

O. THOMAS A. ROMANO

The following comments are taken from a letter dated April 24, 1996. A copy of the letter is provided in Appendix 1.

1. Comment:

Eliminate connector road between Morris Road and Cordell Road (cost of road itself and land acquisition cost) and utilize existing Morris Road from north of Conrail tracks to connector road intersection south towards Curry Road (8 homes impacted - road could be marginally realigned to obtain additional setback of existing homes from increased traffic on Morris Road). Truck traffic would be reduced by 90% on Cordell Road north of Conrail tracks. Truck traffic on Morris Road north of the connector road intersection would be reduced by 90% provided a 8 ton weight limit is imposed.

Trucks exiting Preston Warehouse on Cordell Road towards I-890 and New York Thruway would still use same route. Trucks heading towards Rte. 5 would use Cordell Road south to Kings Road and then proceed approximately 1/2 mile east to Morris Road and then access the new connector road north of the Conrail tracks. King Road Material will be impacted. Their contractors can follow the same ingress and egress routes currently used by Preston Trucking. Crouse Junkyard will be minimally affected by new weight limits on existing roads.

Key to these scenario's is dead ending Cordell Road at the existing Conrail grade crossing I don't think Conrail or Amtrak would object to the elimination of grade crossing this closing would be welcomed by them since Amtrak trains currently travel at about 80 MPH through this crossing.

Upgrading the existing Stanford Heights Substation on Morris Road to provide fire protection for the area south of Conrail tracks should provide and offset the delay of response from Stanford heights Fire Dept. 's main station on State Street due to dead-ending Cordell Road. The main station would provide full protection to the area north of the Conrail tracks. Both stations could mutually assist each other as required. Presently, Stanford Heights Fire Dept. is a mutual aide station with backup coming from Niskayuna, Guilderland and Rotterdam.

Weight limit signs 8 ton would be very important in controlling the direction of truck traffic to reduce their impact on existing residential dwellings. These signs would be at Morris Road north to Albany Street and Kings Road west to Rotterdam town line where 8 ton road limit is already posted.

Proposed traffic signal at Cordell Road and Albany Street could be eliminated due to significant decrease in truck traffic created by the dead-end at Conrail crossing.

Response:

The Cordell Road-Lisha Kill Road connector was provided as an alternative that would help reduce existing and future truck traffic through residential areas. The comment provides another potential alternative. However, it does not appear to address efficient access to NYS Route 5. The Cordell Road-Lisha Kill Road connector, discussed in DGEIS Section II.H (p.II-74), was located very conceptually for the purpose of long range planning. This roadway alternative will require siting analysis before any such connector road is constructed.

2. Comment:

If funding were available, please try to route the connector road beginning at Morris Road parallel to the Conrail tracks as far east as Van Heusen Street or beyond egressing to Albany Street if possible.

Response:

Refer to the response to Comment L.2.