

**TZB-194E**

Richard May, FAICP (Environment review committee)  
45 Washington St.  
Nyack, NY 10960  
Tel. 845-358-9220

Thank you for the opportunity to submit the following questions and comments on the TZB/I287 Environmental Review that you sent me:

1. Page 22, para. 6.1.5 Goods Movement: It is regrettable that although the West Shore CSX line is mentioned, there is no record that this line had 2 tracks until about 1955 and provided passenger service to Newburg. With the expanded operation of Stewart Airport as the NY region’s fourth major airport; and with the construction of the approved new Hudson River Rail tunnel, regional passenger traffic is very likely to be re-instituted on this line. The impact of this should be mentioned and discussed in your report.

2. Para. 6.21 Air Quality and 6.22 Noise and Vibration: The report states that “the analysis will recommend mitigation measures for any significant adverse impacts for (from?) both the construction and operating phases.” These impacts are discussed and shown on LOS maps in Appendix A, page 46 which describes and shows sections of the ROW where the grades cause “speed reduction and traffic congestion” particularly between interchanges 12 and 11 in Rockland which is labeled “unacceptable”. My comment is that the potential impacts of grades should include consideration of the population density in the immediate and surrounding areas which your study considered a quarter and a half mile belts (I believe.) For some reason you do not consider the section between Interchanges 10 and 11 in Rockland where I believe the grade is steeper and the immediate surrounding population density is far above that between 11 and 12. In fact, the villages of Nyack and South Nyack with total population of about 10,000 have suffered from the air pollution, noise and vibration emitted by I-287 traffic for the past 53 years. Mitigation could include covering this section and treating the air pollution with scrubbers at the top of the hill in the rock cut. I am also concerned that the proposed elevation of the highway between exits 12 and 11 may increase the traffic noise impact from that with the highway at grade.

I will appreciate your response to these comments and look forward to seeing you at the Rockland presentation on Feb. 28th.

