



June 1, 2023

Mr. John O'Brien  
Hueber-Breuer Construction Co., Inc.  
P.O. Box 515  
Syracuse, NY 13205

Dear Mr. O'Brien:

RE: DISTRICT EAST DEVELOPMENT  
JANUARY 2023 TRAFFIC IMPACT STUDY  
TOWN OF DEWITT, ONONDAGA COUNTY

The New York State Department of Transportation (NYSDOT) has completed its review of the January 2023 Traffic Impact Study (TIS) prepared by GTS Consulting for the subject project. The below comments and requirements are intended to address relevant areas of concern within the Department's jurisdiction to mitigate the proposed development's impacts. If mitigated as outlined below, the proposed development would not have a significant negative impact to the State's highway network.

Route 5 (Erie Blvd) @ Kinne Road

Proposed mitigation:

- Extend the existing northbound left turn lane from 185 feet to 300 feet of storage.
  - **Agree**
- Reduce the signal cycle length to 100 seconds during all three peak hours.
  - **Disagree:** A significant reduction in signal timing in addition to a large increase in trips is not advisable.

Additional mitigation:

- Change signal phasing to run northbound and southbound concurrent lefts. Turning templates must be checked to verify movements. Intersection modification, i.e., pavement marking changes and lane realignment, may be required.
- Install "elephant tracks" for northbound and southbound left turns.

Route 5 (Erie Blvd) @ Grenfell Road / North Access

Proposed mitigation:

- Modify the site access to provide a westbound left/through lane and a 150-foot westbound right turn lane.
  - **Agree.**
- Modify the existing traffic signal to accommodate the proposed revised access.
  - **Agree with comments:** Proposed modification to the site access will require changes to the signal, requiring a structural analysis per current T3SAP standards. If it is determined the existing signal cannot accommodate the additional signal heads, the signal must be replaced.

- Implement timing adjustments.
  - **Agree with comments:** NYSDOT will optimize the signal timing based on field conditions at the time of completion.

Additional mitigation:

- Reallocate existing southbound through lane to create a dual left into the site. Install appropriate signage and pavement markings as needed. Turning templates must be checked to verify movements for access design and possible intersection modification.

Route 5 (Erie Blvd) @ South Access

Proposed mitigation:

- None

Additional mitigation:

- This was built in 1970 and has exceeded its life expectancy. Therefore, the signal must be fully replaced, and a new permit signal agreement put into place. Some of the recently installed pedestrian signals and video detection equipment can likely be saved and reused.

Route 5 (Erie Blvd) @ Route 92

Proposed mitigation:

- Construct a 2<sup>nd</sup> eastbound left turn lane on Genesee Street with 175 feet of storage.
  - **Agree with comments:**
    - Considering the roadway geometry, the construction feasibility is questionable. Preliminary design plans must be submitted for review to determine if the mitigation is practical. If it is determined the eastbound dual left is unfeasible as a mitigation alternative, preliminary study shows that a roundabout is a viable option at this intersection.
    - Proposed mitigation requires modification to the signal, requiring a structural analysis per current T3SAP standards, to determine if the existing signal can accommodate the additional signal heads. If it can't, the signal must be replaced.
- Modify Erie Blvd northbound to include two lanes receiving the dual eastbound left turn movement. Restripe to align the westbound right turn slip ramp to the outside travel lane.
  - **Agree with comments:** All traffic not destined to the development would need to change lanes to continue northbound, creating some concern for merging and side swipes. The design should take notice of providing adequate distance to change lanes and include appropriate signage.
- Implement timing adjustments.
  - **Agree with comments:** NYSDOT will optimize the signal timing based on field conditions and the time of completion.

Additional mitigation:

- Preliminary study shows that a multilane roundabout is a more viable option at this intersection than constructing a 2<sup>nd</sup> eastbound left turn lane and is NYSDOT's preferred mitigation alternative. Additional analysis is underway and may stem supplemental requirements, such as a queue cutter for the adjacent signal. A preliminary sketch is attached.
- A Rectangular Rapid Flashing Beacon must be installed to increase pedestrian safety at the channelized westbound right turn crossing.

Route 92 (E. Genesee St) @ Jamesville Rd

Proposed Mitigation

- Implement timing adjustments.
  - **Agree with comments:** NYSDOT will optimize the signal timing based on field conditions and the time of completion.

Route 5

- Sidewalk along the east side of Route 5 from E. Genesee St to Kinne Rd is required.

Kinne Road

- NYSDOT will defer to the Town of DeWitt for review, mitigation requirements, and approval of access and impacts to Kinne Road. It should be noted that there are areas of concern within the TIS including access management, trip distribution, and level-of-service. If determined necessary, mitigation at Kinne Rd @ Butternut Dr should be coordinated with NYSDOT due to the Empire State Trail and State ownership of the adjacent bridges and I-481 ROW.

Any work within the state Right-of-Way (ROW) will require coordination with the NYSDOT to obtain a highway work permit. Please continue to coordinate with the regional Highway Work Permit Group. Any questions regarding the permit process or TIS review can be directed to Jeffrey Deep, Acting Regional Permit Engineer, at [Jeffrey.Deep@dot.ny.gov](mailto:Jeffrey.Deep@dot.ny.gov) or (315) 428-3233.

Very truly yours,



Scott R. Bates, P.E., PTOE  
Regional Traffic Engineer

Attachment

cc: Robert Petrovich, Onondaga County Industrial Development Agency  
Terry Brown, Town of DeWitt Planning



