



# Mitigating Truck Traffic While Growing DeWitt's Economy

## The Central New York Inland Port Connector Project

### *A Community at a Crossroads*

The Town of DeWitt proudly plays a major role in the international supply chain for the entire Northeastern United States. The Central New York Inland Port facility at the CSX DeWitt Rail Yard is the first stop for container trains leaving the Port of New York and New Jersey — often carrying goods from Asia via the Panama Canal — and it is the last stop for agricultural products, metals, wood, and other exports on their way to the rest of the world.

The recent \$19 million investment to modernize the intermodal Inland Port drastically reduced transportation costs for haulers, making our region much more competitive. And with the growth of Amazon and other local developments on the horizon, our place in the regional economy and distribution networks will only grow more significant.

That's excellent news for DeWitt and Central New York, but it also means more trucks on DeWitt's roads — an estimated 700 to 1,000 more per day. Many will take the current route to the highway that passes near three schools and was the site of an accident that killed a student on a bike.

How do we capitalize on the opportunities before us without suffering the consequences of increased truck traffic?

The Town of DeWitt proposes the Central New York Inland Port Connector Project, which will create a direct roadway for trucks to take from the Central New York Inland Port to Routes 481, 690, and 90.



### *The Opportunity*

Currently, trucks leaving the CSX Rail Yard and Central New York Inland Port travel along the route highlighted in [color] in the graphic at below left. The Central New York Inland Port Connector Project proposes to establish a new road — along the proposed route shown in [color] — that will divert highway-bound trucks away from Fremont Road and a significant portion of Kirkville Road.

Our proposed Central New York Inland Port Connector Project is inspired by our Town Sustainability Committee's mission to meet the needs of the present without compromising the needs of the future, along with "Central New York Rising," our broad region's comprehensive revitalization strategy. Our plan synthesizes economic, social, and environmental concerns to ensure the long-term viability of our community and our planet.

### *How You Can Help*

The Town of DeWitt respectfully requests your support economically, politically, and in the business community to bring this project to life. Contact us to learn more about this project and to help:

- **Improve safety** for DeWitt residents and students at Woodland Elementary School, Pine Grove Middle School, and East Syracuse Minoa Central High School
- **Contribute to Central New York sustainability** and improve air quality in DeWitt by reducing carbon emissions near residences and businesses
- **Promote social and environmental justice** by protecting low-income residents and providing workers cost-efficient access to major employers like Amazon
- **Reduce costly wear and tear** on our town road infrastructure
- **Preserve the Town of DeWitt's distinct character** for generations to come

Thank you for supporting CNY and the Town of DeWitt!

Edward M. Michalenko, Ph.D. | Town of DeWitt Supervisor  
 5400 Butternut Drive | East Syracuse, NY 13057  
 (315) 446-3910, ext. 5 | supervisor@townofdewitt.com

The LWRP describes the proposed land and water uses for the DeWitt Waterfront Revitalization Area (WRA).

Land uses in the DeWitt WRA are proposed in a manner that will continue the general patterns of existing and proposed land uses. These character areas reflect the vision set forth in the 2017 Comprehensive Plan (See Map 9), and each character area has important qualities which either exist at present and are to be enhanced or preserved or are desirable and achievable as change occurs in the future. These generalized land use recommendations are compatible with the LWRP Policies contained in Section III.

This LWRP section includes recommendations to improve opportunities for future public access to the waterways within the town of DeWitt, whenever possible. The town's long-range goal for the waterfront is to make necessary changes for residents to maintain and improve the quality of life, enhance public access in appropriate places, and revitalize certain areas to bring about both economic development and increased active transportation. The following text recommends specific projects to achieve these goals. These projects vary according to the existing and desired character areas across the WRA. The proposed projects have a varied range that includes capital projects and programming initiatives, according to the existing or desired character of the area.

### *Erie Boulevard East Mobility and Wayfinding Enhancements*

#### **Project Description**

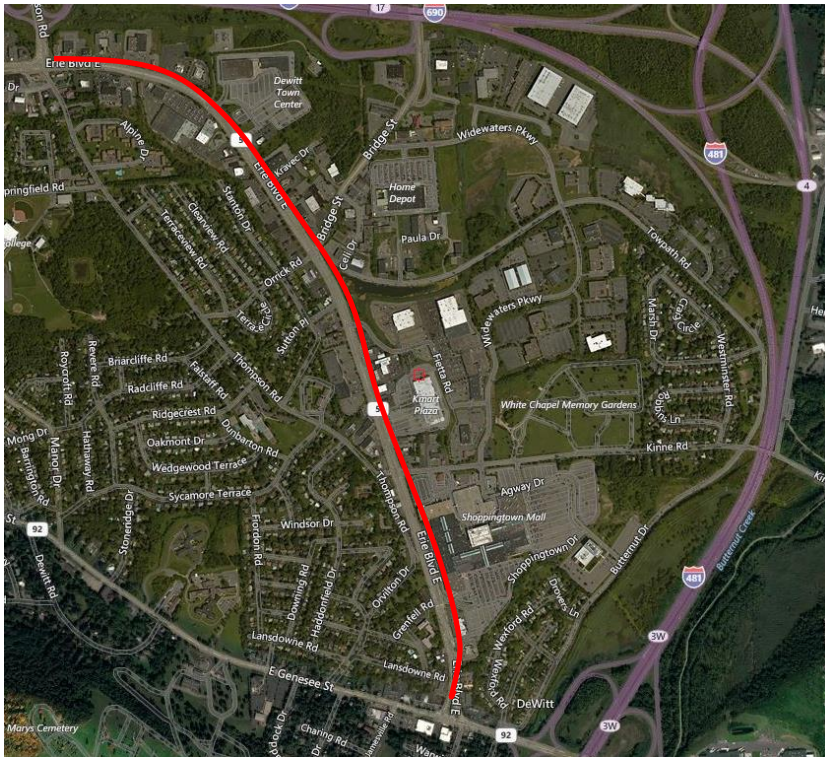
The extension of the Erie Canalway Trail along Towpath Road and Erie Boulevard will help to keep multi-modal transportation at the town's "front door", where users will have greater access to goods, services, and employers. Though not without its challenges, this alignment will provide the maximum benefit to the town of DeWitt in terms of promoting attractive redevelopment along its primary commercial arterial.

In addition, it will provide safer connections between transportation infrastructure and local amenities throughout the corridor, regardless of mode. This will encourage trail users to walk and cycle more, which helps the town to retain businesses and residents, and increases the quality of life for the region. The portions of this corridor that contained the Enlarged Erie Canal should also be made to provide reference to their position in history through the development of wayfinding and interpretive elements, street furniture, landscape elements, lighting and other improvements.

The Erie Boulevard East corridor extends southward from Bridge Street until it merges with East Genesee Street (NYS Route 92). The town of DeWitt desires to extend the median bikeway and streetscape improvements along this southern portion of Erie Boulevard until its intersection with East Genesee Street.

#### **Project Location and Map**

Erie Boulevard East Corridor between Thompson Road on the West and East Genesee Street on the South.



**Conceptual Design(s)**

*Visualization of proposed Erie Boulevard East median bikeway improvements*



*Erie Boulevard East Mobility Enhancements (Elevating Erie Ideas Competition)*



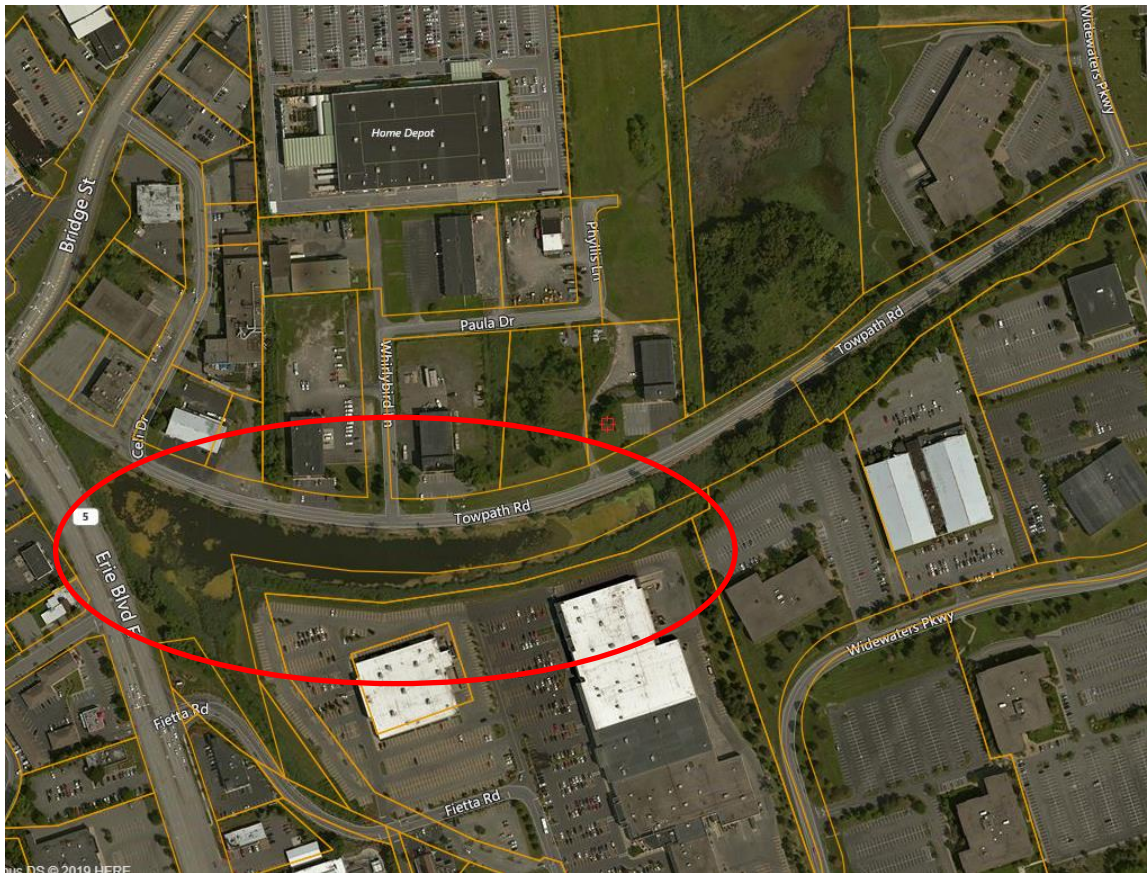
## Erie Commons Master Plan

### Project Description

The Town of DeWitt will undertake the development of a master plan for the creation of a mixed-use walkable center to be located around the Widewaters Pond adjacent to Towpath Road and Erie Boulevard East. The pond is a remnant of the Enlarged Erie Canal. The goals of the master plan will be to identify opportunities for developing a public park facility around the Widewaters Pond, as well as to identify necessary public infrastructure improvements and amenities around the pond that would provide incentive for the redevelopment of adjacent areas into a walkable mixed-use 21st century neighborhood for DeWitt. DeWitt will investigate the realignment of Towpath Road to the north, by rerouting vehicular traffic along linked extensions of the existing interior streets. This realignment of circulation patterns would create an opportunity to take full advantage of the waterfront along Widewaters Pond. The future extension of the Erie Canalway Trail is aided by promoting public access and walkability along enhanced open spaces and commercial areas. Together with a greater emphasis on mixed-use redevelopment, the reconfiguration and improvement of public infrastructure and amenities in this area will increase property values and enhance community character.

### Project Location and Map

Widewaters Pond is located adjacent to Towpath Road and Erie Boulevard.



**Conceptual Design**

*Concept Plan for the redevelopment of the Widewaters Pond and adjacent neighborhood areas to create a public park and a 21st century mixed-use walkable neighborhood.*



*Entry for DeWitt Widewaters Park from the Elevating Erie International Ideas Competition*



## *Widewaters Pond Water Quality and Sediment Conditions Assessment*

### **Project Description**

Located adjacent to large impervious surfaces and an existing brownfield, this canal remnant should be the subject of a detailed water quality analysis examining the presence of heavy metals and other pollutants, along with biological contaminants. Due to proximity to a nearby brownfield, for upland portions of Widewaters Pond, a Phase I Environmental Site Assessment (ESA) should be conducted. This analysis may lead to a Phase II ESA. These analyses should be conducted in tandem with the development of the Erie Commons Master Plan and in consideration of future aquatic invasive species management. The invasion of phragmites has damaged both the pond and the native flora and fauna, and it severely limits public access to and even knowledge of, this important cultural resource. An integrated management effort working closely with the NYSDEC; drawing from an array of tools like mechanical mowing, chemical treatment, and hydrologic manipulation; is likely to be effective and sustainable for this inaccessible yet centrally-located waterbody.

### **Project Location and Map**

Widewaters pond is located adjacent to Towpath Road and Erie Boulevard East.



## Widewaters Pond Public Facility Improvements

### Project Description

Based on the results of the Erie Commons Master Plan, the Town will develop and implement plans for a new public gathering area to be situated around the Widewaters Pond adjacent to Towpath Road and Erie Boulevard. The park will incorporate fountains, interpretive elements, public gathering nodes, public paths that connect to the Empire State Trail and adjacent properties, access to and across the water, ecological restoration and water quality improvements, site furniture and lighting, and other elements. The park will also include a perimeter trail system that connects to adjacent commercial areas. The Town seeks to create a public node that will support and enhance State investments in the Empire State Trail, as well as to catalyze the redevelopment of adjacent properties.

### Project Location and Map

Widewaters Pond is located adjacent to Towpath Road and Erie Boulevard.



### Conceptual Design



*Entry for DeWitt Widewaters Park from the Elevating Erie International Ideas Competition*



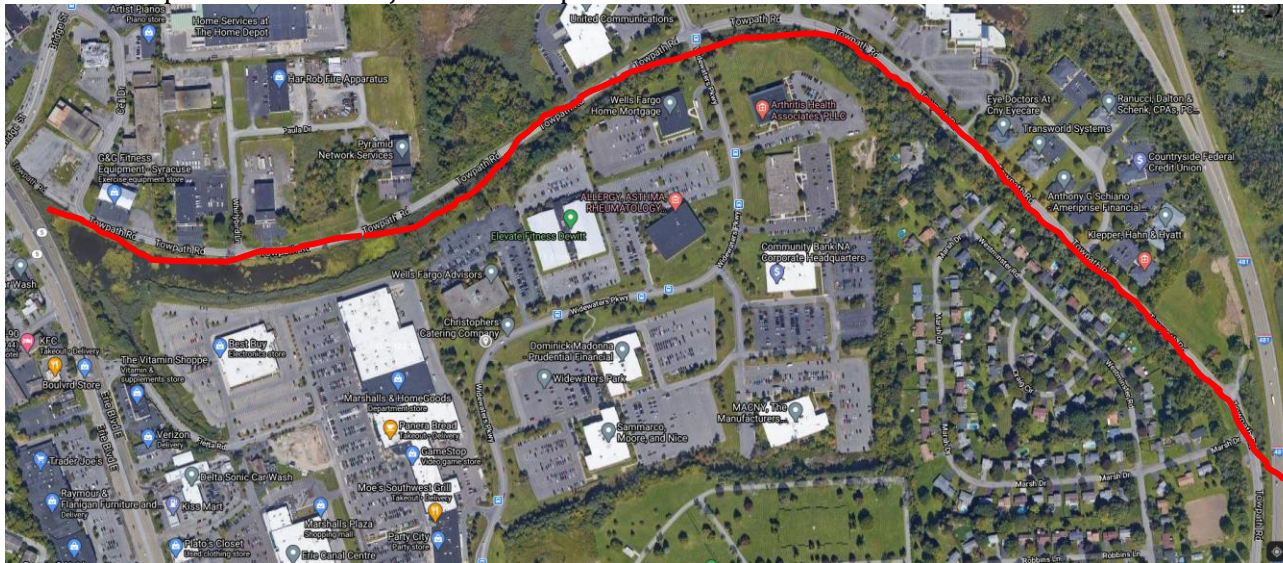
## Towpath Road Old Erie Canal Restoration

### Project Description

Towpath Road follows the historical alignment of the Enlarged Erie Canal for approximately 1.3 miles between the intersection of Erie Boulevard East with Bridge Street and 481 and Kinne Street. The Town seeks to engage adjacent commercial and residential property owners in order to re-envision the corridor, to improve water flow, and to establish interpretive elements to the corridor to tell the history of the Canal. The project may include restoration of historical Canal elements (e.g., stone walls), restoration of the clay lining, dredging of the corridor, and tree removal.

### Project Location and Map

Widewaters pond is located adjacent to Towpath Road and Erie Boulevard East.



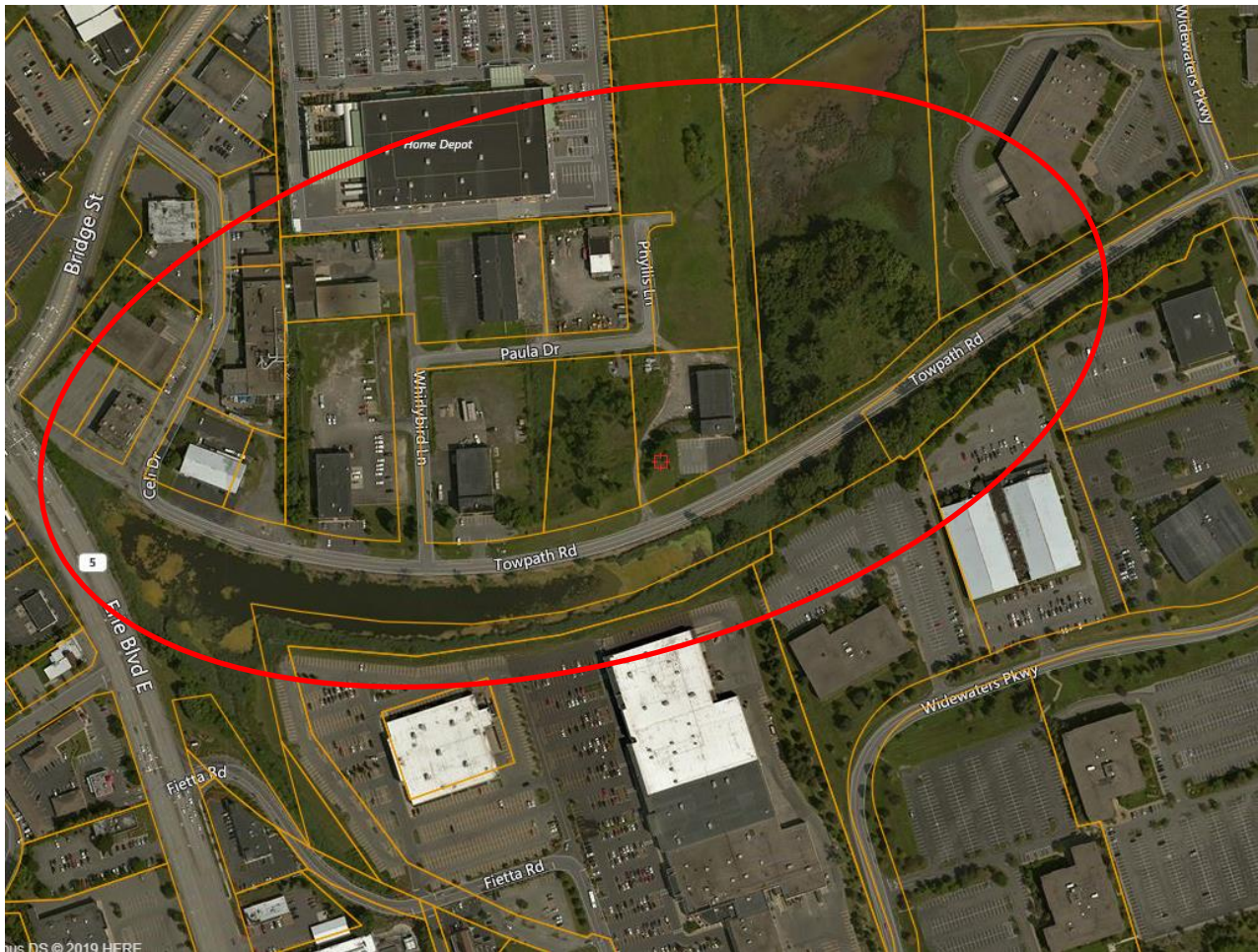
## *Towpath Road Realignment Study*

### **Project Description**

The Town of DeWitt will undertake an engineering study to determine the feasibility, conceptual layout, and preliminary cost estimates for realigning Towpath Road to support implementation of the Erie Commons Master Plan project

### **Project Location and Map**

Location of Towpath Road



# Town of DeWitt Local Waterfront Revitalization Program



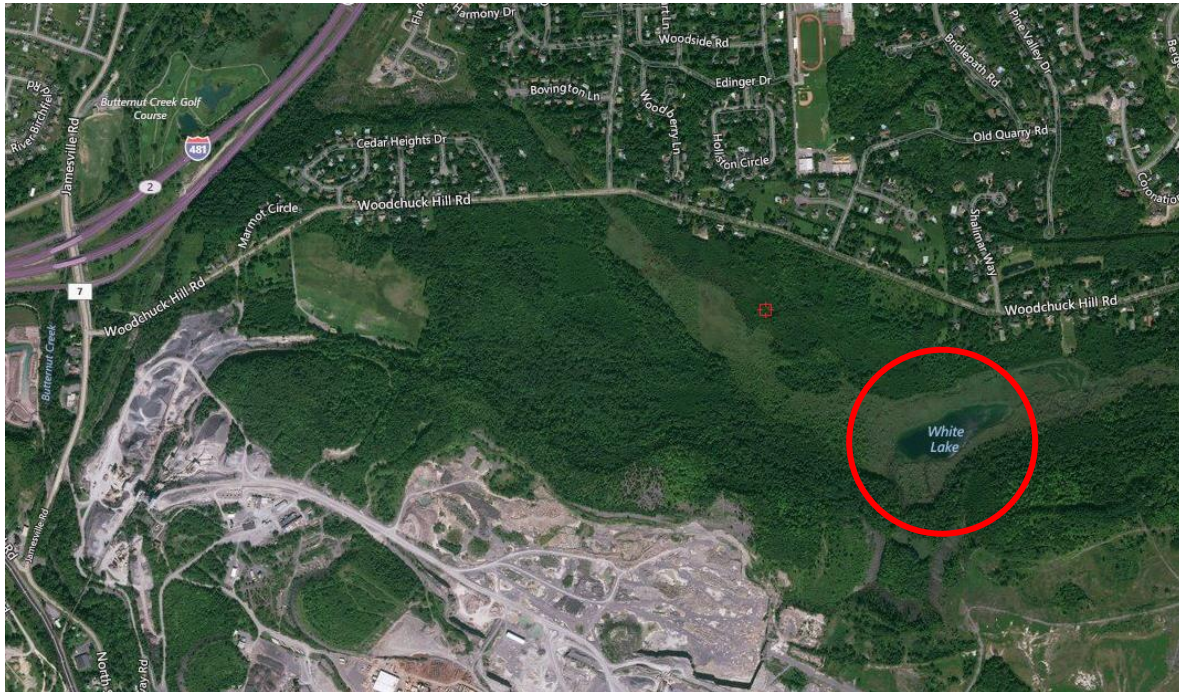
## White Lake Public Access

### Project Description

The Town of DeWitt will conduct a feasibility study to determine opportunities for developing public access to the White Lake area through land acquisition, trail development, water access and interpretive/wayfinding signage at White Lake.

### Project Location and Map

White Lake is located south of Woodchuck Hill Road



### Conceptual Design

*Photo of White Lake*



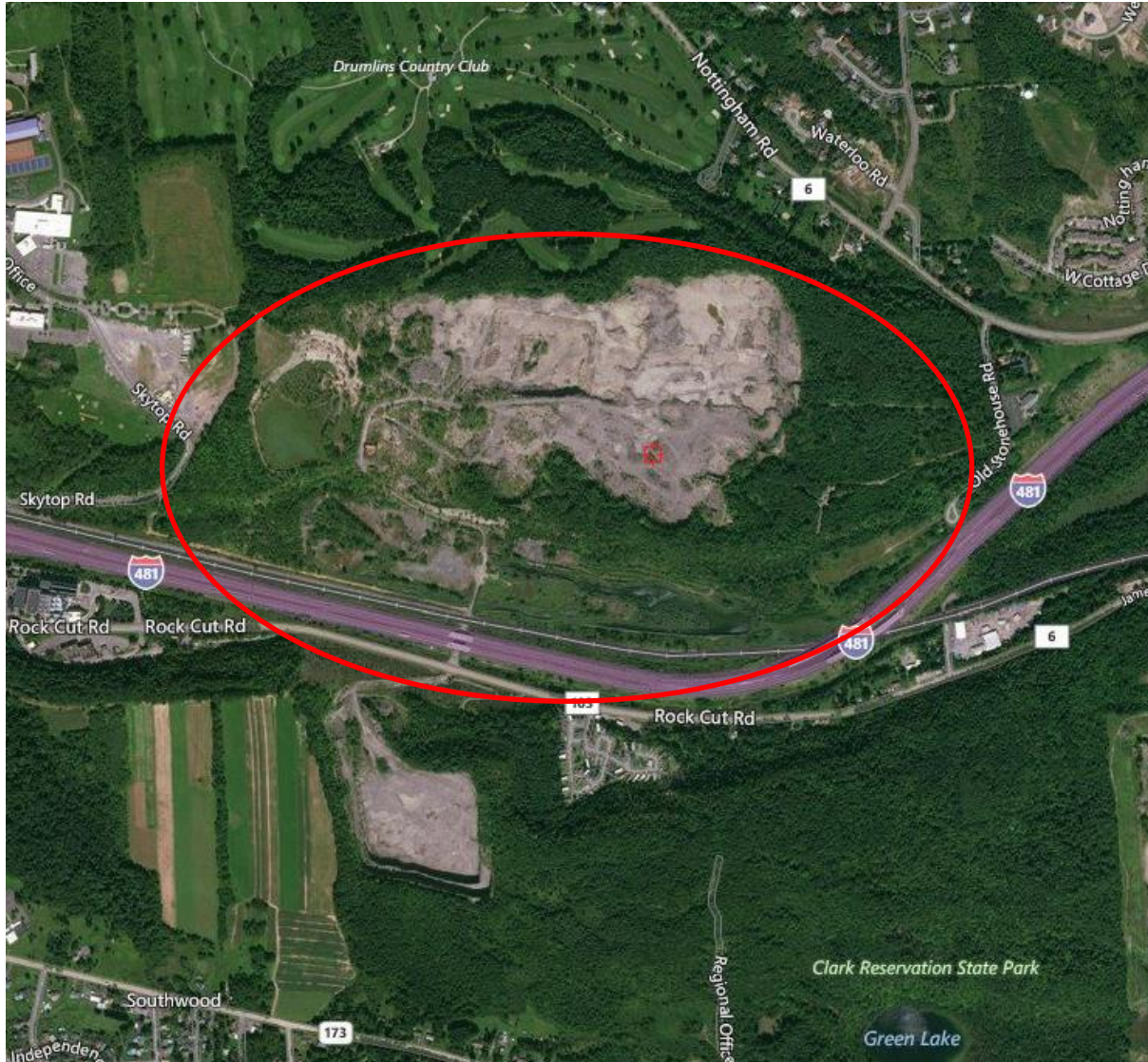
## Rock Cut Quarry Recreation Access

### Project Description

The Town of DeWitt will conduct a feasibility study to determine opportunities for developing public access to the Rock Cut Quarry area through land acquisition or development of a recreation easement and trail development.

### Project Location and Map

Rock Cut Quarry



**Conceptual Design**

*Photo of the Rock Cut Quarry*



## *Fiddlers Green Connector Trail*

### **Project Description**

The Town of DeWitt will design and implement an approximate 1.5 mile connecting trail between the Fiddlers Green Park and the Butternut Feeder Canal Trail.

### **Project Location and Map**

The Fiddlers Green Connector Trail will connect from Solvay Road along Butternut Creek toward the Butternut Creek Golf course and connect to the Butternut Feeder Canal.





## Fiddlers Green Connector to North Street

### Project Description

The Town of DeWitt will design and construct trails to connect newly-acquired property along North Street into the original Fiddlers Green trail system

### Project Location and Map

The Fiddlers Green Connector Trail will connect the East and West sides of Butternut Creek near the old Glen Loch property.



## *Fiddlers Green Recreational Easement Connections*

### **Project Description**

The Town of DeWitt will work to acquire easements over adjacent properties to connect the Fiddlers Green park to nearby parks and open space systems such as Clark Reservation, Rock Cut Quarry, and White Lake

### **Project Location and Map**

The Fiddlers Green Connector Trail network has the potential to connect to Clark Reservation State Park, Rock Cut Quarry, and White Lake.



*Nominate Butternut Creek Aqueduct to the National Register of Historic Places*

**Project Description**

The Town of DeWitt will pursue nomination of the Butternut Creek Aqueduct to the State and National Register of Historic Places.

**Project Location and Map**

The Butternut Creek Aqueduct is located just northeast of the intersection between Butternut Drive and Kinne Road.



## *Restoration of Butternut Creek Aqueduct*

### **Project Description**

The Town of DeWitt will complete an analysis of the structural conditions of the Butternut Creek Aqueduct and implement a restoration strategy

### **Project Location and Map**

The Butternut Creek Aqueduct is located just northeast of the intersection between Butternut Drive and Kinne Road.



**Conceptual Design**

*Photograph of the Butternut Creek Aqueduct.*



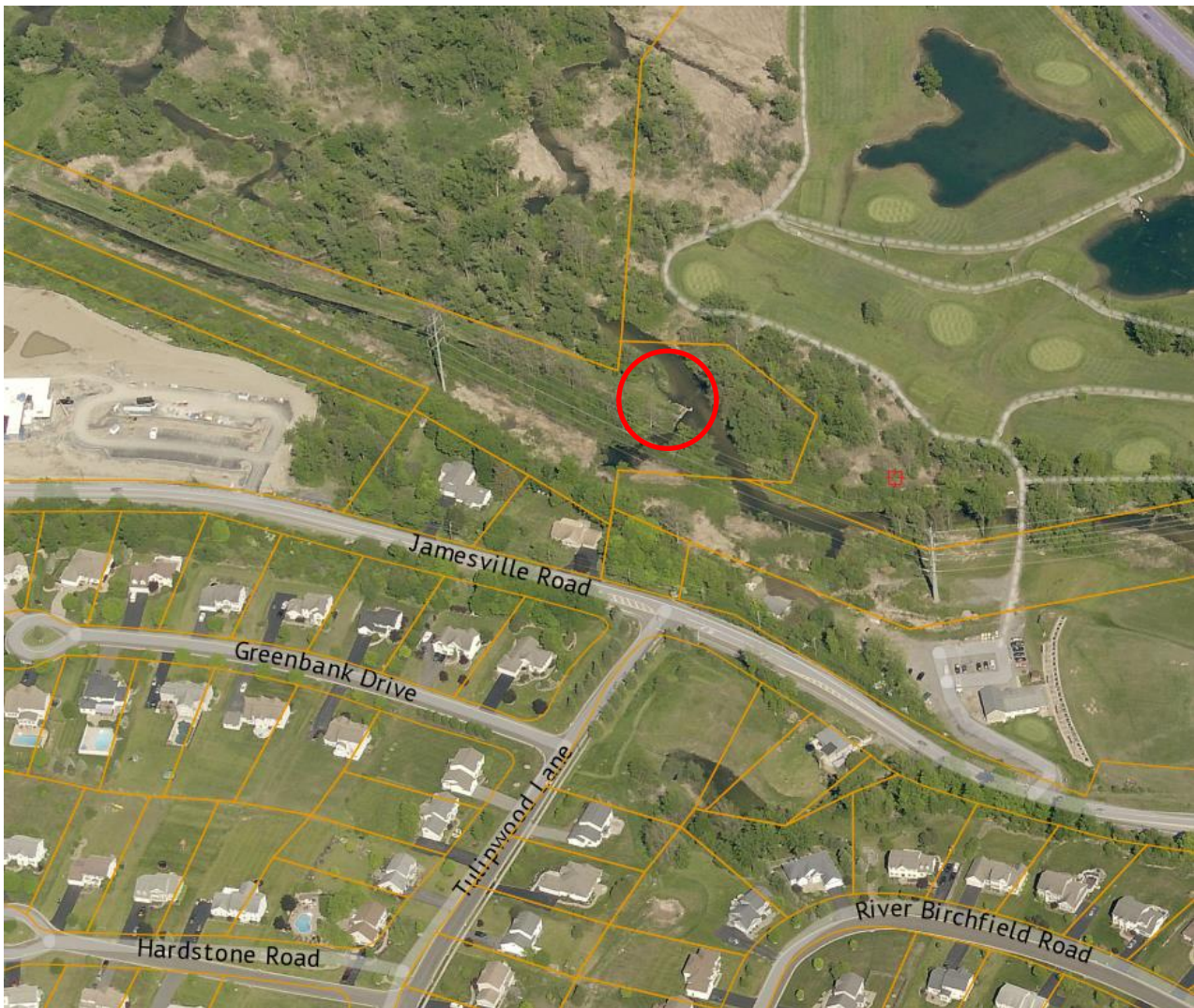
*Repair Butternut Creek Feeder Sluice Gate  
from Butternut Creek*

**Project Description**

The Town of DeWitt will work with the NYS Canal Corporation to repair the Butternut Creek sluice gate from Butternut Creek

**Project Location and Map**

The Butternut Creek Feeder sluice gate is located equidistant between the DeWitt Library and the Butternut Golf Course and slightly northwest of the intersection of Jamesville Road with Tulipwood Lane.



**Conceptual Design**

*Photograph of the Butternut Feeder Sluice Gate*



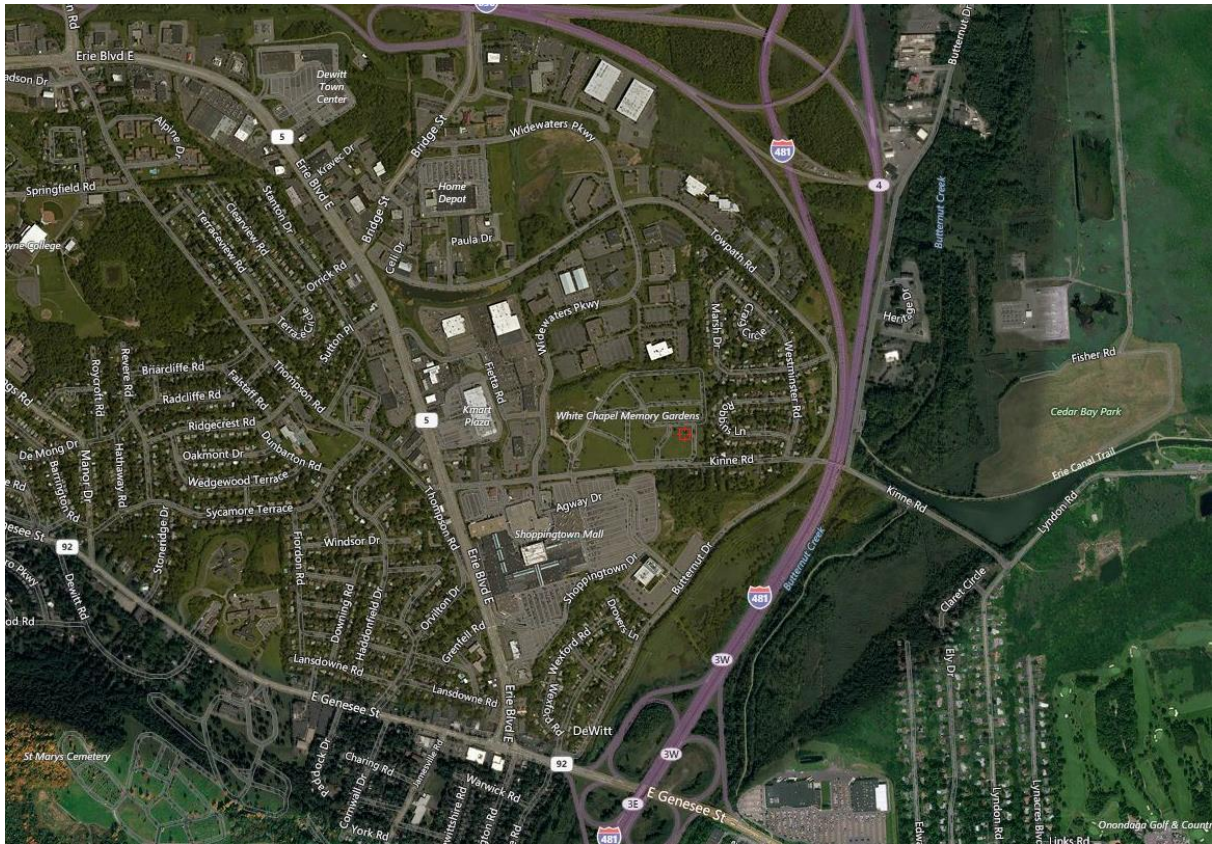
## *Develop Wayfinding and Interpretive Signage Program for Historical Erie Canal Corridor*

### **Project Description**

The Town of DeWitt will develop and implement a comprehensive wayfinding and interpretive signage program for the historical Erie Canal Corridor. The improvement of wayfinding for bicyclists and pedestrians, both on and off the Erie Canal corridor, is a high priority for the town of DeWitt. Current gaps along local bicycle and pedestrian routes and a lack of wayfinding signs make it difficult to navigate routes. The installation of consistent and visible signage or pavement markings along routes can promote the use and safety of walking and biking. Signs can guide users along the main Erie Canalway Trail and heavily-utilized spurs, and provide distance measures, travel estimates to key destinations, and impediments to avoid.

### **Project Location and Map**

The wayfinding and interpretive signage program will help to enhance the historical Erie Canal Corridor within the Town.





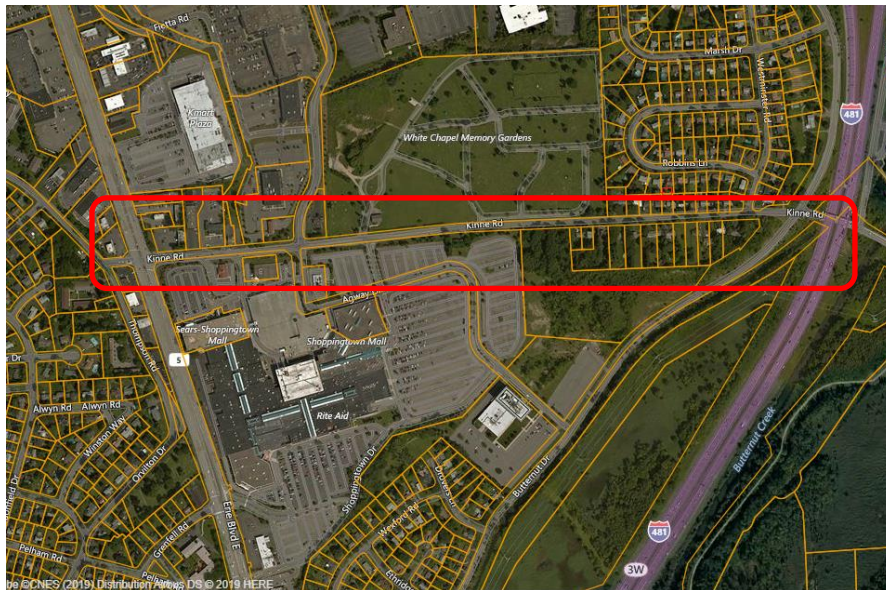
## *Design and Install Protective Bike/Pedestrian Infrastructure along Kinne Road*

### **Project Description**

As the westbound alignment of Kinne Road approaches the bridge, a six-foot shoulder necks down to a four-foot shoulder to cross Butternut Creek, and finally down to less than three feet at I-481. The eastbound alignment, originating at the intersection with Erie Boulevard East, has varying constraints associated with the width of the shoulder and conflicts with commercial driveways. Although a wide and striped shoulder may be appropriate for accommodating light bicycle and pedestrian traffic elsewhere on Kinne Road, the gradually decreased size of the shoulder strains bicyclists' comfort on the bridge, where motorists are less likely to grant wide berth in passing. Some degree of narrowing the driving lanes to gain bicycle protection or highly-visible bicycle sharrow markings can be accommodated within the existing design, while future replacement or substantial renovations are negotiated. A more comprehensive treatment is necessary between Erie Boulevard East and the Kinne Road Bridge to improve bicycle and pedestrian safety.

### **Project Location and Map**

Improvements would take place between the intersection between Erie Boulevard East and Butternut Drive along Kinne Road.



*Conduct Feasibility Analysis to Determine Potential Future Use of the DeWitt Municipal Landfill site*

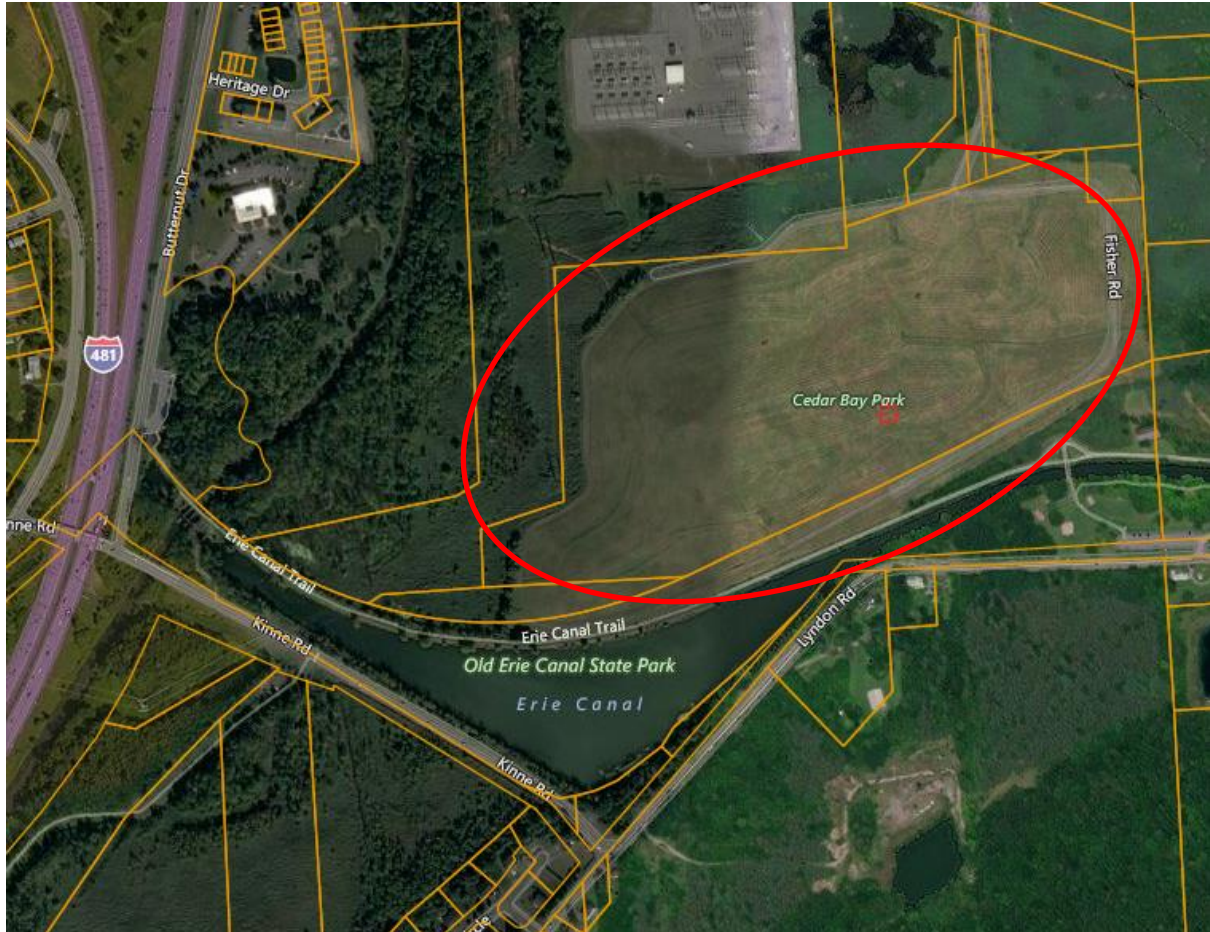
**Project Description**

The redevelopment of this site is complicated by several factors including steep slopes, a lack of public utility service, and adjacency to NYSDEC wetlands and the 100-year floodplain. While there are many factors to consider in reusing the site for additional renewable energy development, key considerations include the total anticipated production of the site and weighing the benefits of the solar energy production with the installation costs. The town is also interested in exploring the possibility of developing an amphitheater on the eastern side of the landfill which could include a sound stage, covered seating area, lighting, restrooms, and concessions. Considerations for uses such as a public art installation may include installation constraints (e.g., maximum sculpture weight), visitor circulation, and the potential for visitor exposure to subsurface contaminants. To proceed with the reuse of this site, Phase I and Phase II Environmental Site Assessments should be conducted to analyze the following:

- cap and liner system integrity;
- leachate and landfill gas management objectives and requirements;
- monitoring requirements for groundwater and surface water protection;
- stormwater management and erosion control requirements;
- structural settlement potential;
- maintenance schedules and requirements; and
- protocols for corrective action in the event of system malfunctions.

### Project Location and Map

The DeWitt Municipal Landfill site is located directly adjacent to the Old Erie Canal State Historic Park.



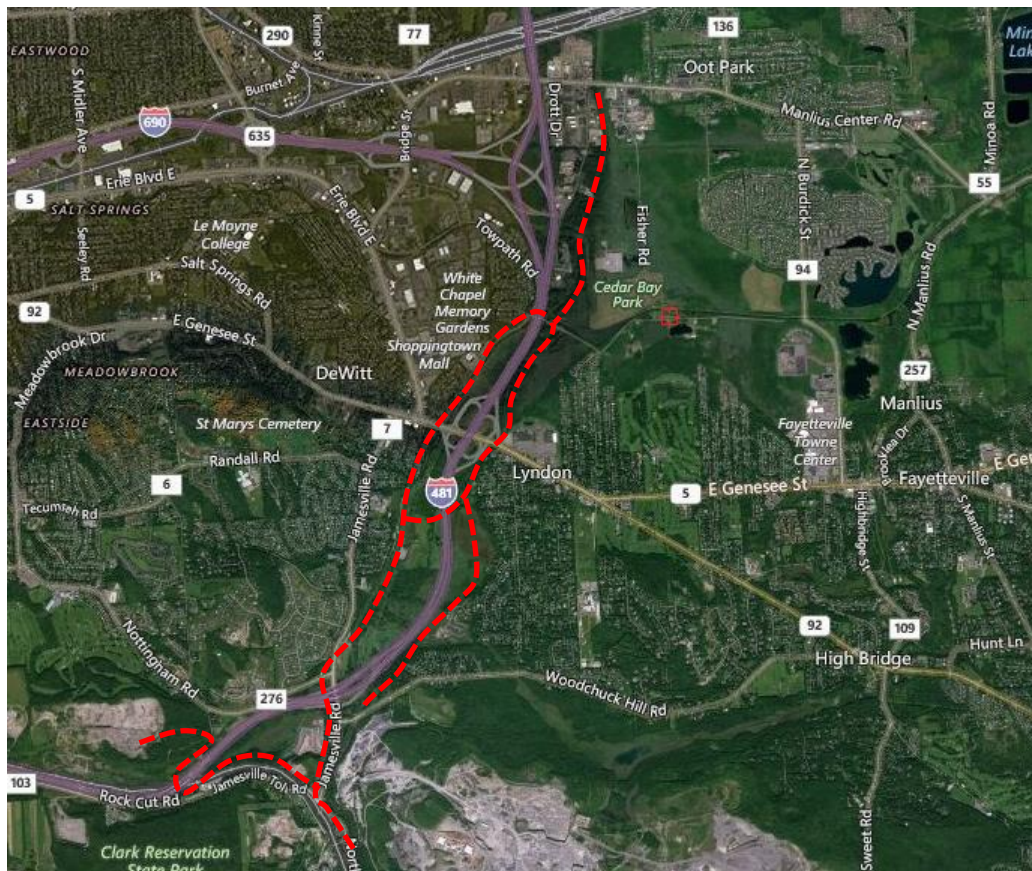
## Butternut Creek Trail System Master Plan

### Project Description

The Town of DeWitt will develop a master plan for the construction of the Butternut Creek Trail System. The extension of the Butternut Creek trail to the south along the feeder canal would take advantage of an informal trail that commences at the municipally-owned “Richard’s Green Space”, south of State Route 5/92. That trail extends south until the Butternut Creek Golf Course, along the transmission line corridor, adjacent to a moderately-dense residential area and local elementary schools. There may also be an opportunity to connect the Orville Feeder Canal area with the Maple Drive neighborhood, through the creation of a pedestrian walkway along the Butternut Creek corridor that flows under Interstate 481. Additional opportunities for expansion exist further south by taking advantage of existing or future recreational amenities at the abandoned quarry, Clark Reservation State Park, Fiddlers’ Green, and the Grist Mill park. There are other possibilities to the east toward White Lake wilderness area and Woodchuck Hill Field and Forest Preserve. These trails may vary in development, for example paved trails for heavily trafficked areas or unpaved trail blazes similar to the trails of the Woodchuck Hill Field and Forest Preserve.

### Project Location and Map

The Butternut Creek Trail System has the potential to link many of the residential areas of DeWitt with the Erie Canalway Trail system/Empire State Trail, and other amenities of Central DeWitt.



## *Butternut Creek Trail System Development and Implementation*

### **Project Description**

The Town of DeWitt Butternut Creek Trail master plan will guide the phased construction of the Butternut Creek Trail System.

### **Project Location and Map**

The Butternut Creek Trail System has the potential to link many of the residential areas of DeWitt with the Erie Canalway Trail system/Empire State Trail, and other amenities of Central DeWitt.

## *Cedar Bay Park Improvements*

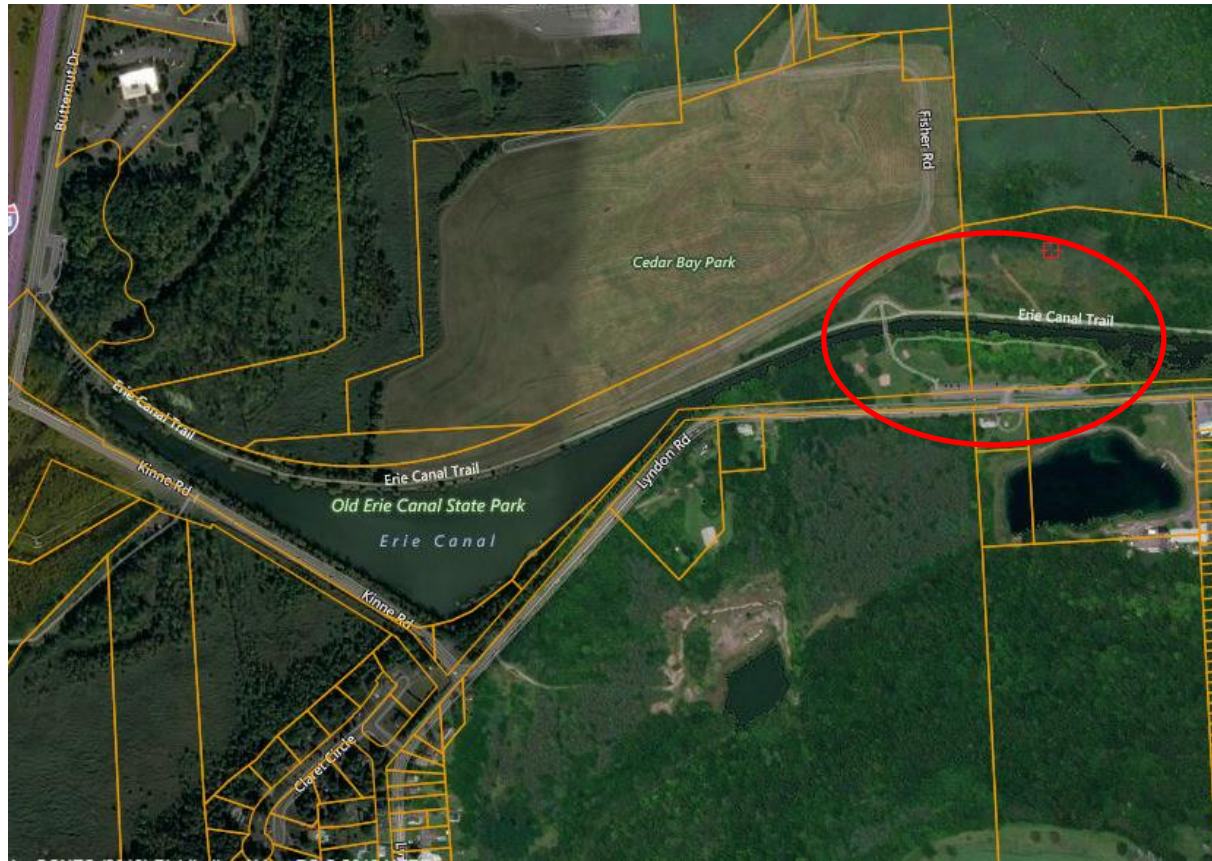
### **Project Description**

The Town of DeWitt will work in partnership with New York State Parks and the Town of Manlius to develop a plan to incorporate the following expanded facilities at Cedar Bay Park:

- an interpretive center, to educate visitors about local canal history and direct them to other significant canal sites (e.g., the Erie Canal Museum in Syracuse, or the Limestone Creek aqueduct);
- a concession stand, which could provide a source of revenue for facility maintenance;
- a bike rental facility, which could expand opportunities for visitors to access the Erie Canalway Trail and other attractions that are connected by trails (e.g., the village of Fayetteville, Green Lakes State Park),
- repair station for bikes, along with bike racks;
- overnight primitive/low-impact camping for cyclists passing through along the Canalway trail.

### **Project Location and Map**

Cedar Bay Park is located directly adjacent to the Old Erie Canal State Historic Park.



*Land Use Analysis at Kinne Rd./Lyndon Rd./Cedar Bay Road*

**Project Description**

Though recognized as a recreational asset, Cedar Bay may be underutilized as a waterfront amenity that could attract development opportunities in adjacent properties. The extent to which adjacent properties could support such development, however, has not been analyzed. The town of DeWitt proposes a land use study of this area, particularly those areas to the south of Cedar Bay that could accommodate land development and benefit from proximity to the water and the Canalway Trail.

The land use analysis should involve stakeholder input from property owners and neighbors, and a market analysis to examine the potential support of additional development within this area. Potential constraints (e.g., wetlands, traffic controls) should be identified, and strategies should be developed to guide well-connected, context-sensitive development.

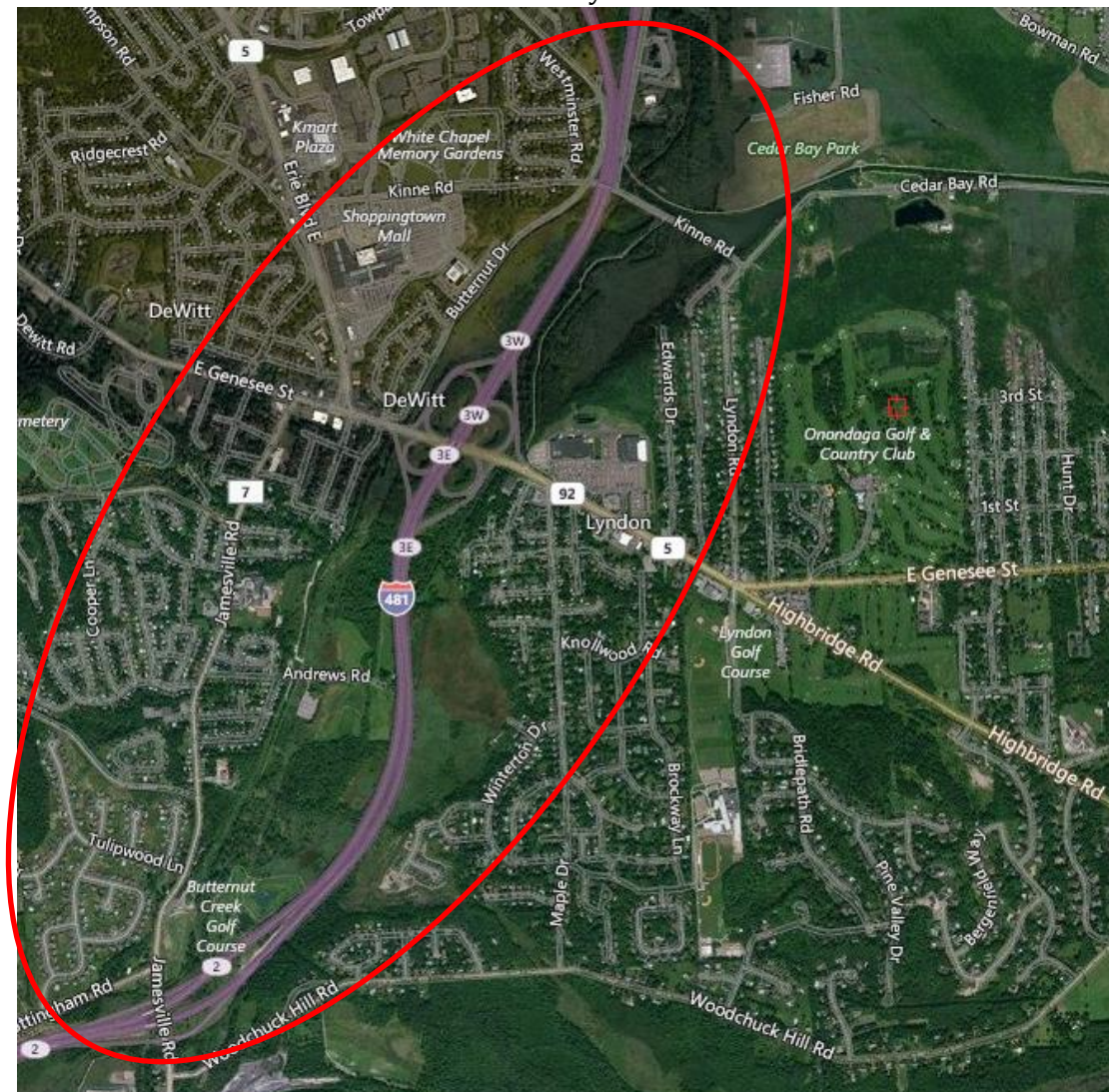
## Orville Feeder and Butternut Creek Water Quality Improvement Initiative

### Project Description

Orville Feeder Canal and Butternut Creek: Both of these waterbodies are listed on the NYSDEC Waterbody Inventory/Priority Waterbodies List, however both entries have several missing data points regarding turbidity, pollutants, and sources of contamination. In addition to the assessment of water quality, the town of DeWitt seeks to examine opportunities to reconnect water flows between these waterbodies and Cedar Bay, as described in Section 4.3.4.

### Project Location and Map

The Orville Feeder and Butternut Creek closely follow the 481 Corridor in DeWitt.





## Ley Creek Watershed Management Plan

### Project Description

The Town of DeWitt will develop a comprehensive Ley Creek Watershed Management Plan. Ley Creek is a listed Impaired Waterbody due to combined sewer overflow, stormwater runoff, and industrial waste contamination. Projects to improve water quality in and along Ley Creek could include continued remediation efforts, implementation of best management practices for stormwater runoff, and stormwater mitigation and protection for new development. In addition, as discussed in Section II, the hydrology and habitat within the lower and minor tributaries of Limestone Creek are stressed by streambed sedimentation and water column siltation issues caused from streambank erosion. Projects to improve the water quality of Limestone Creek may include streambank stabilization and silt collection areas and activities. The Plan might also identify specific guidelines for new development within the Town that would help to guide town practices as well as new construction projects in the use of green infrastructure.

### Project Location and Map

Ley Creek in DeWitt encompasses the north and south branches as well as Sanders Creek.



## Green and Grey Infrastructure Stormwater Management Projects

### Project Description

The Town of DeWitt comprehensive Ley Creek Watershed Management Plan will identify specific projects that the Town can undertake to improve stormwater management throughout the Ley Creek Watershed.

### Project Location and Map

Ley Creek is located in the northern section of the Town of DeWitt.



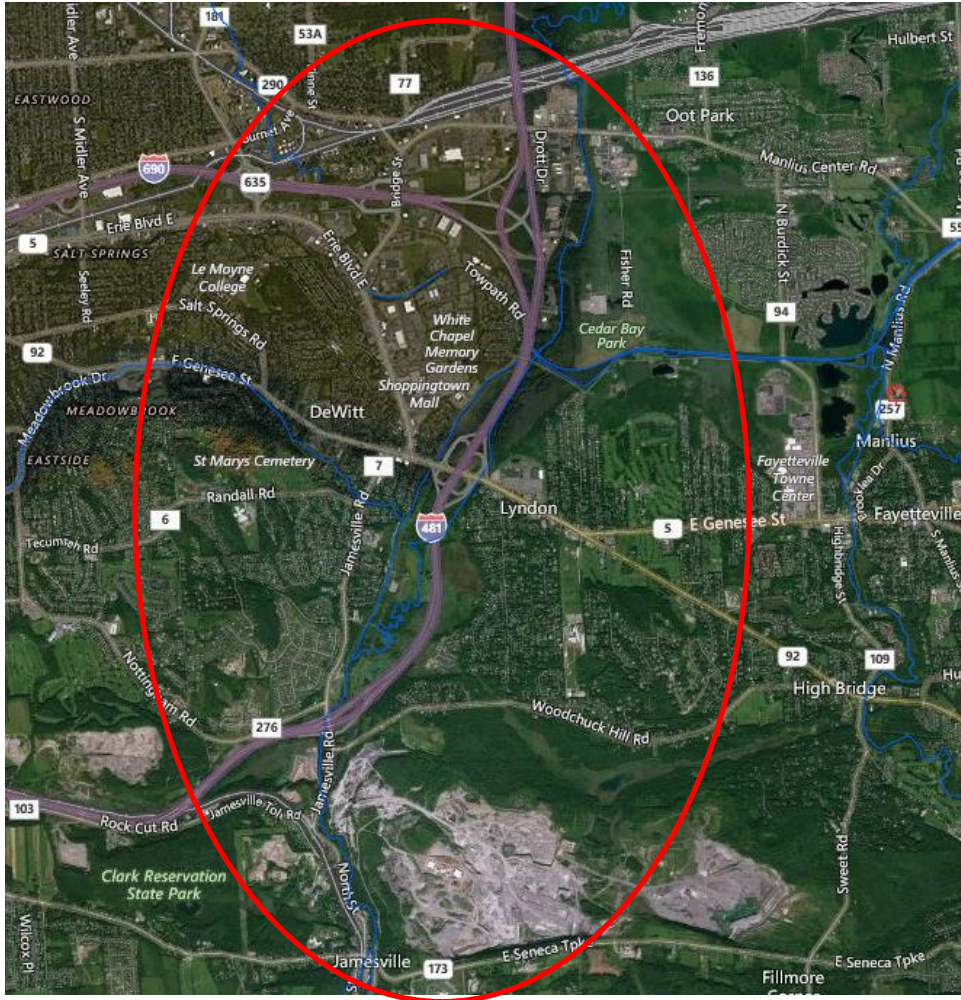
## ***Blueway Navigability Improvement Strategy Development and Implementation***

### **Project Description**

The Town of DeWitt will identify and implement improvements create the headwaters of a blueway trail system connected to the Old Erie Canal State Historic Park waterway. The town of DeWitt's waterways could provide greater recreational opportunities for nonmotorized watercraft along the Erie Canal and Butternut Creek. A fundamental step in improving these opportunities is to create a Blueway system that draws attention to these waterbodies and their connections to each other, and in doing so, increases the public awareness and sense of waterway connectivity throughout the town and beyond. This assessment should include an overview of existing conditions, a needs analysis, maps of existing and proposed access sites, suggested paddle routes, signage, and a brand identity. Basic improvements to existing infrastructure would increase public awareness of, and connections to, DeWitt's waterways. Currently, non-motorized boat launches are located at Cedar Bay Park along the Erie Canal and at Ryder Park along Butternut Creek, two heavily visited areas. These access points can be improved with consistent branding, signage, alterations to boat launches, and publicity. Additional launch areas can be implemented to provide access points on Butternut Creek south of I- 481, which is known to host recreational kayakers. Kayak or canoe rental venues would facilitate the use of these access points where appropriate (e.g., Cedar Bay), and could include storage systems, boathouses, cleaning stations, gear rental, and bathrooms. This may also include an exploration of the potential for developing winter ice-skating facilities.

### **Project Location and Map**

Old Erie Canal and Butternut Creek in DeWitt



# **I-81 SEQR Review Comments from DeWitt Town Engineer & DeWitt Highway Superintendent**

## **From Town Engineer, Doug Miller:**

Urban forestation in and around the DeWitt interchanges starting at Jamesville Rd past the Lyndon interchange to the connection points of I 690

- Sound barriers required for the areas in and around the DeWitt interchanges starting at Jamesville Rd past the Lyndon interchange to the connection points of I 690
- Incorporation of direct access to the East Syracuse Rail Yards at the Kirkville Road interchange per attached sketches which the Town has initiated for funding purposes
- Incorporation of trail systems currently proposed with local comprehensive planning and local waterfront revitalization along interstate access areas in and around the DeWitt interchanges starting at Jamesville Rd past the Lyndon interchange to the connection points of I 690
- Calming effects, urban forestation, and improvements for Route 5 corridor from Orvilton hamlet to Lyndon Corners
- Urban forestation and plantings for clover leaf area at Route 5 interchange. Plantings by Town Volunteers have been decimated by NYSDOT activities over the years. Development of a dedicated planting scheme is requested
- Funding for increased use of NYS Bike Trail for Town including modifications to the feeder canal pond at Erie and Celi Drive
- Traffic impacts to roads such as Woodchuck Hill, Jamesville Road, Old Quarry, Maple Drive Nottingham need to be addressed in emergency situations. Roads do not have carrying capacities
- Noise barriers required in and around the DeWitt interchanges starting at Jamesville Rd past the Lyndon interchange to the connection points of I 690
- Increased emergency responder activity. Funding and resources required for increased activity
- Increased truck traffic on local Roads require upgrades to several local and county Roads such as Kirkville, Fly, Jamesville, Nottingham
- Air monitoring stations throughout the residential areas in and around the DeWitt interchanges starting at Jamesville Rd past the Lyndon interchange to the connection points of I 690
- Protection of natural trout streams adjacent to the modified interstate along Butternut Creek
- Increased education for natural habitat in the fragile Butternut Creek stream drainage area including increased salt use
- No anticipation for direct ramp access to the rail yard or increased truck traffic from such in the design report
- Increased traffic means increased accidents. Town of Dewitt has limited number of emergency responders. Potentially a new station and staff may be needed.
- Where are the massive numbers of workers going to stay.
- Where are the large equipment and material staging areas going to be located.

- MPT will be complex and lead to
- Will there be winter shutdowns or will bridge reconstruction continue without interruption.
- New spurs for the Empire Trail heading north to Route 298 and south to Jamesville Road from the current 481 bridge crossing should be incorporated along the new I-81 Route
- All utilities should be replaced from under the pavement in Lyndon Corners widening area.
- Addition of new traffic signal at Genesee Street will add to travel times and congestion.
- Noise mitigation
- No significant fueling stations along the current Route 481 corridor. Need for fuel will increase.
- No rest/texting area planned along the current new I-81 Route
- Need for mechanical service stations along the new I-81 Route will increase.
- Noise mitigation should be incorporated
- Pollution mitigation should be incorporated
- Cost estimates are low based upon recent bidding of public work projects.

### **From DeWitt Highway Superintendent Rocco Conte:**

- A bypass that was talked about for the Eastern Suburbs years ago, this would help elevate the increased traffic for Lyndon Corners
- Traffic increasing for Orvilton Drive & Thompson Roads
- Shoulder improvements, Bike Lanes & or Sidewalks ( Maintenance) to allow for Pedestrian Safety
- Sound Barrier maintenance after being built, cost to the Town?
- Sound Monitoring due to increased traffic
- Road Conditions will increase by the wear & tear of increased traffic