

L. **NEIL STELLWAGEN**

The following comments are taken from a letter dated April 20, 1996. A copy of the letter is provided in Appendix 1.

1. **Comment:**

Our home is in the path of the proposed 2 lane truck road from Cordell Road to Lishakill Road. What would keep cars from using this proposed truck road and what would keep the cars and trucks from turning left or right onto Albany Street, instead of proceeding to Central Avenue - Route 5?

Response:

The Cordell Road-Lisha Kill Road connector, discussed in DGEIS Section II.H (p.II-74), was located conceptually for the purpose of long range planning. This roadway alternative will require considerable environmental review and siting work before any such connector road is constructed. With regard to truck traffic traveling onto Albany Street, weight limits on Albany Street could be used to exclude trucks, except for local deliveries.

2. **Comment:**

The proposed connector road could be built from Cordell Road, crossing over Morris Road; but instead of turning north into the woods toward Lishakill Road; resulting in needless expenses, destruction, heartache and increased traffic, please continue the road in an easterly direction toward Route 155. Following the existing Conrail roadbed.

(Mr. Stellwagen proposes specific routes - see letter in Appendix 1.)

Response:

The alternatives proposed in the comment may be considered as potential alternatives to the Cordell Road-Lisha Kill Road connector alternative presented in the DGEIS. However, these alternatives could also result in significant impact to wetland and Albany Pine Bush Full Protection Areas.