

# No Build

- The No Build Alternative would maintain the highway in its existing configuration with only routine maintenance and repairs and safety improvements to ensure the safety of the traveling public
- The No Build Alternative would be included in the future environmental review process as a baseline to which the build alternatives would be compared

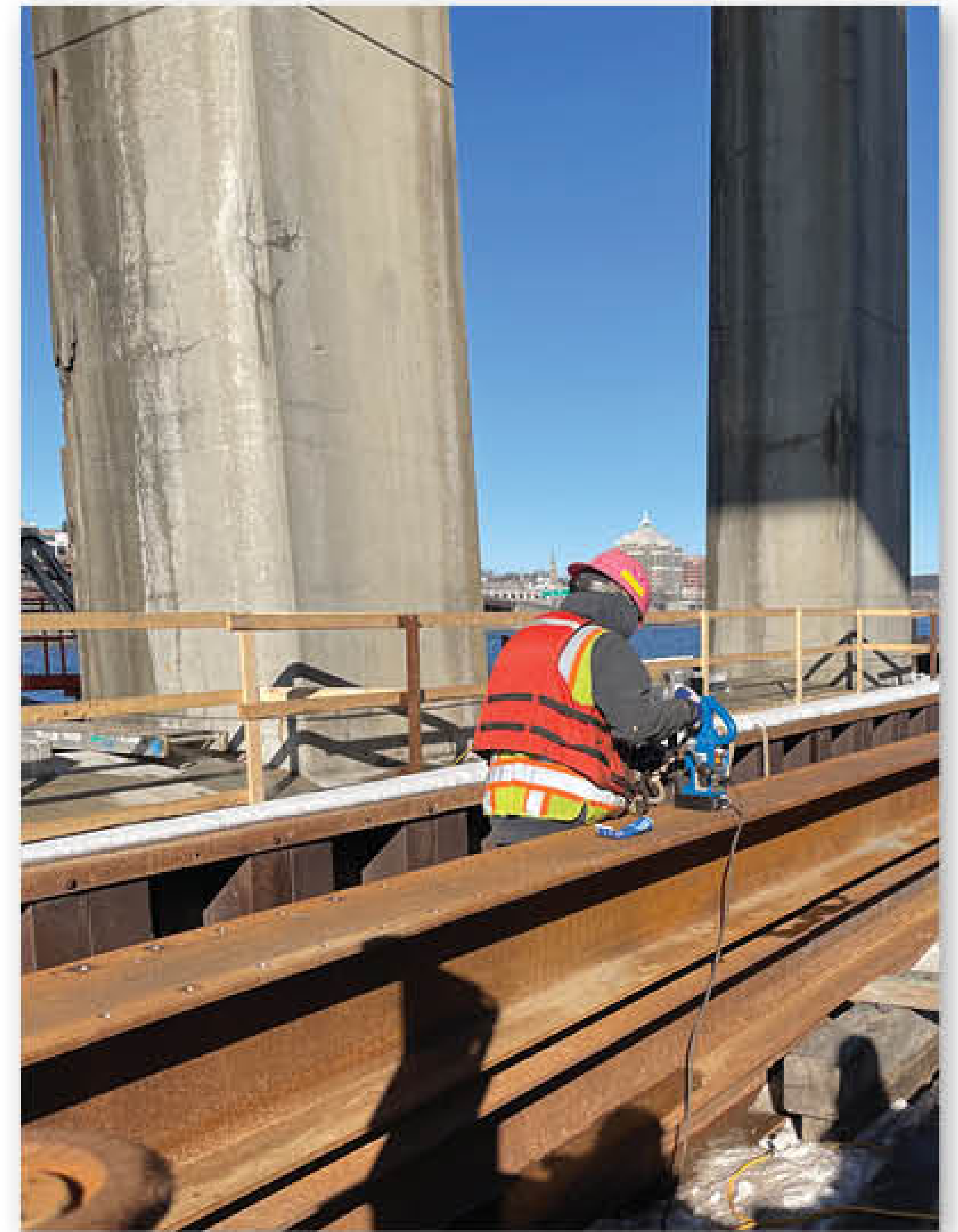


## Cost:

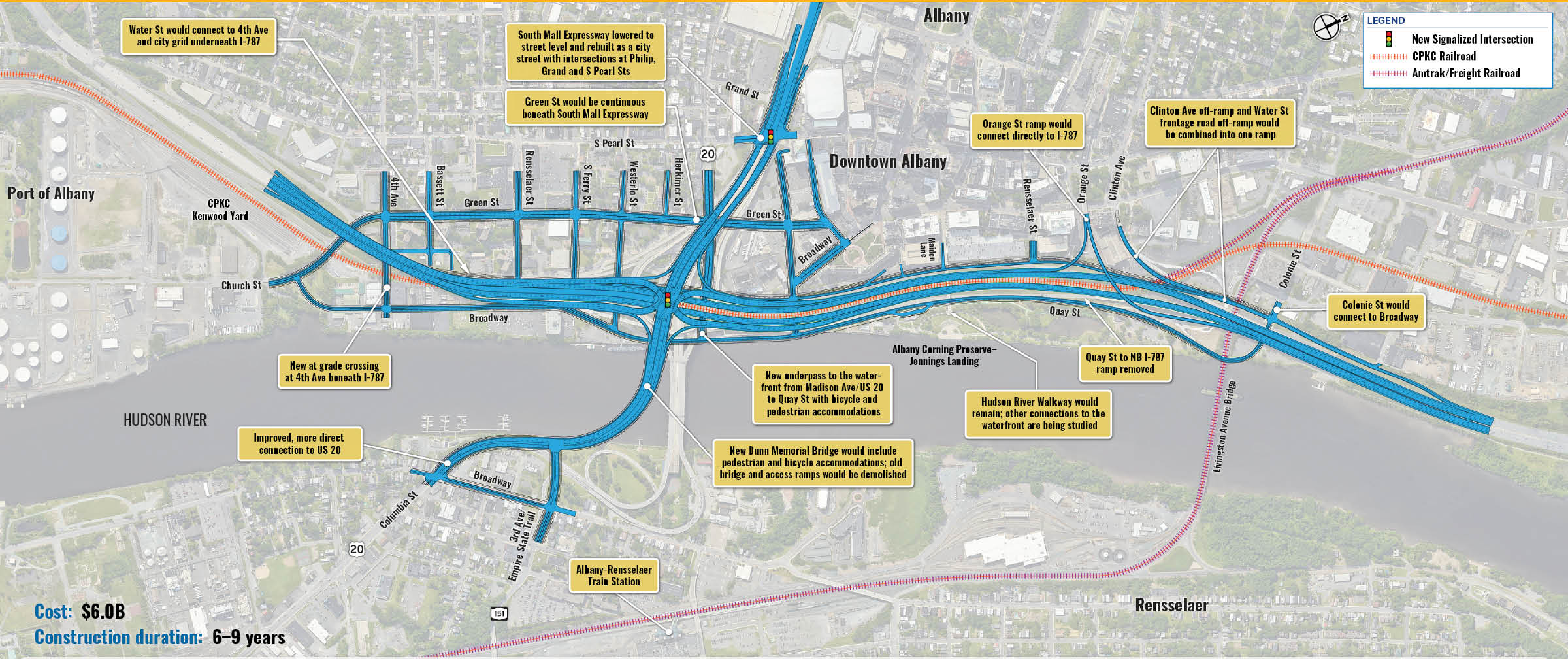
There would be costs associated with the No Build Alternative in each year that repairs are undertaken. As the facility continues to deteriorate, associated costs would increase.

- A long-term program to address travel and safety needs on I-787 to keep the roadway safe for the traveling public
- Rehabilitation and continued maintenance would restore the current bridges and pavement to a “state of good repair” that would last for the next 30–40 years
- Program would be implemented over multiple years as funding permits
- Would not involve major improvements or changes

**Cost: \$3.5B**



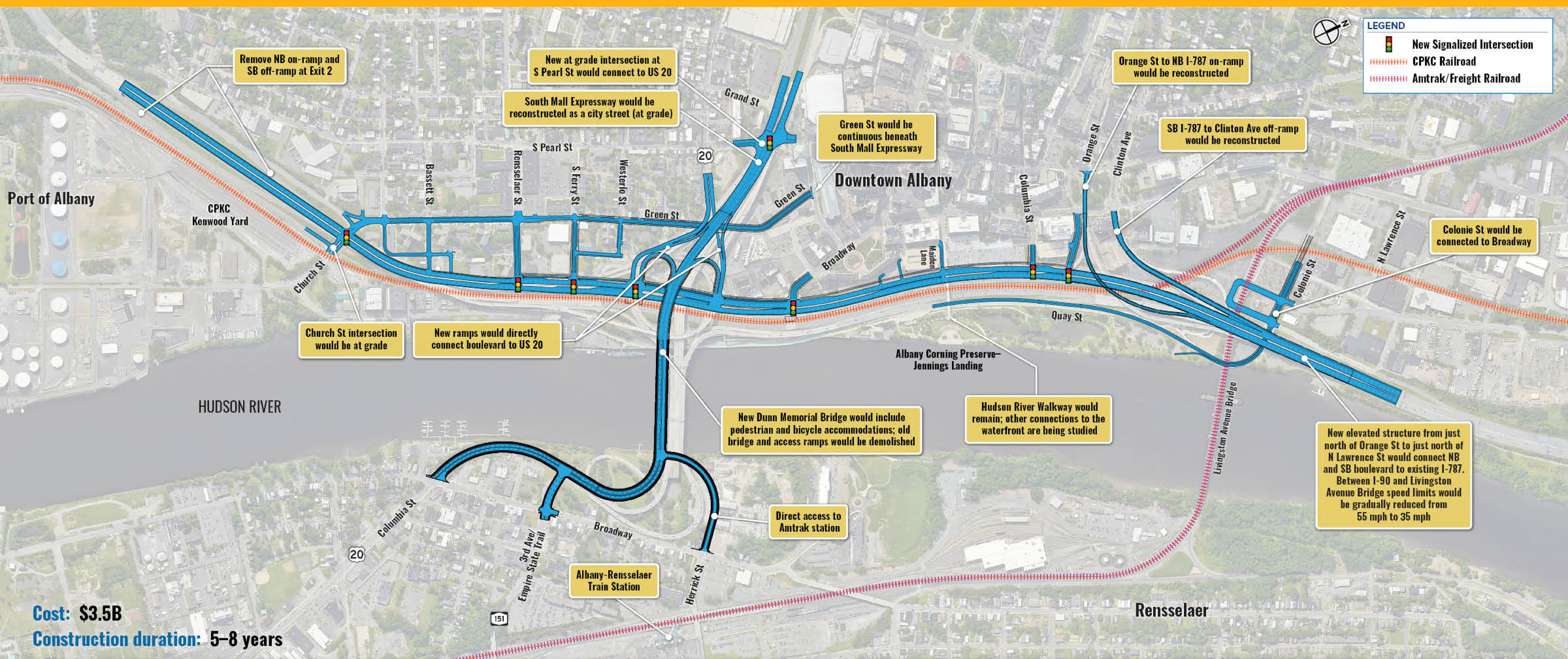
# Concept I-2: Reconstruction of I-787 with Relocated Dunn Memorial Bridge



**Cost: \$6.0B**  
**Construction duration: 6-9 years**

- Reconstruct I-787 to current highway design standards, with the same number of lanes (three in each direction) as today
- Maintain access to Rensselaer, US 20, S Pearl St (NY 32), Orange St, and Clinton St
- New connections to the waterfront at Church St, 4th Ave, S Ferry St, Madison Ave, Broadway, and the Skyway Bridge
- Build new Dunn Memorial Bridge slightly south of its current location and include bicycle and pedestrian accommodations. It would connect to US 20, Broadway, and NY 151/Empire State Trail in Rensselaer
- While a specific type of interchange is shown at the Dunn Memorial Bridge/I-787 junction, other types would be considered
- Reconstruct South Mall Expressway as a city street (at grade) from the Empire State Plaza to the S Pearl St intersection, with bicycle and pedestrian accommodations
- Bikers and walkers would be able to travel from the South Mall Expressway across the new Dunn to Broadway in Rensselaer

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



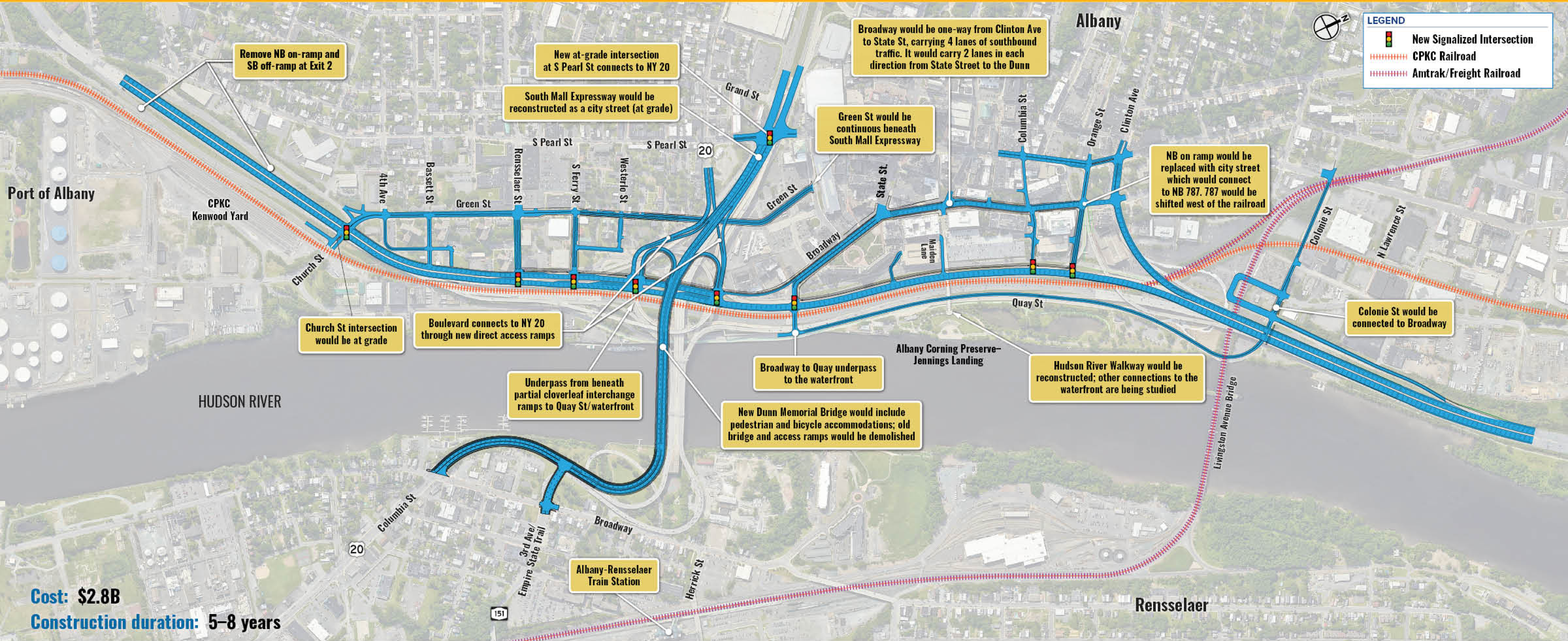
**LEGEND**

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

**Cost: \$3.5B**  
**Construction duration: 5-8 years**

- Replace I-787 with a lower-speed, two-way urban boulevard from Church Street to Orange Street
- CPKC Railroad would stay in place
- Carry traffic on a two-way boulevard west of the railroad with three lanes in each direction and turn lanes at intersections where needed
- Boulevard would include bicycle and pedestrian accommodations and a central, planted median to make it easier to cross on foot and on bikes
- Reconstruct South Mall Expressway as a city street (at grade) beginning at the S Pearl Street intersection
- Build new Dunn Memorial Bridge slightly south of its current location and include bicycle and pedestrian accommodations
  - East of the Hudson River, the new bridge would connect to Broadway, 3rd Ave/NY 151, and to Albany-Rensselaer Amtrak Station via Herrick Street
  - In Albany, a new interchange at Dunn Memorial Bridge/I-787 interchange would be built. (A partial cloverleaf interchange is shown but other configurations may be possible)
- Boulevard would connect to signalized intersections at Church Street, Rensselaer Street, South Ferry Street, Broadway, Columbia Street, and Orange Street in addition to interchanges (EB to Rensselaer, WB to South Mall Expressway, WB to US 20/Madison Avenue)
- Reconstruct Clinton Avenue and Orange Street ramps to better fit with a boulevard concept
- Depending on transportation needs, this option could create surplus land that could be repurposed

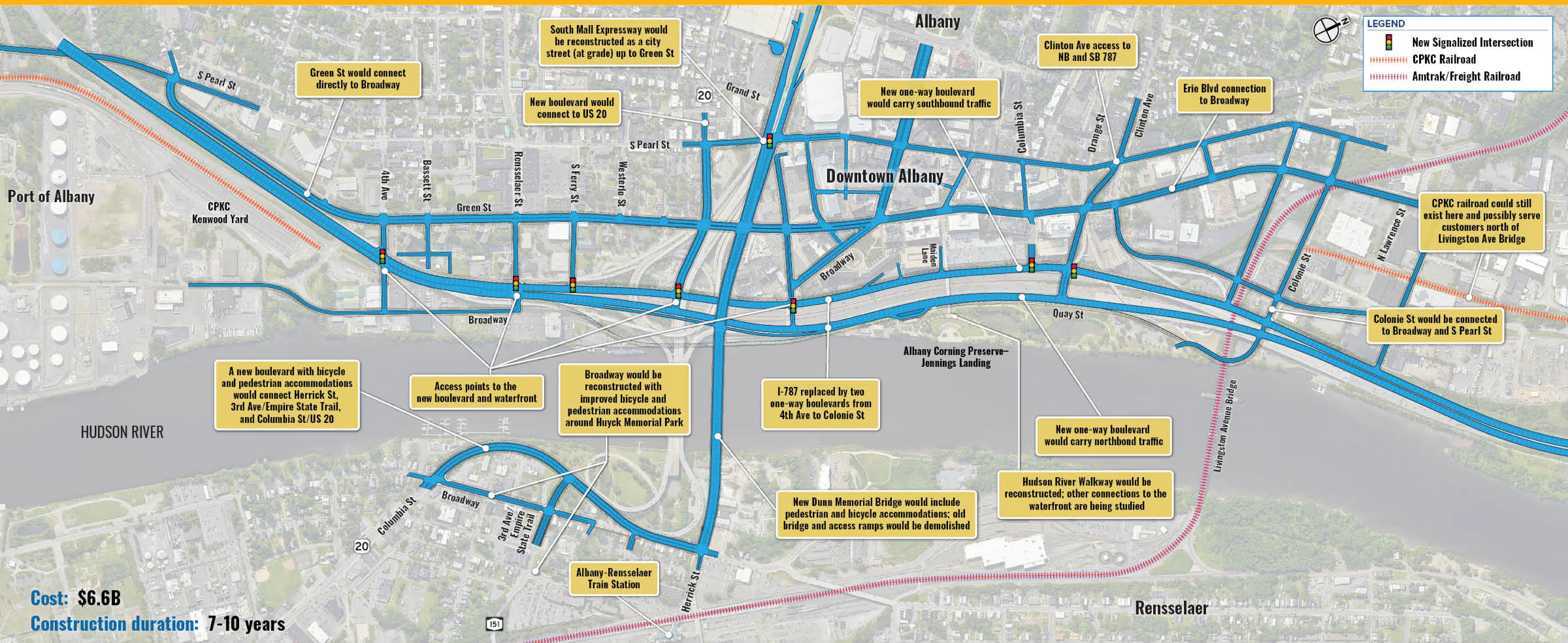
# Concept B-2: Northbound Boulevard West of Railroad with Southbound Broadway



**Cost: \$2.8B**  
**Construction duration: 5–8 years**

- Replace I-787 with a lower-speed, one-way urban boulevard from Church Street to Orange Street
- CPKC Railroad would stay in place
- North of the Dunn Memorial Bridge interchange, carry traffic on two one-way roadways
  - Broadway would carry three lanes of southbound traffic north of State Street and two lanes in both directions south of State Street
- The northbound boulevard, on the west side of the railroad, would carry four lanes of traffic plus turn lanes at intersections. It would include bicycle and pedestrian accommodations and a central, planted median to make it easier to cross on foot and on bikes
- Reconstruct South Mall Expressway as an at grade boulevard beginning at the S Pearl Street intersection
- Boulevard would connect to signalized intersections at Church Street, Rensselaer Street, South Ferry Street, Broadway, Columbia Street, and Orange Street in addition to interchanges (EB to Rensselaer, WB to South Mall Expressway, WB to US 20/Madison Ave)
- Clinton Avenue and Orange Street ramps would be reconstructed to better fit with a boulevard concept
- Depending on transportation needs, this option could create surplus land that could be repurposed

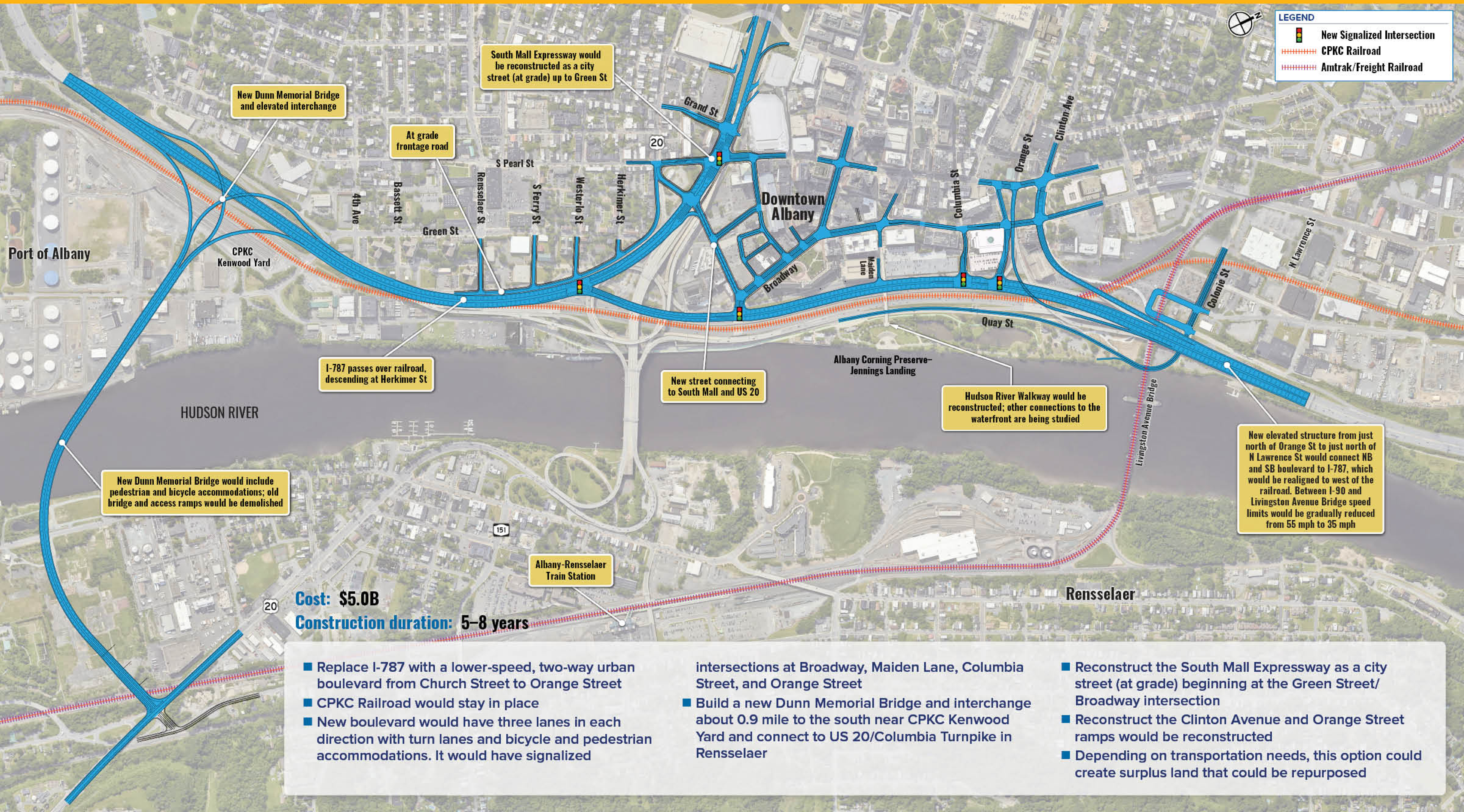
# Concept B-3: One-Way Boulevards with Relocated Railroad



**Cost: \$6.6B**  
**Construction duration: 7-10 years**

- Replace I-787 with two lower-speed boulevards from 4th Avenue to Colonie Street, crossing under the Livingston Avenue Bridge
- Move CPKC Railroad elsewhere, allowing six new crossing points to the waterfront: 4th Avenue, Rensselaer Street, US 20/Madison Avenue, Broadway, Clinton Avenue, and Colonie Street/Quay Street
- Carry traffic on two one-way boulevards, one east and one west of the existing railroad
  - West boulevard would have three southbound lanes
  - East boulevard would have three northbound lanes
- Boulevards would include bicycle and pedestrian accommodations and a central, planted median to make it easier to cross on foot and on bikes
- Build new Dunn Memorial Bridge north of existing bridge and connect to the South Mall Expressway and to the Amtrak station
- Reconstruct the South Mall Expressway as a city street (at grade) beginning at the Green Street/Broadway intersection
- Connections to both boulevards would be provided at signalized intersections at 4th Street, Rensselaer Street, US 20, Broadway, and Clinton Avenue
- Remove Clinton Avenue and Orange Street ramps and replace with city street grid
- Depending on transportation needs, this option could create surplus land that could be repurposed

# Concept B-4: Two-Way Boulevard West of Railroad with Relocated Dunn Memorial Bridge



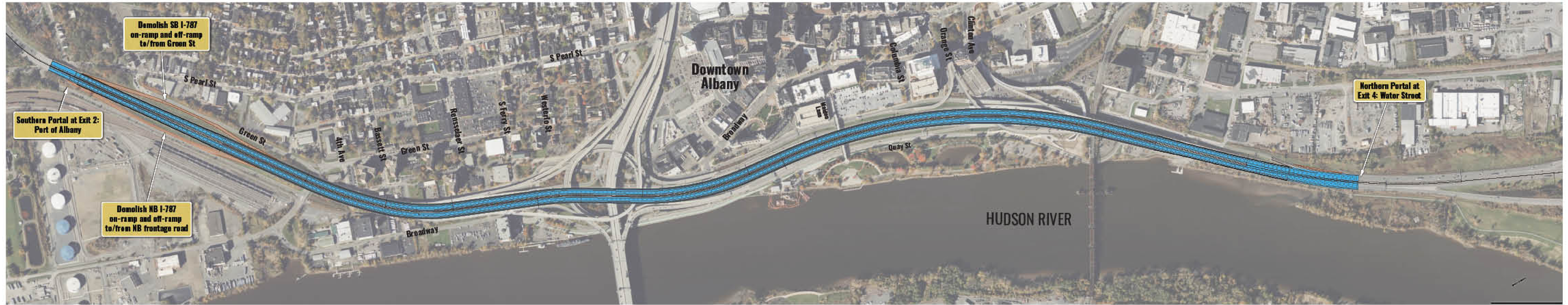
**LEGEND**

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

**Cost: \$5.0B**  
**Construction duration: 5-8 years**

- Replace I-787 with a lower-speed, two-way urban boulevard from Church Street to Orange Street
- CPKC Railroad would stay in place
- New boulevard would have three lanes in each direction with turn lanes and bicycle and pedestrian accommodations. It would have signalized intersections at Broadway, Maiden Lane, Columbia Street, and Orange Street
- Build a new Dunn Memorial Bridge and interchange about 0.9 mile to the south near CPKC Kenwood Yard and connect to US 20/Columbia Turnpike in Rensselaer
- Reconstruct the South Mall Expressway as a city street (at grade) beginning at the Green Street/Broadway intersection
- Reconstruct the Clinton Avenue and Orange Street ramps would be reconstructed
- Depending on transportation needs, this option could create surplus land that could be repurposed

# Underground Concepts (T-1 and DH-1)



## T-1: Tunnel Concept

- Follow the existing I-787 footprint and have two lanes in each direction
- The southern tunnel entrance/exit would be at Exit 2 -Port of Albany and northern entrance/exit at Exit 4 -Water Street; both entrances/exits would be located above the flood plain
- Carry local traffic on a boulevard above the tunnel and include bicycle and pedestrian accommodations (similar to B-1—B-4)
- Reconstruct the South Mall Expressway as a city street (at grade) beginning at the S Pearl Street intersection

- Construct a new Dunn Memorial Bridge constructed slightly south of its current location and include bicycle and pedestrian accommodations
- Two tunnel construction methods were considered: cut and cover and tunnel boring machine
- The cut and cover method would:
  - Be intrusive and disruptive to neighborhoods
  - Require dewatering due to the area's high groundwater table
  - May encounter water and soil contamination, require underpinning of existing bridges and buildings, and may require

- slurry walls with tiebacks installed below adjacent properties
- Can cause soil settlements that might affect adjacent structures during construction and dewatering

- Therefore cut and cover method would not be recommended; instead a bored tunnel option using a tunnel boring machine is recommended (however, the tunnel entrances/exits would be built using cut and cover)

**Cost: \$7.4B (paired with Concept B-2) Construction duration: 7–10 years**

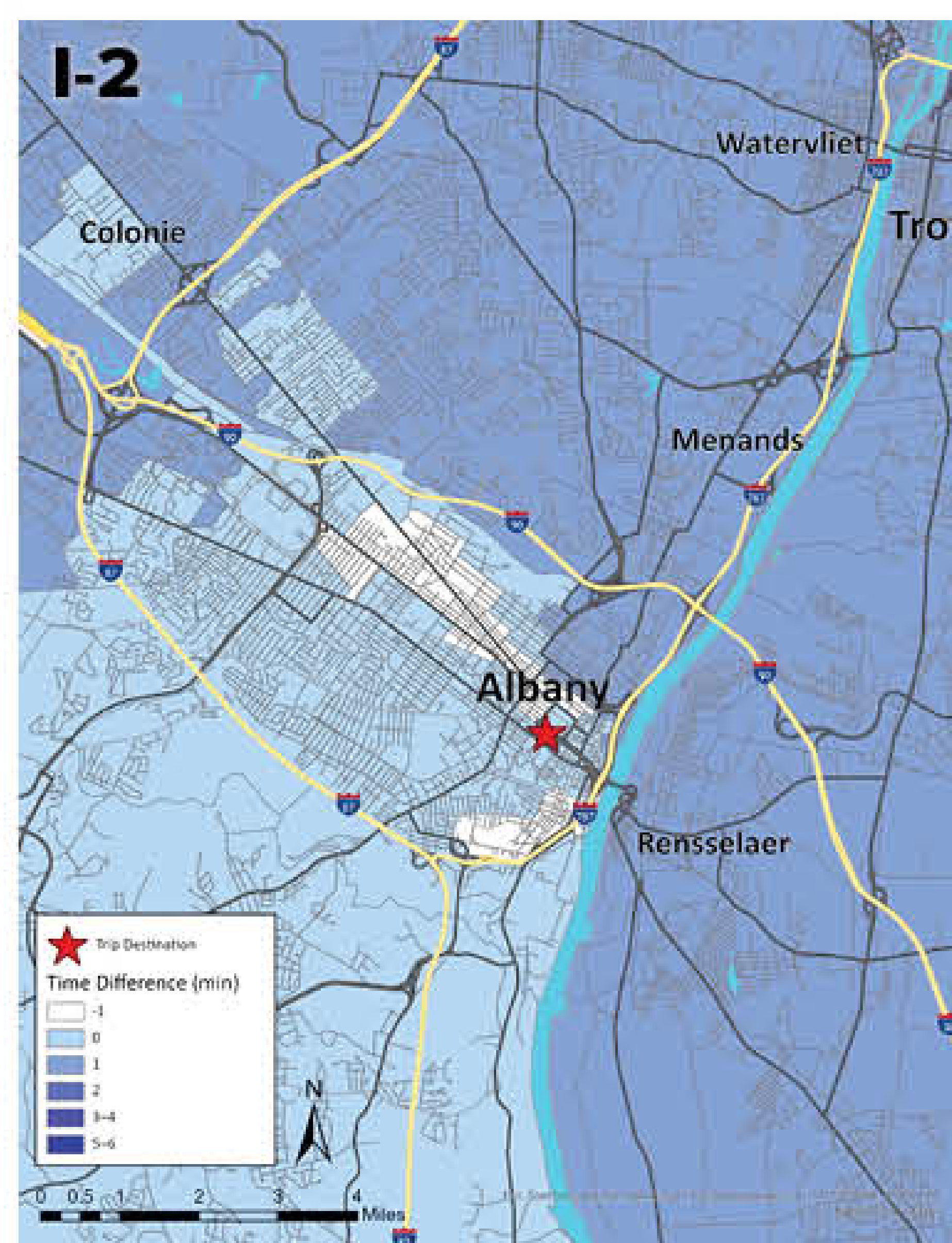
## DH-1: Depressed Highway

- Would remove I-787 and replace it with a highway in an open-air trench ("depressed highway")
- Overpasses would allow east-west traffic to cross the depressed highway
- Given the area's high groundwater table and other issues described above, the depressed highway is not considered reasonable



# How Would Travel Times to Downtown Change?

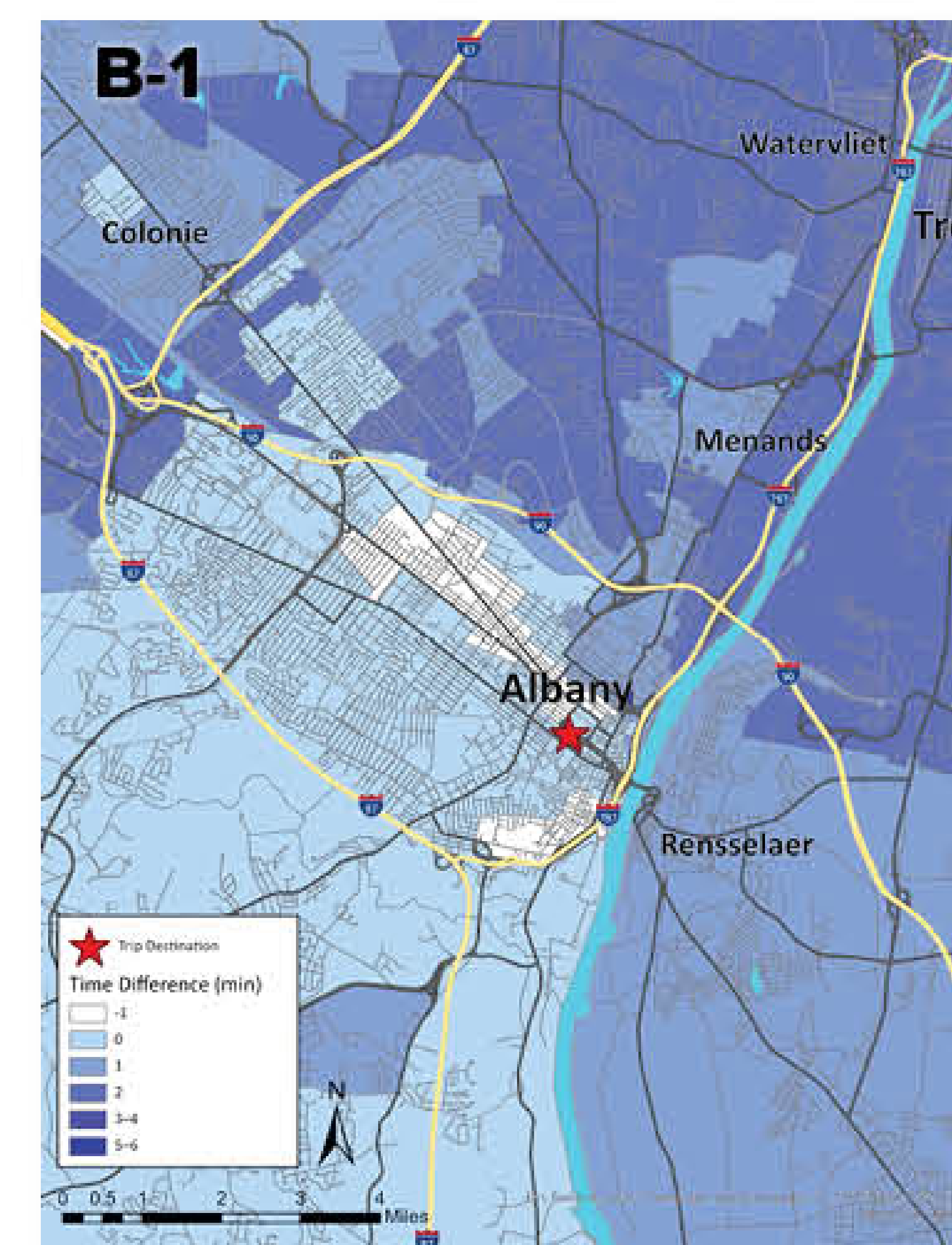
- Estimated travel time changes were derived from Capital Region Transportation Council's Systematic Transportation Evaluation and Planning (STEP) regional travel demand model
- The potential design concepts are compared with the No Build alternatives, which looks at travel conditions in the future (2050) without the concept
- Next step is to run a traffic simulation model to provide refined, more detailed information



## I-2: Reconstruction of I-787 with Relocated Dunn Memorial Bridge

Travel times to Empire State Plaza would:

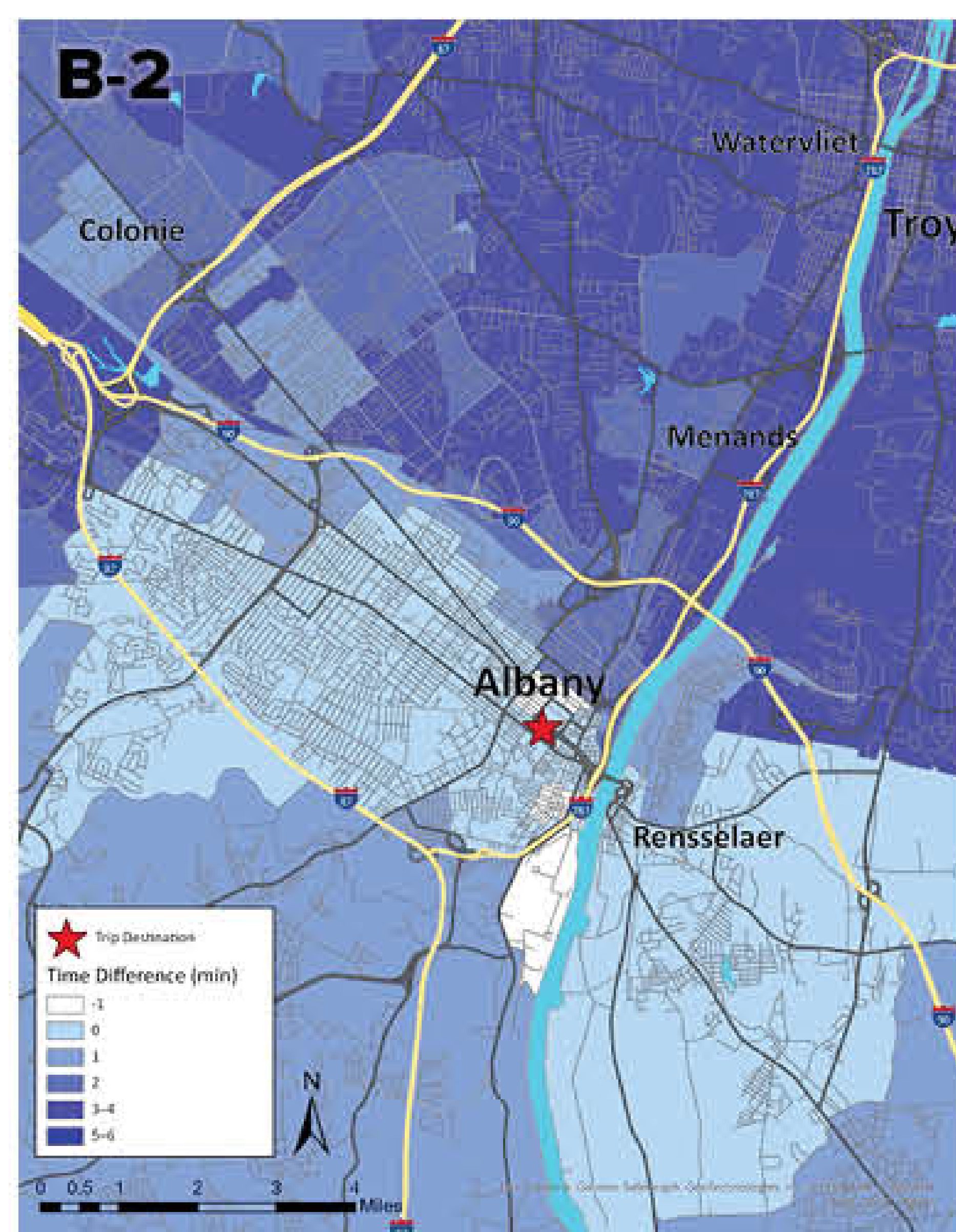
- Decrease by 1 minute or remain unchanged for travelers from most locations within the City of Albany
- Increase by 1 minute for travelers from most locations north, east, and southeast of the city
- Remain unchanged for travelers from the southwest



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

Travel times to Empire State Plaza would:

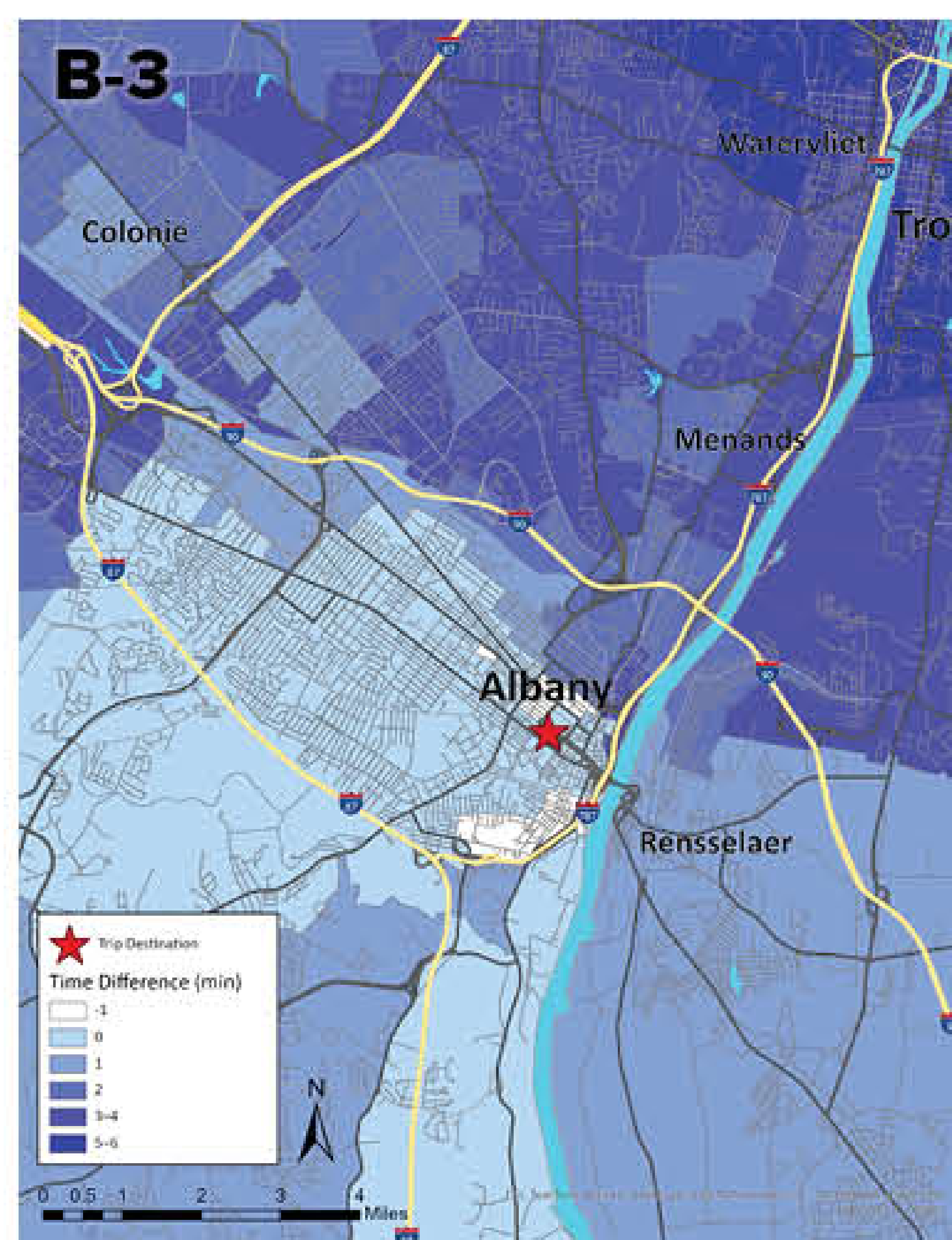
- Decrease by 1 minute or remain unchanged for travelers from most locations within the City of Albany
- Increase by 1–2 minutes for travelers from areas north, east, and southeast of Albany
- Remain unchanged for travelers from most areas to the southwest



## B-2: One-Way Boulevard West of Railroad

Travel times to Empire State Plaza would:

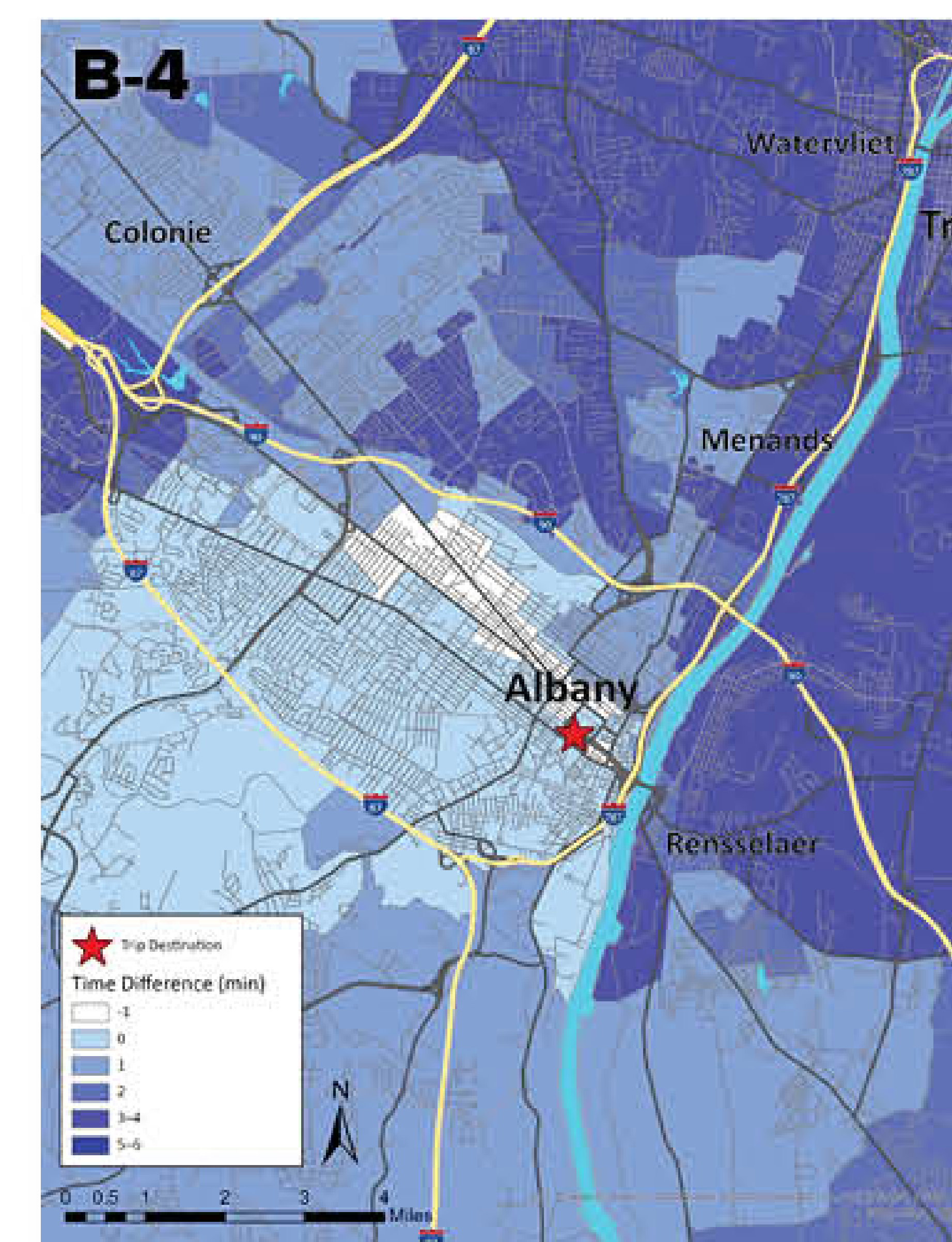
- Decrease by 1 minute or remain unchanged for travelers from most locations within the City of Albany
- Increase by 1 minute for travelers from some areas southeast and southwest of the city
- Increase by 1–4 minutes for travelers from areas north of the city



## B-3: One-Way Boulevards with Relocated Railroad

Travel times to Empire State Plaza would:

- Decrease by 1 minute or remain unchanged for travelers from most locations within the City of Albany
- Increase by 1 minute for travelers from areas southeast and southwest of the city
- Increase by 2–6 minutes for travelers from most areas north of the city



## B-4: Two-Way Boulevard West of Railroad with Relocated Dunn Memorial Bridge

Travel times to Empire State Plaza would:

- Decrease by 1 minute or remain unchanged for travelers from most locations within the City of Albany
- Increase by 1–2 minutes for travelers from most areas south of the city
- Increase by 1–4 minutes for travelers from north and east of the city