

Appendix L: Tab 4



T Consulting



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January 27, 2023

Hueber Breuer
PO Box 515
Syracuse, NY 13205-0515

Attn: Mr. John O'Brien – Senior Project Manager

**Re: Proposed District East Development – I-81 Project/I-481 Interchange Impact Review
Town of DeWitt, NY**

Dear Mr. O'Brien:

I have reviewed available data regarding the I-81 project and associated planned improvements at the existing I-481/Genesee Street interchange to determine if improvements proposed for either the I-81 project or the District East development will impact one another.

According to the I-81 Viaduct Project Final Environmental Impact Statement (FEIS) released by the NYS Department of Transportation (NYSDOT) in April 2022, the planned improvements at the I-481 interchange with Genesee Street are the same for both the Viaduct and Community Grid alternatives and include removal of the existing 481 southbound offramp to Genesee Street eastbound and conversion of the existing 481 southbound offramp to Genesee Street westbound to a signalized intersection at Genesee Street to serve both left and right turning traffic onto Genesee Street. The ramp will have two lanes exiting the expressway and will widen to three left turn lanes and one right turn lane at a new signalized intersection with Genesee Street. Genesee Street will have three eastbound through lanes and two westbound through lanes the new signalized intersection. The signal will operate with two phases – one for the east/west through movements, and one for the offramp movements.

There are no geometric changes planned on Genesee Street between Erie Boulevard and the new signal, other than the widening of eastbound Genesee Street from 2 lanes to 3 lanes after the I-481 southbound ramp to provide additional capacity at the new traffic signal. There is no indication in the I-81 project documents that the proposed conversion of I-481 to I-81 is going to have any significant impact on traffic volumes to the west of the interchange as no mitigation measures have been planned at the Erie Boulevard/Genesee Street intersection under any of the conversion alternatives. The planned ramp modifications address existing deficiencies on the mainline expressway associated with the short weave distance between the southbound onramp from Genesee Street westbound and the existing southbound offramp to Genesee Street eastbound.

The following table provides the projected traffic volumes from the I-81 study between Erie Boulevard and the I-481 interchange.

2026 No Build Condition	2026 Community Grid Alternative	Change in Traffic Volumes
<i>AM Peak</i>	<i>AM Peak</i>	<i>AM Peak</i>
811 Vehicles Eastbound	966 Vehicles Eastbound	+155 Vehicles Eastbound
1202 Vehicles Westbound	1266 Vehicles Westbound	+64 Vehicles Westbound
<i>PM Peak</i>	<i>PM Peak</i>	<i>PM Peak</i>
2043 Vehicles Eastbound	2295 Vehicles Eastbound	+252 Vehicles Eastbound
1311 Vehicles Westbound	1333 Vehicles Westbound	+22 Vehicles Westbound



Mr. O'Brien
January 27, 2023
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**Re: Proposed District East Development – I-81 Project/I-481 Interchange Impact Review
Town of DeWitt, NY**

The proposed mitigation on Genesee Street associated with the District East development includes construction of a second eastbound left turn lane at the intersection with Erie Boulevard. This modification will not have any impact on the Genesee Street lane configuration at the start of the NYSDOT improvements associated with the I-81 project. The planned mitigation improvement is driven by additional traffic generated by the development turning left onto Erie Boulevard and will ultimately improve east-west traffic flow on Genesee Street by reducing signal green time taken by the eastbound left turn phase.

The proposed District East development is projected to add the following additional trips on Genesee Street between Pickwick Road and the expressway interchange:

- Morning Peak Hour – +86 vehicles eastbound / +241 vehicles westbound
- Evening Peak Hour – +258 vehicles eastbound / +252 vehicles westbound

Based on the traffic volumes at the existing interchange from the I-81 study, approximately 25% of the westbound traffic on Genesee Street comes from the southbound offramp and 75% comes from the east on Genesee Street. Applying these percentage to the District East trips generated, the proposed development is only expected to add approximately 60 trips turning right off the ramp during the morning and evening peak hours. The remainder of the traffic generated will be eastbound/westbound through movements at the two phase traffic signal that will be coordinated with the Erie Boulevard signal with multiple through lanes in each direction.

It is noted that NYSDOT has jurisdiction over both Genesee Street and I-481 interchange. Throughout the scoping process and traffic study review for the District East development, NYSDOT has not requested any detailed analysis of the interchange or consideration of the I-81 project within the traffic study itself. This is consistent with all I-81 project documentation that the I-81 project will not significantly impact traffic volumes in the District East study area, nor will the District East development significantly impact traffic volumes traveling through the I-481 interchange.

There is no overlap in mitigation between the I-81 project and the District East project, and neither project will have any significant impact on one another.

If you have any questions or need additional information, please call.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gordon T. Stansbury', written over a horizontal line.

Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting