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**Subject:** Re: Albany Corridor Study  
**From:** "PUBLIC INFO" <PUBLIC.INFO@thruway.state.ny.us>  
**Date:** Fri, March 4, 2005 12:27 pm  
**To:** dreeb@albany.edu  
**Priority:** Normal  
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Dear Mr. Reeb,

Thank you for contacting the New York State Thruway Authority.

Regarding air quality and noise, the Environmental Impact Study (EIS) will fully evaluate any impacts resulting from the project. It is anticipated that there will be noise impacts and the Authority is prepared to mitigate these impacts with noise barriers if they meet the criteria as defined by federal guidelines. In addition, it is expected that overall impact on air quality will be positive.

The results of these studies however will not be fully known until the EIS is completed. This document is expected to be available to the public next winter.

We realize that some McKownville residents oppose the ramp concept. However, the ramp concept could be a practical element in some alternatives for improving Interchange 24. As such, we are obligated to consider that as well as other concepts when we begin the environmental review of improvements for Interchange 24.

We appreciate your comments. We will consider them as we prepare the final scope for this project.

Sincerely,  
The Department of Public Affairs

>>> <dreeb@albany.edu> 03/01/2005 1:25:55 PM >>>  
To: New York State Thruway Authority  
From: McKownville Improvement Association (Don Reeb, president, 489-3909)  
Subject: Albany Corridor Study  
Date: March 1, 2005

It is obvious that many problems will be created by the proposed expansion of the Thruway between Exit 23 and Exit 24.

Reconstruction of the present two lanes in each direction will add noise, dust, and dirt to the environment of nearby homeowners. When are these homes and businesses going to get some relief\*trees to help remove dust and air pollution, sound barriers, and earthen hummocks to further reduce the pollution effects. These have been needed for a half a century and now you are proposing a large excavation project with no system in place to help protect nearby properties from these degradating effects.

Adding yet a third lane in each direction will cause further harm\*portions of the lanes will be much closer to gardens and homes and require yet more amelioration.

Some people think that the proposed addition to the Thruway is merely an excuse to build a Western Avenue flyover. I am not convinced that it is but a gambit\*but I do know that the Guilderland community strongly opposes

the Western Avenue flyover.

The Guilderland community and the McKownville Improvement Association has put forth a proposal, modeled on your own proposal, to de-construct Exit 24 toll booths and replace them with round trip toll collection procedures at Exit 23 and Exit 25 while adding Harriman type toll barriers somewhere south of Exit 23 and somewhere west of Exit 25a. Your literature does not contain any reference to the community's proposal leading some to think that the Thruway is not serious when our inputs and ideas are requested.

The Pinebush is possibly our most important park type resource in the Capital District. It has been misused by several of our governments including the Thruway Authority. With the clean-up of the NL Industry site and the expansion of the Pinebush Preserve and the further enhancement of Lake Rensselaer the Pinebush could be even more of a community resource --but only if the Thruway is more sensitive about its expansion plans in the area of Exit 24. This is another reason to remove the tollbooths at Exit 24\*to reduce the air pollution caused by the line up of cars and trucks at the Exit 24 tollbooths.

Community enhancement of the Pinebush is another reason to locate the Tandem Hub for trucks away from Exit 24 and the Pinebush\*to place the Tandem Hubs someplace near Exit 21a and west of Exit 25.

The physical damage to nearby structures from the Thruway is ignored in your documents. CESTM is on record in estimating the increased costs to construct stabile buildings and labs: the Thruway traffic literally rocks the lands on which CESTM is built. Obviously the Northway also contributes to this problem\*but this only re-emphasizes the necessity for all of the government that provide highway and mass transit to work together\*and we have seen no sign of that in the Albany Corridor proposals. The schools and the homes of senior citizens are going to be negatively effected by the proposed expansion. These citizens\*among our most vulnerable citizens\*cannot be ignored.

The Thruway Authority is certainly having its problems\*the Canal controversy appears to be the lead-in to more careful regulation of all the 640 public authorities in the State. It is time to be more responsive to community concerns\*and the concern of this community is to reduce the noise, dust and air pollution in Guilderland caused by the Thruway and to NOT build the Western Avene flyover and to remove Exit 24 tollbooths and provide the more efficient round trip collection toll collection procedure that we\*and you\*have proposed.

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