commercial	0 to 6	0	3
Undeveloped	1 to 8	0	3
Minimize Negative Socio-Economic and Environmental Concerns			
Potential Wetland Concerns	Results in filling of: 2 – 8 Acres	Avoids filling wetland as much as possible. Results in filling of: 3 ± Acres	Minimizes filling wetland. Results in filling of: 2 ± Acres
Potential Noise Benefits	Reduces noise by reducing congestion at Interchange toll plazas.	This comment applies to the Two and Four Mainline Barriers Concepts: May reduce noise at some interchanges by reducing congestion through removal of the existing toll plazas.	
Potential Noise Concerns	Constructs new ramps closer to properties adjacent to each interchange. See "Comparative Evaluation of Interchange Design Concepts" for concerns at each interchange.	Constructs new ramps closer to properties at the following locations: • Curry Road (Int 25) • Putnam Road (Mainline Barrier 2) May construct new ramps closer to properties on Schoolhouse Road, Western Avenue, Rapp Road, and Washington Avenue Extension at Interchange 24.	Constructs new ramps closer to properties at the following locations: • Russell Road (Mainline Barrier 2) • Curry Road (Int 25) • Putnam Road (Mainline Barrier 4) May construct new ramps closer to properties on Schoolhouse Road, Western Avenue, Rapp Road, and Washington Avenue Extension at Interchange 24.
Potential Ecological Concerns	• Potential concerns with the Normans Kill and its tributary. No direct construction in the Normans Kill. • Up to 1.5 to 6 acres of construction within Albany Pine Bush Preserve.	• Potential concerns with the Normans Kill and its tributary. No direct construction in the Normans Kill. • Up to 2 acres of construction within Albany Pine Bush Preserve.	• Up to 2 acres of construction within Albany Pine Bush Preserve.

Evaluation Criterion	Proposed Concepts		
	Interchanges Concepts ¹	Two Mainline Barriers Concept	Four Mainline Barriers Concept
Potential Aesthetic & Visual Concerns	May construct new ramps closer to developed properties near Interchanges 23, 24, and 25. See "Comparative Evaluation of Interchange Design Concepts" for concerns at each interchange.	This comment applies to the Two and Four Mainline Barriers Concepts: Constructs Thruway facilities closer to developed properties on Russell Road. May construct new ramps closer to developed properties on Schoolhouse Road, Western Avenue, Rapp Road, and Washington Avenue Extension at Interchange 24. Constructs Thruway facilities closer to developed properties south of Curry Road at Interchange 25 and south of Putnam Road at Mainline Barrier 2 (Two Barrier Concept) and Mainline Barrier 4 (Four Barrier Concept).	
Acquisition of Businesses, Recreation Areas And Churches	May require acquisition of commercial properties on Washington Avenue Extension and Curry Road. See "Comparative Evaluation of Interchange Design Concepts" for acquisitions at each interchange.	This comment applies to the Two and Four Mainline Barriers Concepts: May require acquisition of two commercial properties on Washington Avenue Extension. Potential acquisition of portions of the Preserve, including relocation of trails at the Rensselaer Lake Preserve and Park portion of the Albany Pine Bush Preserve.	
Tandem Lot Concerns	Relocation of the tandem lot at Interchange 23 is required because access cannot be provided. Relocation of the tandem lot at Interchange 24 may be required as a result of toll plaza and ramp reconstruction.	This comment applies to the Two and Four Mainline Barriers Concepts: Relocation of the tandem lot at Interchange 23 is required because access cannot be provided. Direct access to the Interchange 24 tandem lot is provided by a new diamond interchange. Relocation of the tandem lot at Interchange 25A is required because access cannot be provided.	
Utility Concerns	May require relocation of overhead electric lines located near Interchange 23 and Interchange 25. See "Comparative Evaluation of Interchange Design Concepts" for concerns at each interchange.	This comment applies to the Two and Four Mainline Barriers Concepts: No major utility concerns have been identified for these concepts.	
Maximize Use of Existing Infrastructure			
Thruway Facilities	Ramps at each interchange may require replacement. Replacement of Interchange 24 NB exit and SB entrance ramps would be required for all concepts. See "Comparative Evaluation of Interchange Design Concepts" for specific replacement locations at each interchange.	Replaces the following ramps: • Thruway SB exit ramp at Interchange 23 • All Thruway ramps at Interchange 24 • Thruway WB exit ramp at Interchange 25	Replaces the following ramps: • All Thruway ramps at Interchange 24
Non-Thruway Facilities	Ramps and roadways may be eliminated or replaced around each interchange. Northway Exit 1 ramps are maintained for all concepts. See "Comparative Evaluation of Interchange Design Concepts" for specific replacement locations at each interchange.	This comment applies to the Two and Four Mainline Barriers Concepts: Replaces 1600 ft of the ramp from Carman Road to the Interchange 25 toll plaza.	
Minimize Project Costs			
Order of Magnitude Construction Cost	\$139 M - \$208 M	\$126 M	\$136 M

Evaluation Criterion	Proposed Concepts		
	Interchanges Concepts ¹	Two Mainline Barriers Concept	Four Mainline Barriers Concept
OTHER CONSIDERATIONS			
Maintenance and Operations (between MP 135 and MP 160, four toll plazas contain 34 existing toll lanes)	Four toll plazas contain 48 toll lanes: • 10 lanes at Interchange 23 • 18 lanes at Interchange 24 • 14 lanes at Interchange 25 • 6 lanes at Interchange 25A	Four toll plazas contain 30 toll lanes: • 12 lanes at Mainline Barrier 1 • 4 lanes at Interchange 23 SB exit ramp • 7 lanes at Interchange 25 WB exit ramp • 7 lanes at Mainline Barrier 2	Four toll plazas contain 39 toll lanes: • 12 lanes at Mainline Barrier 1 • 7 lanes at Mainline Barrier 2 • 13 lanes at Mainline Barrier 3 • 7 lanes at Mainline Barrier 4
Special Construction Considerations	May require embankment on steep slopes at Interchange 23 resulting in 2-years of slope construction and pre-loading prior to ramp construction. May require removal of solid waste at the Albany Landfill near Interchange 24. The actions involving permanent removal of lands dedicated as part of the Albany Pine Bush Preserve may require the approval of two consecutive sessions of the New York State Legislature. See "Comparative Evaluation of Interchange Design Concepts" for additional considerations at each interchange.	This comment applies to the Two and Four Barrier Concepts: The actions involving permanent removal of lands dedicated as part of the Albany Pine Bush Preserve may require the approval of two consecutive sessions of the New York State Legislature.	
Staging	The improvements at each interchange could be completed separately from each other and other Thruway improvement projects.	This comment applies to the Two and Four Barrier Concepts: All improvements included in the Mainline Barrier Concepts must be completed simultaneously as one project to maintain toll collection.	

¹ See "Comparative Evaluation of Interchange Design Concepts" for comparison of concept features at each interchange.

² Some intersections included are improved as a result of work to address intersection capacity needs not related to Thruway improvement, not work required to meet Thruway capacity needs. The Mainline Barrier Concepts do not include improvements to non-Thruway facilities at interchanges.

³ Unknown number of residential properties are under construction on Marra Lane west of Interchange 25.

**COMPARATIVE EVALUATION OF DESIGN CONCEPTS
NEW YORK STATE THRUWAY – TANDEM LOTS**

Evaluation Criterion	Proposed Concepts		
	MP 139 Concept	MP 143 Concept A	Port of Albany Concept A
PROPOSED ACTION			
Description	A new tandem lot would be located 3.1 miles south of Interchange 23 and provide up to 11.0 acres of space. A new diamond interchange would provide access to the tandem lot.	A new tandem lot would be located 1.3 miles north of Interchange 23 and provide up to 8.8 acres of space. A new diamond interchange would provide access to the tandem lot.	A new tandem lot would be located 1.1 miles east of Interchange 23 in the Port of Albany. The tandem lot would provide up to 14.8 acres of space. New ramps to and from I-787 would provide access to the tandem lot.
PROJECT GOALS & OBJECTIVES			
Meet the Traffic Capacity and Safety Needs of the Thruway system			
Safety	This comment applies to the MP 139 Concept and MP 143 Concept A: No issues identified.		Potential concern with trucks climbing the steep grade from the Port of Albany to the Thruway.
Improve Regional Mobility			
Thruway Facilities			
Improvements	This comments applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: Eliminates left-turns in and out of Interchange 23 and Interchange 24 tandem lot.		
Concerns	This comments applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: None identified.		
Non-Thruway Facilities			
Improvements	This comment applies to the MP 139 Concept and MP 143 Concept A: Reduces congestion on I-787 at Interchange 23 and I-90 at Interchange 24 by eliminating left-turns in and out of the Interchange 23 and Interchange 24 tandem lots.		Reduces congestion on I-787 at Interchange 23 and I-90 at Interchange 24 by eliminating left-turns in and out of the Interchange 23 and Interchange 24 tandem lots. Placing a tandem lot in the Port of Albany would encourage intermodal transport by placing the tandem lot closer to ships on the Hudson River and the trains using the rail line operated by CSX.
Concerns	This comment applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: Travel distance for some tandems and/or single unit vehicles would increase.		
Minimize Acquisition of Developed Properties			
Right-of-Way Required	Requires: <i>4± Acres</i>	Minimizes right-of-way required. Requires: <i>0± Acres</i>	Requires: <i>20± Acres</i>
No. of Full Acquisitions Required (approximate)			
Residential	<i>0</i>	<i>0</i>	<i>0</i>
Commercial	<i>0</i>	<i>0</i>	<i>0</i>
Undeveloped	<i>1</i>	<i>0</i>	<i>0</i>

Evaluation Criterion	Proposed Concepts		
	MP 139 Concept	MP 143 Concept A	Port of Albany Concept A
Minimize Negative Socio-Economic and Environmental Concerns			
Potential Wetland Concerns	Small pockets of State and Federal Wetlands are located on the western side of the Thruway in close proximity to the project site.	Small pockets of wetlands not included on State and Federal Wetland mapping. Small areas of concern may exist at the eastern end of project site.	None identified.
Potential Noise Benefits	Removes a noise generator from the Interchange 23 area.	Removes a noise generator from the Interchange 24 area.	Relocates the tandem lot adjacent to other commercial properties in the Port of Albany.
Potential Noise Concerns	Noise concerns are not anticipated.	Potential noise concerns at private school and residential properties north of the Thruway.	Potential noise concerns at nearby residential properties on both sides of I-787.
Potential Air Quality Concerns	This comment applies to the MP 139 Concept and MP 143 Concept A: None identified.		This concept would construct a new ramp adjacent to residential properties on McCarty Avenue and could have potential air quality concerns.
Potential Ecological Concerns	This comments applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: None identified.		
Potential Aesthetic & Visual Concerns	There are no existing viewer groups located close to the proposed tandem lot.	Potential visual concerns to adjacent residential properties on east side of the Thruway mainline. There are also potential visual concerns to the golf course located on the west side of the Thruway mainline.	The existing site supports similar activities and no additional adverse concerns are anticipated due to the project. The proposed ramps to/from I-787 to the tandem lot will create a significant change to the existing visual character of the area.
Acquisition of Businesses, Recreation Areas And Churches	This comment applies to the MP 139 Concept and MP 143 Concept A: Avoids acquisition of existing businesses, recreation areas and churches.		Requires partial acquisition of commercial properties in the Port of Albany. Relocation of a tandem lot to the Port of Albany is anticipated to have an overall positive affect on business in the Port.
Utility Concerns	This comment applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: No major concerns identified.		
Minimize Project Costs			
Order of Magnitude Construction Cost	<i>\$10 M</i>	<i>\$9 M</i>	<i>\$16 M</i>
OTHER CONSIDERATIONS			
Special Construction Considerations	This concept requires relocation of the existing Thruway maintenance and storage facility located east of the Thruway mainline and the existing Southbound Rest Area located west of the Thruway mainline.	None identified.	Federal and State legislation is required for the use of tandem trailers on Interstate 787.
Staging	This comment applies to the MP 139 Concept, MP 143 Concept A, and Port of Albany Concept A: The tandem lots could be completed separately from each other and other Thruway improvement projects.		