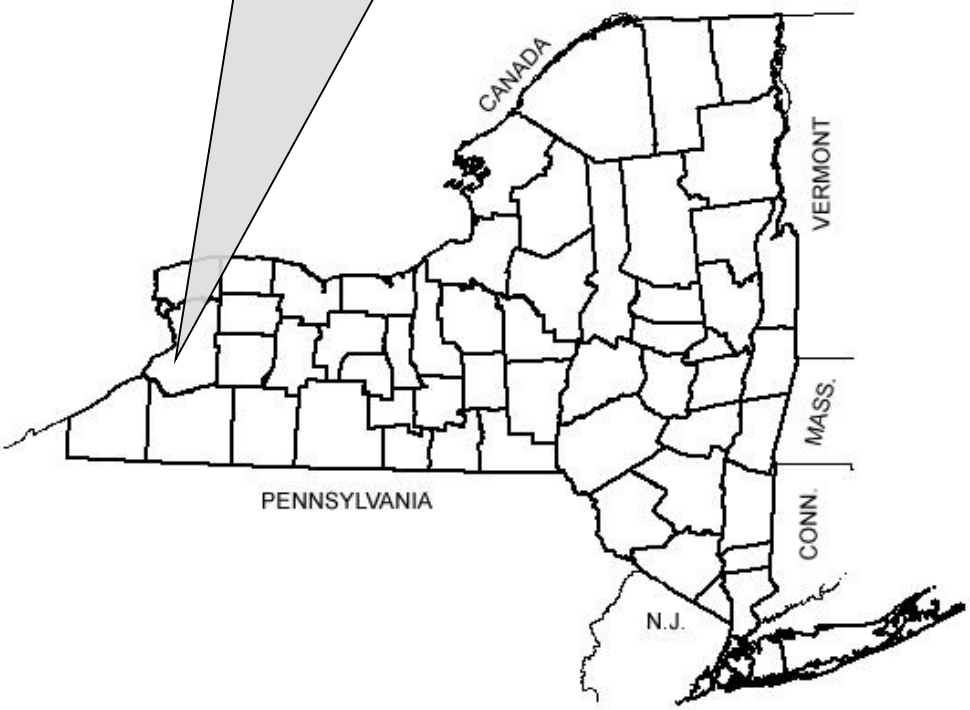
TRANSPORTATION PROJECT REPORT

FINAL DESIGN REPORT

August 2016

Highway Project
P.I.N. 5761.01
Bayview Rd, Pleasant Ave & Lakeview Rd
Railroad Quiet Zones
Town of Hamburg
Erie County



UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
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CHAPTER 1 – EXECUTIVE SUMMARY

1.1. Introduction

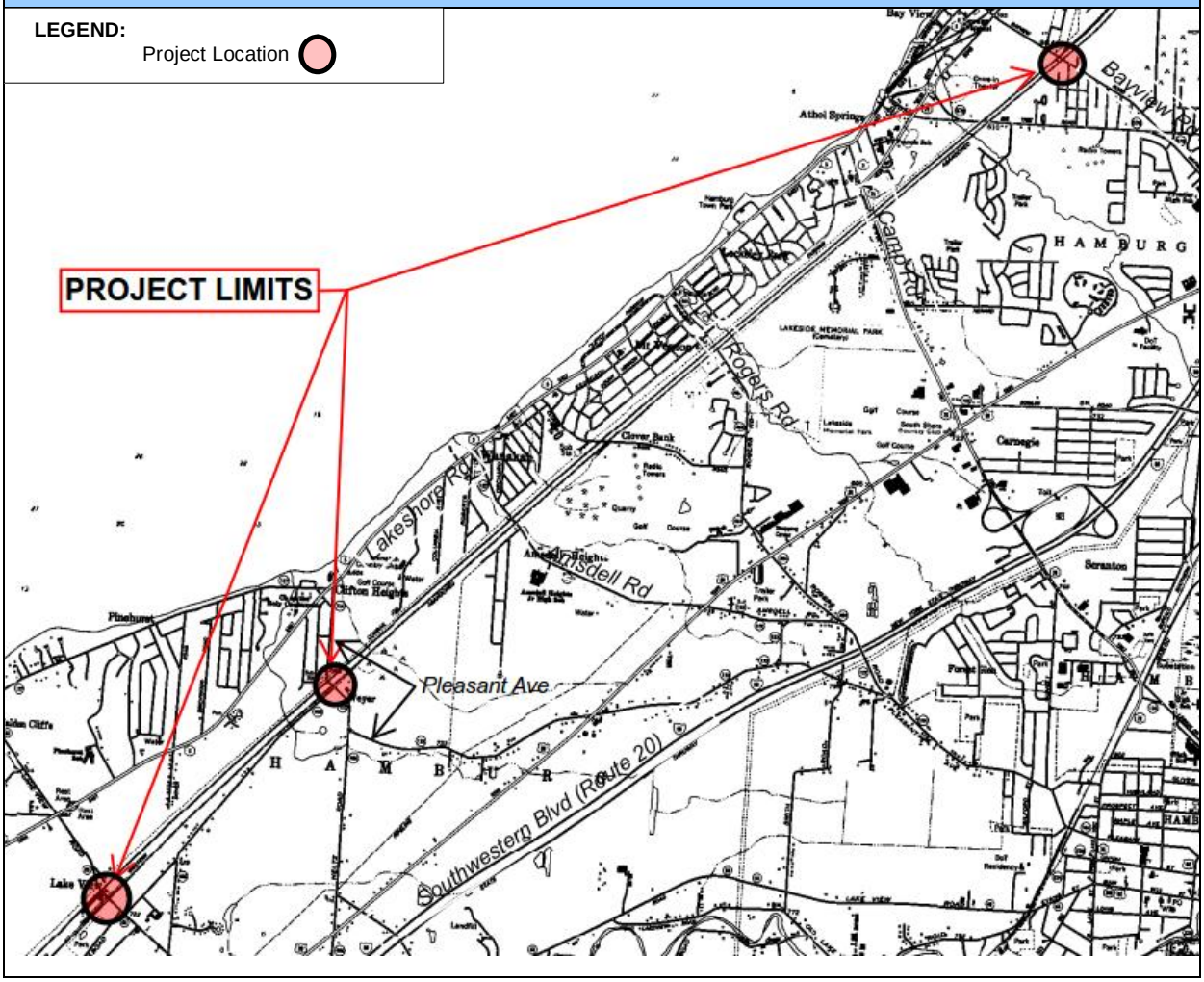
This report was prepared in accordance with the NYSDOT Procedures for Locally Administered Federal Aid Projects, the State Environmental Quality Review Act (SEQR, 6 NYCRR Part 617) and National Environmental Policy Act (NEPA, 23 CFR 771). The SEQR Lead Agency is the Town of Hamburg.

1.2. Purpose and Need

1.2.1. Where Is the Project Located?

The project is located in the Town of Hamburg, Erie County, NY, at the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad crossings at Bayview Road, Pleasant Avenue and Lakeview Road. The project limits extend approximately 150 feet east and west of the crossings.

Exhibit 1.2.1
Project Location Map



1.2.2. Why Is the Project Needed?

On June 25, 2005, the Federal Railroad Administration (FRA) issued its Final Train Horn Rule (49 CFR Parts 222 and 229). Under the Rule, locomotive engineers must begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings. Train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long blasts. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing. The minimum sound level of the locomotive horn is 96 decibels (dBA) 100 feet in front of the train in its direction of travel and the maximum sound level is 110 decibels. While the locomotive horn is an effective deterrent to accidents at grade crossings, the sound level from the locomotive horn creates a significant noise that often depreciates the quality of life in communities where trains operate.

The Final Train Horn Rule also provides the opportunity for communities to mitigate the effects of train horn noise by establishing quiet zones. In a quiet zone, railroads are directed to cease the routine sounding their horns when approaching public highway-rail grade crossings. In order to implement a quiet zone, the increased risk that comes from silencing of train horns must either be minimized by implementing Supplemental Safety Measures or show that the lack of horns does not pose a significant risk. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules.

Exhibit 1.2.2
Typical Grade Crossing Conditions

The Town of Hamburg designated new Quiet Zones at the Norfolk Southern Railway and CSXT and NS grade crossings at Rogers Road and Cloverbank Road in 2014. The current project will expand the previously created zones by designating four new Quiet Zones at the Bayview Road, Pleasant Avenue and Lakeview Road crossings with the two railroads.

1.2.3. What Are the Objectives/Purposes of the Project?

The project will be developed with the following objectives:

§ Provide Supplemental Safety Measures or Alternate Safety Measures in accordance with current FRA guidelines to allow for the implementation of the quiet zones.
§ Restore pavement to good condition and rideability using cost effective pavement treatments which provide a minimum service life of 10 years.

1.3. What Alternatives Are Being Considered?

The following alternatives are being considered:

§ Alternative 5: Traffic Channelization Device Installation with Pavement Milling & Overlay

<u>Alternative 5: Traffic Channelization Device Installation with Pavement Milling & Overlay</u>
This alternative provides for the installation of 9-inch-wide reflective traffic channelization devices with integral curbing along the centerline of both roadways for a length of 100 feet from each crossing gate arm as Supplemental Safety Measures (SSM). Pavement resurfacing that was originally scoped under this project at Lakeview Road and Pleasant Avenue was recently completed by Erie County under a separate project. Pavement on Bayview Road will be milled to remove existing surface defects and provide a consistent cross slope, and overlayed with a single HMA course to provide one 12-foot travel

lane and 2'-6" paved shoulder in each direction. One 11-foot travel lane and 2-foot paved shoulder would remain on Pleasant Avenue in each travel direction. Shoulder backup material would be placed at a 2 feet width beyond the paved shoulders to provide additional buffer space for vehicle maneuverability and minimize the chance that errant vehicle would destabilize at the dropoff. The open drainage system would be improved to provide a traversable cross section and underdrain would be installed where needed to address subgrade drainage deficiencies.

The following alternatives have been eliminated from further study:

- Alternative 0: "Null" or No Action
- Alternative 1: Crossing Closure
- Alternative 2: Four Quadrant Gate Installation
- Alternative 3: Wayside Horn Installation
- Alternative 4: Mountable Median Installation with Pavement Widening

Alternative 0: "Null" or No Action

This alternative provides for only continued maintenance of the existing roadway network. No pavement, operational, or safety improvements would be implemented and adjacent residences, schools, and park users would continue to be burdened by train horn noise. This alternative was rejected as it does not address all of the project objectives.

Alternative 1: Crossing Closure

This alternative provides for the closure of one or all of the grade crossings, on a permanent or temporary (nighttime only) basis, in order to enact the quiet zone. The approximately 8,700 vehicles which use these crossings on a daily basis would be rerouted to adjacent grade-separated crossings at Big Tree Road, Amsdell Road, and North Creek Road. This alternative was rejected as it is not feasible for these locations, due to the significant volume of traffic which uses these roads, impacts on emergency response times, and the lengthy additional travel distance which would be necessary to reroute affected traffic to Big Tree Road, Amsdell, and North Creek Road. The Town is beginning the scoping phase of a future project to examine the closure of the Bayview Road grade crossings. The project is not funded, will require significant public outreach, and is required to follow a lengthy administrative process; therefore, it is not being examined further.

Alternative 2: Four Quadrant Gate Installation

This alternative provides for the installation of supplemental gates to completely block all lanes on both sides of the tracks at the grade crossings, thus eliminating the gate runaround scenario. Four quadrant gates are effective in preventing accidents by sealing the crossing from vehicles; however, slow-moving vehicles could conceivably be trapped in the railroad zone after the gates descend. Vehicle presence detectors (VPDs) can be installed that sense the presence of slow-moving vehicles to keep the supplemental exit gate arms in the vertical position until all vehicles have cleared the track crossing area. Railroads typically have issues regarding the additional maintenance costs of four quadrant gate systems, especially maintenance of the VPDs. While this alternative is feasible, it has been eliminated from consideration due to these factors as well as substantially high initial costs estimates.

Alternative 3: Wayside Horn Installation

This alternative provides for the installation of wayside horns at the grade crossings to replace the sounding of train horns. The wayside horn is stationary at a grade crossing, designed to provide audible warning to oncoming motorists of the approach of a train. Wayside horns are mounted on poles at the crossing and emit a louder, longer and more consistent audible alarm than the conventional train horn when the train is 1/4 mile from the crossing. The Wayside horn sound is directed right toward motorists and pedestrians on the roadway. While wayside horn installation would lessen the noise impact on the surrounding area by reducing the noise footprint, it would do little to lessen the impact immediately adjacent to the crossings. Cost estimates for this alternative have not been provided by the Railroads, but are expected to be comparable to four quadrant gate installation based on available guidance. While this alternative is feasible, it has been eliminated from consideration due to limited public benefits, substantially high costs, and maintenance requirements that would likely be unfavorable to the Railroads.

Alternative 4: Mountable Median Installation with Pavement Widening
This alternative provides for the installation of 3-foot mountable concrete medians with reflective traffic channelization devices along the centerline of both roadways for a length of 100 feet from each crossing gate arm as Supplemental Safety Measures (SSM). The existing pavement section would be rehabilitated with full-depth widening of the traveled way and shoulders to provide a service life of 25 years. One 11'-6" travel lane (striped 11') and 2'-0" shoulder would be provided on Bayview and Lakeview Roads. One 10'-6" travel lane (striped 10') and 2'-0" shoulder would be provided on Pleasant Avenue in each direction adjacent to the medians. Beyond the median, pavement would transition to the existing lane and shoulder widths. Existing grade crossing surfaces would be replaced by the Railroads to accommodate the widened approach pavement. This would be done at the cost of the project and would require approximately one year to implement. While this alternative is feasible, it has been eliminated from consideration due to the substantially high costs and impact on project schedule.

Refer to section 3.2 of this report for in-depth discussion of the design criteria, non-standard features, and non-conforming features.

1.4. How Will the Alternative(s) Affect the Environment?

Exhibit 1.4-A
Environmental Summary

NEPA Classification	Class II CE (C-List)	BY	NYSDOT	Date	Pending
SEQR Type:	Type II	BY	Town of Hamburg	Date	Pending

Permits that must be obtained during Final Design:
§ Norfolk Southern Right-of-Entry Permit
§ CSXT Right-of-Entry Permit

Exhibit 1.4-B
Comparison of Alternatives

Category	Alternative			
	0	2	4	5
Wetland impact	None	None	None	None
100-year floodplain impact	None	None	None	None
Cultural resources impact	None	Not Determined	Not Determined	Not Determined
Highway noise impact	None	None	None	None
Train Horn Noise Reduction	None	High	High	High
Soil disturbance	None	<0.1 acre	0.85 acres	<0.1 acre
Property impacts	None	None	7 Releases	None
Pavement Service Life	<5 years	<5 years	25 years	10 years
Construction cost (2016)	None	$3.56M	$0.93M	$0.30M

Refer to Chapters 3 and 4 for detailed information for the various alternatives under consideration, including any proposed mitigation measures.

Anticipated permits\certifications\coordination include:

NYS Department of Environmental Conservation (NYSDEC):
§ None

NYS Department of Transportation (NYSDOT):
§ None

US Army Corps of Engineers (USACE):
§ None

Coordination:
§ Erie County DPW Highway Division
§ Federal Railroad Administration
§ New York State Department of Transportation
§ CSX Transportation
§ Norfolk Southern Corp.

1.5. What Are the Costs & Schedules?

Design Approval is scheduled for September 2016, with construction beginning in the Fall 2016 and lasting approximately 2 months.

Exhibit 1.5-A
Project Schedule

Activity	Date Occurred/Tentative
Scoping Approval	Winter 2015
Design Approval	September 2016
Construction Start	October 2016
Construction Complete	May 2017

Exhibit 1.5-B
Summary of Alternative Costs (2015)

Category		Alternative		
		2	4	5
Construction Costs	Bridge	$0	$0	$0
	Highway	$15,000	$328,000	$169,000
	Railroad	$2,568,000[4]	$340,000	$15,000
Incidentals[1] (10%)		$258,000	$67,000	$18,000
Subtotal		$2,841,000	$735,000	$202,000
Contingency[2] (10%)		$426,000	$74,000	$20,000
Subtotal		$3,267,000	$809,000	$222,000
Potential Field Change Order[3]		$160,000	$88,000	$9,000
Subtotal		$3,427,000	$897,000	$231,000
Mobilization (4% max)		$137,000	$36,000	$9,000
Subtotal		$3,564,000	$933,000	$240,00
Construction Inspection/Support		$0	$0	$20,000
ROW Acquisition Costs		$0	$0	$0
Total Project Costs		**$3,564,000**	**$933,000**	**$264,000**

Notes:
1. Incidentals include the potential cost increase due to unknown or un-tabulated items.
2. NYSDOT recommended standard contingencies: 25% Scoping stage, 15% Design Approval stage, 5% Advanced Detail Plans stage.
3. NYSDOT recommended budget for changes in field conditions.
4. Construction costs for Alternative 2 are based upon estimates provided by the Railroads in 2010 with 4% annual adjustment.

1.6. Which Alternative Is Preferred?

The Town of Hamburg has identified the preferred Alternative as Alternative 5, however, scope of work is subject to change based on funding. A decision to enter the final design phase will not be made until after the environmental determination and evaluation of any comments received on the draft design approval document or from the public. The Town may also decide to phase the implementation of the Quiet Zones as separate projects depending on the availability of construction funding. This will be evaluated further during the detailed design phase.

1.7. What are the Opportunities for Public Involvement?

The Town of Hamburg is the project sponsor, as well as the SEQR Lead Agency, and will be responsible for selection of the preferred alternative. The preferred alternative will be selected after coordination with regulatory agencies and project stakeholders including:

§ New York State Department of Transportation
§ Erie County DPW Highway Division
§ CSX Transportation and Norfolk Southern Corp.
§ Residents and businesses adjacent to the project

A Public Information Meeting on the project was held on March 1, 2006 at the Town Hall. Representatives from the Town, CSX Transportation, Norfolk Southern, and Federal Railroad Administration were in attendance. Updates regarding the project have been given at various Town Board meetings, on the Town website, and through an e-mail contact list of interested residents.

The anticipated public involvement schedule is included in Exhibit 1.7.

Exhibit 1.7
Public Involvement Plan Schedule of Milestone Dates

Activity	Date Occurred/Tentative
Public Information Meeting	March 1, 2006
In-house Scoping Meeting	March 25, 2013
Current Project Letting	October 2016

For additional project information, or to provide your thoughts, you can contact the Town Engineer's Office:

telephone: (716) 649-6111 x2350
e-mail: engineering@townofhamburgny.com

Mailing Address:
6100 South Park Avenue
Hamburg, New York 14075

Please identify this project as Bayview Road, Pleasant Avenue and Lakeview Road Railroad Quiet Zones and include the six digit Project Identification Number (PIN 5761.01) in all correspondence and when requesting additional information.

The remainder of this report is a detailed technical evaluation of the existing conditions, the proposed alternatives, the impacts of the alternatives, copies of technical reports and plans and other supporting information.

CHAPTER 2 – PROJECT CONTEXT: HISTORY, TRANSPORTATION PLANS, CONDITIONS AND NEEDS

This chapter addresses the history and existing context of the project site, including the existing conditions, deficiencies, and needs for the subject study area.

2.1. Project History

The Town of Hamburg has received a total of $525,000 in Federal and State funding for the establishment of railroad quiet zones at grade crossings. During the spring of 2014, construction work was completed for creating railroad quiet zones at the CSXT and NS grade crossings on Rogers Road and Cloverbank Road. These quiet zones went into effect on June 24, 2014. $300,000 in remaining federal funding is still available for this project and the Town is expanding the quiet zones to include grade crossings on Bayview Road, Pleasant Avenue, and Lakeview Road. An Initial Project Proposal (IPP) was prepared for the project by the Town of Hamburg and approved on May 17, 2012. The project was programmed by NYSDOT and is included in the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) *Transportation Improvement Program 2011-2015*.

2.2. Transportation Plans and Land Use

2.2.1. Local Plans for the Project Area

2.2.1.1. Local Master Plan:

Improvements along Bayview Road, Pleasant Avenue and Lakeview Road are consistent with the 2012 *Town of Hamburg Comprehensive Plan Update*. This project does not preclude future development plans, as it would maintain existing capacity and access. There are no approved public or private developments planned within the project limits that would affect vehicular, bicyclist, or pedestrian traffic.

2.2.1.2. Local Private Development Plans:

There are no approved public or private developments planned within the project limits that would affect vehicular, bicyclist, or pedestrian traffic.

2.2.2. Transportation Corridor

2.2.2.1. Importance of the Project Route Segment:

Bayview Road and Lakeview Road are moderately traveled urban collectors linking Southwestern Boulevard (US Route 20) with Lake Shore Road (NY Route 5). Pleasant Avenue is a local road that also links the residential area between Southwestern Boulevard and Lake Shore Road. The proposed quiet zones, in conjunction with the previously constructed quiet zones at Rogers Road and Cloverbank Road, cover a 6.5 mile length of the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad tracks which traverse the Town of Hamburg from west to east. There are approximately 20,000 Town residents who live within hearing range of these railroad tracks.

2.2.2.2. Alternate Routes:

There are no suitable alternative routes on the existing roadway network with excess capacity to receive a diversion of existing traffic or new traffic generated by future development.

2.2.2.3. Corridor Deficiencies and Needs:

There are no highway capacity concerns along Bayview Road, Pleasant Avenue or Lakeview Road. Each of the roadways appear to operate at acceptable levels of service with minimal delays.

2.2.2.4. Transportation Plans:

This project is on the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) *2014-2018 Transportation Improvement Program* (TIP).

The GBNRTC 2035 *Long Range Transportation Plan Update* (LRTP) was reviewed for consistency with the project needs and objectives. Some of the goals listed in the LRTP include:

- Protect and enhance the environment, improve quality of life, and promote consistency between transportation improvements and State and local planned growth patterns.
- Enhance integration and connectivity of the transportation system, across and between modes for people and freight.
- Emphasize the preservation of the existing transportation system.

2.2.2.5. Abutting Highway Segments and Future Plans for Abutting Highway Segments:

The abutting segments of Bayview Road, Pleasant Avenue and Lakeview Road are similar in character to that of the project improvement area. Travel lane and shoulder widths, posted speed limits, and clear zones are consistent with those within the project limits.

The Erie County DPW Highway Division has recently completed a locally funded project to rehabilitate Pleasant Avenue from Lake Shore Road to Southwestern Boulevard and Lakeview Road between Old Lakeshore Road and Southwestern Boulevard.

The work on Pleasant Avenue included a single-course mill and overlay from Lake Shore Road to Southwestern Boulevard. Pleasant Avenue between Lake Shore Road and Versailles Road had all trees and brush trimmed/removed to acceptable standards. The Town of Hamburg intends to take over ownership and maintenance jurisdiction of the segment between Lake Shore Road and Versailles Road upon completion of the rehabilitation work.

The work on Lakeview Road included a two-course mill and overlay from Old Lakeshore Road to Southwestern Boulevard. Lakeview Road from the Norfolk Southern railroad crossing to Center Street was milled down 3 inches as measured from the top of the concrete gutter and overlaid accordingly. The ditches were cleaned to acceptable standards, and trees and brush were trimmed to acceptable standards from Old Lakeshore Road to Versailles Road. The Town of Hamburg intends to take over ownership and maintenance jurisdiction of the segment between Old Lakeshore Road and Versailles Road upon completion of the rehabilitation work.

The Town of Hamburg has indicated that there are no plans to reconstruct or widen the abutting segments of Bayview Road within the next 20 years. Routine capital projects, including pavement resurfacing and drainage improvements, will be performed as conditions warrant.

2.3. Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1. Operations (Traffic and Safety) & Maintenance

2.3.1.1. Functional Classification and National Highway System (NHS):

The NYSDOT functional classification of the respective roadway segments is presented in the following exhibit.

Exhibit 2.3.1.1 Classification Data			
Roadway	**Bayview Road**	**Pleasant Avenue**	**Lakeview Road**
Functional Classification	Urban Major Collector	Urban Local	Urban Major Collector
National Highway System (NHS)	No	No	No
Designated Truck Access Highway[1]	No	No	No
Qualifying Highway[1]	No	No	No
Within 1 mile of a Qualifying Highway	No	No	No
Within the 16-ft vertical clearance network	No	No	No

Notes:
1. Obtained from NYSDOT's *Official Description of Designated Qualifying and Access Highways in New York State*, January 2013.

2.3.1.2. Control of Access:

Access onto Bayview Road, Pleasant Avenue and Lakeview Road is unrestricted within the project limits.

2.3.1.3. Traffic Control Devices:

There are no traffic signals within the project limits or within one half mile of the abutting roadway segments. Signs and delineators installed throughout the project limits are in fair condition, although some show evidence of vehicular impact and loss of reflectivity. Signs on Bayview Road are generally in poor condition. Advance railroad crossing warning signs and supplemental pavement markings are in poor condition and are located farther from the crossings than current MUTCD standards.

2.3.1.4. Intelligent Transportation Systems (ITS):

There are no existing ITS devices within the project limits.

2.3.1.5. Speeds and Delay:

Posted speed limits were obtained from field observation and the *Code of the Town of Hamburg*. Speed information was obtained from NYSDOT where available. The raw data are available in Appendix C. The 85th percentile speed is that speed at which or below 85 percent of all vehicles travel. The results are summarized in Exhibit 2.3.1.5:

Exhibit 2.3.1.5 Speed Data			
Street Name	**Posted/ Regulatory Speed**	**Average Speed**	**85th Percentile Speed**
Bayview Road	35 mph	29.8 mph	38.8 mph
Pleasant Avenue	30 mph	N/A	N/A
Lakeview Road	30 mph	42.3 mph*	48.5 mph*

*Speed measurement was collected outside the project limits (1800' east of NYS Route 5) where the posted speed limit is 55 mph.

2.3.1.6. Traffic Volumes:

Twenty-four-hour continuous traffic counts were obtained from NYSDOT for the roadway segments. Traffic volume projections were completed for existing conditions, estimated time of completion ETC (2016) and the design year ETC+20 (2036). A growth rate of 0.5% was calculated based on historic count information. This growth factor (annually compounded) was used to forecast ADT volumes for years

2015, 2016 and 2036 which appear in Exhibit 2.3.1.6. Additional traffic data is included in Appendix C. Existing and future traffic volumes are presented in Exhibit 2.3.1.6:

Exhibit 2.3.1.6
Traffic Data Forecast

Segment		Existing (2015)	ETC (2016)	ETC+20 (2036)
Bayview	AADT	2,098	2,108	2,329
	DHV	189	190	210
	Heavy Vehicles	2.2%		
Pleasant	AADT	2,204	2,215	2,448
	DHV	198	199	220
	Heavy Vehicles	5.0%*		
Lakeview	AADT	4,327	4,348	4,804
	DHV	476	478	528
	Heavy Vehicles	3.6%		

*Based on NYSDOT Heavy Vehicle Percentages for Region 5

2.3.1.7. Level of Service and Mobility:

Level of Service (LOS) is a qualitative measure describing motorist satisfaction with various factors influencing the degree of traffic congestion including travel time, speed, maneuverability, and delay. The methodology for performing capacity analyses and determining level of service is documented in the Highway Capacity Manual (HCM) (Transportation Research Board, Washington D.C., 2010) Levels of service range from A to F. LOS A describes traffic operations with little or no delay while LOS F describes highly congested conditions with substantial delays. Analyses based on the HCM methodology were conducted using HCS 2010 analysis software for two lane roadways.

The results of the level of service analysis for existing and future conditions during the daily high peak hour period are summarized in Exhibit 2.3.1.7. The roadways are currently operating with LOS C or better and have adequate capacity to serve all peak hour demand and meet the anticipated demand with no change in levels of service throughout the design year 2036.

Exhibit 2.3.1.7
Segment LOS Summary

Segment	Existing (2015)	ETC (2016)	ETC+20 (2036)
Bayview Road	B	B	B
Pleasant Avenue	B	B	B
Lakeview Road	C	C	C

2.3.1.8. Safety Considerations, Accident History and Analysis:

The FRA accident database was queried for all grade crossings in the study area. The database returned 2 Highway-Rail Grade Crossing Accident/Incident Reports for Bayview Road in the past 10 years. One incident occurred on the NS track in March 2014 and involved the train striking an unoccupied vehicle stopped on the crossing. The one other accident occurred on the CSXT tracks in 2010. The accident involved a vehicle that was struck by train on the tracks, resulting with no injuries. Refer to Appendix C for copies of the reports.

The database retuned 1 accident/incident report over the past 10 years for the Pleasant Avenue crossing. The accident occurred on the CSXT tracks in July 2007. A vehicle drove around the barricades and "closed for repair signs" and got stuck on the tracks before being struck by a train. The occupants exited the vehicle with no injuries before the vehicle was struck. There were no accidents listed in the past 10 years on the Norfolk Southern Corp. track. Refer to Appendix C for copies of the reports.

The database returned 1 accident/incident report over the past 10 years for the Lakeview Road crossing. The accident occurred on the CSXT tracks in July 2008. A vehicle was traveling down the road, being pursued by police when it failed to stop at the crossing and struck a freight car resulting in fatal injuries to the driver. There were no accidents listed in the past 10 years on the Norfolk Southern Corp track. Refer to Appendix C for copies of the reports.

2.3.1.9. Existing Police, Fire Protection and Ambulance Access:

No emergency service providers are located on the project corridor. Lakeview Road and Pleasant Avenue are serviced by the Lakeview Fire Company, while Bayview Road is serviced by the Big Tree Fire Company. Police services are provided by the Hamburg Police Department.

2.3.1.10. Parking Regulations and Parking Related Conditions:

There are no parking restrictions on Bayview Road, Pleasant Avenue and Lakeview Road within the project study area.

2.3.1.11. Lighting:

Street lighting is provided by cobra head style light fixtures mounted on bracket arms attached to the existing wood utility poles. There are no known plans in place to upgrade the lighting system.

2.3.1.12. Ownership and Maintenance Jurisdiction:

The existing ownership and maintenance responsibility of the roadway features within the project limits are shown in the following exhibit:

Exhibit 2.3.1.12
Existing Ownership and Maintenance Jurisdiction

Highway	Limits	Feature(s) Maintained	Agency	Authority
Roadways				
Bayview Road	Entirety	Pav't, drainage, landscaping, signs, pavement markings, lighting	Town of Hamburg	Section 81 Highway Law
Pleasant Avenue	Entirety	"	Erie County*	Section 129 Highway Law
Lakeview Road	Entirety	"	Erie County*	Section 129 Highway Law
Snow Removal				
Bayview Road	Entirety	Snow and ice removal	Town of Hamburg	Section 81 Highway Law
Pleasant Avenue	Entirety	"	Erie County*	Section 129 Highway Law
Lakeview Road	Entirety	"	Erie County*	Section 129 Highway Law

*Refer to Section 3.3.1.12 for future changes in Ownership and Maintenance

2.3.2. Multimodal

2.3.2.1. Pedestrians:

There are no separate provisions for pedestrians within the project limits for Bayview Road, Pleasant Avenue and Lakeview Road. No specific pedestrian accommodations exist close to the project corridor. Pedestrians are accommodated on the paved shoulder of Bayview Road, Pleasant Avenue and Lakeview Road.

There are no approved plans for sidewalk extensions, trails, or other pedestrian routes within the project limits. A pedestrian generator checklist is included in Appendix C.

2.3.2.2. Bicyclists:

There are no designated bicycle routes or separate provisions for bicyclists in the project limits. The occasional bicyclist may legally use the travel lane or paved shoulder.

2.3.2.3. Transit:

Public transportation services for the Town of Hamburg are provided by Niagara Frontier Transportation Authority (NFTA). Transit routes do not utilize Bayview Road, Pleasant Avenue or Lakeview Road within the project limits.

2.3.2.4. Airports, Railroad Stations, and Ports:

There are no airports, railroad stations or port entrances within the project limits.

2.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, State Lands)

There are no entrances to recreation areas within the project limits of Bayview Road, Pleasant Avenue or Lakeview Road.

2.3.3. Infrastructure

2.3.3.1. Existing Highway Section:

Bayview Road is comprised of varying pavement widths near the railroad crossings. The total pavement width northwest of the CSXT grade crossing is 31 feet, between CSXT and NS crossings is 28 feet and southeast of the NS crossing is approximately 30 feet. Travel lane widths vary from 10 to 11 feet wide. There are no auxiliary lanes throughout the length of the project. Pavement cross slope varies from level to 2.8% and the profile is rolling with grades up to 4.1%.

Pleasant Avenue also varies in width near the railroad crossings. The total pavement width north of the CSXT tracks is 26 feet, between the CSXT and NS crossings is 24 feet and south of the NS crossing is 27 feet. Travel lane widths vary from 10 to 11 feet wide. Pavement cross slope varies from level to 3.4% and the profile is rolling with grades up to 6.3%.

Lakeview Road also varies in width near the railroad crossings. The total pavement width north of the CSXT tracks is 36 feet, between the CSXT and NS crossings is 24 feet and south of the NS crossing is also 24 feet. The travel lane width throughout is 12 feet wide. Pavement cross slope varies from level to 3.4% and the profile is rolling with grades up to 6.3%.

Right-of-way widths are 66 feet on Bayview Road, 66 feet on Pleasant Avenue, 120 feet north of the CSXT tracks on Lakeview Road, and 66 feet to the south of the tracks. The widths were determined from record plans and tax maps provided by Erie County for Bayview Road, Pleasant Avenue and Lakeview Road.

Refer to Section 2.3.3.10 for discussion regarding existing grade crossings.

2.3.3.2. Geometric Design Elements Not Meeting 2R/3R or Bridge Rehabilitation Standards:

This section compares the existing geometric elements with the minimum standards used to make capital infrastructure improvements. This section helps ensure the objectives and feasible alternatives consider key deficiencies.

2.3.3.2.(1) Critical Design Elements:

The geometric features of the subject roadways were evaluated in accordance with design standards set forth in the NYSDOT Highway Design Manual. There are no non-standard features based on the current NYSDOT 2R/3R Standards with exception of superelevation on Pleasant Avenue which is further described in Section 3.3.3.2.(1) and a non-standard feature justification is contained in Appendix F. All remaining design elements appear to coincide with the safe operating and regulatory speeds of the facilities.

2.3.3.2.(2) Other Controlling Parameters:

The following existing nonconforming features were determined based on the current NYSDOT 2R/3R Standard:

§ Cross slopes on Bayview Road, Pleasant Avenue, and Lakeview Road vary from normal crown to 3.9% (down) as measured in the field.

§ CSXT and NS Grade crossing approaches on Bayview Road and Pleasant Avenue and the CSXT grade crossing approaches on Lakeview Road are profile deficient or “humped.” Ideally, the profile of the roadway approach should be no more than 3 inches above or below the top of at a distance of 30 feet from the outside rail. This ensures a smooth transition that eliminates bottoming out of low clearance vehicles and minimizes impact forces on the crossing surface. The maximum grade elevation difference on Bayview Road, Pleasant Avenue, and Lakeview Road are approximately 15 inches, 17 inches, and 10 inches from level, respectively.

§ Advance railroad crossing warning signs and supplemental pavement markings are located significantly farther from the crossings than current MUTCD standards.

2.3.3.3. Pavement and Shoulders:

Existing pavement conditions were observed by Erdman Anthony during a site visit on June 25, 2015. The overall pavement and shoulders on Bayview Road are in fair to good condition and show signs of longitudinal cracking, localized potholes and transverse cracking. Both the CSXT and NS tracks have been resurfaced approximately 15 feet in each direction. Extensive rutting and potholes extend approximately 20 feet beyond the resurfaced sections on either side of the CSXT tracks. These potholes range in depth from 1 inch to 3 inches. Similarly, beyond the NS tracks there are potholes localized to wheel paths approximately 1 inch in depth. Moderate longitudinal and transverse cracking exist throughout the project limits with exception of extensive alligator cracking and overall deterioration in the southbound lane. Overall Shoulder conditions are in fair to good condition with minor edge cracking.

The overall pavement and shoulders on Pleasant Avenue are in poor to good condition and show areas of longitudinal cracking, localized potholes, transverse cracking and alligator cracking. The pavement immediately adjacent to the CSXT and NS tracks have been resurfaced approximately 15 feet on each side and are in good condition. Extending from the CSXT tracks to the northwestern project limits, the pavement conditions are fair with minor transverse and longitudinal cracking, small sections of alligator cracking, and slight rutting in the wheel paths. The shoulders have edge cracking and steep drop-offs in some areas. Between the CSXT and NS tracks, the outside of the northbound lane/shoulder has significant edge cracking and is severely deteriorated. Southeast of the NS track, there is significant deterioration, potholes, transverse cracking, and edge cracking extending to the project limits. The shoulders are in poor condition and severely deteriorated on the edge of the northbound lane.

The pavement and shoulders on Lakeview Road are in poor to good condition overall and show signs of longitudinal and transverse cracking, localized potholes, and alligator cracking. From the northern project

limits to approximately 25' north of the CSXT tracks, the pavement and shoulder are in good condition with minor transverse and longitudinal cracking. The pavement +/- 25' on each side of the CSXT tracks is in poor condition and has significant transverse cracking with small potholes (1" to 4" in depth), minor longitudinal cracking, and slight rutting in wheel paths. Between the CSXT and NS tracks, the pavement is in poor to fair condition and has longitudinal cracking, and localized alligator cracking in the wheel paths. The shoulders are flanked by concrete gutters that appear to have been partially overlaid with asphalt pavement and are filled with gravel. Immediately adjacent to the NS tracks approximately +/- 10 feet on each side, the pavement has been recently resurfaced and is in good condition. Beyond this section to the southeastern project limits, the pavement is poor and exhibits moderate transverse and longitudinal cracking throughout. The shoulders are flanked by concrete gutters that appear to have been partially overlaid with asphalt pavement and are filled with gravel.

Pavement conditions on all three roads range from poor to good, with reoccurring patterns of wheel path cracking, edge cracking and wheel path rutting. These types of distresses are indicative of poor subgrade support, frost action, inadequate drainage, insufficient pavement thickness, and poor lateral (shoulder) support. The majority of the roadbeds are in shallow cut sections at the grade crossing approaches, which suggests that the underlying soils are poorly draining and susceptible to frost.

Refer to Appendix D for additional information regarding pavement.

2.3.3.4. Drainage Systems:

Runoff on Bayview Road is collected by the perched roadway embankment, shallow roadside ditches, and closed drainage systems west of the CSX tracks and east of the NS track. The closed system west of the CSX tracks is comprised of a 12-inch corrugated metal pipe (CMP) that runs on the north side of Pleasant Avenue and drains to a catch basin approximately 65 feet west of the tracks. An 18-inch CMP then crosses underneath Bayview Road and outlets to a ditch on the south side. Sheet flow from the roadway section between the grade crossings drains to roadside ditches on the north and south sides of the road. East of the NS track, runoff is generally collected by roadside ditches and transferred from the north to south side of Bayview by a 24-inch CMP under the roadway.

Pleasant Avenue runoff is collected by a perched roadway embankment and adjacent roadside ditches. A 12-inch CMP driveway culvert travels under the driveway at Operating Engineers Local 17 parking lot on the north side of Pleasant Avenue, east of the NS tracks where it outlets to roadside ditch at the project limits.

Lakeview Road drainage is accommodated by a combination of open and closed drainage systems. There are catch basins throughout the project site and various pipes underneath Lakeview Road. Pipe sizes vary from 18-inch to 48-inch and consist of reinforced concrete pipe (RCP) or CMP material. The drainage pattern of the combined system generally flows from west to east and eventually outlets to a creek that is tributary to Lake Erie.

The Town has indicated that there are no known problems with the existing drainage system within the project limits.

2.3.3.5. Geotechnical:

A subsurface exploration program was not performed for this project. Soil condition exploration consisted of analyzing hydrologic soil reports from the Natural Resources Conservation Service (NRCS). The majority of the soils present at the sites are generally silty clay loams. Bayview Road consists mostly of Canadice silt loam, Pleasant Avenue has Orpark silty clay loam and Lakeview Road has Brockport silty clay loam. At this time, there are no special geotechnical concerns with soils or rock slopes within the project area. Refer to Appendix D for additional geotechnical information.

2.3.3.6. Structures:

There are no existing bridges or large culverts within the project limits.

2.3.3.7. Hydraulics of Bridges and Culverts:

There are no existing bridges or culverts over waterways within the project limits.

2.3.3.8. Guide Railing, Median Barriers and Impact Attenuators:

The existing guide railing on Pleasant Avenue and Lakeview Road is generally in good condition. There is no guide railing on Bayview Road. Exhibit 2.3.3.8 notes the existing guide railing along the project corridor.

Exhibit 2.3.3.8
Existing Guide Railing, Median Barriers and Impact Attenuators

Type	Location	Length (ft)	Condition
W-Beam	23+11, RT (Pleasant)	49	Fair
W-Beam	23+23, LT (Pleasant)	60	Fair
W-Beam	23+85, RT (Pleasant)	95	Fair
W-Beam	24+26, LT (Pleasant)	80	Fair
W-Beam	55+10, RT (Lakeview)	270	Fair
W-Beam	2+20, LT (Lakeview)	200	Fair

There are no median barriers or impact attenuators within the project limits.

2.3.3.9. Utilities:

Utility companies and municipal agencies were contacted to determine the location of any existing underground and overhead facilities. The following utilities are present in the vicinity of the project limits:

- Overhead electric transmission and distribution lines owned by National Grid (private)
- Overhead and underground telephone lines owned by Verizon (private)
- Overhead and underground cable television lines owned by Time Warner Cable (private)
- Overhead and underground railroad communication and signal lines owned by CSXT and NS (private)
- Underground fiber optic lines parallel to the CSXT right-of-way owned by AT&T and Sprint (private)
- Underground gas transmission and distribution lines owned by National Fuel Gas (private)
- Underground water transmission and distribution lines owned by Erie County Water Authority (public)
- Underground sanitary sewers owned by Erie County (public)

A detailed evaluation of the existing utilities in the project limits will be prepared as the design progresses.

2.3.3.10. Railroad Facilities:

The following grade crossings are located within the limits of the proposed quiet Zones:

Exhibit 2.3.3.10
Railroad Grade Crossings

Inventory No.	Road Name	Railroad	Type of Crossing	No. of Tracks	Warning Devices	Trains per Day
520030C	Bayview Road	CSXT	Public	3	FLG	52
471713G	Bayview Road	NS	Public	1	FLG	18
519499U	Pleasant Avenue	CSXT	Public	3	FLG	51

471719X	Pleasant Avenue	NS	Public	1	FLG	18
519498M	Lakeview Road	CSXT	Public	3	FGL	51
471721Y	Lakeview Road	NS	Public	1	FLG	18

All grade crossing surfaces are in good to fair condition. Surfaces on CSXT's crossing are normal duty with rubber rail interfaces, timber headers, and asphalt pavement on a timber track structure. CSXT has not indicated any immediate plans to replace them.

Norfolk Southern's crossings are also normal duty with rubber rail interfaces and asphalt paving on a timber track structure.

All grade crossings have active warning devices consisting of flashing lights, gates, and bells. The railroads have not indicated if there are any plans to upgrade or replace the signals at any of the crossings. All signals meet the minimum requirements for establishment of a quiet zone, including flashing lights, gates, constant warning time circuitry, and power out indicators; with the exception of the CSXT grade crossings, which do not have power out indicators.

2.3.4. Landscape and Environmental Enhancement Opportunities

2.3.4.1. Landscape:

The landscape of the surrounding area is formed on a level terrain with limited land use density. The project site is located in an area with residential, commercial, and recreational uses. The periphery contains limited open spaces.

2.3.4.1.(1) Terrain:

According to properties described in the HDM, the terrain of the project improvement area is level. Highway sight distances, as governed by both horizontal and vertical restrictions, are generally long or could be made to be so without construction difficulty or major expenses.

2.3.4.1.(2) Unusual Weather Conditions:

The climate is typical of the region and consists of warm to hot summers and cold winters with moderate to heavy snowfall. Average annual precipitation is 38.5 inches. On average there are 137 days annually with measurable frost. The open spaces adjacent to all three roadways likely result in localized blowing snow conditions, although no problem areas have been brought to attention by the Town.

2.3.4.1.(3) Visual Resource Inventory:

The visual environment does not contain any known visually sensitive receptors including significant scenic views, State/National Register of Historic Places structures, buildings or district, nor unusual land forms.

2.3.4.2. Opportunities for Environmental Improvements:

No practical opportunities for environmental enhancements within the project area have been identified to date. Opportunities for improvements in accordance with NYSDOT's Environmental Initiative should be examined as the project progresses. These are actions to enhance the natural and manmade environment above and beyond the required project mitigation measures. They may include features that provide the opportunity for enhancement by local governments or other agencies or organizations as betterments. Examples include: fishing access, boat and canoe launch sites, development of pocket parks, habitat improvements, and enhanced wetlands.

2.3.5. Miscellaneous:

None.

CHAPTER 3 – ALTERNATIVES

This chapter discusses the alternatives considered and examines the engineering aspects for all feasible alternatives to address the project objectives outlined in Chapter 1 of this report.

3.1. Alternatives Considered and Eliminated from Further Study

Project alternatives were developed to meet the project objectives using the design criteria in Section 3.2.3.2 of this report. The following alternatives were considered and have been eliminated from further study:

- Alternative 0: "Null" or No Action
- Alternative 1: Crossing Closure
- Alternative 2: Four Quadrant Gate Installation
- Alternative 3: Wayside Horn Installation
- Alternative 4: Mountable Median Installation with Pavement Widening

Alternative 0: "Null" or No Action
This alternative provides for only continued maintenance of the existing roadway network. No pavement, operational, or safety improvements would be implemented and adjacent residences, schools, and park users would continue to be burdened by train horn noise. This alternative was rejected as it does not address all of the project objectives.

Alternative 1: Crossing Closure
This alternative provides for the closure of one or all of the grade crossings, on a permanent or temporary (nighttime only) basis, in order to enact the quiet zone. The approximately 8,700 vehicles which use these crossings on a daily basis would be rerouted to adjacent grade-separated crossings at Big Tree Road, Amsdell Road, and North Creek Road. This alternative was rejected as it is not feasible for these locations, due to the significant volume of traffic which uses these roads, impacts on emergency response times, and the lengthy additional travel distance which would be necessary to reroute affected traffic to Big Tree Road, Amsdell, and North Creek Road. The Town is beginning the scoping phase of a future project to examine the closure of the Bayview Road grade crossings. The project is not funded, will require significant public outreach, and is required to follow a lengthy administrative process; therefore, it is not being examined further.

Alternative 2: Four Quadrant Gate Installation
This alternative provides for the installation of supplemental gates to completely block all lanes on both sides of the tracks at the grade crossings, thus eliminating the gate runaround scenario. Four quadrant gates are effective in preventing accidents by sealing the crossing from vehicles; however, slow-moving vehicles could conceivably be trapped in the railroad zone after the gates descend. Vehicle presence detectors (VPDs) can be installed that sense the presence of slow-moving vehicles to keep the supplemental exit gate arms in the vertical position until all vehicles have cleared the track crossing area. Railroads typically have issues regarding the additional maintenance costs of four quadrant gate systems, especially maintenance of the VPDs. While this alternative is feasible, it has been eliminated from consideration due to these factors as well as substantially high initial cost estimates.

Alternative 3: Wayside Horn Installation
This alternative provides for the installation of wayside horns at the grade crossings to replace the sounding of train horns. The wayside horn is stationary at a grade crossing, designed to provide audible warning to oncoming motorists of the approach of a train. Wayside horns are mounted on poles at the crossing and emit a louder, longer and more consistent audible alarm than the conventional train horn when the train is 1/4 mile from the crossing. The Wayside horn sound is directed right toward motorists and pedestrians on the roadway. While wayside horn installation would lessen the noise impact on the surrounding area by reducing the noise footprint, it would do little to lessen the impact immediately adjacent to the crossings. Cost estimates for this alternative have not been provided by the Railroads, but are expected to be comparable to four quadrant gate installation based on available guidance. While

this alternative is feasible, it has been eliminated from consideration due to limited public benefits, substantially high costs, and maintenance requirements that would likely be unfavorable to the Railroads.

Alternative 4: Mountable Median Installation with Pavement Widening
This alternative provides for the installation of 3-foot mountable concrete medians with reflective traffic channelization devices along the centerline of the three roadways for a length of 100 feet (a minimum of 60 feet if near an intersection or commercial driveway) from each crossing gate arm as Supplemental Safety Measures (SSM). The existing pavement section would be resurfaced to provide a service life of 10 years. One 11' travel lane and 2-3' shoulder would be provided on Bayview; One 10' travel lane and 2'-4' shoulders would be provided on Pleasant Avenue; and one 12' travel lane and 2'-6' shoulders would be provided on Lakeview Road in each direction adjacent to the medians. Beyond the median, pavement would transition to the existing lane and shoulder widths. Existing grade crossing surfaces would be replaced by the Railroads to accommodate the widened approach pavement. This would be done at the cost of the project and would require approximately one year to implement. While this alternative is feasible, it has been eliminated from consideration due to the substantially high costs and impact on project schedule.

Refer to section 3.2 of this report for in-depth discussion of the design criteria, non-standard features, and non-conforming features.

3.2. Feasible Build Alternatives

3.2.1. Description of Feasible Alternatives

Project alternatives were developed to meet the project objectives using the design criteria in Section 3.2.3.2 of this report. The following alternatives are considered feasible as they meet the project objectives outlined in Chapter 1:

§ Alternative 5: Traffic Channelization Device Installation with Pavement Milling & Overlay

Alternative 5: Traffic Channelization Device Installation with Pavement Milling & Overlay
This alternative provides for the installation of 9-inch-wide reflective traffic channelization devices with integral curbing along the centerline of the three roadways for a length of 100 feet (a minimum of 60 feet if near an intersection or commercial driveway) from each crossing gate arm as Supplemental Safety Measures (SSM). Pavement would be milled to remove existing surface defects and provide a consistent cross slope, and overlayed with a single HMA course at each of Baview Road, Pleasant Avenue and Lakeview Road to provide an estimated service life of 10 years. One 11' travel lane and 3'-4' shoulder would be provided on Bayview; One 10' travel lane and 2'-4' shoulders would be provided on Pleasant Avenue; and one 12' travel lane and 2'-6' shoulders would be provided on Lakeview Road in each direction. Shoulder backup material would be placed at a 2-foot width beyond the paved shoulders to provide additional buffer space for vehicle maneuverability and minimize the chance that errant vehicle would destabilize at the dropoff.

Key elements of this alternative include:

Geometry	§ Rehabilitation of the roadway on existing alignment with one travel lane and shoulder in each direction: 11-ft travel lane and 3-4 ft shoulders on Bayview Road, 10-ft travel lane and 2-4 ft shoulders on Pleasant Avenue, and 12-ft travel lane and 6-ft shoulders or 3-ft concrete gutter on Lakeview Road. § The cross slope will be constructed to 2% and the max rollover will be 8%.
Operational	§ The standard travel lanes and shoulder widths maintain the level of service along the corridor.
Control of Access	§ Access control along the corridor will generally remain unchanged. § Access to the power line access driveways on the roads will be limited to one way in and out by the traffic separators, unless they are mounted by equipment or temporarily removed.

Environmental	§ There are no significant environmental concerns.
Cost	§ Construction cost of this alternative is $0.33M.
Right-of-Way	§ All work necessary to construct the project will be contained inside the existing 66-ft wide ROW on Bayview Road, the existing 66-ft wide ROW on Pleasant Avenue and the varying 66 to 125-ft wide ROW on Lakeview Road. Nonessential work may require temporary work releases.
Project Goals	§ This improvement meets the overall objectives of providing Supplemental Safety Measures in accordance with current FRA guidelines for implementation of quiet zones and restoring the pavement to good condition for an estimated service life of 10 years.

Exhibit 1.5-B
Summary of Alternative Costs (2015)

Category		Alternative		
		2	4	5
Construction Costs	Bridge	$0	$0	$0
	Highway	$15,000	$328,000	$245,000
	Railroad	$2,568,000[4]	$340,000	$15,000
Incidentals[1] (10%)		$258,000	$67,000	$26,000
Subtotal		$2,841,000	$735,000	$286,000
Contingency[2] (10%)		$426,000	$74,000	$14,000
Subtotal		$3,267,000	$809,000	$300,000
Potential Field Change Order[3]		$160,000	$88,000	$12,000
Subtotal		$3,427,000	$897,000	$312,000
Mobilization (4% max)		$137,000	$36,000	$12,500
Subtotal		$3,564,000	$933,000	$324,500
Construction Inspection (Town)		$0	$0	$0
ROW Acquisition Costs		$0	$0	$0
Total Project Costs		**$3,564,000**	**$933,000**	**$324,500**

Notes:
1. The potential cost increase due to unknown or un-tabulated items.
2. NYSDOT recommended standard contingencies: 25% Scoping stage, 15% Design Approval stage, 5% Advanced Detail Plans stage.
3. NYSDOT recommended budget for changes in field conditions.
4. Construction costs for Alternative 2 are based upon estimates provided by the Railroads in 2010 with 4% annual adjustment.

3.2.2 Preferred Alternative:

The Town of Hamburg is the project sponsor, as well as the SEQR Lead Agency, and will be responsible for selection of the preferred alternative. The preferred alternative will be selected after coordination with regulatory agencies and project stakeholders.

3.2.3. Design Criteria for Feasible Alternative(s)

3.2.3.1. Design Standards:

Chapter 7 of the NYSDOT *Highway Design Manual* (HDM) is the primary source for design standards. The primary work type is 3R.

3.2.3.2. Critical Design Elements:

The minimum design criteria for critical design elements serve as the basis for developing and evaluating the design alternatives and are shown in Exhibit 3.2.3.2-A through Exhibit 3.2.3.2-B. The HDM was used to establish these criteria. The Proposed Conditions columns are reflective of Alternatives 5:

Exhibit 3.2.3.2-A
Critical Design Elements for Bayview Road

PIN:	5761.01	**NHS (Y/N):**	No
Route No. & Name:	Bayview Raod	**Functional Class:**	Urban Major Collector
Project Type:	Non-freeway 3R	**Design Class:**	Collector
% Trucks:	2.2%	**Terrain:**	Level
ADT (2036):	2,329	**Truck Access/Qualifying Hw.**	No

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	30 mph min, 60 mph max HDM §2.7.3.2 A	35 mph (posted)	40 mph[1]
2	Lane Width	10' min travel lane HDM §7.5.2.2 B, Exhibit 7-8	11 ft	11 ft
3	Shoulder Width	4' min (uncurbed) 0' min (curbed) HDM §7.5.2.2 C, Exhibit 7-4 and 7-8	3-4 ft	3-4 ft
4	Bridge Roadway Width	28' min width but not > than approach roadway width BM §2.3.1 Table 2-1, App. 2A Table X & R	N/A	N/A
5	Maximum Grade	No min/max (uncurbed) 0.5% desirable (curbed) HDM §7.5.2.2 E	4.1%	4.1%
6	Horizontal Curvature	154' (@ e = 4.0%) HDM §7.5.2.2 F, Exhibit 7-6	1250 ft @ NC	1250 ft @ NC
7	Superelevation Rate	4% for urban areas 6% max for suburban areas HDM §7.5.2.2 G	NC	NC
8	Stopping Sight Distance	305' min HDM §7.5.2.2 H, Exhibit 7-7	>305 ft	>305 ft
9	Horizontal Clearance	Greater of the existing shoulder width or 1.5' from traveled way HDM §7.5.2.2 I	4 ft	4 ft
10	Vertical Clearance	14' min, 14'-6" desirable BM §2.4.1 Table 2-2 and §2.4.3	N/A	N/A
11	Pavement Cross Slope	1.5% min to 3% max (travel lanes) 2% min to 8% max (shoulders) HDM §7.5.2.2 K	2.8%	2% Max
12	Rollover	4% max between lanes 8% max at EOT; HDM §7.5.2.2 L	6.5% 5%	4% 8%
13	Pedestrian Accommodation	Complies with HDM Chapter 18 and ADAAG	Shoulder	Shoulder

Notes:
1. Design Speed of 40 mph is consistent with the anticipated off-peak 85th percentile speed within the range of functional class speeds for the terrain and volume. Refer to Section 2.3.1.5, Speeds and Delays, and Appendix C of this report for additional information on speed data.

Exhibit 3.2.3.2-B Critical Design Elements for Pleasant Avenue			
PIN:	5761.01	**NHS (Y/N):**	No
Route No. & Name:	Pleasant Avenue	**Functional Class:**	Urban Local
Project Type:	Non-freeway 3R	**Design Class:**	Local
% Trucks:	5.0%	**Terrain:**	Level
ADT (2036):	2,448	**Truck Access/Qualifying Hw.**	No

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	20 mph min, 30 mph max HDM §2.7.4.2 A	30 mph (posted)	30 mph (posted)
2	Lane Width	9' min travel lane HDM §7.5.2.2 B, Exhibit 7-8	10 ft	10 ft
3	Shoulder Width	2' min (uncurbed) 0' min (curbed) HDM §7.5.2.2 C, Exhibit 7-4 and 7-8	2-4 ft	2-4 ft
4	Bridge Roadway Width	28' min width but not > than approach roadway width BM §2.3.1 Table 2-1, App. 2A Table X & R	N/A	N/A
5	Maximum Grade	No min/max (uncurbed) 0.5% des. (curbed) HDM §7.5.2.2 E	6.3%	6.3%
6	Horizontal Curvature	45' (@ e = 4.0%) HDM §7.5.2.2 F, Exhibit 7-6	190' @ NC	190' @ e = 2.0%
7	Superelevation Rate	4% for urban areas 6% max for suburban areas HDM §7.5.2.2 G	NC	2%[1]
8	Stopping Sight Distance	200' min HDM §7.5.2.2 H, Exhibit 7-7	>200 ft	>200 ft
9	Horizontal Clearance	Greater of the existing shoulder width or 1.5' from traveled way HDM §7.5.2.2 I	2-4 ft	2-4 ft
10	Vertical Clearance	14' min, 14'-6" desirable BM §2.4.1 Table 2-2 and §2.4.3	N/A	N/A
11	Pavement Cross Slope	1.5% min to 3% max (travel lanes) 2% min to 8% max (shoulders) HDM §7.5.2.2 K	3.4%	2% Max
12	Rollover	4% max between lanes 8% max at EOT; HDM §7.5.2.2 L	4% 3.4%	4% 8%
13	Pedestrian Accommodation	Complies with HDM Chapter 18 and ADAAG	Shoulder	Shoulder

Notes:
1. Denotes non-standard feature

Exhibit 3.2.3.2-C
Critical Design Elements for Lakeview Road

PIN:	5761.01	**NHS (Y/N):**	No
Route No. & Name:	Lakeview Road	**Functional Class:**	Urban Major Collector
Project Type:	Non-freeway 3R	**Design Class:**	Collector
% Trucks:	3.6%	**Terrain:**	Level
ADT:	4,804	**Truck Access/Qualifying Hw.**	No

	Element	Standard	Existing Condition	Proposed Condition
1	Design Speed	30 mph min, 60 mph max HDM §2.7.3.2 A	30 & 55 mph[1]	35 & 60 mph[1]
2	Lane Width	10' min travel lane (< 50 mph) 11' min travel lane (≥ 50 mph) HDM §7.5.2.2 B, Exhibit 7-8	12 ft	12 ft
3	Shoulder Width	2-4' min (uncurbed) 0' min (curbed) HDM §7.5.2.2 C, Exhibit 7-4 and 7-8	2-6 ft	2-6 ft
4	Bridge Roadway Width	28' min width but not > than approach roadway width BM §2.3.1 Table 2-1, App. 2A Table X & R	N/A	N/A
5	Maximum Grade	No min/max (uncurbed) 0.5% desirable (curbed) HDM §7.5.2.2 E	2.3%	2.3%
6	Horizontal Curvature	250' (@ e = 4.0%) HDM §7.5.2.2 F, Exhibit 7-6	N/A	N/A
7	Superelevation Rate	4% for urban areas 6% max for suburban areas HDM §7.5.2.2 G	NC	NC
8	Stopping Sight Distance	250' min (35 mph) 570' min (60 mph) HDM §7.5.2.2 H, Exhibit 7-7	>250 ft >570 ft	>250 ft >570 ft
9	Horizontal Clearance	Greater of the existing shoulder width or 1.5' from traveled way HDM §7.5.2.2 I	2-6 ft	2-6 ft
10	Vertical Clearance	14' min, 14'-6" desirable BM §2.4.1 Table 2-2 and §2.4.3	N/A	N/A
11	Pavement Cross Slope	1.5% min to 3% max (travel lanes) 2% min to 8% max (shoulders) HDM §7.5.2.2 K	3.9%	2% Max
12	Rollover	4% max between lanes 8% max at EOT; HDM §7.5.2.2 L	5% 3.4%	4% 8%
13	Pedestrian Accommodation	Complies with HDM Chapter 18 and ADAAG	Shoulder	Shoulder

Notes:
1. South of STA. 57+10 on Lakeview Road, the posted speed limit is 30 mph. North of STA. 57+10, the posted speed limit is 55 mph. The proposed design speed reflects an increase of 5 mph of the posted speed limits.

3.2.3.3. Other Design Parameters:

Other important engineering standards and normally accepted practices upon which the alternatives are based are included in the following exhibits.

Exhibit 3.2.3.3-A Other Design Parameters: Design Vehicle		
Location	**Design Vehicle**	**Vehicle Accommodated**
Bayview Road, Pleasant Avenue, Lakeview Road	SU, HDM §5.7.1.1	SU (Medium Truck)

Exhibit 3.2.3.3-B Other Design Parameters: Miscellaneous		
Bayview Road, Pleasant Avenue, Lakeview Road		
Element	**Criteria**	**Proposed Condition**
Level of Service (non-interstate)	D min, C desirable; HDM §5.2.2.1	D min.
Design Storm: Culverts = Storm Drainage System = Ditches =	50 yrs: HDM §8.3.2.4 5 yrs: HDM §8.3.2.4 10 yrs: HDM §8.3.2.4	50 5 10

3.3. Engineering Considerations

3.3.1. Operations (Traffic and Safety) & Maintenance

3.3.1.1. Functional Classification and National Highway System:

The project will not affect the functional classification of any existing roadways in the area. Bayview Road and Lakeview Road will remain functionally classified as an Urban Collectors (FC-17) and will not be on the NHS. Likewise, Pleasant Avenue will remain a Local Road (FC-19).

3.3.1.2. Control of Access:

Vehicular access onto Bayview Road, Pleasant Avenue and Lakeview Road will not be restricted by ordinance or by construction of the approach separators. All commercial and residential access points will be evaluated for their conformity to standardized entrances to highways and will be modified to accommodate the design vehicle accordingly.

The access points to National Grid's transmission line right-of-way will be blocked at the three roadways by construction of the medians and channelization devices. There should be sufficient pavement width to allow National Grid to maneuver around the ends of the medians with maintenance equipment, so the project should not hinder their access. Coordination with National Grid will take place during the final design phase.

3.3.1.3. Traffic Control Devices:

All existing signs within the work limits will be inspected for condition and evaluated for conformance with current standards during final design. All proposed signs and pavement markings should conform to current standards outlined in the MUTCD.

Supplemental Safety Measures (SSMs) in the form of reflective traffic channelization devices (centerline traffic separator system) with integral curb will be installed along the centerline of Bayview Road, Pleasant Avenue, and Lakeview Road for a length of 100 feet (minimum of 60 feet if nearby an intersection or commercial driveway) from each crossing gate arm to comply with the requirements of the Notice of Intent to Create Railroad Quiet Zones. Commercial driveways exist immediately east of the Norfolk Southern railroad (less than 60 feet of the crossing gate arm) on Pleasant Avenue and Lakeview Road, therefore SSMs will not be installed at these locations. Approach pavement markings and signs in accordance with the MUTCD and NYS Supplement will be installed at all approaches.

3.3.1.4. Intelligent Transportation Systems (ITS):

No ITS measures are proposed.

3.3.1.5. Speeds and Delay:

Travel time estimates have not been performed since the feasible alternatives are not expected to adversely affect the capacity of the existing roadway network. The posted speed limits on the three project roadways will not be affected by the project.

3.3.1.6. Traffic Data Forecast:

Traffic volumes for the build condition are not expected to vary significantly from the no-build condition presented in Exhibit 2.3.1.6.

3.3.1.7. Level of Service and Mobility

3.3.1.7. (1) At Project Completion & Design Year:

Design year traffic volumes are expected to be the same as the future no-build design year volumes presented in Chapter 2, Exhibit 2.3.1.7. The improvements occurring as a result of this project are not expected to draw significant additional traffic to these routes, since the number and width of travel lanes will not be increased, the roadway geometry will not be improved substantially, and the development potential in the area is limited.

Refer to Section 3.3.1.8 for further discussion regarding safety considerations.

3.3.1.7.(2) Work Zone Safety & Mobility:

Traffic on Bayview Road, Pleasant Avenue, and Lakeview Road will be maintained on existing or temporary roadway surfaces for the duration of construction. No detours or long-term lane closures are anticipated to construct the new roadway segments. Traffic would be controlled with short-term, daily lane closures and flagging operations. In some cases, short-term driveway closures or restrictions to vehicle size may be required to complete construction along the corridor. Work on the railroad may require short term road closure. A posted detour is not expected. Access to the driveways in the vicinity of the crossings will be maintained at all times during construction.

Details pertaining to work zone traffic control during construction – including recommended staging and sequencing of construction – will be developed during final design of the project. Due to the close proximity to residential homes and businesses, and the ability to maintain traffic with acceptable delays during daylight hours, nighttime construction will not be utilized.

Any staging schemes or access restrictions should be coordinated with emergency service providers, transit agencies, and school districts during the final design phase as well as construction. At a minimum, coordination should take place with:

- Lakeview Fire Company
- Big Tree Fire Company
- Hamburg Police Department
- Town of Hamburg Public Safety Dispatch Office
- Frontier Central School District

The project does not include work on an Interstate located within a designated Transportation Management Area (TMA); therefore, further coordination for Significant Projects as defined in 23 CFR 630.1010 is not necessary.

3.3.1.8. Safety Considerations, Accident History and Analysis:

Desirable clear zones widths will be provided where right-of-way and environmental constraints allow. Where minimum clear zones cannot be provided, any obstructions will be appropriately shielded. The final determination of the design clear zone width will be made during the final design phase.

3.3.1.9. Impacts on Police, Fire Protection and Ambulance Access:

The project will have minimal impact on emergency services providers. The proposed collapsible reflective channelization devices will not impede emergency access to the grade crossings.

During construction, the work zone traffic control scheme may negatively affect response times for short periods. Refer to Section 3.3.1.7(2) for a discussion of the anticipated impacts during construction.

3.3.1.10. Parking Regulations and Parking Related Issues:

No changes in parking restrictions are within the project limits.

3.3.1.11. Lighting:

Any existing bracket arms with cobra head fixtures mounted to utility poles impacted by construction will be relocated. Additional lighting along the project corridor does not appear to be warranted.

3.3.1.12. Ownership and Maintenance Jurisdiction:

Ownership and maintenance jurisdiction of Pleasant Avenue and Lakeview Road will be transferred from Erie County to the Town of Hamburg upon completion of proposed county highway rehabilitation, according to a signed Memorandum of Understanding (MOU) between Erie County and the Town of Hamburg. A copy of this document is contained in Appendix E. Upon completion of proposed rehabilitation, Pleasant Avenue and Lakeview Road will become Town of Hamburg highways, which will also include the existing County stormwater drainage system within the highway right-of-way.

Ownership and maintenance responsibilities for Bayview Road, including any improvements, would remain as described in Section 2.3.1.12 of this report except as described above.

3.3.1.13. Constructability Review:

The project work elements are expected to be routine, the work area should not be overly-confining or restrictive, and the schedule is not expected to be compressed. A final constructability review should be performed by the proposed construction inspection staff during the final design phase of the project.

3.3.2. Multimodal

3.3.2.1. Pedestrians:

No separate pedestrian accommodations will be provided, due to the lack of pedestrian generator density and stakeholder interest. Pedestrians will be accommodated on the proposed paved shoulders and travel lanes. Refer to Appendix C for the Capital Projects Complete Streets Checklist.

3.3.2.2. Bicyclists:

No separate provisions to accommodate bicyclists are proposed. The occasional bicyclist will be accommodated on the proposed paved shoulders or travel lanes.

3.3.2.3. Transit:

There are no transit routes within the project limits.

3.3.2.4. Airports, Railroad Stations, and Ports:

There are no airports, railroad stations or port entrances within the project limits.

3.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, and State Lands):

The project will not affect access to any recreation areas.

3.3.3. Infrastructure

3.3.3.1. Proposed Highway Section:

Refer to Appendix A for preliminary plans profiles for Alternative 5.

3.3.3.1. (1) Right-of-Way:

There are no proposed right-of-way acquisitions. All essential work can be performed within the existing right-of-way and permanent easements.

Releases from private property owners may be required for non-essential work such as reconnecting existing driveways, clearing trees and brush, and providing flatter cut and fill slopes that are easier to maintain and more aesthetically pleasing. Releases to Perform Contract Work on Private Land will be obtained during the final design phase in accordance with EI 11-010, prior to commencing any work on private property. In the event that work releases cannot be obtained, the contract work will be modified to fit within the existing right-of-way and permanent easements.

3.3.3.1. (2) Curb & Gutter:

No curb installation is proposed by the project. The reflective traffic channelization devices will rest on a mountable, integral curb.

An existing 3-foot wide gutter exists along both sides of Lakeview Road immediately east of the CSXT tracks and extends east beyond the project limits. Where the dropoff to the gutter is excessive to due previous overlays, the gutter would be replaced in accordance with NYSDOT standards and tie-in to match the existing gutter at the project limits.

3.3.3.1. (3) Grades:

The existing maximum grades will be maintained at 4.1% on Bayivew Road, 6.3% on Pleasant Avenue, and 2.6% on Lakeview Road.

3.3.3.1. (4) Intersection Geometry and Conditions:

No intersections will be impacted by the project.

3.3.3.1. (6) Roadside Elements:

Snow storage will be accommodated on the embankment slopes or within the ditch sections. Any wide or otherwise undesirable driveways will be modified to comply with current NYSDOT *Policy and Standards for Design of Entrances to State Highways*.

Desirable clear zones widths will be provided where right-of-way and environmental constraints allow. Where minimum clear zones cannot be provided, any obstructions will be appropriately shielded. The final determination of the design clear zone width will be made during the final design phase.

3.3.3.2. Special Geometric Design Elements:

3.3.3.2. (1) Non-Standard Features:

Critical design elements within the study limits that would not comply with the geometric features and cross section elements listed in Section 3.2.3.2 are described below:

<u>Superelevation (Pleasant Avenue):</u> The proposed superelevation rate of 2% through the curve will improve recommended operating speed to 26 mph from the existing normal crown which has an allowable operating speed of 24.6 mph. Increasing the superelevation rate to the standard 4% maximum

would improve operating speed to 26.8 mph and require full-depth reconstruction of Pleasant Avenue. Reconstruction is not in the scope of this project and does not provide incremental improvement. The horizontal curve would have to be widened in order to fully meet standards and would also require significant full-depth reconstruction. A non-standard feature justification form is included in Appendix F.

3.3.3.2. (2) Non-Conforming Features:

No features within the project limits would be created that do not conform with standard engineering practice or other design parameters described in Section 3.2.3.2. Cross slope conditions described in Section 2.3.3.2.(2) would be corrected by the proposed improvements. The profile deficient crossing characteristics noted in the same section would be improved slightly by adjusting the proposed profile; however, it is not feasible to correct the conditions to conform to current standards within the project scope.

3.3.3.3. Pavement and Shoulders:

The proposed pavement treatments vary with the respective alternative as described in Section 3.2. The pavement sections for Alternatives 4 and 5 were designed for a minimum 10-year service life using the NYSDOT *Comprehensive Pavement Design Manual* (2000).

Refer to the Pavement Evaluation and Treatment Selection Report in Appendix D for detailed information.

3.3.3.4. Drainage Systems:

Overall drainage patterns within the project limits would not be altered significantly. An open drainage system consisting of roadside ditches would be maintained except where right-of-way constraints or utilities do not allow. Existing drainage structures and culvert will be cleaned and frame and grate adjustments may be necessary.

The project will not involve greater than one acre of soil disturbance; therefore, a State Pollution Discharge Elimination System (SPDES) permit for construction activities will not be required. Refer to Section 4.4.8 for additional information.

3.3.3.5. Geotechnical:

Continuous edge drain trenches will be constructed if necessary along the roadways to mitigate the negative effects of the wet subgrade soils on the pavement structure. No other special soil conditions are anticipated.

3.3.3.6. Structures:

There are no bridges or large culverts within the project limits.

3.3.3.7. Hydraulics of Bridges and Culverts:

There are no bridges or large culverts over waterways within the project limits. No detailed hydraulic analyses have been performed.

3.3.3.8. Guide Railing, Median Barriers and Impact Attenuators:

There would be no impacts to existing W-beam guide railing on Pleasant Avenue and Lakeview Road within the project limits.

3.3.3.9. Utilities:

Various underground and overhead utilities may be impacted by the project. Impacts to private utilities, including gas, telephone, and cable television, should be coordinated with the respective owners for relocation. Resolution of conflicts with public utilities, including water and sanitary sewers and services, would be included in the project. Potential utility conflicts include:

§ *Water*: No conflicts with existing water mains and water services are anticipated. Hydrant elevation adjustment and valve box adjustment may be required to accommodate the proposed grading.

- *Sanitary Sewer*: No conflicts with existing sanitary sewers and laterals are anticipated. Manhole cover adjustment may be required to accommodate the proposed grading.
- *Natural Gas*: No conflicts with the existing transmission or distribution mains are anticipated. Valve box adjustment may be required to accommodate the proposed grading.
- *Electric:* Overhead electric lines carried by utility poles near or outside of the existing right-of-way are not expected to be in conflict.
- *Telephone*: No records have been received to date.
- *Cable Television*: No conflicts with overhead CTV lines carried by poles shared with electric and telephone are anticipated.
- *Railroad C&S Lines*: No conflicts are anticipated.

All costs associated with public utility relocations or private utility relocations outside of the existing public right-of-way would be subject to reimbursement by the project. Costs for any private utility relocations within the existing public right-of-way would be the responsibility of the respective utility owner; with an exception for any underground electric services, which would be included in the project.

A final utility inventory would be completed during the final design phase of the project to verify impacts to the above-mentioned facilities.

3.3.3.10. Railroad Facilities:

The existing grade crossing surfaces will not be affected by the project. The crossing surfaces are not programmed for reconstruction in the foreseeable future. In light of this, the existing surfaces will remain and the approach pavement work will terminate at the field side of the outermost rails.

The existing signals are also not expected to be affected by the project. At the Pleasant Avenue grade crossing with CSX, the centerline of the roadway will be shifted by up to 30 inches to restore the curve through the crossing and increase lateral clearance to the stanchion on the northbound highway approach. It is anticipated that the gap between the gate tip and the centerline of the roadway will exceed the 1-ft maximum allowed by the MUTCD; however, this should be verified during the final design phase.

The signals at all three CSX crossings will require the installation of power out indicators prior to the establishment of the CSX Quiet Zones. Installation of the POIs will require completion of an engineering and construction agreement with CSX as the project progresses.

3.3.4. Landscape and Environmental Enhancements

3.3.4.1. Landscape Development and Other Aesthetics Improvements:

The extent of landscaping improvements, including plantings, screenings, and aesthetic improvements will be determined as the design phase progresses. The need for any such treatments would be determined with input from the public including stakeholders.

3.3.4.2. Environmental Enhancements:

No practical opportunities for environmental enhancements within the project area have been identified to date. Opportunities for improvements in accordance with NYSDOT's Environmental Initiative should be examined as the project progresses. These are actions to enhance the natural and manmade environment above and beyond the required project mitigation measures. They may include features that provide the opportunity for enhancement by local governments or other agencies or organizations as betterments. Examples include: fishing access, boat and canoe launch sites, development of pocket parks, habitat improvements, and enhanced wetlands.

3.3.5. Miscellaneous:

3.3.5.1 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA).

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Town of Hamburg's design consultant and reflects the current project scope. A copy of the Smart Growth Screening Checklist is provided in Appendix G.

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONDITIONS AND CONSEQUENCES

4.1. Introduction

The chapter discusses the environmental issues associated with the proposed quiet zone improvements at the Bayview Road, Pleasant Avenue and Lakeview Road grade crossings located in the Town of Hamburg, Erie County, New York. The proposed project will include a traffic channelization and pavement improvements to allow for the implementation of three railroad quiet zones along the corridor.

4.1.1. Environmental Classification and Lead Agencies

4.1.1.1 NEPA Classification

This Federal-Aid project is expected to be progressed as a NEPA Class II (C-listed Categorical Exclusion) action, because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA), as documented in the Federal Environmental Approvals Worksheet (FEAW) and the following discussions in this Chapter. Specifically, in accordance with the Federal Highway Administration's regulations 23CFR 771.117(c) this project meets the project description of the C list "Projects that take place entirely within the operational right-of-way". A copy of the FEAW and Social Economic & Environmental Resource Checklist (SE&ERC) is included in Appendix B.

The Federal Highway Administration (FHWA) is the NEPA lead agency.

4.1.1.2 SEQR Classification

This project is classified as a Type II action in accordance with 6 NYCRR Part 617 §617.5(c)(4) and §617.5(c)(16), procedure for implementation of State Environmental Quality Review (SEQR) Act. SEQR classification and resolution is contained in Appendix B.

The Town of Hamburg is the lead agency for SEQR.

4.1.1. Coordination with Agencies

4.1.2.1. NEPA Cooperating and Participating Agencies -

The following agencies are Cooperating Agencies in accordance with 23 CFR 771.111(d):

- Town of Hamburg
- New York State Department of Transportation
- Erie County DPW Highway Division
- CSX Transportation and Norfolk Southern Corp.

4.2. Social

4.2.1. Land Use

4.2.1.1. Demographics and Affected Population

The project areas are rural and lightly developed; with a mixture of light industrial, commercial and residential land uses.

The 2010 US Census reports that the Town of Hamburg has a population of 56,936. The median reported age is 39 years. The Town had 4.5% of its population reported to be below the poverty level. This project is not located in a potential NYSDEC Environmental Justice Area.

4.2.1.2. Comprehensive Plans and Zoning

The proposed project is consistent with the Town of Hamburg's comprehensive plan and will not affect local zoning.

4.2.2. Neighborhoods and Community Cohesion

4.2.2.1. Community Cohesion

The project will not divide neighborhoods, isolate part of a neighborhood, generate new development or otherwise affect community cohesion.

4.2.2.2. Home and Business Relocations

Since this project does not require the acquisition of occupied dwellings/businesses, it will not cause adverse impacts upon neighborhood character and stability. The proposed alternative would require no displacement of residences or businesses and there would be no relocation impacts.

4.2.3. Social Groups Benefited or Harmed

4.2.3.1. Elderly and/or Disabled Persons or Groups

There are no significant concentrations of elderly or disabled persons within the project limits.

4.2.3.2. Transit Dependent

There are no transit facilities within or near the project limits.

4.2.3.3. Low Income, Minority and Ethnic Groups (Environmental Justice)

The project is not located in or near an environmental justice area.

4.2.4. School Districts, Recreational Areas, and Places of Worship

4.2.4.1. School Districts

The proposed project is within the Hamburg Central School District. There are no schools or school properties within the project limits.

4.2.4.2. Recreational Areas

There are no recreational areas within or near the project limits.

4.2.4.2. Places of Worship

There are no places of worship within or near the project limits.

4.3. Economic

There are no economic impacts as a result of the preferred alternative or construction activities within the project limits.

4.4. Environmental

4.4.1. Wetlands

4.4.1.1. State Freshwater Wetlands

There are NYSDEC wetlands possibly located adjacent to the project limits on Lakeview Road. There is a wetland located on the NYSDEC regulated Freshwater Wetlands Map near the edge of the project limits and a wetlands check zone that extends across the tracks. The Eden Quadrangle map also shows a

wetland extending from the west across the three CSX tracks. Any wetlands will not be impacted by the project.

4.4.1.2. State Tidal Wetlands
There are no State Tidal wetlands located within the project areas.

4.4.1.3. Federal Jurisdiction Wetlands
The National Wetlands Inventory (NWI) database accessed from the United States Fish and Wildlife Service (USFWS) indicated that there is a wetland check zone potentially located on the Northwestern portion of the project limits on Lakeview Road depending on how far the project limits extend. Any wetlands will not be impacted by the project.

4.4.1.4. Executive Order 11990
Based on a site visit, there are no wetlands located within the project's area of potential effect. Executive Order 11990 does not apply to this project.

4.4.1.5. Mitigation Summary
No wetland mitigation/monitoring plan is required for this project, since no wetlands are impacted.

4.4.1. Surface Waterbodies and Watercourses

4.4.2.1. Surface Waters

There are no named streams, ponds, or other waterways within the project limits. Surface waters within the project limits consist of a pond that sits near the Pleasant Avenue crossing. The pond is located south of the Pleasant Avenue grade crossings. No permits for stream disturbance will be required.

It is not expected that the project will result in changes to the overall surface water drainage patterns and will not significantly increase pavement surface area. Therefore, increases in the surface water runoff rates and volumes are not expected as a result of the proposed project.

During construction, storm water runoff from exposed soil surfaces may flow into the existing surface conveyance system and subsequently into adjacent surface water streams. These flows will be managed by the use of sediment and erosion control techniques. These techniques will be part of a sediment and erosion control plan to be implemented during construction and will conform to the requirements of the NYSDOT *Standard Specification for Temporary Soil Erosion and Water Pollution Control* and the *NYS Guidelines for Urban Erosion and Sediment Control*.

No adverse impact to surface water is expected as a result of this project.

4.4.2.2. Surface Water Classification and Standards
Based upon a review of the NYSDEC GIS data maps for regulated streams, there are no surface waterways within the proposed project limits.

4.4.2.3. Stream Bed and Bank Protection
Based upon a review of the NYSDEC GIS database, and as verified by a site visit, there are no protected streams, nor 50-foot regulated stream banks (on either side of a regulated stream) in the project area.

4.4.3. Wild, Scenic, and Recreational Rivers

4.4.3.1. State Wild, Scenic and Recreational Rivers
There are no NYSDEC Designated, Study or Inventory state listed Wild, Scenic or Recreational Rivers within the project limits. No further review is required.

4.4.3.2. National Wild and Scenic Rivers
There are no National Wild or Scenic Rivers within the project limits. No further review is required.

4.4.3.3. Section 4(f) Involvement

The proposed project does not involve work in or adjacent to a wildlife or waterfowl refuge. No further consideration is required.

4.4.4. Navigable Waters

4.4.4.1. State Regulated Waters

There are no state regulated navigable waters located within the project's area of potential effect that will be impacted by the work.

4.4.4.2. Office of General Services Lands and Navigable Waters

There are no OGS underwater holdings located within the project's area of potential effect that will be impacted by the work.

4.4.4.3. Rivers and Harbors Act – Section 9

Since the project does not involve the construction or modification of any bridge, dam, dike, or causeway over any navigable water of the United States, Section 9 is not applicable.

4.4.4.4. Rivers and Harbors Act – Section 10

Since the project does not involve the creation of any obstruction to the navigable capacity of any of the waters of the United States, or in any manner alter or modify the course, location, condition, or capacity of any navigable water of the United States, Section 10 is not applicable.

4.4.5. Floodplains

4.4.5.1. State Flood Insurance Compliance Program

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for the Town of Hamburg were reviewed to determine the presence of floodplains within the project limits. There were no floodplains found within project limits on any of the grade crossings involved.

4.4.5.2. Executive Order 11988

The project will not impact any floodplains. EO 11988 does not apply.

4.4.6. Coastal Resources

Two project locations are within the boundaries of a coastal zone and covered by either the Coastal Zone Management Act or the Waterfront Revitalization and Coastal Resources Act.

4.4.6.1. State Coastal Zone Management Program

According to the NYS Department of State's Landward Coastal Boundary Maps, the proposed project (Bayview Road and Pleasant Avenue) is located within the Coastal Management Program boundary. Since the project is federally funded, a Federal Aid Notification (FAN) letter is required to the New York State Department of State to ensure compliance with the Coastal Management Program. This project is a State Environmental Quality Review Act Type II Action, not requiring any federal permits. As such, the project does not quality for programmatic consistency.

4.4.6.2. State Coastal Erosion Hazard Area

The proposed project is not located in or near a Coastal Erosion Hazard Area.

4.4.6.3. Waterfront Revitalization and Coastal Resources Program

The proposed project is located within the Town of Hamburg which has an approved Local Waterfront Revitalization Program (LWRP). The Town's LWRP is consistent with the State's Coastal Management Program (CMP). No federal permits are anticipated to be required. Correspondence with the Town of Hamburg and copies of the LWRP maps which define the coastal boundary are included in Appendix G. Refer to section 4.4.6.1 above for additional information.

4.4.6.4. Federal Coastal Barrier Resources Act (CBRA) and Coastal Barrier Improvement Act (CBIA)

The proposed project is not located in, or near a coastal area under the jurisdiction of the Coastal Barrier Resources Act (CBRA) or the Coastal Barrier Improvement Act (CBIA).

4.4.7. Groundwater Resources, Aquifers, and Reservoirs

4.4.7.1. Aquifers

Federal Sole Source Aquifer

A review of the EPA-designated Sole Source Aquifer Areas Federal Register Notices, Maps, and Fact Sheets indicates that the project is not located in a Sole Source Aquifer Project Review Area. No federal review and/or approvals are required pursuant to Section 1424(e) of the Safe Drinking Water Act.

State Aquifer

NYSDEC aquifer GIS data files have been reviewed and it has been determined that the proposed project is not located in an identified Primary Water Supply or Principal Aquifer Area. No further investigation for NYSDEC designated aquifers is required.

Unconfined Aquifer

The USGS Numbered Series map from the Water-Resources Investigations Report entitled *Potential Yields of Wells in Unconsolidated Aquifers in Upstate New York*, Niagara Sheet, dated 1988, indicates there are no designated unconfined aquifers within the project area.

4.4.7.2. Drinking Water Supply Wells (Public and Private Wells) and Reservoirs

There are no municipal drinking water wells, wellhead influence zones, or reservoirs within or near the project area, according to the NYS Atlas of Community Water System Sources, dated 1982, issued by the NYS Department of Health

4.4.8. Stormwater Management

This project will disturb less than one acre and will not require a SPDES permit. While this project is not required to assess the requirements for stormwater management practices, they will be considered where reasonable.

4.4.9. General Ecology and Wildlife Resources

4.4.9.1. Fish, Wildlife, and Waterfowl

The New York State Department of Environmental Conservation (NYSDEC), the U.S. Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA) division of National Marine Fisheries Service (NMFS) were contacted for information regarding the presence of state and/or federally listed threatened, endangered or special concern species that may be impacted by the proposed project.

A review of the USFWS Information for Planning and Conservation (IPaC) was conducted for this project. Refer to Appendix B of this report for the full IPaC Reports of each project location.

A letter was received from the NYSDEC Natural Heritage Program on June 17, 2016 with response of “no records of rare or state-listed animals or plants, or significant natural communities at your site or in its immediate vicinity”. Therefore, no further action will be required.

A direct response from NOAA-National Marine Fisheries Service is not anticipated.

Copies of applicable correspondence are included in Appendix G of this report.

4.4.9.2. Habitat Areas, Wildlife Refuges, and Wildfowl Refuges

According to the IPaC reports there are no habitats located within the project areas that are currently designated "Critical Habitat" in accordance with the Endangered Species Act (ESA). Additionally, no wildlife refuges or fish hatcheries were found.

4.4.9.3. Endangered and Threated Species

The IPaC reports indicate the following species were identified as possibly being present in the vicinity of this project (subsequent information regarding preferred habitat was gathered from the USFWS website):

> **Northern long-eared Bat (*Myotis septentrionalis*):** The USFWS recently added the northern long-eared Bat to the proposed endangered species list. Northern long-eared bats roost underneath bark, in cavities, or in crevices of both live and dead trees (Larger than 3 inches Diameter Breast Height). They may also roost in cooler places like caves and mines. This bat is opportunistic in selecting roosts and has also been found, rarely, roosting in structures like barns and sheds. A seasonal restriction is recommended for any tree removal associated with this project. The seasonal restriction would allow tree removal to be conducted between October 1 and March 31. Seasonal tree removal would avoid inadvertently impacting the northern long-eared bat.

Considering that no tree removals are required for this project and that the project is listed on the "No Effect" list of the ESA Section 7 Process, further review of Section 7 of the Endangered Species Act (ESA) is not needed to determine presence and potential impacts to any species. A USFWS IPaC review was performed to determine the presence of any Endangered Species revealing one (1) Endangered Species, the Northern Long-Eared Bat (Myotis septentrionalis) present in Erie County. By utilizing the ESA process, the projects eligibility was evaluated for coverage under the aforementioned Activity-Based "No-Effect" List. This project did qualify under the associated work-types #20 and #30 specifically #20 Guide Rail and/or Median Barrier Upgrading (including placement of new guide rail or median Barrier) and #30 Highway –Rail Grade Crossing: surface replacement or upgrade.

State-Listed Threatened and Endangered Species

A New York Natural Heritage Program (NYNHP) review was conducted for the proposed project and other than the federal listing of the NLEB which is also state listed, there was no other threatened or endangered state listed species found. Therefore, the sponsor (Town of Hamburg) in coordination with NYSDOT has determined that this project will have "No Effect" on any Endangered State listed species.

4.4.9.4. Invasive Species

According to the IPaC Reports there are no invasive species located within the project areas.

4.4.9.5. Roadside Vegetation Management

Existing roadside vegetation consists primarily of maintained lawn and wooded area and will not be impacted as part of this project with exception of minor topsoil and turf re-establishment.

4.4.10. Critical Environmental Areas

4.4.10.1. State Critical Environmental Areas

According to information obtained from NYSDEC, the proposed project does not involve work in or near a Critical Environmental Area.

4.4.10.2. State Forest Preserve Lands

According to information obtained from NYSDEC, the proposed project does not involve work in or near state forest preserve lands.

4.4.11. Historic and Cultural Resources

4.4.11.1. National Heritage Areas Program

The proposed project will not impact areas identified as National Heritage Areas.

4.4.11.2. National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09

Records from the New York State Historic Preservation Office (SHPO) and National Register of Historic Places were reviewed for listed historic properties that may be impacted by this project. There are no listed historic sites within the project limits.

The project is located within a potentially archeologically sensitive area as indicated by the NYSOPR&HP SHPO database. A NYSDOT Project Submittal Package was prepared and forwarded to the Regional Cultural Resources Coordinator for further review. Based on the review, the project activities have no potential to cause effects on historic properties in accordance with 36 CFR800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. The correspondence received from the Regional Cultural Resource Coordinator dated May 4, 2016 is included in Appendix G.

4.4.11.3. Architectural Resources

Records from the New York State Historic Preservation Office (SHPO) and National Register of Historic Places were reviewed for listed historic properties that may be impacted by this project. There are no listed historic sites within the project limits.

4.4.11.4. Archeological Resources

The project is located within a potentially archeologically sensitive area as indicated by the NYSOPR&HP SHPO database. A NYSDOT Project Submittal Package was prepared and forwarded to the Regional Cultural Resources Coordinator for further review. See Section 4.4.11.2 above for additional information.

4.4.11.5. Historic Bridges

There are no bridges over 50 years old or listed on NYSDOT's Historic Bridge Inventory that are located within the project's area of potential effect.

4.4.11.6. Historic Parkways

This project does not have to potential to impact any Historic Parkways.

4.4.11.7. Native American Involvement

The Department will be following the Section 106 Process of the National Historic Preservation Act (36 CFR 800). This ensures compliance with this Act. In addition, places or artifacts of religious importance to Native Americans were not found within the project impact area.

4.4.11.8. Section 4(f) Involvement

The Department has determined that there are no properties on, or eligible for, the National Register of Historic Places, or properties over 50 years old that may be eligible within the project's area of potential effect. Therefore, a Section 4(f) evaluation for historical resources is not required.

4.4.12. Parks and Recreational Resources

4.4.12.1. State Heritage Area Program

The proposed project will not impact areas identified as State Heritage Areas.

4.4.12.2. National Heritage Areas Program

The proposed project will not impact areas identified as National Heritage Areas.

4.4.12.3. National Registry of National Landmarks

There are no listed nationally significant natural areas within, or adjacent to, the project area.

4.4.12.4. Section 4(f) Involvement

The project has no parks within the project extents at any of the locations. No impacts to the park are expected due to this proposed project. However there is a golf course located on the edge of the project limits on Pleasant Avenue.

4.4.12.5. Section 6(f) Involvement
The project does not impact parklands or facilities that have been partially or fully federally funded through the Land and Water Conservation Act. No further consideration under Section 6(f) is required.

4.4.12.5. Section 1010 Involvement
This project does not involve the use of land from a park to which Urban Park and Recreation Recovery Program funds have been applied.

4.4.13. Visual Resources
The implementation of this project will result in a minor positive visual impact to the immediate environment.

4.4.14. Farmlands
The project area is not located within an agricultural district.

Exhibit 4.4.14.1 provides a summary of the soils mapped within the project corridor and the Natural Resources Conservation Service (NRCS) rating of each soil.

Exhibit 4.4.14.1
Mapped Soils and Farmland Classification

Map Unit Symbol	Map Unit Name	Rating
Cb	Candice silt loam, 0 to 3 percent slopes	Farmland of statewide importance
RfA	Remsen silt clay loam, 0 to 3 percent slopes	Farmland of statewide importance
RfB	Remsen silt clay loam, 3 to 8 percent slopes	Farmland of statewide importance
BrB	Brockport silty loam clay, 3 to 8 percent slopes	Farmland of statewide importance
Uc	Udorthents, smoothed, 0 to 15 percent slopes	Not prime farmland
CoA	Churchville silt loam, 0 to 3 percent slopes	Prime farmland if drained
OrA	Orpark silt loam, 0 to 3 percent slopes	Prime farmland if drained
AoA	Angola silt loam, 0 to 3 percent slopes	Prime farmland if drained

As shown in Exhibit 4.4.14.1 some of the soils within the project corridor are rated as prime farmland if drained or farmland of statewide importance. The proposed project will not convert any prime or unique farmland, or farmland of state or local importance, or require the acquisition of any portion of actively farmed land, as defined by the USDA Natural resources Conservation Service, to a nonagricultural use. No further coordination regarding farmlands is required.

4.4.15. Air Quality
An Air Quality Analysis is not necessary since the project would not increase traffic volumes, reduce source-receptor distances, or change other existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards.

During construction, air quality is most affected by the increase of airborne particulates (dust). This increase is sporadic and temporary in nature and would be most noticeable in the area immediately adjacent to construction. The impacts can be minimized by the use of dust control provisions found in the NYSDOT Standard Specifications for Construction.

4.4.16. Energy
The project will not have an impact on energy usage.

4.4.17. Noise
No noise impacts are expected due to project implementation. This project involves reconstruction of the existing pavement of Bayview Road, Pleasant Avenue and Lakeview Road with no significant change in alignment, no increase in the number of through traffic lanes and no increase in traffic volumes. This is not a Type I project; therefore, a noise study is not required.

4.4.18. Asbestos

4.4.18.1. Screening –

An Asbestos Containing Material (ACM) Screening was conducted at the project site and adjoining areas within the project limits. This screening consisted of a review of available records and as-built drawings. The purpose of this Screening was to identify the potential of encountering ACM's that may be disturbed during construction of the proposed project.

Drawing Record Review

No suspect items were called out on the record drawings that were provided for the project corridor.

Utilities

The following utility drawings were provided and subsequently reviewed.

- Town of Hamburg Sanitary Sewer
- National Fuel Gas Transmission and Distribution Mains

4.4.18.2. Assessment and Quantification –

It is anticipated that utility impacts will be limited to minor adjustment of manhole covers and valve boxes. No impacts to water, drainage, sewer, gas, electric or communications lines are anticipated.

4.4.18.3. Mitigation Summary –

Asbestos containing materials (ACMs) were not identified on the utility records. Due to the nature of the project components, unknown asbestos containing materials may be present. Any ACMs discovered during construction activities should be addressed in accordance with all applicable state and federal regulations.

4.4.19. Hazardous Waste and Contaminated Materials

4.4.19.1. Screening –

A Hazardous Waste/Contaminated Materials (HW/CM) Screening was conducted at the project site and adjoining areas within the project limits. This screening included available record review and a project site walkover. The purpose of this assessment is to identify potential areas of environmental concern that may be disturbed during construction of the proposed project.

4.4.19.2. Assessment and Quantification

Environmental Data Resources (EDR) Inc. was contracted to provide a comprehensive review of Federal, State and local listed data to identify potential sites of environmental concern in the project vicinity. This data search was performed in accordance with ASTM E-1527-05 standards for minimum search distance. The use of the EDR resource allows for a comprehensive listing of site of potential environmental concern. A complete copy of the EDR report is available upon request. Exhibit 4.2.1.11 summarizes the information obtained through a review of the EDR report and supplemental research of the project corridor.

Exhibit 4.2.1.11
Environmental Records Review

STANDARD Environmental Record Sources	Minimum Search Distance: ASTM Standard-Miles	No. of Listed Properties[1] (from EDR Report)
Federal NPL Site List	1.0	0
Federal Delisted NPL Site List	1.0	0
Federal CERCLIS List	0.5	1
Federal CERCLIS NFRAP Site List	0.5	1
Federal RCRA CORRACTS Facilities List	1.0	0

Federal RCRA non-CORRACTS TSD Facilities List	0.5	0
Federal RCRA Generators List	0.25	1
Federal Institutional Control/ Engineering Control Registries	0.5	0
Federal ERNS List	Site only	0
State and Tribal Hazardous Waste Sites – equivalent CERCLIS	1.0	1
State and Tribal Landfill and/or Solid Waste Disposal Site Lists	0.5	0
State and Tribal Leaking Storage Tank Lists	0.5	3
State and Tribal Registered Storage Tank Lists	Site and adjoining properties	2
State and Tribal Institutional Control/Engineering Control Registries	Site and adjoining properties	0
State and Tribal Voluntary Cleanup Sites	0.5	0
State and Tribal Brownfield Sites	0.5	0
Additional Environmental Records		
Local Lists of Registered Storage Tanks	0.25	2
Records of Emergency Release Reports-NY Spills	0.125	5
Other Ascertainable Records		
RCRA-Non Gen	0.25	0
Hazardous Substance Waste Disposal Sites (HSWDS)	0.5	0
MANIFEST	0.25	2
Notes: 1. Sites may be listed in more than one database.		

EDR Findings Overview

Although several properties/areas of concern were identified by the EDR report, not all pose a concern to the proposed project. Some of the properties/sites were unlikely to pose a concern to the proposed project based on one or more of the following:

- Proximity to the proposed project.
- The assumed groundwater flow direction within the project area is away from the proposed project and is unlikely to pose a threat to the project.
- The issue was minor in nature and cleaned up immediately.
- Legal disposal records without indication of a violation.

The properties/areas of concern that may pose a concern to the project are indicated and discussed in the following sections.

<u>Norfolk Southern Railroad</u>

NS Railroad Crossing (*approximately at the grade crossing of the Norfolk Southern Railroad)*

In 1996 10 gallons of lube oil spilled over a stretch of the tracks spanning from Ohio to Blasdell. A few drops of oil appeared at each crossing in the stretch. According to the information provided this type of spill could not be cleaned up and the case was closed 4 days later.

<u>Niagara Mohawk Station 81</u>

2301 Pleasant Ave (*adjacent to the 3 tracks of the CSX railroad)*

There were multiple reports of spills and equipment failures at this site to note. In 2007 there was a release that created the potential for fire or hazard, the DEC responded and corrective action was taken according to the records. In 2006 a transformer failed inside the substation. 1000 gallons of transformer oil was spilled, proper action was taken immediately and all 1000 gallons were ultimately recovered. That case was closed in 2007.

USEPA/Hasbrouk Plastics Inc
1975 Lakeview Rd *(approximately at south end of the grade crossing)*
There were multiple reports of incidences at this site. Between 1984 and 1991 various metal drums and barrels were abandoned at the site, some empty and others containing hazardous wastes and chemicals. The drums needed to be evaluated, the hazards of each were discovered and drums were disposed of depending on their contents. Actions were taken and the problem was resolved and the case was closed in 2006 after the now abandoned plastics plant had been closed.

Roadside
Lakeview Road at Center Road *(approximately at east end of project limits)*
A Town of Hamburg tractor was driving down the road in 2011 when a hydraulic break line broke spilling 60 to 70 gallons of hydraulic oil. Quick action was taken to clean the spill through a speedy dry and removing excess contaminated stone. The case was closed shortly thereafter.

Railroad Grade Crossings
Typical contaminants associated with railroads include: PSHs (polycyclic aromatic hydrocarbons), some metals, petroleum products, and herbicides. All grade crossings have been reconstructed as recently as the past five years. The depth of construction in the vicinity of the grade crossings will also be minimal, so it is unlikely that any unknown contaminated materials may be encountered.

The EDR report indicates several other spill reports and no MANIFEST records. The spill reports are listed as closed/meeting standards or are located a significant distance from the proposed improvements; therefore, they are not expected to impact the project location relative to the project corridor.

Historical Sanborn Map Review
Sanborn Maps are utilized as part of the HW/CM screening since they serve as an historical reference to prior land use. The Certified Sanborn Map Report provided by EDR indicated that the complete holding of the Sanborn Library, LLC Collection was searched and fire insurance maps covering the project location were not found. This area is unmapped.

Aerial Photographs
Aerial photographs from years 1938, 1958, 1966, 1978, 1983, 1985, 1995, 2006, 2008, 2009 and 2011 were reviewed. There was no indication of potential hazardous waste sites visible from the photos.

4.4.19.3. Screening and Site Assessment –
The HW/CM Screening included a site visit of the project corridor. The objective of the site visit is to obtain familiarity with the project area and properties located adjacent to the project limits, to note observable environmental concerns, review the characteristics of the project corridor, and identify areas exhibiting signs of possible environmental degradation. No visual environmental concerns were noted during the site visit.

4.4.19.4. Mitigation Summary -
Asbestos containing materials (ACMs) were not identified on the utility records. Due to the nature of the project components, unknown asbestos containing materials may be present. Any ACMs discovered during construction activities should be addressed in accordance with all applicable state and federal regulations.

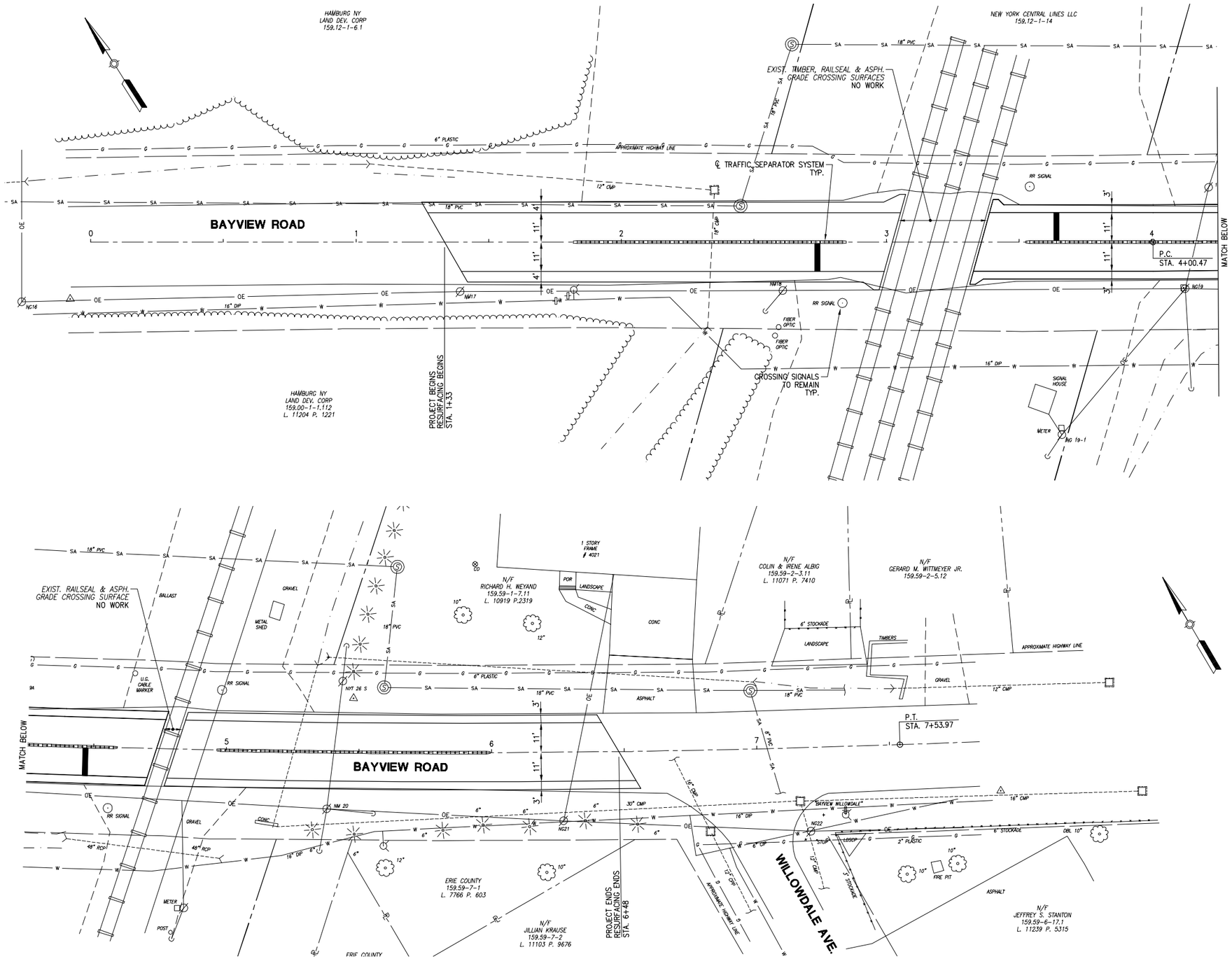
4.5 Construction Effects
There are no adverse impacts as a result of construction activities for the proposed project.

4.6 Indirect and Secondary Effects
As a result of this project, the Railroad Quiet Zones will improve the quality of life for the approximately 20,000 Town of Hamburg residents who live within hearing range of these railroad tracks and are adversely affected by the train horn noise. It will also provide benefits to daily activities at several schools and recreational facilities that are located in close proximity to the tracks.

4.7 Cumulative Effects

None.

APPENDIX A
PLANS



DESIGN SUPERVISOR D. ZIEMIANSKI JOB MANAGER D. ELIAS DESIGNED BY J. ZHAO CHECKED BY D. ELIAS ESTIMATED BY J. ZHAO DRAFTED BY J. ZHAO CHECKED BY D. ELIAS

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DATE DATE

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CLIENT

PROJECT NAME

BAYVIEW ROAD, PLEASANT AVENUE & LAKEVIEW ROAD

RAILROAD QUIET ZONES

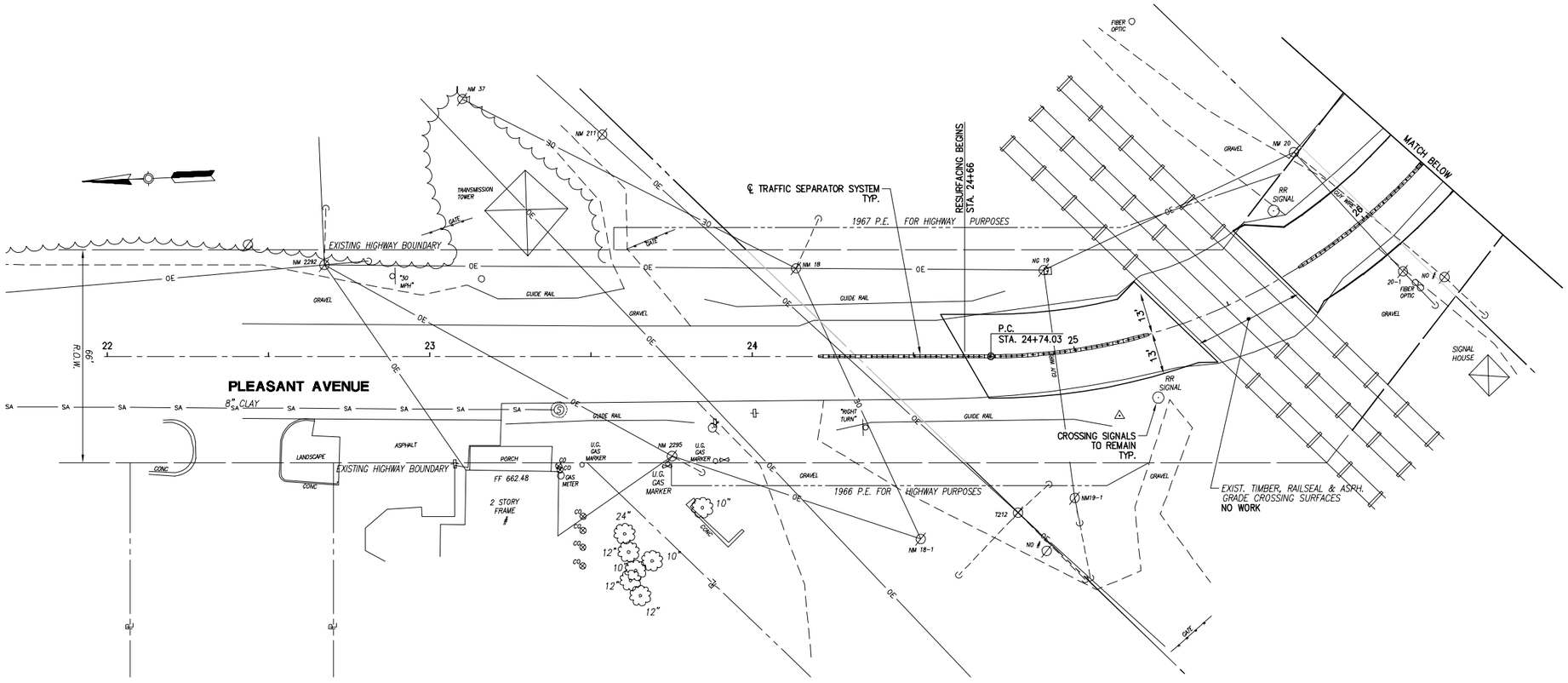
DRAWING TITLE

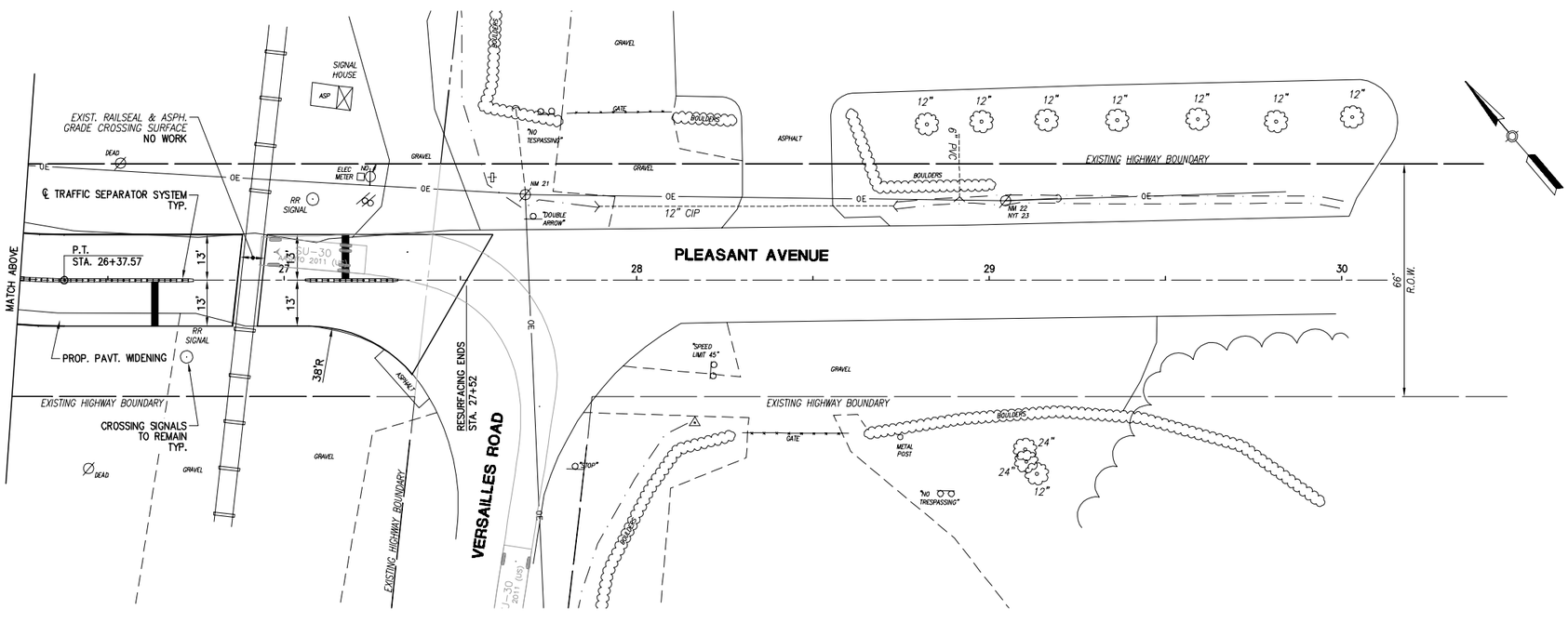
ROADWAY PLAN

BAYVIEW ROAD

STA. 15+00 TO STA. 19+00

SCALE	DATE
HORIZ: 1" = 20' VERT: 1" = 5'	12/17/15
P.I.N.	EAA PROJECT NO.
5761.01	19406.01
SHEET NO.	DRAWING NO.
1 OF	PL-1





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CLIENT

TOWN OF HAMBURG
ERIE COUNTY, NEW YORK
SEAL 1812

PROJECT NAME

BAYVIEW ROAD, PLEASANT AVENUE & LAKEVIEW ROAD

RAILROAD QUIET ZONES

DRAWING TITLE

ROADWAY PLAN

PLEASANT AVENUE

STA. 22+00 TO STA. 30+00

SCALE	DATE
HORIZ: 1" = 20' VERT: 1" = 5'	12/17/15
P.I.N.	EAA PROJECT NO.
5761.01	19406.01
SHEET NO.	DRAWING NO.
2 OF	PL-2

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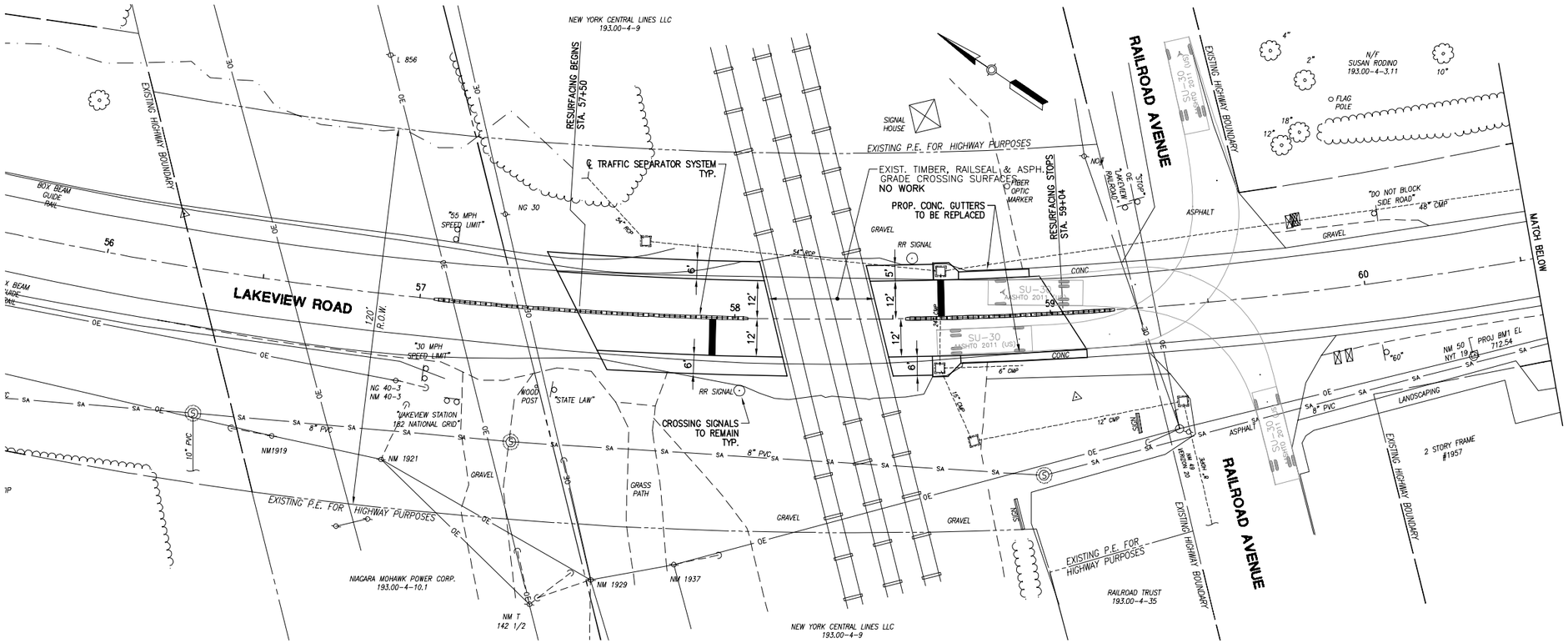

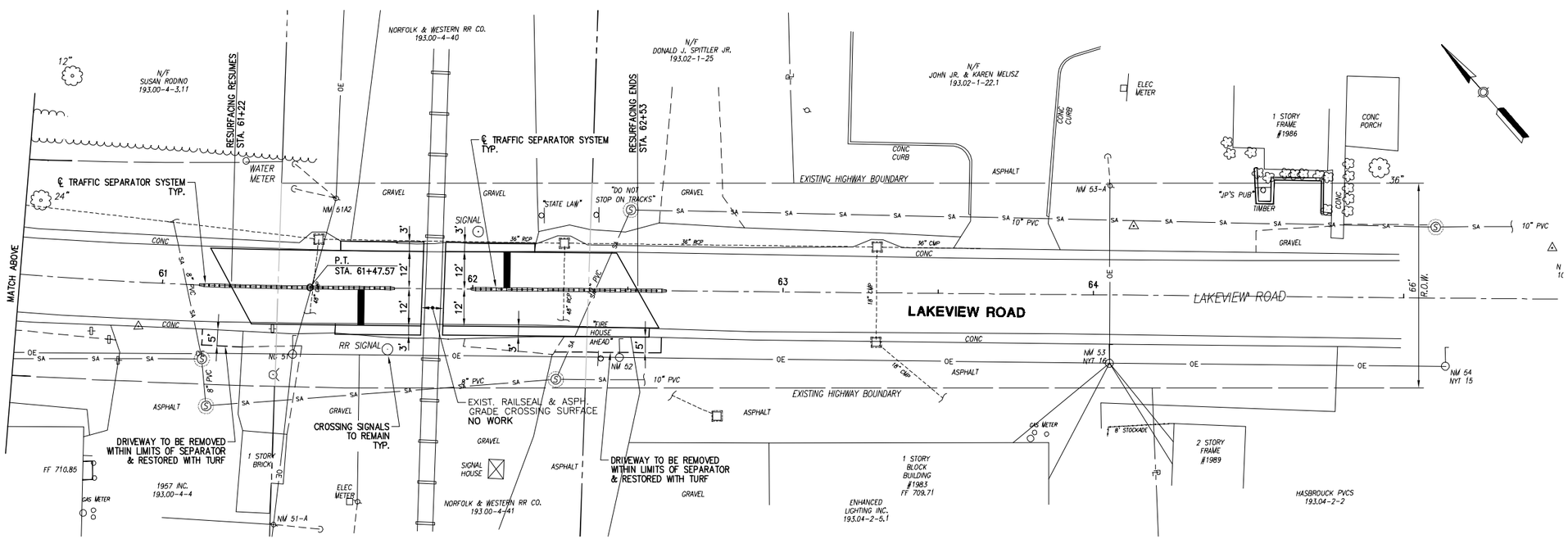

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CLIENT

SEAL TOWN OF HAMBURG 1812 ERIE COUNTY, NEW YORK

PROJECT NAME

BAYVIEW ROAD, PLEASANT AVENUE & LAKEVIEW ROAD

RAILROAD QUIET ZONES

DRAWING TITLE

ROADWAY PLAN

LAKEVIEW ROAD

STA. 56+00 TO STA. 65+00

SCALE	DATE
HORIZ: 1" = 20' VERT: 1" = 5'	3/30/16
P.I.N. 5761.01	EAA PROJECT NO. 19406.01
SHEET NO. 3 OF	DRAWING NO. PL-3

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APPENDIX B
ENVIRONMENTAL INFORMATION

SEQR CLASSIFICATION & RESOLUTION
FEDERAL ENVIRONMENTAL APPROVAL WORKSHEET (FEAW)
LOCAL PROJECT ENVIRONMENTAL COMPLIANCE CHECKLIST
SECTION 7 ESA PROCESS: ESA TRANSMITTAL SHEET
IPAC REPORTS

INTRO: Councilman Best

PRE-FILED RESOLUTION
4/25/16 Meeting

WHEREAS, the Town of Hamburg is in the process of undertaking a project to establish railroad quiet zones at the Lakeview Road, Pleasant Avenue and Bayview Road grade crossings of CSX Transportation and the Norfolk Southern Railway in the Town; and

WHEREAS, the Town's engineering consultant for this project has developed and presented various alternative improvements which would serve to further the project objectives and allow the railroad quiet zones to be implemented; and

WHEREAS, the Town has evaluated the feasible alternatives presented by the Town's engineering consultant and has identified Alternative 5, Traffic Channelization Device Installation with Pavement Milling and Overlay, as the Preferred Alternative; and

WHEREAS, the Town is required to evaluate all proposed actions for any adverse affects that they may have on the environment, in compliance with the State Environmental Quality Review Act (SEQRA) and the regulations promulgated thereunder; and

WHEREAS, the State Environmental Quality Review Act has established that certain actions identified in Section 617.5(c) of SEQRA are Type II actions which are not subject to environmental review under Article 8 of the Environmental Conservation Law,

THEREFORE BE IT RESOLVED, that the Town Board of the Town of Hamburg hereby determines that the proposed Hamburg Railroad Quiet Zone project is a Type II action as defined in SEQRA in accordance with Sections 617.5(c)(4) and 617.5(c)(16), and that the project will also not result in any significant adverse impacts on the environment based on the criteria contained in Section 617.7(c); and

BE IT FURTHER RESOLVED, that a copy of this resolution, together with the project's Final Design Report and appropriate documentation, shall be placed on file in the office of the Town Clerk, where the same shall be available for public inspection during normal business hours; and

BE IT FURTHER RESOLVED, that that an advertisement for bids for the construction of this project is authorized to be published in the official Town newspapers. The dates of publication and bid opening are to be determined by the Town Engineer following approval of the plans and specifications and receipt of authorization to proceed with construction from the New York State Dept. of Transportation and the Federal Highway Administration.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MATTHEW J. DRISCOLL
Commissioner

Cathy Calhoun
Chief of Staff

MEMORANDUM

TO: File

FROM: Jimmy Tay P.E., RLPL, Region 5

SUBJECT: **Environmental Determination**
PIN 5761.01
Bayview Rd, Pleasant Ave, & Lakeview Rd Railroad Quiet Zones

Town of Hamburg, Erie County

DATE: August 18, 2016

After completion of the Federal Environmental Approval Worksheet (FEAW) it has been determined that the project is a Class II Categorical Exclusion. This project meets the description of 23 CFR 771.117(c); "Projects that take place entirely within the existing operational right-of-way." Additionally, it will not cause any significant environmental impacts. There are no outstanding environmental issues, and no FHWA concurrence or approvals are required prior to Design Approval. As a Categorical Exclusion, the project is exempt from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) under NEPA.

The completed, signed FEAW is attached to this memo, and both documents will be retained in the project file. For questions or additional information please contact Jimmy Tay at phone 716-847-3833 or by e-mail Jimmy.Tay@dot.ny.gov.

JAA:FEB:RAD
Attachments
1. Federal Environmental Approval Worksheet

cc: MOPL [*see PDM Ex. 4-1; most often the MOPL is the* DQAB Project Development Section, MO, POD 23] w/attachment

Federal Environmental Approval Worksheet

PIN: 5761.01	Comp. by: RJS Erdman Anthony	Date Comp.: 8/18/16	*FUNDING TYPE: Federal*
DESCRIPTION: Bayview Rd, Pleasant Ave & Lakeview Rd Railroad Quiet Zones			*NEPA CLASS:* Class II CE (C-List) *SEQR TYPE: II*
LOCALITY (Village, Town, City): Town of Hamburg			COUNTY: Erie

Purpose of this Worksheet:

- Communicate project National Environmental Policy Act (NEPA) classification to Federal Highway Administration (FHWA).
- Identify additional required FHWA environmental determinations, approvals and/or concurrences required before the Categorical Exclusion (CE) determination can be made.
- Reflect the documentation in the Design Approval Document (DAD) and enable the approving authority (per PDM Exhibit 4-2) to make the CE determination.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions (*see also "FEAW_Instructions.doc"*):

Complete the worksheet prior to the end of Design Phase I. If project parameters or site condition changes result in potential resource impacts, re-do worksheet prior to Design Approval to confirm NEPA determination and recertify (on page 4).

Step 1: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Any action which normally would be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with FHWA to determine if the CE classification is proper or whether an EA or EIS is required.

Do any, or the potential for any, unusual circumstances exist?

1.	Significant environmental impacts;	**YES**☐ **NO**☒
2.	Substantial controversy on environmental grounds;	**YES**☐ **NO**☒
3.	Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or	**YES**☐ **NO**☒
4.	Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.	**YES**☐ **NO**☒

- **If yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). If after consultation with FHWA it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing.

- **If no to all**, then this project qualifies as a Categorical Exclusion (CE); **proceed to step 2**.

Federal Environmental Approval Worksheet

Project ID Number: 5761.01

Step 2: Other FHWA environmental actions required prior to CE Determination

Classification as a CE does not exempt the project from further environmental review. Compliance with Federal Statutes, Regulations and Executive Orders (EO's) must be documented. Refer to the Department's Project Development Manual (PDM) and Environmental Manual (TEM) to determine the requirements.

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence Required & Received	Date determination/ concurrence issued	FHWA Independent Determination and/or Concurrence not required or resource not present
		A	B	C
EO 11990 Protection of Wetlands Individual Finding		☐	Date Issued	☒
ESA Section 7 Threatened and Endangered Species		☐	*No effect-Activity Based*	☒
Section 106 (National Historic Preservation Act)		☐	Date Issued	☒
4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)		☐	Date Issued	☒
2.2	**Other FHWA environmental compliance and/or approvals/concurrence required**	**Resource present and threshold exceeded**		**Resource not present, or present but threshold not exceeded**
EO 11988 Floodplains		☐		☒
EO 13112 Invasive Species		☐		☒
EO 12898 Environmental Justice		☐		☒
Safe Drinking Water Act Section 1424(e)		☐		☒
U.S. Army Corps of Engineers, Section 404/10 NW 23		☐		☒
Section 6(f) (Land and Water Conservation Funds)		☐		☒
Migratory Bird Treaty Act		☐		☒
23CFR772 Type I Noise abatement		☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**Resource present and threshold exceeded**		**Resource not present, or present but threshold not exceeded**
U.S. Army Corps of Engineers, Section 404/10 Individual Permit		☐		☒
National Wild and Scenic Rivers		☐		☒
U.S. Coast Guard Bridge Permit		☐		☒
Known hazardous waste site (only EPA National Priority list)		☐		☒
Project on or affecting Native American Lands		☐		☒

For all categories above, refer to the **Table Thresholds** document.

After completion of Tables 2.1, 2.2, and 2.3, proceed to step 3.

Project ID Number: 5761.01

Step 3: Who makes the NEPA CE Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. FHWA retains the NEPA determination for D list projects. FHWA makes the CE determination programmatically through NYSDOT for D list projects that meet the July 15, 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo criteria. To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the following table.

	CONDITION	ACTION
3	**Determine whether FHWA or NYSDOT makes the CE determination.**	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117(c) (see the drop down list), check the "Yes" box. If not, check the "No" box.	If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete. 1. Is the project an action that would normally be a CE in 23 CFR 771.117(c)? **YES**☒ **NO**☐ "Projects that take place entirely within the existing operational right-of-way." **If no, proceed to step 3.2.** **If yes,** and the action falls under (c)(26), (c)(27), or (c)(28), **proceed to step 3.1.1.** Otherwise, **proceed to step 3.1.2.**
3.1.1	Determine if any additional constraints apply to the CE.	Do ANY of the conditions described in the **Table Thresholds** 3.1.1 (land acquisition, major traffic disruptions, changes in access control, floodplain encroachment, National Wild & Scenic Rivers) apply to the action? **YES**☐ **NO**☐ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no**, do ANY of the following apply: • A check in Column A in Table 2.1 for Section 106, **and** a finding of Adverse Effect? • A check in Column A in Table 2.1 for 4(f), **and** impacts are not de minimis? • A check in Column A in Table 2.3 for Section 404/10? • A check in Column A in Table 2.3 for USCG Bridge Permit? Do ANY of the above apply to the action? **YES**☐ **NO**☐ **If yes,** the (c)(26), (c)(27) and (c)(28) constraints have not been met – **proceed to step 3.2.** **If no,** the (c)(26), (c)(27) and (c)(28) constraints have been met – **proceed to step 3.1.2.**

Federal Environmental Approval Worksheet

Project ID Number: 5761.01

3.1.2	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	If there are: • outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) • **and/or** circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) **The project will use Memo Shell 2** (FHWA needs to review this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.3.*
3.1.3	Determine if **any** issues are present that require FHWA notification.	If there are: • any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then **The project will use Memo Shell 3 (**FHWA must be notified of this project). **Proceed to step 4.** *If the project does not meet the conditions above proceed to step 3.1.4.*
3.1.4	No Determinations, Approvals, Concurrences or Notifications required.	**The project will use Memo Shell 1** (memo to file). **Proceed to step 4.**
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" or (d)(13) provide an explanation.	Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (Other). Activities that may normally be classified as a C-list CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28) must meet the constraints at 23 CFR 771.117(e), or they revert to the D-list as (d)(13). The project is an action that would normally be a CE in 23 CFR 771.117(d). Choose an item **.** Other or (d)(13): **Proceed to step 3.2.1.**
3.2.1	Determine if **any** of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding **and/or** notification is required.	If there are: • **any** outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); • **and/or** any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); • **and/or** issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then **The project will use Memo Shell 4** (MOPL and FHWA need to review this project). **Proceed to Step 4.**
3.2.2	Design Approval Document sent to FHWA	If the project: • does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. **The project will use Memo Shell 5** (memo to file). **Proceed to Step 4.**

Federal Environmental Approval Worksheet

Project ID Number: 5761.01

Step 4: Summary and Recommendation

- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination is being made by NYSDOT
- All outstanding FHWA environmental approvals will be obtained and are listed here:

List outstanding FHWA environmental approvals here:

All other environmental, social and economic factors that affect the project's NEPA classification, of Title 23 CFR 771.117 Environmental Impact and Related Procedures and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example, the project:

- does not change the functional class;
- does not add mainline capacity;
- is not on new location;
- will not change travel patterns;
- acquires only minor amounts of ROW (temporary or permanent);
- does not cause displacements; does not change access control;
- is air quality exempt;
- is consistent with the NYS Coastal Management Program; **and**
- the analysis satisfies the requirements of the Farmland Protection Policy Act.

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer *(or Responsible Local Official)* Dennis J. Elias Date 08.23.16

Print Name and Title: DENNIS J. ELIAS, PE

Regional Environmental Unit Supervisor Kimberly A. Lorenz Date 8/24/16

Print Name and Title: KIMBERLY A. LORENZ, ALA

Regional Local Project Liaison *(Locally Administered Projects Only)* Date 8/23/16

Print Name and Title: Jimmy Tay RLPL

Changes that may have occurred since the preparation of the worksheet which would **create the need to go through the Worksheet again** include but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards: discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

Social, Economic and Environmental Resources Checklist	
PIN: 5761.01	TYPE FUNDING: FEDERAL
DESCRIPTION: Bayview Rd, Pleasant Ave, Lakeview Rd Railroad Quiet Zones	DATE: 2/2/2016
	REVISION DATE: 6/23/2016
TOWN: Hamburg	NEPA CLASS: Class II CE (C-List)
COUNTY: Erie	SEQRA TYPE: Type II

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	PRESENCE OR ANALYSIS NEEDED?		IMPACT OR ISSUE?	
	YES	NO	YES	NO
Social				
Land Use			☐	☒
Neighborhoods and Community Cohesion	☐	☒	☐	☒
General Social Groups	☐	☒	☐	☒
School Districts, Recreation Areas and Places of Worship	☐	☒	☐	☒
Economic				
Regional and Local Economies			☐	☒
Business Districts	☐	☒	☐	☒
Specific Business Impacts	☐	☒	☐	☒
Environmental				
Wetlands	☒	☐	☐	☒
Surface Waterbodies and Watercourses	☐	☒	☐	☒
Wild, Scenic, and Recreational Rivers	☐	☒	☐	☒
Navigable Waters	☐	☒	☐	☒
Floodplains	☐	☒	☐	☒
Coastal Resources	☒	☐	☐	☒
Aquifers, Wells, and Reservoirs	☐	☒	☐	☒
Stormwater Management	☐	☒	☐	☒
General Ecology and Wildlife Resources	☒	☐	☐	☒
Critical Environmental Areas	☐	☒	☐	☒
Historic and Cultural Resources	☒	☐	☐	☒
Parks and Recreational Resources	☐	☒	☐	☒
Visual Resources	☐	☒	☐	☒
Farmlands	☒	☐	☐	☒
Air Quality Analysis	☐	☒	☐	☒
Energy Analysis	☐	☒	☐	☒
Noise Analysis	☐	☒	☐	☒
Asbestos	☒	☐	☐	☒
Contaminated and Hazardous Materials	☒	☐	☐	☒
Construction Effects	☐	☒	☐	☒
Indirect (Secondary) Effects	☐	☒	☐	☒
Cumulative Effects	☐	☒	☐	☒

ANTICIPATED PERMITS
None

PIN: 5761.01 PROJECT NAME: Bayview Rd. Pleasant Ave &Lakeview Rd – Railroad Quiet Zones DATE: 8/18/16

Section 7 ESA Process: ESA Transmittal Sheet

Step 3: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	ESA Does Not Apply	No Effect, Activity-Based	No Effect, No Suitable Habitat	MA, NLAA, 14-Day Form	MA, 30 Day Form	MA, NLAA, Traditional 7-step Process	Bridge/Bat Survey Form	MA, LAA
Northern Long-eared Bat		20/30						
Indiana Bat	X				NA			
Bog Turtle	X			NA	NA		NA	
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovate Amber Snail)	X			NA	NA		NA	
Karner Blue Butterfly	X			NA	NA		NA	
Sturgeon (Shortnose, Atlantic)	X			NA	NA		NA	
Other listed species (Please list)				NA	NA		NA	
Documentation Required	The IPaC report is included in the Design Report.	Record the corresponding number of the activity in the box above. This sheet and the IPaC printout are included in the Design Report.	NYSDOT submits "No Suitable Habitat Determination" to FHWA for "No Effect" Concurrence.	NYSDOT submits 14-day Form to the USFWS w/ cc: to Area Engineer.	NYSDOT submits 30-day Form to FHWA, who submits it to USFWS for concurrence.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits Bridge/Bat Survey Form to FHWA.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS.

Instructions for Use: This Summary Sheet is sent to FHWA for concurrence for all submissions, except "ESA Does Not Apply" and "No Effect, Activity-Based". A submittal package should include all documentation for all species requiring concurrence so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the Design Report.

Highway/Bridge Work Types

1. Joint and Crack Sealing
2. Pavement Marking
3. Impact Attenuator Repair or Replacement
4. Repair and Replace Loop Detectors
5. On-call Guide Rail Repair
6. Rigid Pavement Repairs (spall repair, grinding, etc.)
7. Pavement Grooving
8. Microsurfacing and Chip Sealing
9. Shoulder Rumble Strip Installation
10. Delineator and/or Reference Marker Placement or Replacement
11. Graffiti Removal and/or Prevention
12. Shoulder Rehabilitation and/or Repair
13. Traffic Management Systems Maintenance (communications cable, hardware for ITS, RWIS, etc.)
14. Highway Lighting Upgrading (excluding luminaire replacement and installation of high mast lighting)
15. Bicycle Path and Walkway Rehabilitation (e.g. ADA curb ramps)
16. Install, Replace and/or Repair Permanent Traffic Count Detectors
17. Install, Replace and/or Repair Weigh-in-Motion Detectors
18. Recharge Basin Reconditioning
19. Underdrain Installation
20. Guide Rail and/or Median Barrier Upgrading (including placement of new guide railing or median barrier)
21. Upgrading Sign(s) and/or Traffic Signal(s)
22. Install, Replace and/or Repair Right-Of-Way, Pedestrian and Permanent Snow Fencing
23. Park and Ride Lot Rehabilitation
24. 1R Projects that do not involve drainage work or work off of the paved surface/shoulder, or bridge work (see notes below), see also #31 and 32
25. 2R Projects that do not involve drainage work or work off of the paved surface/shoulder, or bridge work (see notes below), see also #31 and 32
26. 3R Projects (freeway and non-freeway) that do not involve drainage work, bridge work, or work off of the paved surface/shoulder, or bridge work (see notes below), see also #31 and 32
27. Highway-Rail Grade Crossing: installation of new and/or replacement of existing automatic warning devices
28. Highway-Rail Grade Crossing: installation of new and/or replacement of existing signage
29. Highway-Rail Grade Crossing: interconnection of grade crossing warning systems with vehicular traffic signal system
30. Highway-Rail Grade Crossing: surface replacement or upgrade
31. Bridge Work: Maintenance, alteration, and demolition of bridges/structures from October 1 to March 31 that does not include alteration of permanent lighting and does not alter bat roost potential, or involve any work within rivers, streams, or wetlands.
32. Bridge Work: Maintenance, alteration, and demolition of bridges/structures from April 1 to September 30 that does not include alteration of permanent lighting and does not alter bat roost potential, or involve any work within rivers, streams, or wetlands AND that has a negative Bridge/Bat Survey (see notes)
33. Bridge Inspections
34. Maintenance and Protection of Traffic (M&PT) activities within the operational right-of-way (see notes below)

Supplementary Information

Information on #34:

Operational right-of-way: As defined in 23 CFR Part 771.117 (c)(22), operational right-of-way refers to that which has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

Information on #24, 25, and 26:

Drainage work (1R, 2R and 3R projects): Certain drainage activities have the potential to directly or indirectly affect federally listed species and therefore are not covered within this list for an Activity-Based "No Effect" determination.

Drainage activities NOT COVERED within this Activity-Based "No Effect" determination:

- Repair, rehabilitation, replacement or construction of culverts and open drainage systems; and
- Work within rivers, streams, and wetlands.

Drainage activities that ARE COVERED within this Activity-Based "No Effect" determination:

- Repair, rehabilitation, replacement or construction of closed drainage systems and drainage structures; and
- Cleaning of sediment and debris from culverts, pipes, and drainage structures.

Work off of the paved surface/shoulder (1R, 2R and 3R projects): Curb ramps, traffic signals, sidewalks and trails are considered to be part of the paved surface; therefore, projects involving work in such areas is included in this list for an Activity-Based "No Effect" Determination.

Information on #32:

Bridge work: For projects that involve maintenance, alteration, construction, and demolition of bridges/structures from April 1 to September 30, a Bridge/Bat Survey is required to be completed, if the project is within the range of either the Northern Long-eared Bat, or the Indiana Bat, or both. Please see the Species-Specific keys for both the NLEB and the IBat and submit the Bridge/Bat Survey form (that has been completed within 1 year prior to the start of the project) to the FHWA Area Engineer, when the form is complete. FHWA will file the form.

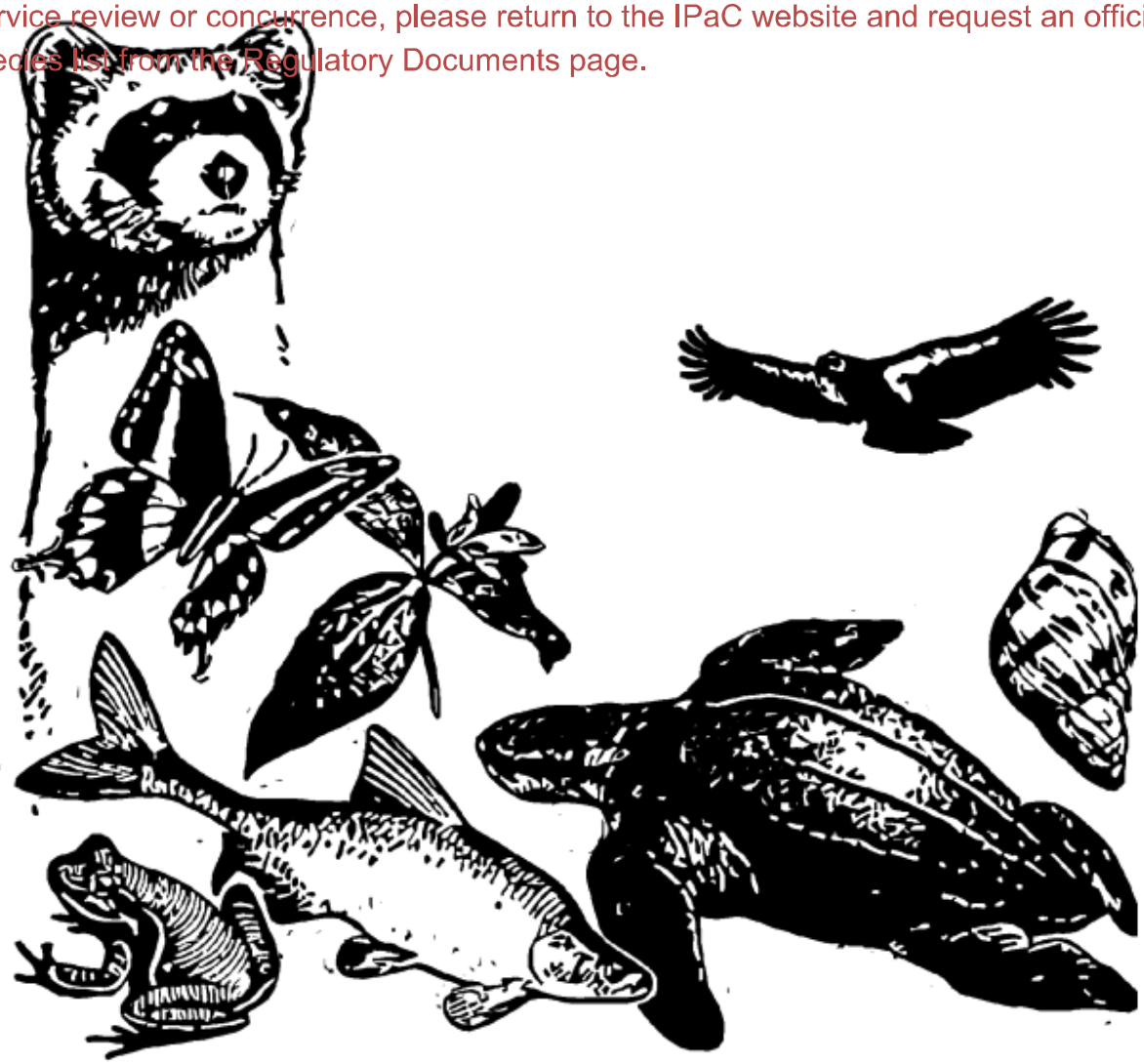
U.S. Fish & Wildlife Service

PIN 5761.01 - Railroad Quiet Zones - Bayview Road

IPaC Trust Resources Report

Generated March 18, 2016 11:36 AM MDT, IPaC v3.0.0

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

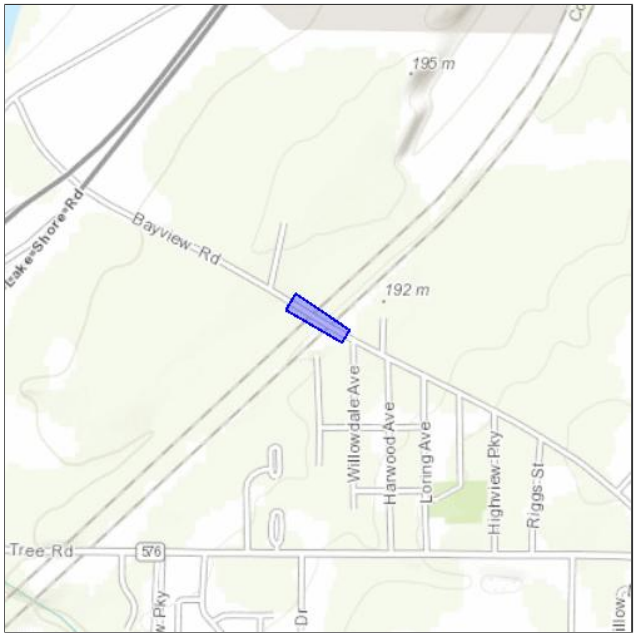
PIN 5761.01 - Railroad Quiet Zones - Bayview Road

LOCATION

Erie County, New York

DESCRIPTION

The project is located in the Town of Hamburg, Erie County, NY, at the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad crossings at Bayview Road, Pleasant Avenue and Lakeview Road. The project limits extend approximately 150 feet east and west of the crossings.



IPAC LINK

https://ecos.fws.gov/ipac/project/33RKO-DAZXF-DOTLM-TM4FD-VMPBKE

U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9349
(607) 753-9334

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Mammals

Northern Long-eared Bat Myotis septentrionalis — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

---

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php

The following species of migratory birds could potentially be affected by activities in this location:

American Bittern Botaurus lentiginosus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F3

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Year-round
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Tern Chlidonias niger — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09F

Black-billed Cuckoo Coccyzus erythropthalmus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HI

Black-crowned Night-heron Nycticorax nycticorax — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EU

Blue-winged Warbler Vermivora pinus — Bird of conservation concern
Season: Breeding

Canada Warbler Wilsonia canadensis — Bird of conservation concern
Season: Breeding

Common Tern Sterna hirundo — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09G

Golden-winged Warbler Vermivora chrysoptera — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0G4

Least Bittern Ixobrychus exilis
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092

Olive-sided Flycatcher Contopus cooperi — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0AN

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Pied-billed Grebe Podilymbus podiceps — Bird of conservation concern
Season: Breeding

Red-headed Woodpecker Melanerpes erythrocephalus — Bird of conservation concern
Season: Breeding

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Upland Sandpiper Bartramia longicauda — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HC

Willow Flycatcher Empidonax traillii — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F6

Wood Thrush Hylocichla mustelina — Bird of conservation concern
Season: Breeding

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

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The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands in this location

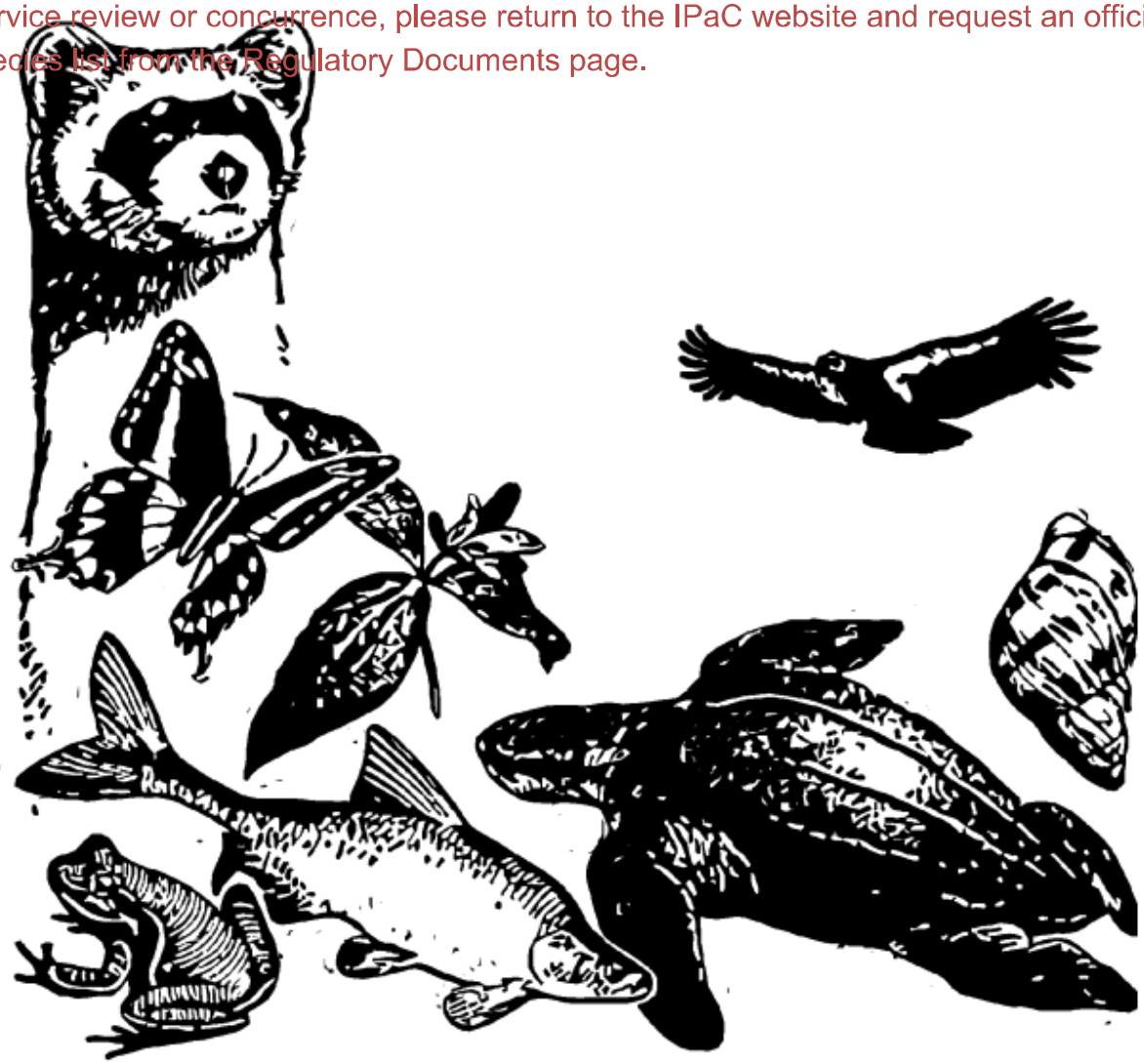
U.S. Fish & Wildlife Service

PIN 5761.01 - Railroad Quiet Zones - Pleasant Avenue

IPaC Trust Resources Report

Generated March 18, 2016 11:39 AM MDT, IPaC v3.0.0

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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Migratory Birds 3
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Wetlands 6

U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

PIN 5761.01 - Railroad Quiet Zones - Pleasant Avenue

LOCATION

Erie County, New York

DESCRIPTION

The project is located in the Town of Hamburg, Erie County, NY, at the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad crossings at Bayview Road, Pleasant Avenue and Lakeview Road. The project limits extend approximately 150 feet east and west of the crossings.

IPAC LINK

https://ecos.fws.gov/ipac/project/ZJ2SY-JHPNB-DPXA6-FXSRL-PR3BTU

U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9349
(607) 753-9334

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Mammals

Northern Long-eared Bat Myotis septentrionalis — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php

The following species of migratory birds could potentially be affected by activities in this location:

American Bittern Botaurus lentiginosus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F3

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Year-round
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Tern Chlidonias niger — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09F

Black-billed Cuckoo Coccyzus erythropthalmus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HI

Black-crowned Night-heron Nycticorax nycticorax — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EU

Blue-winged Warbler Vermivora pinus — Bird of conservation concern
Season: Breeding

Canada Warbler Wilsonia canadensis — Bird of conservation concern
Season: Breeding

Common Tern Sterna hirundo — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09G

Golden-winged Warbler Vermivora chrysoptera — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0G4

Least Bittern Ixobrychus exilis
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092

Olive-sided Flycatcher Contopus cooperi — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0AN

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Pied-billed Grebe Podilymbus podiceps — Bird of conservation concern
Season: Breeding

Red-headed Woodpecker Melanerpes erythrocephalus — Bird of conservation concern
Season: Breeding

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Upland Sandpiper Bartramia longicauda — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HC

Willow Flycatcher Empidonax traillii — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F6

Wood Thrush Hylocichla mustelina — Bird of conservation concern
Season: Breeding

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.

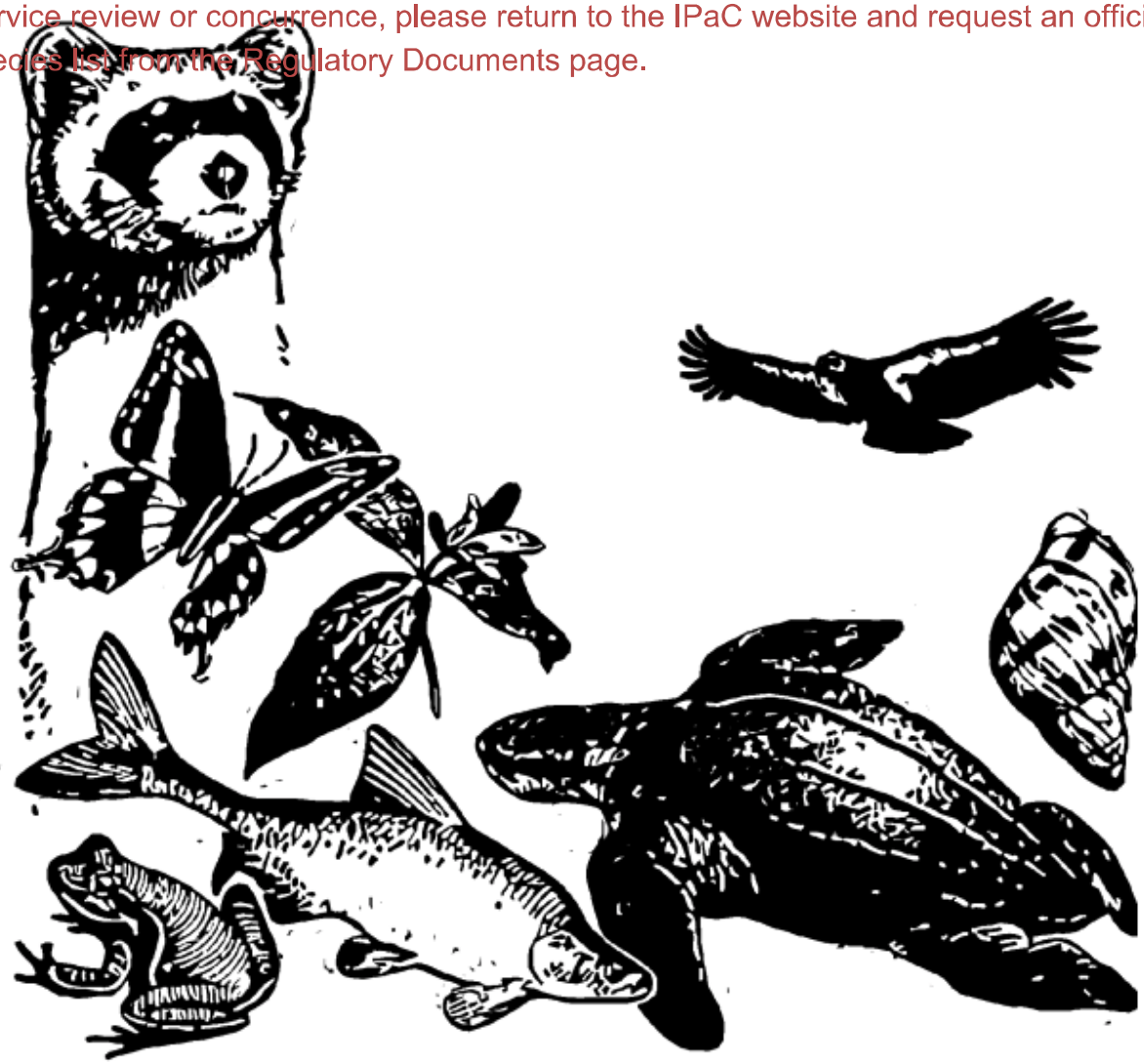
U.S. Fish & Wildlife Service

PIN 5761.01 - Railroad Quiet Zones - Lakeview Road

IPaC Trust Resources Report

Generated March 18, 2016 11:43 AM MDT, IPaC v3.0.0

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



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U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

PIN 5761.01 - Railroad Quiet Zones - Lakeview Road

LOCATION

Erie County, New York

DESCRIPTION

The project is located in the Town of Hamburg, Erie County, NY, at the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad crossings at Bayview Road, Pleasant Avenue and Lakeview Road. The project limits extend approximately 150 feet east and west of the crossings.

IPAC LINK

https://ecos.fws.gov/ipac/project/42KKJ-6JPDJ-CCJIS-IATPV-LFUGFU

U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9349
(607) 753-9334

Endangered Species

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The list of species below are those that may occur or could potentially be affected by activities in this location:

Mammals

Northern Long-eared Bat Myotis septentrionalis — Threatened

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

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Additional information can be found using the following links:

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There are no wetlands in this location

APPENDIX C
TRAFFIC INFORMATION

TRAFFIC DATA ANALYSIS
HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT
CROSSING INVENTORY INFORMATION
COMPLETE STREETS CHECKLIST

ERDMAN ANTHONY

SHEET		**OF**		**SUB-SHEET NO.**	
BY	SV	**DATE**	3/10/2015	**CKD**	**DATE**
PROJECT NAME & NO.	Bayview Rd, Pleasant Ave & Lakeview Rd Quiet Zones				
CLIENT	Town of Hamburg				
SUBJECT	Traffic Data Analysis (AADT & DHV)				

Bayview Road

	AADT	DHV	
8/16/2010	2046	184	9%

Projected annual growth rate 0.50% per yr.

Existing	2015	2,098	189
ETC	2016	2,108	190
ETC+10	2026	2,216	199
ETC+20	2036	2,329	210

Pleasant Avenue

	AADT	DHV	
6/1/2010	2150	194	9%

Projected annual growth rate 0.50% per yr.

Existing	2015	2,204	198
ETC	2016	2,215	199
ETC+10	2026	2,329	210
ETC+20	2036	2,448	220

Lakeview Road

	AADT	DHV	
6/1/2009	4199	474	11%

Projected annual growth rate 0.50% per yr.

Existing	2015	4,327	476
ETC	2016	4,348	478
ETC+10	2026	4,571	503
ETC+20	2036	4,804	528

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 000082530
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 000082530

4. U.S. DOT-AAR Grade Crossing ID No. **520030C** | 5. Date of Accident/Incident 11/28/10 | 6. Time of Accident/Incident 05:10 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HAMBURG	ALBANY	ERIE	36	NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. BAY VIEW ROAD | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 0

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 2

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 32 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 6

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: 2

27. FRA Track Class: 4

28. Number of Locomotive Units: 2

29. Number of Cars: 107

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 40 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s)	01	03	06	07	11		

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age: 23

39. Driver's Gender 1. Male 2. Female — Code: 1

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)* $2,000

48. Total Number of Highway-Rail Crossing Users *(include driver)* 1

50. Total Number of People on Train *(include passengers and crew)* 2

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

Q38226 STRUCK AUTO AT CROSSING ON TRK 2 EAST BD. NO INJURIES. THERE IS DAMAGE TO UNIT. PROTECTION ALSO AT THE XING INCLUDES: PAVEMENT MARKINGS (STOPLINES AND RRXING SYMBOLS) AND ADVANCE WARNING.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57 * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0430300
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0430300

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
520030C	06/21/85	04:30 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
BLASDELL		ERIE	36	NY

11. City (if in a city)	12. Highway Name or No.	
BLASDELL	BAYVIEW ROAD	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: K

14. Vehicle Speed (est. mph at impact):

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 2

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 65 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist (single entry) — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #1 MAIN

27. FRA Track Class: 4

28. Number of Locomotive Units: 3

29. Number of Cars: 83

30. Consist Speed (Recorded if available) — R. Recorded E. Estimated 25 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 01 03 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code:

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code:

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code:

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	1	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code:

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code:

47. Highway Vehicle Property Damage (est. dollar damage): $0

48. Total Number of Highway-Rail Crossing Users (include driver): 0

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0430300
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0430300

4. U.S. DOT-AAR Grade Crossing ID No. **520030C** | 5. Date of Accident/Incident 09/23/83 | 6. Time of Accident/Incident 10:15 AM

7. Nearest Railroad Station: BUFFALO | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. BAYVIEW | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: B

14. Vehicle Speed *(est. mph at impact)*: 0

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 48 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #2 MAIN

27. FRA Track Class: 3

28. Number of Locomotive Units: 3

29. Number of Cars: 123

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 25 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 03

33. Signaled Crossing Warning: Allgd. no warn (4);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)* $17,200

48. Total Number of Highway-Rail Crossing Users *(include driver)* 0

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0430300
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0430300

4. U.S. DOT-AAR Grade Crossing ID No. **520030C** | 5. Date of Accident/Incident 07/12/83 | 6. Time of Accident/Incident 02:50 AM

7. Nearest Railroad Station: HAMBURG | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. BAYVIEW RD | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)* 0

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 72 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: MAIN #1

27. FRA Track Class: 3

28. Number of Locomotive Units: 2

29. Number of Cars: 7

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 48 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)* $0

48. Total Number of Highway-Rail Crossing Users *(include driver)* 0

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: Norfolk Southern Corp. [NS]	1a. Alphabetic Code: NS	1b. Railroad Accident/Incident No.: 109683
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: Norfolk Southern Corp. [NS]	3a. Alphabetic Code: NS	3b. Railroad Accident/Incident No.: 109683
4. U.S. DOT Grade Crossing ID No.: 471713G	5. Date of Accident/Incident (month / day / year): 0 3 / 1 8 / 2014	6. Time of Accident/Incident: 9:05 AM ☐ PM ☑

7. Nearest Railroad Station: BUFFALO	8. Subdivision: PITTSBURGH	9. County: ERIE	10. State Abbr. NY — Code 36
11. City *(if in a city)*: N/A	12. Highway Name or No.: TOWN/BAYVIEW ROAD		Public ☑ Private ☐

Highway User Involved

13. Type
A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other *(specify)*
Code: A

14. Vehicle Speed *(est. mph at impact)*: 0

15. Direction *(geographical)*: 1. North 2. South 3. East 4. West — Code: 4

16. Position: 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 2

Rail Equipment Involved

17. Equipment: 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s)
Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: 37 °F

22. Visibility *(single entry)*: 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)*: 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)*: 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU
Code: 1

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: SINGLE MAIN TRACK

27. FRA Track Class (1-9,X): 4

28. Number of Locomotive Units: 2

29. Number of Cars: 55

30. Consist Speed *(Recorded speed if available)*: R. Recorded E. Estimated — 35 mph — Code: E

31. Time Table Direction: 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning: 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s)	01	03	06	07			

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: 1

34. Roadway Conditions: A. Dry B. Wet C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) — Code: A

35. Location of Warning: 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: 2

38. Hignway User's Age: 45

39. Highway User's Gender: 1. Male 2. Female — Code: 1

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: 2

41. Highway User: 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide
Code: 4

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)*: 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed
Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: 1. Killed 2. Injured 3. Uninjured — 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)*: $10,000

48. Total Number of Vehicle Occupants *(including driver)*: 0

50. Total Number of People on Train *(include passengers and train crew)*: 2

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block — Video Taken? ☑ Yes ☐ No — Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
NS TRAIN STRUCK AN UNOCCUPIED VEHICLE AT CROSSING.

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 000049366
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 000049366

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
519498M	07/17/08	09:54 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
BUFFALO	ALBANY	ERIE	36	NY

11. City *(if in a city)* HAMBURG
12. Highway Name or No. LAKEVIEW RD. ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 40

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 1

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)* A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 7

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 2

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: 74 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #2 MAIN

27. FRA Track Class: 4

28. Number of Locomotive Units: 5

29. Number of Cars: 23

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated: 56 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 03 07

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age: 26

39. Driver's Gender 1. Male 2. Female — Code: 1

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 3

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	1	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 1

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)*: $6,500

48. Total Number of Highway-Rail Crossing Users *(include driver)*: 1

50. Total Number of People on Train *(include passengers and crew)*: 2

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

Q11017 WAS TRAVELING OVER CROSSING WHEN AN AUTOMOBILE BEING PURSUED BY POLICE FAILED TO STOP AT CROSSING AND STRUCK A FREIGHT CAR RESULTING IN FATAL INJURIES TO DRIVER. PROTECTION ALSO AT CROSSING: ADVANCE WARNING.^

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Amtrak [ATK]	1a. ATK	1b. 40227NYD02
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. XXX

4. U.S. DOT-AAR Grade Crossing ID No. **519498M** | 5. Date of Accident/Incident 02/27/94 | 6. Time of Accident/Incident 07:44 AM

7. Nearest Railroad Station: BUFFALO | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. LAKEVIEW ROAD | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 10 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 2

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: ONE

27. FRA Track Class: 4

28. Number of Locomotive Units: 1

29. Number of Cars: 15

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 70 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 03

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 1

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 3

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 2

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	1	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 1

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)* $10,000

48. Total Number of Highway-Rail Crossing Users *(include driver)* 1

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57 * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 020306
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 020306

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
519498M	03/24/93	10:30 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
HAMBURG		ERIE	42	PA

11. City (if in a city)	12. Highway Name or No.	
HAMBURG	LAKEVIEW ROAD	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other (specify) — Code: B

14. Vehicle Speed (est. mph at impact): 0

15. Direction (geographical) — 1. North 2. South 3. East 4. West — Code: 1

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature (specify if minus): 45 °F

22. Visibility (single entry) — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather (single entry) — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 4

24. Type of Equipment Consist (single entry) — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #2 MAIN

27. FRA Track Class: 5

28. Number of Locomotive Units: 2

29. Number of Cars: 19

30. Consist Speed (Recorded if available) — R. Recorded E. Estimated: 55 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None

Code(s): 01 03

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 2

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 2

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) — Code: 4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by (primary obstruction) — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	1
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage (est. dollar damage): $0

48. Total Number of Highway-Rail Crossing Users (include driver): 2

50. Total Number of People on Train (include passengers and crew):

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0930304
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0930304

4. U.S. DOT-AAR Grade Crossing ID No. **519498M** | 5. Date of Accident/Incident 12/18/79 | 6. Time of Accident/Incident 07:28 PM

7. Nearest Railroad Station: LAKEVIEW | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* LAKEVIEW | 12. Highway Name or No. LAKEVIEW | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 1

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 59 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: 2 MAIN

27. FRA Track Class: 4

28. Number of Locomotive Units: 3

29. Number of Cars: 53

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 35 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 | 03 | 06

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 3

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 1

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	1
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)* $5,500

48. Total Number of Highway-Rail Crossing Users *(include driver)* 1

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0930301
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0930301

4. U.S. DOT-AAR Grade Crossing ID No. **519498M** | 5. Date of Accident/Incident 09/01/77 | 6. Time of Accident/Incident 03:20 AM

7. Nearest Railroad Station: BUFFALO | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* LAKEVIEW | 12. Highway Name or No. LAKEVIEW ROAD | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)* 40

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 3

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 35

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 2

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 62 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: NO 2 MAIN

27. FRA Track Class: 3

28. Number of Locomotive Units: 2

29. Number of Cars: 92

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 15 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 | 02

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 3

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 3

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 2

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 1

47. Highway Vehicle Property Damage *(est. dollar damage)* $1,500

48. Total Number of Highway-Rail Crossing Users *(include driver)* 1

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57 * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	CSX Transportation [CSX]	1a. CSX	1b. 000034334
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	CSX Transportation [CSX]	3a. CSX	3b. 000034334

4. U.S. DOT-AAR Grade Crossing ID No. **519499U** | 5. Date of Accident/Incident 07/25/07 | 6. Time of Accident/Incident 04:10 AM

7. Nearest Railroad Station: SENECA | 8. Division: ALBANY | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. PLEASANT AVE | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)* 0

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 2

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 2

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)* A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 65 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #1 CHICAGO MAIN LINE

27. FRA Track Class 4

28. Number of Locomotive Units 2

29. Number of Cars 56

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 39 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 03 07 11

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code: 2

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 2

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age 26

39. Driver's Gender 1. Male 2. Female — Code: 2

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)* $4,600

48. Total Number of Highway-Rail Crossing Users *(include driver)* 0

50. Total Number of People on Train *(include passengers and crew)* 2

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

VEHICLE DROVE AROUND BARRICADES AND POSTED ROAD CLOSED SIGN (RAILROAD CLOSED FOR REPAIR), BECOMING STUCK ON TRACKS. DRIVER DID EXIT VEHICLE BEFORE Q35124 STRUCK VEHICLE. DRIVER WAS ARRESTED FOR DWI. PROTECTION ALSO AT CROSSING: ADVANCE WARNING.///

55. Typed Name and Title | 56. Signature | 57. Date

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Consolidated Rail Corp. [CR]	1a. CR	1b. 0930305
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	Consolidated Rail Corp. [CR]	3a. CR	3b. 0930305

4. U.S. DOT-AAR Grade Crossing ID No. **519499U** | 5. Date of Accident/Incident 03/29/83 | 6. Time of Accident/Incident 07:25 AM

7. Nearest Railroad Station: HAMBURG | 8. Division: | 9. County: ERIE | 10. State Abbr. 36 Code NY

11. City *(if in a city)* HAMBURG | 12. Highway Name or No. PLEASANT AVE | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: B

14. Vehicle Speed *(est. mph at impact)* 0

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: 2

16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)* 32 °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 2

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 1

24. Type of Equipment Consist *(single entry)* 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: #1 MAIN

27. FRA Track Class: 3

28. Number of Locomotive Units: 2

29. Number of Cars: 35

30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated 30 mph — Code: E

31. Time Table Direction 1. North 2. South 3. East 4. West — Code: 4

32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01 | 03

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown — Code: 3

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown — Code: 2

38. Driver's Age

39. Driver's Gender 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown — Code: 2

41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)* $1,000

48. Total Number of Highway-Rail Crossing Users *(include driver)* 0

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: 2

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title | 56. Signature | 57. Date

FORM FRA F 6180.57 * NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Penn Central Transportation Co. [PC]	1a. PC	1b. 0930300
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance		3a.	3b.

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
519499U	11/03/75	12:05 AM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
BUFFALO		ERIE	36	NY

11. City *(if in a city)*	12. Highway Name or No.	
HAMBURG	PLEASANT AVENUE	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: A

14. Vehicle Speed *(est. mph at impact)*: 0

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: 1

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: 1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: 4

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL — Code: 1

18. Position of Car Unit in Train: 1

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: 1

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: 59 °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: 4

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: 2

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip — Code: 1

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: 1

26. Track Number or Name: NO 2

27. FRA Track Class: 4

28. Number of Locomotive Units: 3

29. Number of Cars: 97

30. Consist Speed *(Recorded if available)* — R. Recorded E. Estimated: 30 mph — Code: E

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: 3

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): 01

33. Signaled Crossing Warning: 20 sec warn min (1);

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: 1

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: 1

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: 1

38. Driver's Age

39. Driver's Gender — 1. Male 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: 1

41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code: 4

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: 2

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: 8

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: 3

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: 2

47. Highway Vehicle Property Damage *(est. dollar damage)*: $1,150

48. Total Number of Highway-Rail Crossing Users *(include driver)*: 0

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: 2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***520030C*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***07/10/14***

Railroad: ***CSX CSX Transportation [CSX]*** End-Date of Record:

Initiating Agency ***Railroad*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***ALBANY***	State:	***NY***
Subdivision:	***BUFFALO TERMIN***	County:	***ERIE***
Branch or Line Name:		City:	***In HAMBURG***
Railroad Milepost:	***0007.97***	Street or Road Name:	***BAY VIEW ROAD***
RailRoad I.D. No.:	***QD***	Highway Type & No.:	***TN***
Nearest RR Timetable Stn:	***HAMBURG***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***2708***
Crossing Owner:	***CSX Transportation [CSX]***	Latitude:	***42.7770010***
ENS Sign Installed:	***Yes***	Longitude:	***-78.8467123***
Passenger Service:	***AMTRAK***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***1***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***471713G***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative: ***ADJACENT XING IS NORFOLK SOUTHERN***

Emergency Contact: ***(800)232-0144*** Railroad Contact: ***(904)359-1048*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***52*** Total Switching: ***1*** Day Thru: ***25***

Typical Speed Range Over Crossing: From ***45*** to ***50*** mph Maximum Time Table Speed: ***50***

Type and Number of Tracks: Main: ***3*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***

Does Another RR Operate Over Your Track at Crossing? ***Yes: ATK***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***520030C***

Effective Begin-Date of Record: ***07/10/14***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***0***	Highway Stop Signs:	***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:	***No***
Pavement Markings:	***Stop Lines and RR Xing Symbols***	Other Signs: ***2*** ***0***	Specify: ***3 TRACKS***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:	***No***
Mast Mounted FL:	***2***	Total Number FL Pairs:	***4***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):	***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:	***ON GATES***
Highway Traffic Signals:	***0***	Wigwags: ***0***	Bells: ***1***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	***MANUAL CONTROL BOX***
Channelization:	***None***	Type of Train Detection:	***Constant Warning Time***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:	***N/A***

Part IV: Physical Characteristics

Type of Development:	***Open Space***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***201 to 500 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***Yes***		

Part V: Highway Information

Highway System:	***Other FA Highway - Not NHS***	Functional Classification of Road at Crossing:	***Urban Collector***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***002046***	AADT Year:	***2010***
Estimated Percent Trucks:	***02***	Avg. No of School Buses per Day:	***0***
Posted Highway Speed:	***35***		

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***471713G*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***01/01/14***

Railroad: ***NS*** ***Norfolk Southern Corp. [NS]*** End-Date of Record:

Initiating Agency ***Railroad*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***ALBANY***	State:	***NY***
Subdivision:	***BUFFALO***	County:	***ERIE***
Branch or Line Name:	***BUFFALO DIST***	City:	***In HAMBURG***
Railroad Milepost:	***0008.51***	Street or Road Name:	***BAYVIEW RD***
RailRoad I.D. No.:		Highway Type & No.:	***C-575***
Nearest RR Timetable Stn:	***BLASDELL***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***4418***
Crossing Owner:		Latitude:	***42.7767912***
ENS Sign Installed:	***Yes***	Longitude:	***-78.8462544***
Passenger Service:	***None***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***0***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***520030C***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative:

Emergency Contact: ***(800)453-2530*** Railroad Contact: ***(800)946-4744*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***18*** Total Switching: ***0*** Day Thru: ***8***

Typical Speed Range Over Crossing: From ***50*** to ***60*** mph Maximum Time Table Speed: ***60***

Type and Number of Tracks: Main: ***1*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***

Does Another RR Operate Over Your Track at Crossing? ***Yes: CR***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***471713G***

Effective Begin-Date of Record: ***01/01/14***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***2***	Highway Stop Signs:	***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:	***No***
Pavement Markings:	***Stop Lines and RR Xing Symbols***	Other Signs: ***1*** ***0***	Specify: ***SEE MEMO***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:	***No***
Mast Mounted FL:	***2***	Total Number FL Pairs:	***4***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):	***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:	***ON GATES***
Highway Traffic Signals:	***0***	Wigwags: ***0***	Bells: ***1***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	***None***	Type of Train Detection:	***None***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:	***N/A***

Part IV: Physical Characteristics

Type of Development:	***Open Space***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***Less than 75 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***No***		

Part V: Highway Information

Highway System:	***Other FA Highway - Not NHS***	Functional Classification of Road at Crossing:	***Urban Collector***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***002046***	AADT Year:	***2010***
Estimated Percent Trucks:	***02***	Avg. No of School Buses per Day:	***0***
Posted Highway Speed:	***35***		

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***519498M*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***07/10/14***

Railroad: ***CSX CSX Transportation [CSX]*** End-Date of Record:

Initiating Agency ***Railroad*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***GREAT LAKES***	State:	***NY***
Subdivision:	***BUFFALO TERMIN***	County:	***ERIE***
Branch or Line Name:		City:	***In HAMBURG***
Railroad Milepost:	***0014.41***	Street or Road Name:	***LAKEVIEW RD***
RailRoad I.D. No.:	***QD***	Highway Type & No.:	***CR 80***
Nearest RR Timetable Stn:	***HAMBURG***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***2712***
Crossing Owner:	***CSX Transportation [CSX]***	Latitude:	***42.7128817***
ENS Sign Installed:	***Yes***	Longitude:	***-78.9385429***
Passenger Service:	***AMTRAK***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***1***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***471721Y***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:		***305525520***		
State Use:				

Narrative:

Emergency Contact: ***(800)232-0144*** Railroad Contact: ***(904)359-1048*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***51*** Total Switching: ***1*** Day Thru: ***24***

Typical Speed Range Over Crossing: From ***74*** to ***79*** mph Maximum Time Table Speed: ***79***

Type and Number of Tracks: Main: ***3*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***

Does Another RR Operate Over Your Track at Crossing? ***Yes: ATK***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***519498M***

Effective Begin-Date of Record: ***07/10/14***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***2***	Highway Stop Signs:	***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:	***No***
Pavement Markings:	***No Markings***	Other Signs: ***2*** ***0***	Specify: ***3 Track***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:	***No***
Mast Mounted FL:	***2***	Total Number FL Pairs:	***4***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):	***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:	***ON GATES***
Highway Traffic Signals:	***0***	Wigwags: ***0***	Bells: ***0***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	***None***	Type of Train Detection:	***Motion Detectors***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:	***N/A***

Part IV: Physical Characteristics

Type of Development:	***Commercial***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***201 to 500 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***Yes***		

Part V: Highway Information

Highway System:	***Other FA Highway - Not NHS***	Functional Classification of Road at Crossing:	***Urban Collector***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***004293***	AADT Year:	***2012***
Estimated Percent Trucks:	***09***	Avg. No of School Buses per Day:	***6***
Posted Highway Speed:	***30***		

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***471721Y*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***01/01/14***

Railroad: ***NS*** ***Norfolk Southern Corp. [NS]*** End-Date of Record:

Initiating Agency ***State*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***ALBANY***	State:	***NY***
Subdivision:	***BUFFALO***	County:	***ERIE***
Branch or Line Name:	***BUFFALO DIST***	City:	***In LAKE VIEW***
Railroad Milepost:	***0015.05***	Street or Road Name:	***LAKE VIEW RD***
RailRoad I.D. No.:		Highway Type & No.:	***C-65***
Nearest RR Timetable Stn:	***HAMBURG***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***4423***
Crossing Owner:		Latitude:	***42.7121626***
ENS Sign Installed:	***Yes***	Longitude:	***-78.9376385***
Passenger Service:	***None***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***0***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***519498M***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative:

Emergency Contact: ***(800)453-2530*** Railroad Contact: ***(800)946-4744*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***18*** Total Switching: ***0*** Day Thru: ***8***

Typical Speed Range Over Crossing: From ***40*** to ***60*** mph Maximum Time Table Speed: ***60***

Type and Number of Tracks: Main: ***1*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***

Does Another RR Operate Over Your Track at Crossing? ***No***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***471721Y***

Effective Begin-Date of Record: ***01/01/14***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***2***	Highway Stop Signs:			***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:			***No***
Pavement Markings:	***Stop Lines and RR Xing Symbols***	Other Signs:	***2***	Specify:	***R8 - 8***
			1		***SEE MEMO***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:			***No***
Mast Mounted FL:	***4***	Total Number FL Pairs:			***4***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):			***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:			***ON GATES***
Highway Traffic Signals:	***0***	Wigwags:	***0***	Bells:	***1***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:			
Channelization:	***None***	Type of Train Detection:			***None***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:			***N/A***

Part IV: Physical Characteristics

Type of Development:	***Commercial***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***201 to 500 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***No***		

Part V: Highway Information

Highway System:	***Other FA Highway - Not NHS***	Functional Classification of Road at Crossing:	***Urban Collector***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***004293***	AADT Year:	***2012***
Estimated Percent Trucks:	***09***	Avg. No of School Buses per Day:	***6***
Posted Highway Speed:	***30***		

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***519499U*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***07/10/14***

Railroad: ***CSX CSX Transportation [CSX]*** End-Date of Record:

Initiating Agency ***Railroad*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***GREAT LAKES***	State:	***NY***
Subdivision:	***BUFFALO TERMIN***	County:	***ERIE***
Branch or Line Name:		City:	***In HAMBURG***
Railroad Milepost:	***0012.85***	Street or Road Name:	***PLEASANT AVE***
RailRoad I.D. No.:	***QD***	Highway Type & No.:	***CO 220***
Nearest RR Timetable Stn:	***HAMBURG***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***2711***
Crossing Owner:	***CSX Transportation [CSX]***	Latitude:	***42.7287591***
ENS Sign Installed:	***Yes***	Longitude:	***-78.9167195***
Passenger Service:	***AMTRAK***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***1***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***471719X***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative:

Emergency Contact: ***(800)232-0144*** Railroad Contact: ***(904)359-1048*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***51*** Total Switching: ***1*** Day Thru: ***24***

Typical Speed Range Over Crossing: From ***74*** to ***79*** mph Maximum Time Table Speed: ***79***

Type and Number of Tracks: Main: ***3*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***No***

Does Another RR Operate Over Your Track at Crossing? ***Yes: ATK***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***519499U***

Effective Begin-Date of Record: ***07/10/14***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***2***	Highway Stop Signs:	***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:	***No***
Pavement Markings:	***No Markings***	Other Signs: ***2*** ***0***	Specify: ***3 TRACKS***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:	***No***
Mast Mounted FL:	***2***	Total Number FL Pairs:	***4***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):	***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:	***ON GATES***
Highway Traffic Signals:	***0***	Wigwags: ***0***	Bells: ***0***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	***None***	Type of Train Detection:	***Constant Warning Time***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:	***N/A***

Part IV: Physical Characteristics

Type of Development:	***Commercial***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***201 to 500 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***Yes***		

Part V: Highway Information

Highway System:	***Non-Federal-aid***	Functional Classification of Road at Crossing:	***Urban Local***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***002148***	AADT Year:	***2010***
Estimated Percent Trucks:	***04***	Avg. No of School Buses per Day:	***0***
Posted Highway Speed:	***30***		

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/20/2015

Crossing No.: ***471719X*** Update Reason: ***Changed Crossing*** Effective Begin-Date of Record: ***03/23/11***

Railroad: ***NS*** ***Norfolk Southern Corp. [NS]*** End-Date of Record:

Initiating Agency ***State*** Type and Positiion: ***Public At Grade***

Part I Location and Classification of Crossing

Division:	***LAKE***	State:	***NY***
Subdivision:	***NW***	County:	***ERIE***
Branch or Line Name:	***BUFFALO DIST***	City:	***In HAMBURG***
Railroad Milepost:	***0013.50***	Street or Road Name:	***PLEASANT AVE***
RailRoad I.D. No.:		Highway Type & No.:	***C-133***
Nearest RR Timetable Stn:	***HAMBURG***	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	***4421***
Crossing Owner:		Latitude:	***42.7284724***
ENS Sign Installed:	***Yes***	Longitude:	***-78.9163847***
Passenger Service:	***None***	Lat/Long Source:	***Actual***
Avg Passenger Train Count:	***0***	Quiet Zone:	***No***
Adjacent Crossing with Separate Number:	***Yes*** ***519499U***		

Private Crossing Information:

Category: Public Access: ***Unknown***

Specify Signs: Specify Signals:

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:				
State Use:				

Narrative:

Emergency Contact: ***(800)453-2530*** Railroad Contact: ***(800)946-4744*** State Contact: ***(518)457-5521***

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***

Total Trains: ***18*** Total Switching: ***0*** Day Thru: ***8***

Typical Speed Range Over Crossing: From ***40*** to ***60*** mph Maximum Time Table Speed: ***60***

Type and Number of Tracks: Main: ***1*** Other ***0*** Specify:

Does Another RR Operate a Separate Track at Crossing? ***Yes: CR***

Does Another RR Operate Over Your Track at Crossing? ***No***

U.S. DOT - CROSSING INVENTORY INFORMATION
Continued

Crossing ***471719X***

Effective Begin-Date of Record: ***03/23/11***

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	***2***	Highway Stop Signs:			***0***
Advanced Warning:	***Yes***	Hump Crossing Sign:			***No***
Pavement Markings:	***No Markings***	Other Signs:	***2***	Specify:	***SEE MEMO***
			1		***SEE MEMO***

Train Activated Devices:

Gates:	***2***	4 Quad or Full Barrier:			***No***
Mast Mounted FL:	***2***	Total Number FL Pairs:			***5***
Cantilevered FL (Over):	***0***	Cantilevered FL (Not over):			***0***
Other Flashing Lights:	***6***	Specify Other Flashing Lights:			***ON GATES***
Highway Traffic Signals:	***0***	Wigwags:	***0***	Bells:	***1***
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:			
Channelization:	***None***	Type of Train Detection:			***None***
Track Equipped with Train Signals?	***Yes***	Traffic Light Interconnection/Preemption:			***N/A***

Part IV: Physical Characteristics

Type of Development:	***Commercial***	Smallest Crossing Angle:	***60 to 90 Degrees***
Number of Traffic Lanes Crossing Railroad:	***2***	Are Truck Pullout Lanes Present?	***No***
Is Highway Paved?	***Yes***		
Crossing Surface:	***Asphalt and Flange***	If Other:	
Nearby Intersecting Highway?	***Less than 75 feet***	Is it Signalized?	***No***
Does Track Run Down a Street?	***No***	Is Crossing Illuminated?	***Yes***
Is Commercial Power Available?	***No***		

Part V: Highway Information

Highway System:	***Non-Federal-aid***	Functional Classification of Road at Crossing:	***Urban Local***
Is Crossing on State Highway System:	***No***		
Annual Average Daily Traffic (AADT):	***002148***	AADT Year:	***2010***
Estimated Percent Trucks:	***04***	Avg. No of School Buses per Day:	***0***
Posted Highway Speed:	***30***		

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** **(**18A-2)

PIN:	5761.01	**Project Location:**	Town of Hamburg, NY
Context:	☐ Urban/Village ☑ Suburban, or ☐ Rural		
Project Title:	Bayview Rd, Pleasant Ave, Lakeview Rd Railroad Quiet Zones		

STEP 1- APPLICABILITY OF CHECKLIST		
1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	☐ **Yes** ☑ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.* b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	☐ **Yes** ☑ **No** ☐ **Yes** ☐ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	☐ **Yes** ☑ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.*** [ ]	☐ **Yes** ☑ **No**

STEP 1 prepared by: Robert Schiller, PE Date: 3/18/2016

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)			**Comment/Action**
2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	☐ **Yes** ☑ **No**	

2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	☐ **Yes** ☑ **No**	
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	☐ **Yes** ☑ **No** ☐ **Yes** ☐ **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	☐ **Yes** ☑ **No**	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	☐ **Yes** ☑ **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	☐ **Yes** ☑ **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	☐ **Yes** ☑ **No**	
2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	☐ **Yes** ☑ **No**	

STEP 2 prepared by: Robert Schiller, PE Date: 3/18/2016

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ☐ **Yes** ☐ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment/Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	☐ **Yes** ☑ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	☐ **Yes** ☑ **No**	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	☐ **Yes** ☑ **No**	
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	☐ **Yes** ☑ **No**	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	☐ **Yes** ☑ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	☐ **Yes** ☑ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	☐ **Yes** ☑ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	☐ **Yes** ☑ **No**	
3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	☐ **Yes** ☑ **No**	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	☐ **Yes** ☑ **No**	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	☐ **Yes** ☑ **No**	

3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	☐ **Yes** ☑ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	☐ **Yes** ☑ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	☐ **Yes** ☑ **No**	

STEP 3 prepared by: Robert Schiller, PE Date: 3/18/2016

Preparer's Supporting Documentation, Comments and Clarifications:

Last Revised 06/22/2015

Introduction

The intent of this checklist is to assist in the identification of needs for Complete Streets design features on Capital projects, including locally-administered projects.

This checklist is one tool that NYSDOT employs in its integrated approach to Complete Streets considerations. It provides a focused project-level evaluation which aids in identifying access and mobility issues and opportunities within a defined project area. For broader geographic considerations (e.g., bicycle route planning, corridor continuity), NYSDOT and other state and local agencies use a system-wide approach to identifying complete streets opportunities.

Use of this checklist is initiated during the earliest phase of a project, when information about existing conditions and needs may be limited; it is therefore likely that the Preparer will only be able to complete Steps 1 and 2 at this time. As the project progresses, and more detailed information becomes available, the Preparer will be able to complete Step 3 and continue to refine earlier answers, to give an increasingly accurate indication of needs and opportunities for Complete Streets features.

Guidance for Steps 1, 2 and 3

Based on the guidance below, the Regions will assign the appropriate staff to complete each step in the Checklist. The Preparer should have expertise in the subject matter and be able to effectively work with and coordinate comments/responses with involved Regional Groups.

- Steps 1 & 2: Preparer is from Planning; review occurs as part of the normal IPP process.
- Step 3: Preparer is Project Designer; review occurs as part of Design Approval Document review/approval process.
- For Local Projects - Local Project Sponsors will be responsible for completing all steps.

a. A check of "yes" indicates a need to further evaluate the project for Complete Streets features. Please identify in the comment box, or append at the end of the checklist, any supporting information or documentation.

b. Answers to the questions should be checked with the local municipality, transit provider, MPO, etc., as appropriate, to ensure accuracy and evaluate needed items versus desirable items (i.e., prioritize needs).

c. Answers to the questions should be coordinated with NYSDOT Regional program areas as appropriate (e.g., Traffic and Safety, Landscape Architecture, Maintenance, etc.)

d. This checklist should be reviewed during the development of the IPP, Scoping Document, and Design Approval

Document; and revisited due to a project delay or if site conditions or local planning changes during the project development process. Continued coordination with the Regional Bicycle and Pedestrian Coordinator is necessary throughout project scoping and design.

e. It will be assumed that the Project Description and Limits will be as described in the IPP for Step I, the Scoping Document for Step 2 and the Design Approval Document for Step 3. Preparers should describe any deviations from this assumption under "Preparer's Supporting Documentation".

f. For the purposes of this checklist, the "project area" is within 0.5 mi (800 m) for pedestrian facilities and 1.0 mi (1600 m) for bicycle facilities. In some circumstances, bicyclists may travel up to 7 miles for a unique generator, attraction or event. These special circumstances may be considered and described as appropriate.

g. For background on Complete Streets features and terminology, please visit the following websites:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm
http://www.fhwa.dot.gov/publications/publicroads/10julaug/03.cfm
http://www.smartgrowthamerica.org/complete-streets/

h. Refer to *Highway Design Manual* Chapter 18, Section 18.5.1 for further information and guidance on the use of this checklist.

i. For projects with multiple sites, Preparers may choose to prepare multiple checklists for each site.

Definitions

- CAMCI (Comprehensive Asset Management/Capital Investment) Viewer - A web-based GIS application used for planning purposes and located at http://gisweb/camci/.
- Generator - A generator, in this document, refers to both origins and destinations for bicycle and/or pedestrian trips (e.g., schools, libraries, shopping areas, bus stops, transit stations, depots/terminals).
- HDM - New York State Department of Transportation's *Highway Design Manual*.
- Maintenance project - For the purposes of this checklist, maintenance projects are listed as the following project types: Rigid pavement repairs, pavement grooving, drainage system restoration, recharge basin reconditioning, SPDES facilities maintenance, underdrain installation, guide rail and/or median barrier upgrading, impact attenuator repair, and/or replacement, reference marker replacement, traffic management systems maintenance, repair and replace loop detectors, highway lighting upgrades, noise wall rehab/replacement, retaining wall rehab/replacement, graffiti removal/prevention, vegetation management, permanent traffic count detectors, weigh-in-motion detectors, slope stabilization, ditch cleaning, bridge washing/cleaning, bridge joint repair, bridge painting and crack sealing.
- MPO (Metropolitan Planning Organization) - A federally mandated and federally funded transportation policy-making organization made up of representatives from local government and governmental transportation authorities.
- Raised Pedestrian Refuge Medians and Corner Islands - Raised elements within the street at an intersection or midblock crossing that provide a clear or safety zone to separate pedestrians, bicyclists, and other non-motorized modes, from motor vehicles . See FHWA's *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* at http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf.
- Road diet - A transportation planning technique used to achieve systemic improvements to safety or provide space for alternate modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction, with more space allocated to pedestrian and cyclist facilities. Also known as a lane reduction or road re-channelization.
- Transit facilities - Includes facilities such as transit shelters, bus turnouts and standing pads.
- 1R project - A road resurfacing project that includes the placement or replacement of the top and/or binder pavement course(s) to extend or renew the existing pavement design life and to improve serviceability while not degrading safety.
- 2R project - A multicourse structural pavement and resurfacing project that may include: milling, super elevation, traffic signals, turn lanes, driveway modifications, roadside work, minor safety work, lane and shoulder widening, shoulder reconstruction, drainage work, sidewalk curb ramps, etc.

APPENDIX D
PAVEMENT INFORMATION

PAVEMENT EVALUATION AND TREATMENT SELECTION REPORT (PETSR)
GEOTECHNICAL INFORMATION

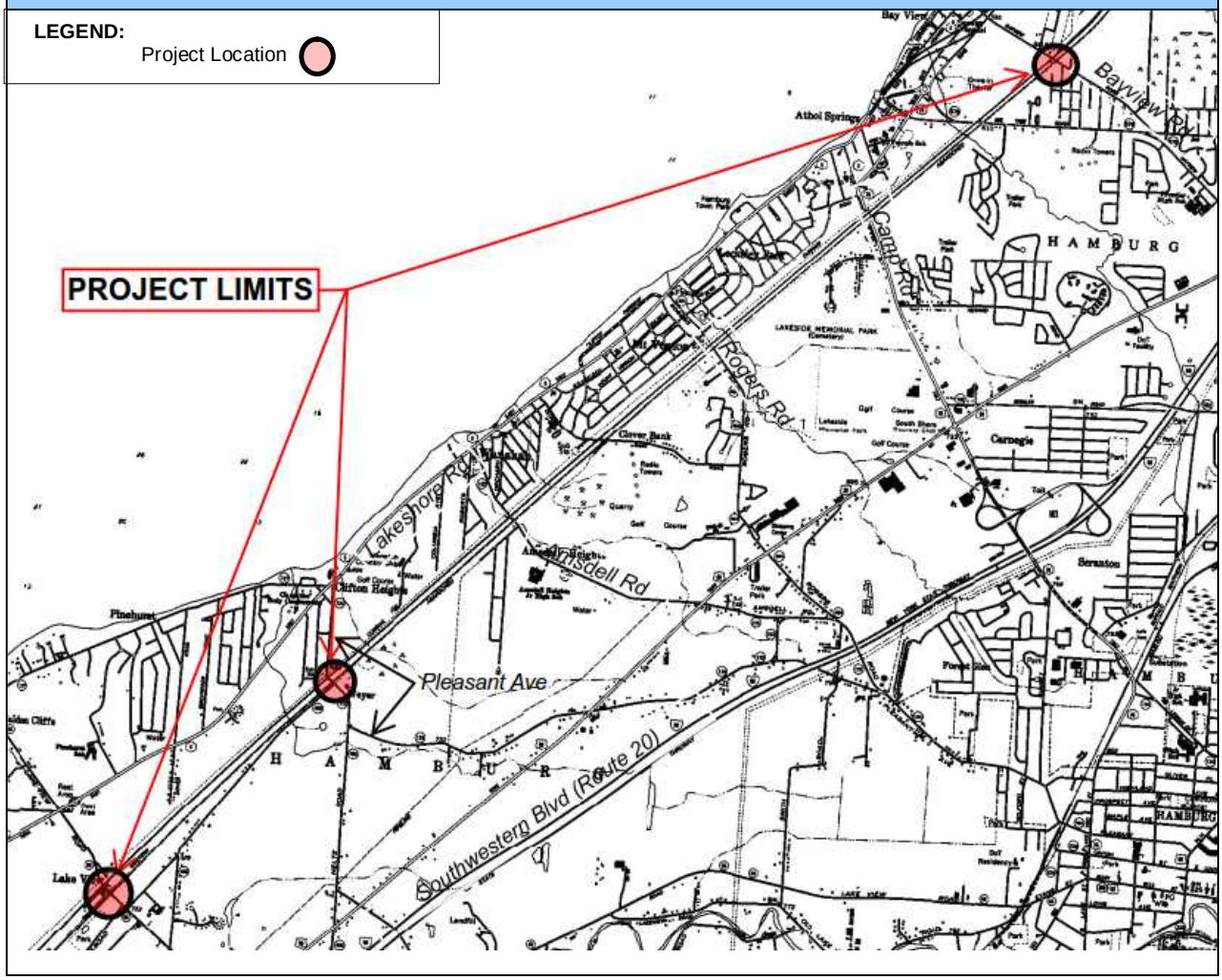
Pavement Evaluation and Treatment Selection Report

D.1. Introduction

This report, the pavement Evaluation and Treatment Selection Report (PETSR) is the technical document for evaluation of selection of pavement design alternatives for the Bayview Road, Pleasant Avenue and Lakeview Road project and was conducted according to the NYSDOT *Comprehensive Pavement Design Manual (CPDM).*

This project is located in the Town of Hamburg, Erie County, NY. The project is located at the CSX Transportation (CSXT) and Norfolk Southern (NS) railroad crossings at Bayview Road, Pleasant Avenue and Lakeview Road and extends approximately 150 feet east and west of the crossings.

Exhibit D.1
Project Location Map



This study identified pavement design alternatives for resurfacing, restoration and rehabilitation of the existing pavement design for Bayview Road, Pleasant Avenue and Lakeview Road. This report includes the following:

a) Investigation of existing conditions
b) Design of pavement alternatives using ESAL based design methods
c) Selection of appropriate treatment

D.2 Exiting Conditions

D.2.1 As-Builts

No record plans are available for Bayview Road, Pleasant Avenue or Lakeview Road. Based on information gathered from site visits and surveys, the following has been observed:

Existing pavement conditions were observed by Erdman Anthony during a site visit on June 25, 2015. The pavement and shoulders on Bayview Road are in fair to good condition and show signs of longitudinal cracking, localized potholes and transverse cracking. Both the CSX and NS Tracks have been resurfaced at the tracks for approximately 15 feet in each direction. On either side of the CSX tracks beyond the new pavement are two sections of approximately 20 feet that has potholes and rutting. These potholes range in depth from 1 inch to 3 inches. Surrounding the NS tracks there are also potholes localized to wheel paths, these are about 1 inch in depth. Extending towards the project limits in either direction from the tracks (approximately 150 feet) there is moderate longitudinal cracking, along with an occasional transverse crack. Shoulder conditions northwest of the CSX tracks and between the tracks is in fair to good condition with some edge cracking and other deterioration. The area southeast of the NS tracks the shoulders are in poor to fair condition. There is extensive alligator cracking and overall deterioration particularly in the southbound lane.

The pavement and shoulders on Pleasant Avenue are in fair to good condition and show areas of longitudinal cracking, localized potholes, transverse cracking and alligator cracking. Both the CSX and NS tracks have been resurfaced at the tracks for approximately 15 feet in each direction. From the northwestern project limits to the new paved section at the CSX tracks, the pavement conditions are fair in the segment. There is significant transverse cracking, small sections of alligator cracking, slight rutting and longitudinal cracking along the center of the road segment. The shoulders have edge cracking and other deteriorations. In the section between the CSX and NS tracks, the northbound lane has significant edge cracking and a shoulder that is almost entirely deteriorated. The rest of the segment has some transverse cracking and little to no shoulder just northwest of the NS track. Just southeast of the NS track, there is significant deterioration, potholes, transverse cracking, and edge cracking. The shoulders are in poor condition and severely deteriorated on the edge of the northbound lane. Over the last segment from 75 feet away from the tracks to the estimated project limits approximately 150’ from the NS tracks. This segment has transverse cracking and longitudinal cracking along the center of the roadway. The shoulders have some edge cracking.

The pavement and shoulders on Lakeview Road are in fair to good condition and show signs of longitudinal cracking, localized potholes, alligator cracking and transverse cracking. The northwest limits of the project (approximately 150’ from tracks) to about 25’ north of the CSX tracks is in fair to good condition with signs of transverse cracking and longitudinal cracking. The shoulders in this section show edge cracking and overall edge deterioration. The sections +/- 25’ on each side of the CSX tracks show transverse cracking, small potholes (1” to 4” in depth), longitudinal cracking, and slight rutting in wheel paths. The shoulders in this section range from poor to good, with the better conditions being north of the railroad. In the poor sections there is transverse cracking, edge cracking and overall deterioration. In the middle section between the CSX and NS tracks there is longitudinal cracking, localized alligator cracking and localized cracking in wheel paths. The sections +/- 25’ on each side of the NS tracks exhibited transverse cracking on both side of the tracks, while the area directly adjacent to the tracks has been refinished. The shoulders are in fair to good condition with some edge deterioration. The southeastern project limits to approximately 50 south of the NS tracks showed transverse cracking, longitudinal cracking (down the center of the road) and a few small potholes. The shoulders in this section are in fair

to good condition with some edge cracking, and longitudinal cracking, the shoulders are flanked by concrete gutters which are in fair to good condition.

D.2.2. Roadway Data

Bayview Road, Pleasant Avenue and Lakeview Road were analyzed to determine the projected Annual Average Daily Traffic (AADT), percent heavy vehicles (% Trucks) and compound growth rate projected from the Expected Time of Completion (ETC). Exhibit D.2.2-A includes roadway data required for the pavement design process.

Exhibit D.2.2-A
Roadway Data

Segment	Functional Class	AADT	% Trucks	Annual Truck Volume Growth Rate	Design Life
Bayview Road	Urban Major Collector	2098	2.2	1.0 %	25 yrs
Pleasant Avenue	Urban Local	2204	5.0	1.0 %	25 yrs
Lakeview Road	Urban Major Collector	4327	3.6	1.0 %	25 yrs

D.2.3. Geotechnical

A subsurface exploration program consisted of analyzing the hydrologic soil report from the United States Department of Agriculture (USDA) Web Soil Survey (WSS). These reports overview the types of soils present within the project limits at each site. The majority of the soils present at the sites are generally silty clay loam. Bayview Road has mostly Canadice silt loam, Pleasant Avenue generally has Orpark silty clay loam and Lakeview Road has Brockport silty clay loam. These soils are all in hydrologic group D, meaning that they have a very slow infiltration rate (high runoff potential) when thoroughly wet, they have a high water table, are shallow over a nearly impervious material and a very slow rate of water transmission. Some crushed stone and fine/course sand was brought in at the sites to provided adequate support of the roadways, given adequate drainage conditions.

The full soil reports can be found in remaining portion of Appendix D.

D.3. Life-Cycle Cost Analysis

Cost analysis was not performed since the project is classified as a 3R project.

D.4. Treatment Selection

The pavement treatment selection is conducted according to the NYSDOT CPDM and the PRM *Volume II*. The pavement treatment proposed for this project will be rehabilitation of Bayview Road, Pleasant Avenue and Lakeview Road and a partial widening of Pleasant Avenue.

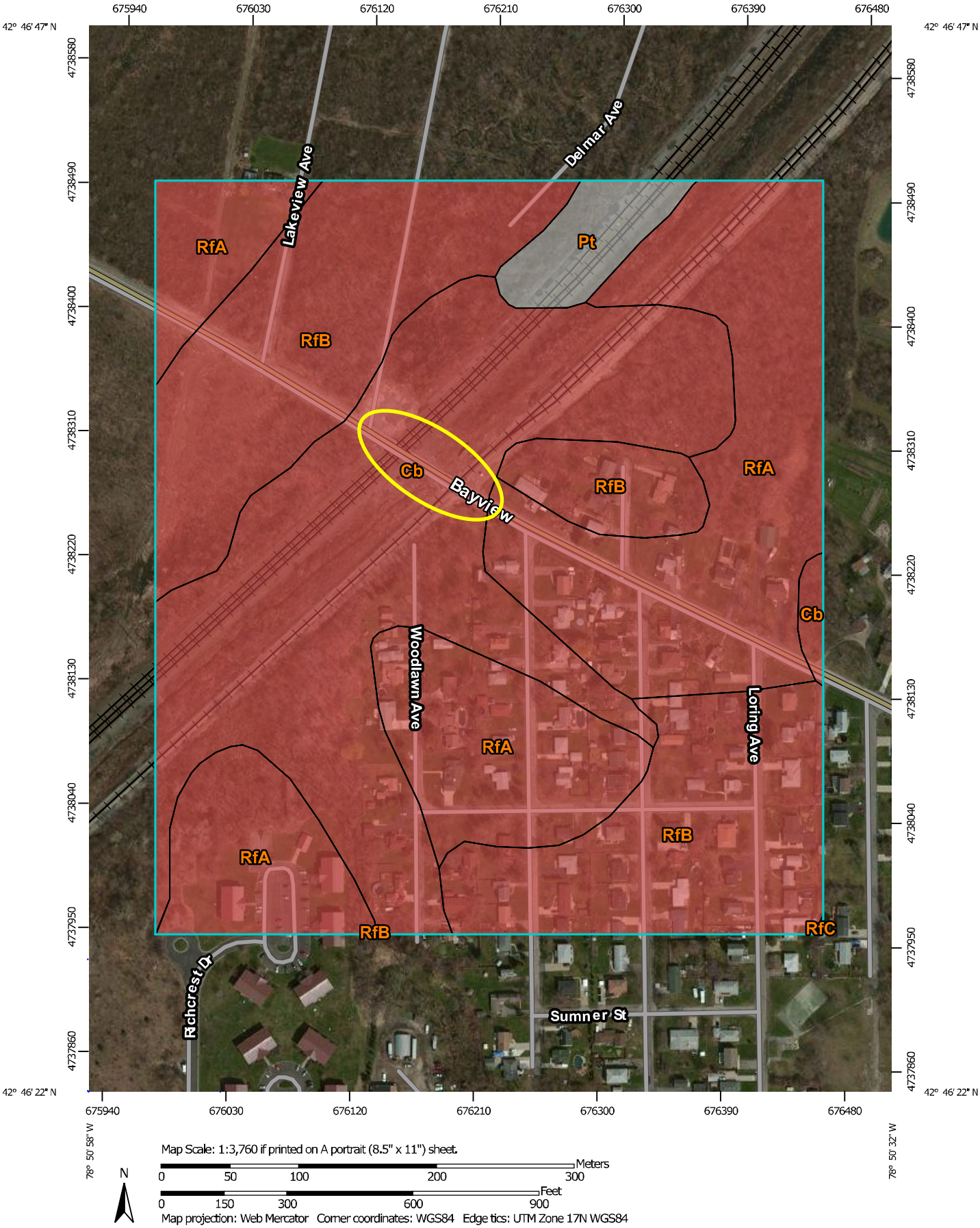
The pavement treatment for rehabilitation of Bayview Road, Pleasant Avenue and Lakeview Road would include a milling and overlay treatment that would be completed in accordance with the NYSDOT Comprehensive Pavement Design Manual, Chapter 5. Rehabilitation of the asphalt pavement would improve ride quality and friction. Additionally, placing of a true and leveling course or additional milling would be constructed to achieve adequate cross slope standards of 1.5% to 3.0%.

The pavement thickness design for widening of Pleasant Avenue was calculated using the ESAL calculator developed from the NYSDOT CPDM and the AASHTO Guide for Design of Pavement Structure. The ESAL flexible pavement design calculations are included in Attachment D.1. The recommended pavement thickness design for this roadway is shown in Exhibit D.4.1-A:

Exhibit D.4.1-A Recommended Pavement Thickness Design			
Item No.	**Thickness**	**Layer**	**Technical Description**
Pleasant Avenue			
402.126302	1.5 inches	Top	12.5 F2 Top Course HMA, 60 Series Compaction
402.196902	2.5 inches	Binder	19 F9 Binder Course HMA, 60 Series Compaction
402.376902	3.0 inches	Base	37.5 F9 Base Course HMA, 60 Series Compaction
304.12	12.0 inches	Subbase	Subbase Course, Type 2

Note: Lift thickness must comply with criteria in CPDM Table 6-6

Hydrologic Soil Group—Erie County, New York
(Bayview Road)



Map Scale: 1:3,760 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Erie County, New York
Survey Area Data: Version 13, Sep 15, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 15, 2011—Jul 1, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Erie County, New York (NY029)				
Map unit symbol	**Map unit name**	**Rating**	**Acres in AOI**	**Percent of AOI**
Cb	Canadice silt loam, channery till substratum	D	21.0	31.9%
Pt	Pits, borrow		1.8	2.7%
RfA	Remsen silty clay loam, 0 to 3 percent slopes	D	23.3	35.4%
RfB	Remsen silty clay loam, 3 to 8 percent slopes	D	19.7	29.9%
RfC	Remsen silty clay loam, 8 to 15 percent slopes	D	0.0	0.0%
Totals for Area of Interest			**65.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: *None Specified*

Tie-break Rule: Higher

Hydrologic Soil Group—Erie County, New York
(Pleasant Ave)

Map Scale: 1:6,610 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 300 600 1200 1800

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Erie County, New York
Survey Area Data: Version 13, Sep 15, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 15, 2011—Jul 1, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Erie County, New York (NY029)				
Map unit symbol	**Map unit name**	**Rating**	**Acres in AOI**	**Percent of AOI**
AoA	Angola silt loam, 0 to 3 percent slopes	D	29.3	12.5%
AoB	Angola silt loam, 3 to 8 percent slopes	D	20.2	8.6%
BrA	Brockport silty clay loam, 0 to 3 percent slopes	D	0.1	0.0%
BrB	Brockport silty clay loam, 3 to 8 percent slopes	D	37.7	16.1%
Cb	Canadice silt loam, channery till substratum	D	2.4	1.0%
CoA	Churchville silt loam, 0 to 3 percent slopes	C/D	48.7	20.9%
CoB	Churchville silt loam, 3 to 8 percent slopes	C/D	3.3	1.4%
CtB	Collamer silt loam, till substratum, 3 to 8 percent slo pes	C/D	2.0	0.8%
DaD	Danley silt loam, 15 to 25 percent slopes	C/D	0.1	0.0%
Fu	Fluvaquents and Udifluvents, frequently flooded	A/D	2.0	0.9%
MaD	Manlius channery silt loam, 15 to 25 percent slopes	C	8.8	3.8%
OrA	Orpark silt loam, 0 to 3 percent slopes	C/D	22.2	9.5%
OrB	Orpark silt loam, 3 to 8 percent slopes	C/D	5.6	2.4%
Qu	Quarry		19.8	8.5%
RfC	Remsen silty clay loam, 8 to 15 percent slopes	D	3.3	1.4%
Uc	Udorthents, smoothed		18.1	7.7%
W	Water		10.1	4.3%
Totals for Area of Interest			**233.5**	**100.0%**

Hydrologic Soil Group—Erie County, New York
(Lakeview Road)

Map Scale: 1:4,780 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Erie County, New York
Survey Area Data: Version 13, Sep 15, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 19, 2010—Jul 1, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Erie County, New York (NY029)				
Map unit symbol	**Map unit name**	**Rating**	**Acres in AOI**	**Percent of AOI**
AoA	Angola silt loam, 0 to 3 percent slopes	D	20.7	16.9%
Cb	Canadice silt loam, channery till substratum	D	10.5	8.6%
MaB	Manlius channery silt loam, 3 to 8 percent slopes	C	15.1	12.3%
OrA	Orpark silt loam, 0 to 3 percent slopes	C/D	66.8	54.5%
Pc	Patchin silt loam	D	9.5	7.7%
Totals for Area of Interest			**122.7**	**100.0%**

APPENDIX E
MEMORANDUM OF UNDERSTANDING

RECEIVED
AUG 25 2015
TOWN OF HAMBURG
LEGAL DEPT.

COUNTY OF ERIE

MARK C. POLONCARZ
COUNTY EXECUTIVE

JOHN C. LOFFREDO, P.E.
COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
RATH BUILDING – 14TH FLOOR

TELEPHONE: (716) 858-8300
FAX: (716) 858-8303

August 17, 2015

Supervisor Steven J. Walters
Town of Hamburg
6100 South Park Avenue
Hamburg, New York 14075

RE: Inter Municipal Agreement
Town of Hamburg Quiet Zone Initiative
Pleasant Avenue & Lakeview Road
Doc# 15-548-PW

Dear Supervisor:

Enclosed is a fully executed agreement between the Town of Hamburg and Erie County dated July 21, 2015.

In accordance with the Agreement, Erie County will undertake the construction outlined in Section 2 of the Agreement. Wayne Scibor, P.E. is Supervisor of Construction for the Project, please contact him for updates or concerns at 858-6419.

I look forward to our cooperative efforts in keeping our roads safe for the travelling public. If you have any questions or concerns, please call me at 858-7372.

Sincerely,

ERIE COUNTY DEPARTMENT OF PUBLIC WORKS

By: Charles A. Sickler
Charles A. Sickler, P.E.
Director of Engineering

DPW/CAS:aaj
Attachment

Legislative Resolution Comm. 7E-5
8th session on April 23, 2015

cc: e-Contract 2015 B.15019 (Overlay B)
Kristen Walder, Assistant County Attorney
Annette Juncewicz, Contract Administrator
Thomas Best, Sr., Town of Hamburg Superintendent

MEMORANDUM OF UNDERSTANDING/AGREEMENT

THIS AGREEMENT, is made as of this 21st day of July, 2015, by and between the **County of Erie**, a municipal corporation, having its principal office at 95 Franklin Street, Buffalo, New York 14202 (hereinafter "County"), and the **Town of Hamburg**, a municipal corporation, having its principal office at 6100 South Park Avenue, Hamburg, New York 14075 (hereinafter "Town").

WHEREAS, the Federal Railroad Administration (hereinafter "FRA") requires the use of locomotive horns at highway-rail grade crossings; and

WHEREAS, the FRA has identified limited exceptions to the sounding of locomotive horns at highway-rail grade crossings, one of which is the establishment of a Quiet Zone through the implementation of Supplemental Safety Measures (SSMs) at each public highway-rail grade crossing; and

WHEREAS, highway-rail grade crossings are located at the CSX and Norfolk Southern railroad crossings on Pleasant Avenue and Lakeview Road in the Town of Hamburg; and

WHEREAS, Pleasant Avenue and Lakeview Road are County highways; and

WHEREAS, the Town has acted as the lead agency and undertaken efforts to establish a Quiet Zone at the highway-rail grade crossings located on Pleasant Avenue and Lakeview Road; and

WHEREAS, in order to advance this project, the County has agreed to transfer any ownership interest in portions of Pleasant Avenue and Lakeview Road to the Town; and

WHEREAS, the Town has agreed to take over ownership and maintenance of the following portions of Pleasant Avenue and Lakeview Road on the condition that the County first perform certain improvements to the roadways:

a) Pleasant Avenue, between Lake Shore Road and Heltz Road (approximately 0.79 mile in length).

b) Lakeview Road, between Old Lakeshore Road and Versailles Road (approximately 1.59 miles in length).

NOW, THEREFORE, in consideration of the mutual promises contained herein, the County and Town (collectively the "Parties") agree as follows:

1. **RECITALS**: The foregoing Recitals are incorporated into the terms of this Agreement.

2. **HIGHWAY IMPROVEMENTS BY COUNTY**: The County agrees to make improvements, at its own expense, to the following sections of Pleasant Avenue and Lakeview Road, located within the Town of Hamburg:

a) Pleasant Avenue, between Lake Shore Road and Southwestern Boulevard: Mill down one and one half inches (1 ½") and place one and one half inches (1 ½") Type 7F2 asphalt top course, with pavement striping; and

b) Pleasant Avenue, between Lake Shore Road and Heltz Road: Trim trees to acceptable pruning standards and remove brush; and

c) Lakeview Road, between Old Lakeshore Road and Southwestern Boulevard: Mill down three inches (3") and place two inches (2") Type 3 asphalt binder and one inch (1") Type 7F2 asphalt top course, with pavement striping; and

d) Lakeview Road, between the Norfolk Southern railroad crossing and Center Street: Mill down three inches (3") as measured from the top of the concrete gutter and place two inches (2") Type 3 asphalt binder and one inch (1") Type 7F2 asphalt top course, with pavement striping; and

e) Lakeview Road, between Old Lakeshore Road and Versailles Road: Clean all road ditches to acceptable standards; and

f) Lakeview Road, between Old Lakeshore Road and Versailles Road: Trim trees to acceptable pruning standards and remove brush; and

g) Lakeview Road, in front of house number 1704, replace the existing 12" culvert pipe crossing the road with a 24" culvert pipe.

Any and all work associated with the aforementioned improvements shall be completed by the County by November 1, 2015, or as soon thereafter as possible. In the event the County contracts with outside contractors to perform any improvements under this Agreement, the County will require any contractors to name both the County of Erie and Town of Hamburg as additional insureds.

3. **RAILROAD QUIET ZONE**: The Town agrees to act as lead agency with respect to implementation of a Quiet Zone at the highway-rail grade crossings located on Pleasant Avenue and Lakeview Road in the Town of Hamburg. The Town will be responsible for all necessary highway improvements within 50 feet of each of the railroad crossings, including implementation of SSMs, associated with the establishment of the railroad Quiet Zone. The County will neither bear any responsibility nor be required to perform any of the work, including implementation of SSMs, needed to construct the proposed Quiet Zone. The Town's proposed construction work will take place along the highway approaches to the CSX and Norfolk Southern crossings. Said work is expected to be performed and completed by the Town by September 1, 2016, or as soon thereafter as possible.

4. **INDEMNIFICATION**: The Town shall indemnify, defend and hold harmless the County, its agents, employees, representatives and successors, against any and all claims, losses, damages and injuries including death, property damage, lawsuits or other disputes, which result directly or indirectly from any act or omission by any person or persons who are officials, professionals affiliated with or employees of the Town, arising out of the activities related to constructing and implementing a Quiet Zone at the highway-rail grade crossings located on Pleasant Avenue and Lakeview Road.

The County shall indemnify, defend and hold harmless the Town, its agents, employees, representatives and successors, against any and all claims, losses, damages and injuries including death, property damage, lawsuits or other disputes, which result directly or indirectly from any act or omission by any person or persons who are officials, professionals affiliated with or employees of the County, arising out of the improvements described in Paragraph 1 of this Agreement, prior to the transfer of the aforementioned portions of Pleasant Avenue and Lakeview Road to the Town of Hamburg.

5. **INSPECTION**: The Town shall have the right to inspect, during regular business hours, all work performed by the County within the portions of highway to be transferred to the Town, as well as review the employed methodologies and materials.

   Upon completion of the improvements contained in Paragraph 1 of this Agreement, a final inspection of the work within the portions of highway to be transferred to the Town shall be conducted together by the Parties. Any corrections identified and agreed upon, in writing, by the Parties, shall be promptly undertaken by the County, at the expense of the County.

6. **GUARANTEE**: The County shall guarantee the work performed under this Agreement for a period of two (2) years from the date of completion. In the event repairs are necessary during this period and are the result of materials used or work performed by the County, the County shall remedy the defect at its own expense. Minor pavement cracking shall not be deemed a defect for purposes of this section.

7. **TRANSFER OF PORTIONS OF PLEASANT AVENUE AND LAKEVIEW ROAD**: Upon determination by the Town's Superintendent of Highways that the improvements described within this Agreement have been acceptably completed by the County, the County will transfer and the Town will accept, any ownership interest in the aforementioned portions of Pleasant Avenue and Lakeview Road.. Said determination shall not be unreasonably withheld by the Town. Said transfer shall be governed by the provisions of New York State Highway Law, including but not limited to Sections 115-b and 115-c.

   From that date forward, the Town will be responsible for the ownership, operation and maintenance of the aforementioned portions of Pleasant Avenue and Lakeview Road.

   Further, at that time, the County will provide to the Town copies of all available as-built plan drawings, as well as any other highway improvement or utility drawings that the County may have with respect to the aforementioned portions of Pleasant Avenue and Lakeview Road.

8. **NOTICES**: All notices of any nature referred to in this Agreement shall be in writing and either sent by registered or certified mail postage pre-paid, or delivered by hand or overnight courier, as set forth below or to such other addresses as the respective parties hereto may designate in writing. Notice shall be effective on the date of receipt. Notices shall be sent to the following:

To the COUNTY:

Commissioner of Public Works
Erie County Department of Public Works
95 Franklin Street, Rm. 1400
Buffalo, New York 14202

with a copy to:

Erie County Attorney
95 Franklin Street, Rm. 1634
Buffalo, New York 14202

To the Town:

Town of Hamburg
Attn: Town Supervisor
6100 South Park Avenue
Hamburg, New York 14075

Or at any such other address or such other person as the Parties may designate.

9. **INDEPENDENT CONTRACTOR**: It is mutually understood and agreed by the Parties that an independent contractor relationship be hereby established under the terms of this Agreement and that the Town and any employees of the Town are not, nor shall they be deemed to be, employees of the County. Similarly, the County and any employees of the County are not, nor shall they be deemed to be, employees of the Town.

10. **SEVERABILITY**: If any provision of this Agreement proves to be illegal, invalid or unenforceable, the remainder of this Agreement will not be affected by such finding, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

11. **GOVERNING LAW**: It is understood and agreed that all actions and work under this Agreement will be performed pursuant to the terms hereof and subject to all Federal and New York State rules, regulations, directives, and orders concerning the creation of Quiet Zones at highway-rail grade crossings. New York State courts of competent jurisdiction, with venue lying in Erie County, New York, shall have exclusive jurisdiction over any litigation with respect to any claims, disputes, and other matters in question arising out of or relating to this Agreement or the breach thereof.

12. **ENTIRE AGREEMENT**: This Agreement constitutes the sole and complete agreement and understanding of the Parties with respect to the rights granted herein and supersede all prior written or oral agreements and understandings with respect to the rights granted herein.

13. **AMENDMENT**: This Agreement shall not be changed, amended or altered in any way except in writing and executed by both Parties.

[The remainder of this page is intentionally left blank and signature pages to follow.]

IN WITNESS WHEREOF, the Parties have executed and delivered this Agreement as of the Effective Date.

COUNTY OF ERIE

By: M. Whyte
Name: Mark C. Poloncarz / Maria Whyte
County Executive / Dep. County Executive
Date: 8/9/15

TOWN OF HAMBURG

By: _____
Name: Steven J. Walters
Town of Hamburg Supervisor
Date: 21/2015

APPROVED AS TO CONTENT:

Electronically Signed
JOHN C. LOFFREDO, P.E.

Title: Commissioner of Public Works

APPROVED AS TO FORM

Electronically Signed
KRISTEN WALDER, ASSISTANT COUNTY ATTORNEY
DOC# 15-548-PW **Date:** 8/2015

Date: 8/2015

15-548-PW

TOWN OF HAMBURG RESOLUTION

State of New York
County of Erie
Town of Hamburg

I, Catherine A. Rybczynski, Town Clerk of the Town of Hamburg, Erie County, New York, do hereby certify that at a Regular Meeting of the Town Board of the aforesaid Town on the 13h day of July 2015, at the Hamburg Town Hall, 6100 South Park Avenue, Hamburg, New York, the following resolution was adopted, every member present voting therefore, to wit:

On a motion of Councilman Quinn, seconded by Councilwoman Potter-Juda, to adopt the following resolution:

This Resolution is to amend Resolution No. 14 adopted at the May 11, 2015 Town Board Meeting.

WHEREAS, the Town of Hamburg is currently undertaking a project to establish a railroad quiet zone through the installation of required supplemental safety measures at the Pleasant Avenue, Lakeview Road, and Bayview Road grade crossings of the CSX and Norfolk Southern railroads; and

WHEREAS, in that Pleasant Avenue and Lakeview Road are Erie County highways, the County is requiring that the Town take over ownership and maintenance of designated portions of Pleasant Avenue and Lakeview Road in order to allow the Town to install the supplemental safety measures, following various improvements which are to be undertaken by the County to restore the roads to acceptable standards; and

WHEREAS, the portions of Pleasant Avenue and Lakeview Road that the County proposes to transfer to the Town are as follows:

- Pleasant Avenue, between Lake Shore Road and Heltz Road (approximately 0.79 miles in length).
- Lakeview Road, between Old Lakeshore Road and Versailles Road (approximately 1.59 miles in length).

WHEREAS, the County and Town Attorneys are presently finalizing a Memorandum of Understanding which will set the basis for this matter to proceed to fruition; and

WHEREAS, upon completion of the highway improvements by the County of Erie, the aforementioned portions of Pleasant Avenue and Lakeview Road shall be transferred by the County of Erie to the Town of Hamburg, pursuant to the provisions of New York State Highway Law, §§ 115-b and 115-c,

NOW THEREFORE BE IT RESOLVED, that the Town Board hereby authorizes the Town of Hamburg to enter into this Memorandum of Understanding with the County of Erie, and that the Supervisor is authorized to execute the document on behalf of the Town of Hamburg; and

BE IT FURTHER RESOLVED, that upon completion of the improvements agreed to in the Memorandum of Understanding, the Town Board authorizes the Town of Hamburg to accept ownership of Pleasant Avenue, between Lake Shore Road and Heltz Road (approximately 0.79 miles in length) and Lakeview Road, between Old Lakeshore Road and Versailles Road (approximately 1.56 miles in length) pursuant to New York State Highway Law, §§ 115-b and 115-c.

I do further certify that I have compared the foregoing with the original minutes of the Regular Meeting of the Town Board of said Town held on the 13th day of July 2015 and that the foregoing is a true and correct transcript from said original minutes and the whole thereof, and that the minutes duly adopted by the said Town Board are on file in my office.

I do further certify that the following members of the Town Board were present at such meeting, with each member voting therefore, as follows:

Steven J. Walters	**Supervisor**	**(No)**
Michael Quinn	**Councilman**	**(Aye**
Cheryl Potter-Juda	**Councilwoman**	**(Aye)**

and being all the persons constituting said Town Board of the Town of Hamburg, Erie County, New York

IN WITNESS WHEREOF, I hereunto set my hand and the seal of the Town of Hamburg, Erie County, New York, on this 15th day of July 2015.

Catherine A. Rybczynski

Catherine A. Rybczynski, R.M.C.
Town Clerk
Town of Hamburg, New York

STATE OF NEW YORK

LEGISLATURE OF ERIE COUNTY

CLERK'S OFFICE

BUFFALO, N.Y., APRIL 23, 2015

TO WHOM IT MAY CONCERN:

I HEREBY CERTIFY, *That at the **8th** Session of the Legislature of Erie County, held in the Legislative Chambers, in the City of Buffalo, on the **twenty-third** day of **April, 2015 A.D.**, a Resolution was adopted, of which the following is a true copy:*

WHEREAS, this past winter was extremely harsh on the County's highway infrastructure; and

WHEREAS, it is critical that the Department of Public Works accomplish as many highway rehabilitation projects and commence projects as soon as possible, including taking advantage of the short construction season and the availability of lower pricing by contractors by early bidding; and

WHEREAS, that due to the severity of the 2014-2015 winter conditions and resulting deterioration of County facilities, every effort must be made to expedite this work, which includes seeking pre-approval from the Erie County Legislature to award highway construction, design and testing contracts and to appropriate funds for 2015 highway and related work.

NOW, THEREFORE, BE IT

RESOLVED, that in order to best promote the public interest and expedite 2015 highway work, the award of 2015 highway construction, design and testing contracts as designated by the Commissioner of Public Works for projects listed in Exhibit A and any other necessary projects added to the 2015 road list by the Commissioner of Public Works are hereby preapproved by the Erie County Legislature and the County Executive is hereby authorized and directed to execute said contracts; and be it further

RESOLVED, that pre-approval is contingent upon the advertisement and award of all 2015 highway construction projects pursuant to applicable Local and New York State public bidding laws; and be it further

RESOLVED, that the Commissioner of Public Works shall determine the lowest responsible construction bidders and submit recommendations to the County Executive; and be it further

RESOLVED, that the pre-approved contract authorization shall apply to the 2015 Highway Project contracts, as designated by the Commissioner of Public Works and noted on the attached Exhibit A document, and shall not exceed an aggregate total of $29,421,400 from the following funding sources:

2015 Approved Capital Budget/Division of Highways Budget (bond proceeds, federal aid and 2015 budgeted pay-as-you-go funds):	$21,110,000
Surplus Prior Year Transfer Tax Revenue:	$2,470,000
2014 Budget Adjustment and 2015 Re-appropriation:	$5,841,400

and be it further

RESOLVED, that the appropriation of Transfer Tax revenue may only occur following a public hearing by the Erie County Legislature which has taken place on April 20, 2015; and be it further

RESOLVED, that authorization is hereby provided to transfer in 2014 an amount totaling $5,841,400 to interfund expense designated for Highway Road Repair and then to re-appropriate such funding into the 2015 Budget as follows:

ATTEST

Karen M. McCarthy

KAREN M. McCARTHY

Clerk of the Legislature of Erie County

STATE OF NEW YORK

LEGISLATURE OF ERIE COUNTY

CLERK'S OFFICE

BUFFALO, N.Y., APRIL 23, 2015

TO WHOM IT MAY CONCERN:

I HEREBY CERTIFY, *That at the **8th** Session of the Legislature of Erie County, held in the Legislative Chambers, in the City of Buffalo, on the **twenty-third** day of **April, 2015 A.D.**, a Resolution was adopted, of which the following is a true copy:*

2014 Fund 110		**Account**	**Increase/ (Decrease)**
General Fund 110 - Expense and Revenue Adjustments			
Revenue			
14010	County-wide Accounts Budget		
	402520	Gaming Facilities Aid	3,000,000
		Total - General Fund 110 Revenue Adjustment	**3,000,000**
Expense			
14020	County-wide Interfund Accounts		
	570020	Interfund – Road	5,841,400
120	Social Services		
	525000	MMIS-Medicaid	(2,841,400)
		Total - General Fund 110 Expense Adjustment	**3,000,000**
		Net – Fund 110 Revenue less Expense	**0**

2015 Fund 210		**Account**	**Increase/ (Decrease)**
Highway Fund 210 – Expense and Revenue Adjustments			
Revenue			
123	Highways (DPW)		
	486000	Interfund Revenue Subsidy	5,841,400
	Highways (DPW) Total		5,841,400
Expense			
123	Highways (DPW)		
	570000	Interfund Transfer Subsidy	5,841,400
	Highways (DPW) Total		5,841,400
		Net - Fund 210 - Revenue less Expense	**0**

and be it further

RESOLVED, that authorization is hereby provided to the Director of Budget and Management to adjust revenue and expense items in order to increase the 2015 Highways Capital Overlay Program by $5,841,400 from the original pay-as-you-go budgeted amount of $6,500,000 to $12,341,400; and be it further

RESOLVED, that the Comptroller's Office is directed to effectuate the release of funds for road projects based on requests from the Department of Public Works from the above-noted funding sources or related sources of funds made available in 2015; and be it further

ATTEST

Karen M. McCarthy

KAREN M. McCARTHY

Clerk of the Legislature of Erie County

STATE OF NEW YORK

LEGISLATURE OF ERIE COUNTY

CLERK'S OFFICE

BUFFALO, N.Y., APRIL 23, 2015

TO WHOM IT MAY CONCERN:

I HEREBY CERTIFY, *That at the **8th** Session of the Legislature of Erie County, held in the Legislative Chambers, in the City of Buffalo, on the **twenty-third** day of **April, 2015 A.D.**, a Resolution was adopted, of which the following is a true copy:*

RESOLVED, that periodic informational reports shall be filed with the Legislature by the Department of Public Works indicating awarded 2015 highway project contracts and contractors; and be it further

RESOLVED, that certified copies of this resolution be sent to the Department of Public Works, Office of the Commissioner, Office of the County Executive, the Division of Budget and Management and the Office of the Comptroller.

REFERENCE: **COMM. 7E-5 (2015)**

ATTEST

Karen M. McCarthy

KAREN M. McCARTHY

Clerk of the Legislature of Erie County

Erie County Department of Public Works - 2015 Highway Budget
Exhibit A

February 20, 2015

A. Construction Projects

	Project	Town	Funding	Mileage	Estimated Cost
1	**Capital Overlay Program**				
	Micropave				
	various	various	Pay As You Go	25.00	$1,200,000
				Total	$1,200,000
	Oil and Chip				
	various	various	Pay As You Go	80.00	$2,800,000
				Total	$2,800,000
				Subtotal	$4,000,000
	Turn Back Roads to Towns				
	various		Pay As You Go		$1,000,000
				Total	$1,000,000
	Utility Commitments				
	Losson Road		Pay As You Go		$500,000
	Seneca Street		Pay As You Go		$500,000
	Evans Street		Pay As You Go		$300,000
	Wehrle Intersection		Pay As You Go		$200,000
				Total	$1,500,000
	Asset Management Software				
			2015 Bond Funds		$350,000
				Total	$350,000
	Asset Management Software Tools Gasboy Integration				
			2015 Bond Funds		$200,000
				Total	$200,000
	Federal Aid Projects Right of Way				
	Kenmore Avenue		Federal Aid 2015 Bond Funds		$700,000
			(Erie County Share - $70,000)	Total	$700,000

Erie County Department of Public Works - 2015 Highway Budget
Exhibit A

February 20, 2015

A. Construction Projects

Project	Town	Funding	Mileage	Estimated Cost
Federal Aid Projects Construction				
Salt Road Bridge		Federal Aid 2015 Bond Funds		$2,000,000
Kenmore Avenue		Federal Aid 2015 Bond Funds		$660,000
Tonawanda Rails to Trails		Federal Aid 2015 Bond Funds		$250,000
		(Erie County Share - $1,110,000)	Total	$2,910,000
Federal Aid Bridge Preservation - Construction				
2015 Bridge Painting				$800,000
Bridge Washing and Deck Sealing				$525,000
Bridge Vertical Down, Bearings, Railings, Joints				$500,000
		(Erie County Share - $405,000)	Subtotal	$1,825,000
Small Bridge Inspection Program				
	various	2015 Bond Funds		$600,000
			Sub Total	$600,000
Preservation of Roads Construction - Various Maintenance				
Lake Avenue		2015 Bond Funds		$3,000,000
Brighton Road		2015 Bond Funds		$1,000,000
			Sub Total	$4,000,000
Highway Safety Improvements (Guiderail, etc.)				
To Be Determined	various	2015 Bond Funds		$400,000
			Sub Total	$400,000
Preservation of Bridges Construction				
Jamison Road Bridge		2015 Bond Funds		$2,200,000
Small Bridge Inspection Flags		2015 Bond Funds		$800,000
			Sub Total	$3,000,000
Dam Preservation Rehabilitation and Regulatory Compliance Construction				
				$125,000
			Sub Total	$125,000

A. 2014 Construction Total $20,610,000

Erie County Department of Public Works - 2015 Highway Budget
Exhibit A

February 20, 2015

B. Design Projects

Project	Town	Funding		Estimated County Cost
Dam Preservation Rehabilitation and Regulatory Compliance Design				
various		2015 Bond Funds		$125,000
			Sub Total	$125,000
Federal Aid Bridge Preservation - Design				
various		Federal Aid 2015 Bond Funds		$125,000
			Sub Total	$125,000
Preservation of Bridges and Culverts Design				
various		2015 Bond Funds		$250,000
			Sub Total	$250,000

Erie County Department of Public Works - 2015 Highway Budget
Exhibit A

February 20, 2015

B. 2014 Design Total $500,000

Erie County Department of Public Works - 2015 Highway Budget

A. 2015 Construction Total $20,610,000

B. 2015 Design Total $500,000

2015 Highway Budget Total $21,110,000

CHIPS Reinbursement $10,211,000

Updated:

Erie County Department of Public Works - 2015 Highway Projects - **Extra Funds**

February 20, 2015

Project	Town	Mileage	Bid Amount
Patching and Strip Patching / Paving	TBD	Total	
Overlays	TBD	Total	
Bridges and Culverts	TBD	Total	

Grand Total **TBD**

TOWN OF HAMBURG, NEW YORK
NOTICE OF INTENT
TO CREATE RAILROAD QUIET ZONES
CSX CROSSING AT BAYVIEW ROAD

The Town of Hamburg has a total of $525,000 in funding reserved for the establishment of railroad Quiet Zones at grade crossings. During the spring of 2014, construction work was completed for creating railroad Quiet Zones at the CSX (THR-000950) and Norfolk Southern (THR-000951) grade crossings on Rogers Road and Cloverbank Road. These Quiet Zones went into effect on June 24, 2014. $300,000 in remaining funding is still available for this project and the Town intends to expand the Quiet Zones to include grade crossings on Bayview Road, Pleasant Avenue, and Lakeview Road. This Notice of Intent is for the CSX Crossing at Bayview Road.

The Quiet Zones are proposed to be established over a 7.1 mile length of the CSX and Norfolk Southern (NS) railroad tracks which traverse the Town of Hamburg from northeast to southwest. These Quiet Zones will prohibit the use of horns for trains traveling along this length except in emergency situations where an imminent danger is perceived by the train engineer. This will serve to improve the quality of life for the approximately 20,000 Town residents who live within hearing range of these railroad tracks and are adversely affected by the train horn noise. It will also provide benefits to daily activities at several schools and recreational facilities that are located in close proximity to the tracks.

At the CSX grade crossing location, the Quiet Zone Risk Index (QZRI) was less than the Nationwide Significant Risk Threshold (NSRT). Therefore, the Quiet Zone will be established through public authority designation (Town of Hamburg).

Quiet Zones would be established through the installation of the same type of supplemental safety measures (SSMs) that were utilized at the Rogers Road and Cloverbank Road locations (mountable medians with reflective channelization devices installed along the centerline of the highway approaches to these crossings). In addition, pavement resurfacing work would be performed along the highway approaches prior to the installation of the medians, in order to improve the condition of the roadway and stability of the shoulders in the project area.

In accordance with the regulations associated with the Federal Railroad Administration's (FRA) Train Horn Rule (49 CFR Part 222), the Town of Hamburg is hereby notifying all appropriate parties of the Town's intention to create four railroad Quiet Zones through public authority designation. Per the FRA regulations, please submit any questions, comments, concerns, or other related information regarding this matter to the Town's contact person shown on page 3 within 60 days following the date of issuance of this Notice of Intent (by no later than January 19, 2016).

Per the FRA requirements in this regard, the Town is hereby providing the following information under this notification:

1. The following grade crossing is located within the Town of Hamburg's proposed Quiet Zone (see attached location maps):

Grade Crossing Inventory No.	Street Name	Railroad	Type of Crossing	Highway Jurisdiction
520030C	Bayview Road	CSX	Public	Town of Hamburg

   The grade crossing presently has flashing lights and gates, as required by the FRA regulations. It is also equipped with constant warning time devices and circuitry. Power out indicator lights will need to be installed by CSX at the crossing prior to the establishment of the Quiet Zone.

2. Train horn restrictions within the Quiet Zone will be in effect on a continuous 24 hour daily basis.

3. The proposed method for providing SSMs required by FRA in order to establish the Quiet Zone, is to install mountable medians with reflective channelization devices along the centerline of each highway for a distance of 100 feet (as low as 60 feet if near a commercial driveway or intersection) from the crossing gate arm on each side of the tracks at the three grade crossings. This SSM will serve to inhibit drivers from taking the risk of driving around a lowered crossing gate in an attempt to beat an approaching train. Pavement resurfacing work will also be performed along the length of the highway approaches prior to the installation of the channelization devices, in order to improve the condition of the roadway and stability of the shoulders in the project area.

4. Through the use of the FRA Quiet Zone Calculator and data in the most recent U.S. Dept. of Transportation Grade Crossing Inventory forms for each crossing, the following risk indices have been cumulatively determined for the grade crossings within the proposed Quiet Zone:

RISK INDICES	CSX
Nationwide Significant Risk Threshold (NSRT)	14347.00
Risk Index with Homs (RIWH)	56880.44
Existing Quiet Zone Risk Index (QZRI)	94876.57
QZRI with Supplemental Safety Measures (SSMs)	23719.14

   The QZRI with SSMs is less than the RIWH for the Quiet Zone, the proposed Quiet Zone is qualified to be established on the basis set by FRA that the SSMs sufficiently reduce the risk index to a level which allows train horns to not be sounded without compromising the safety of motorists. Copies of the calculations as generated by the FRA Quiet Zone Calculator, are enclosed.

5. The Town of Hamburg will utilize the remaining $300,000 in funding for Quiet Zone improvements within the Town.

6. The Town of Hamburg has retained Erdman Anthony for providing the preliminary engineering services for this project, as an amendment to their previous engineering contract with the Town for the Rogers Road and Cloverbank Road railroad Quiet Zone project. Erdman Anthony has started their work in this regard and performed the necessary evaluation of each of the crossings. It is expected that the design work will be completed by the end of this year, pending timely reviews and approvals by NYSDOT, FRA, and the railroads during the design process.

   A Memorandum of Understanding/Agreement has been developed which will transfer ownership of the Pleasant Avenue and Lakeview Road portions of the project to the Town of Hamburg after Quiet Zone construction is complete. The County undertaken a project to resurface the roads and perform other necessary improvements. Additionally, CSX will need to install necessary equipment at their crossings (power out indicators), and railroad right-of-entry permits will need to be obtained by the Town's construction contractor for the project. Based on these factors, it is considered that the earliest that the Quiet Zone construction could take place is Spring 2016. Upon the completion of construction, FRA requires that a Notice of Establishment be issued by the Town, following which a minimum 21 day period is necessary before the Quiet Zones go into effect.

7. The Town's contact person for the development of the Quiet Zones is as follows:

Name:	Steven J. Walters
Title:	Supervisor
Address:	Town of Hamburg 6100 South Park Avenue Hamburg, New York 14075
Phone:	(716) 649-6111, ext. 2380
Fax:	(716) 649-2522
E-Mail:	supervisor@townofhamburgny.com

8. This Notice of Intent has been sent by certified mail, return receipt requested, to each of the following officials:

   Robert C. Lauby, Associate Administrator for Safety
   Federal Railroad Administration
   1200 New Jersey Avenue, SE
   Washington, D.C. 20590

   Lou Frangella, Crossing/Trespasser Regional Manager
   Federal Railroad Administration, Region 1
   55 Broadway
   Cambridge, Massachusetts 02142

Terry Ludban, Director of Community Affairs & Safety
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

Cayela J. Wimberly
Administrator Highway Grade Crossings
Norfolk Southern Corporation
1200 Peachtree St. N.E.
Atlanta, Georgia 30309

Stefan Gilmore
Senior Safety Coordinator
National Railroad Passenger Corporation, dba Amtrak
40 Massachusetts Avenue, NE
Washington, D.C. 20002

Joan McDonald, Commissioner
New York State Dept. of Transportation
50 Wolf Road
Albany, New York 12232

Edward R. Rosen, Director
Highway-Rail Grade Crossing Safety Section
New York State Dept. of Transportation
50 Wolf Road - POD 53
Albany, New York 12232

Darrell F. Kaminski, P.E., Regional Director
New York State Dept. of Transportation
100 Seneca Street
Buffalo, New York 14203

John Loffredo, Commissioner
Erie County Department of Public Works
95 Franklin Street, 14th Floor
Buffalo, New York 14202

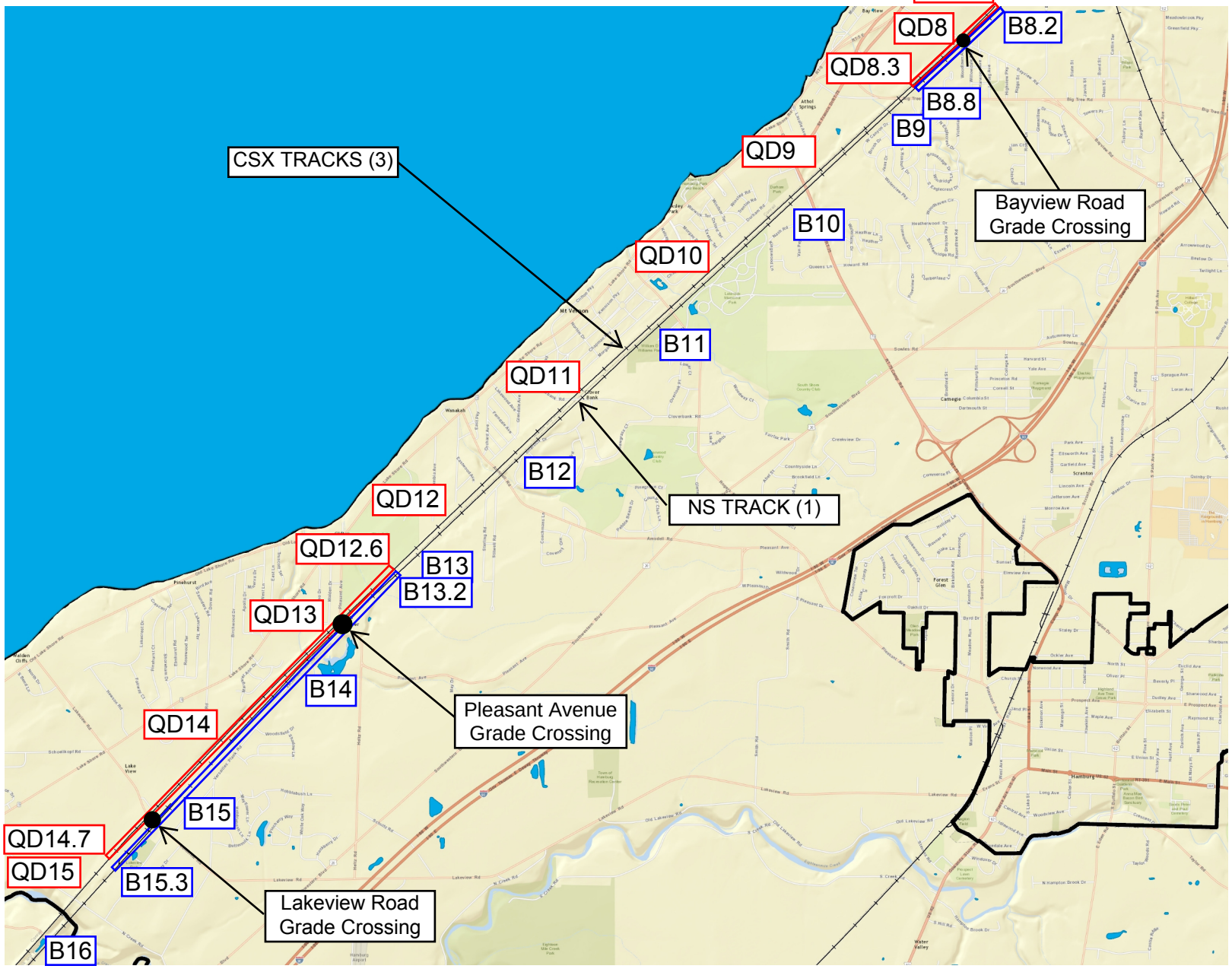
Respectfully Submitted,

Orest P. Ciolko, P.E.
Interim Town Engineer

Date Distributed: November 20, 2015

Erie County On-Line Mapping Application

GENERAL LOCATION MAP



Legend

- Railroads
- Lakes / Ponds
- Municipal Boundaries
- NS Quiet Zone Limits
- CSX Quiet Zone Limits
- Locations of Proposed Safety Improvements
- X1 NS Mileposts
- Y1 CSX Mileposts

0 6,018.58 12,037.2 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

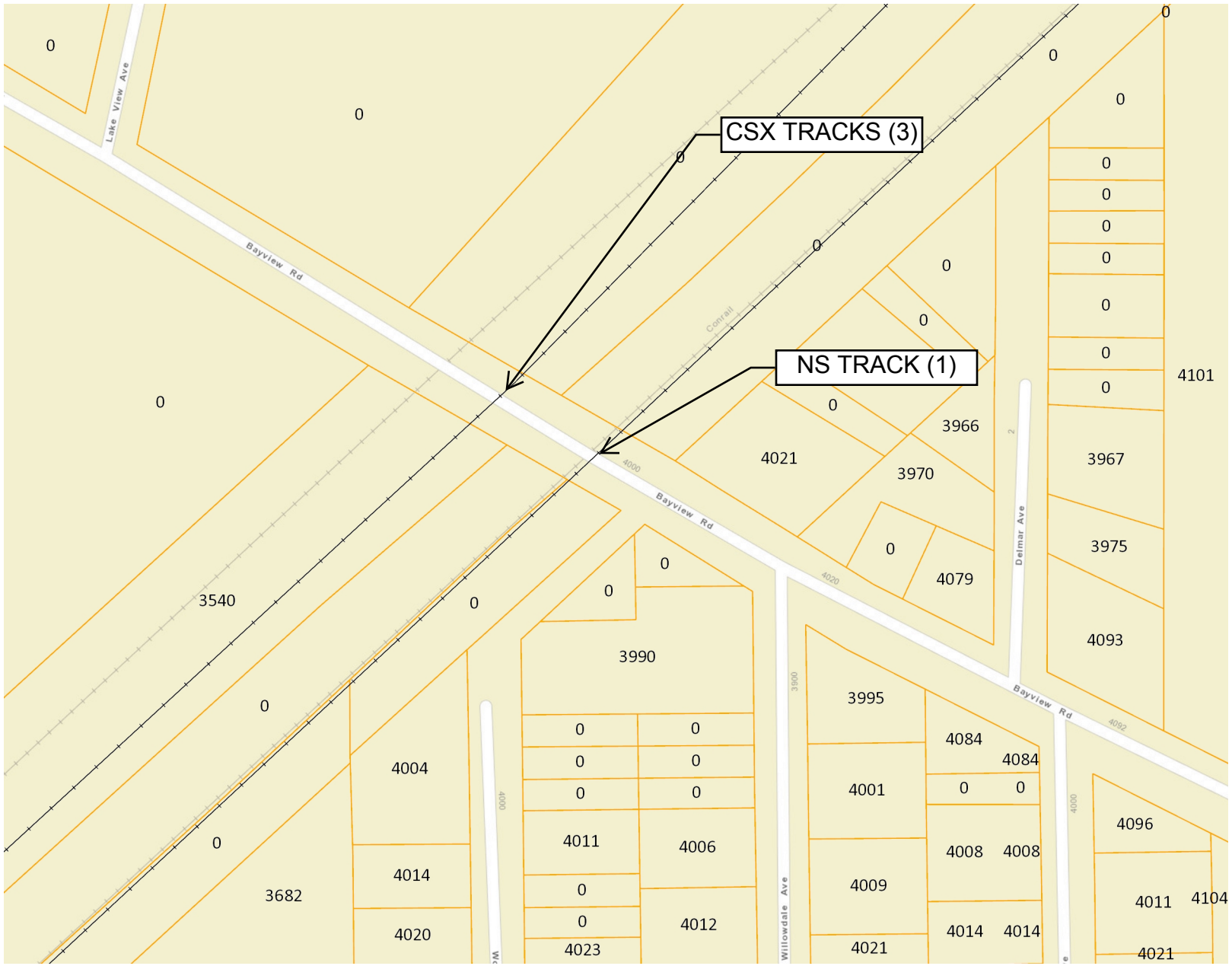
ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 72,223

Erie County On-Line Mapping Application

BAYVIEW ROAD LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

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1: 2,256

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
CSX GRADE CROSSINGS
EXISTING CONDITIONS

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: BAYVIEW CS_46538 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
520030C	**BAY VIEW ROAD**	**2046**	**Gates**	0	0	94,876.57	MODIFY

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	BAYVIEW CSX ZONE
Type:	New 24-hour QZ
Scenario:	BAYVIEW CS_46538
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	56880.44
Quiet Zone Risk Index:	94876.57

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
CSX GRADE CROSSINGS
WITH SUPPLEMENTAL SAFETY MEASURES

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: BAYVIEW CS_46538 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
520030C	**BAY VIEW ROAD**	**2046**	**Gates**	0	12	23,719.14	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	BAYVIEW CSX ZONE
Type:	New 24-hour QZ
Scenario:	BAYVIEW CS_46538
Estimated Total Cost:	$13,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	56880.44
Quiet Zone Risk Index:	**23719.14**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

SSM CODES | other codes

1 Temporary Closure of a Public Highway-Rail Grade Crossing
2 Permanent Closure of a Public Highway-Rail Grade Crossing
3 Grade Separation of a Public Highway-Rail Grade Crossing
4 Four-Quadrant Gates Upgrade from Two Quadrant gates, No Vehicle Presence Detection
5 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and no Vehicle Presence Detection
6 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with Vehicle Presence Detection
7 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and Vehicle Presence Detection
8 Four-Quadrant Gates New Installation, No Vehicle Presence Detection
9 Four-Quadrant Gates New Installation with medians and no Vehicle Presence Detection
10 Four-Quadrant Gates New Installation with Vehicle Presence Detection
11 Four-Quadrant Gates New Installation with medians and Vehicle Presence Detection
12 Mountable medians with Reflective Traffic Channelization Devices
13 Non-Traversable Curb Medians with or without Channelization Devices
14 One-Way Streets with Gates

TOWN OF HAMBURG, NEW YORK
NOTICE OF INTENT
TO CREATE RAILROAD QUIET ZONES
CSX CROSSINGS AT LAKEVIEW ROAD AND PLEASANT AVENUE

The Town of Hamburg has a total of $525,000 in funding reserved for the establishment of railroad Quiet Zones at grade crossings. During the spring of 2014, construction work was completed for creating railroad Quiet Zones at the CSX (THR-000950) and Norfolk Southern (THR-000951) grade crossings on Rogers Road and Cloverbank Road. These Quiet Zones went into effect on June 24, 2014. $300,000 in remaining funding is still available for this project and the Town intends to expand the Quiet Zones to include grade crossings on Bayview Road, Pleasant Avenue, and Lakeview Road. This Notice of Intent is for the CSX Crossings at Lakeview Road and Pleasant Avenue.

The Quiet Zones are proposed to be established over a 7.1-mile length of the CSX and Norfolk Southern (NS) railroad tracks which traverse the Town of Hamburg from northeast to southwest. These Quiet Zones will prohibit the use of horns for trains traveling along this length except in emergency situations where an imminent danger is perceived by the train engineer. This will serve to improve the quality of life for the approximately 20,000 Town residents who live within hearing range of these railroad tracks and are adversely affected by the train horn noise. It will also provide benefits to daily activities at several schools and recreational facilities that are located in close proximity to the tracks.

At each of the two CSX grade crossing locations, the Quiet Zone Risk Index (QZRI) was less than the Nationwide Significant Risk Threshold (NSRT). Therefore, the Quiet Zone will be established through public authority designation (Town of Hamburg).

Quiet Zones would be established through the installation of the same type of supplemental safety measures (SSMs) that were utilized at the Rogers Road and Cloverbank Road locations (mountable medians with reflective channelization devices installed along the centerline of the highway approaches to these crossings). In addition, pavement resurfacing work would be performed along the highway approaches prior to the installation of the medians, in order to improve the condition of the roadway and stability of the shoulders in the project area.

Note that for the Pleasant Avenue project location, the south side of the Norfolk Southern crossing is located too close to the Versailles Road intersection to comply with the 60-foot minimum length required by FRA for the installation of the medians as an acceptable SSM. Even though an SSM is not required, a shorter (+/- 40 foot length) median would be installed at this location.

In accordance with the regulations associated with the Federal Railroad Administration's (FRA) Train Horn Rule (49 CFR Part 222), the Town of Hamburg is hereby notifying all appropriate parties of the Town's intention to create four railroad Quiet Zones through public authority designation. Per the FRA regulations, please submit any questions, comments, concerns, or other related information regarding this matter to the Town's contact person shown

on page 3 within 60 days following the date of issuance of this Notice of Intent (by no later than January 19, 2016).

Per the FRA requirements in this regard, the Town is hereby providing the following information under this notification:

1. The following three grade crossings are located within the Town of Hamburg's proposed Quiet Zones (see attached location maps):

Grade Crossing Inventory No.	Street Name	Railroad	Type of Crossing	Highway Jurisdiction
519499M	Pleasant Avenue	CSX	Public	Town of Hamburg (After Construction)*
519498M	Lakeview Road	CSX	Public	Town of Hamburg (After Construction)*

*The Town and County have developed a Memorandum of Understanding to transfer ownership of portions of Pleasant Avenue and Lakeview Road to the Town of Hamburg after Quiet Zone construction is complete.

Each of these grade crossings presently have flashing lights and gates, as required by the FRA regulations. They are also equipped with constant warning time devices and circuitry. Power out indicator lights will need to be installed by CSX at the crossings prior to the establishment of the Quiet Zone.

2. Train horn restrictions within the Quiet Zones will be in effect on a continuous 24 hour daily basis.

3. The proposed method for providing SSMs required by FRA in order to establish the Quiet Zones, is to install mountable medians with reflective channelization devices along the centerline of each highway for a distance of 100 feet (as low as 60 feet if near a commercial driveway or intersection) from the crossing gate arm on each side of the tracks at the three grade crossings. This SSM will serve to inhibit drivers from taking the risk of driving around a lowered crossing gate in an attempt to beat an approaching train. Pavement resurfacing work will also be performed along the length of the highway approaches prior to the installation of the channelization devices, in order to improve the condition of the roadway and stability of the shoulders in the project area.

4. Through the use of the FRA Quiet Zone Calculator and data in the most recent U.S. Dept. of Transportation Grade Crossing Inventory forms for each crossing, the following risk indices have been cumulatively determined for the grade crossings within the proposed Quiet Zones:

RISK INDICES	CSX
Nationwide Significant Risk Threshold (NSRT)	14347.00
Risk Index with Homs (RIWH)	30066.00
Existing Quiet Zone Risk Index (QZRI)	50150.09
QZRI with Supplemental Safety Measures (SSMs)	12537.52

The QZRI with SSMs is less than the RIWH for the Quiet Zone, the proposed Quiet Zone is qualified to be established on the basis set by FRA that the SSMs sufficiently reduce the risk index to a level which allows train horns to not be sounded without compromising the safety of motorists. Copies of the calculations as generated by the FRA Quiet Zone Calculator, are enclosed.

5. The Town of Hamburg will utilize the remaining $300,000 in funding for Quiet Zone improvements within the Town.

6. The Town of Hamburg has retained Erdman Anthony for providing the preliminary engineering services for this project, as an amendment to their previous engineering contract with the Town for the Rogers Road and Cloverbank Road railroad Quiet Zone project. Erdman Anthony has started their work in this regard and performed the necessary evaluation of each of the crossings. It is expected that the design work will be completed by the end of this year, pending timely reviews and approvals by NYSDOT, FRA, and the railroads during the design process.

   A Memorandum of Understanding/Agreement has been developed which will transfer ownership of the Pleasant Avenue and Lakeview Road portions of the project to the Town of Hamburg after Quiet Zone construction is complete. The County undertaken a project to resurface the roads and perform other necessary improvements. Additionally, CSX will need to install necessary equipment at their crossings (power out indicators), and railroad right-of-entry permits will need to be obtained by the Town's construction contractor for the project. Based on these factors, it is considered that the earliest that the Quiet Zone construction could take place is Spring 2016. Upon the completion of construction, FRA requires that a Notice of Establishment be issued by the Town, following which a minimum 21 day period is necessary before the Quiet Zones go into effect.

7. The Town's contact person for the development of the Quiet Zones is as follows:

   Name: Steven J. Walters
   Title: Supervisor
   Address: Town of Hamburg
   6100 South Park Avenue
   Hamburg, New York 14075
   Phone: (716) 649-6111, ext. 2380
   Fax: (716) 649-2522
   E-Mail: supervisor@townofhamburgny.com

8. This Notice of Intent has been sent by certified mail, return receipt requested, to each of the following officials:

Robert C. Lauby, Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Lou Frangella, Crossing/Trespasser Regional Manager
Federal Railroad Administration, Region 1
55 Broadway
Cambridge, Massachusetts 02142

Terry Ludban, Director of Community Affairs & Safety
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

Cayela J. Wimberly
Administrator Highway Grade Crossings
Norfolk Southern Corporation
1200 Peachtree St. N.E.
Atlanta, Georgia 30309

Stefan Gilmore
Senior Safety Coordinator
National Railroad Passenger Corporation, dba Amtrak
40 Massachusetts Avenue, NE
Washington, D.C. 20002

Joan McDonald, Commissioner
New York State Dept. of Transportation
50 Wolf Road
Albany, New York 12232

Edward R. Rosen, Director
Highway-Rail Grade Crossing Safety Section
New York State Dept. of Transportation
50 Wolf Road - POD 53
Albany, New York 12232

Darrell F. Kaminski, P.E., Regional Director
New York State Dept. of Transportation
100 Seneca Street
Buffalo, New York 14203

John Loffredo, Commissioner
Erie County Department of Public Works
95 Franklin Street, 14th Floor
Buffalo, New York 14202

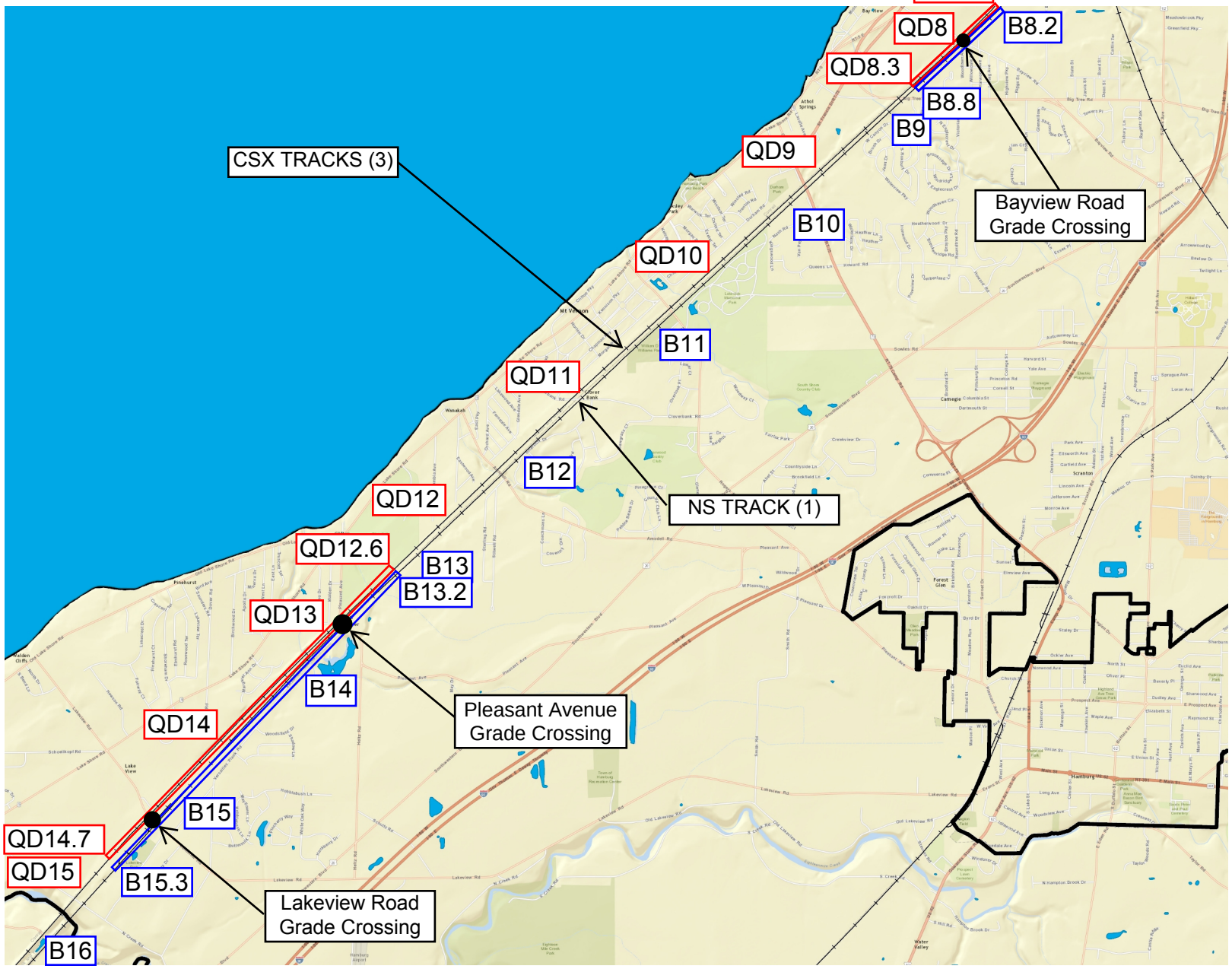
Respectfully Submitted,

Orest P. Ciolko, P.E.
Interim Town Engineer

Date Distributed: November 20, 2015

Erie County On-Line Mapping Application

GENERAL LOCATION MAP



Legend

- Railroads
- Lakes / Ponds
- Municipal Boundaries
- NS Quiet Zone Limits
- CSX Quiet Zone Limits
- Locations of Proposed Safety Improvements
- X1 NS Mileposts
- Y1 CSX Mileposts

0 6,018.58 12,037.2 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
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ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

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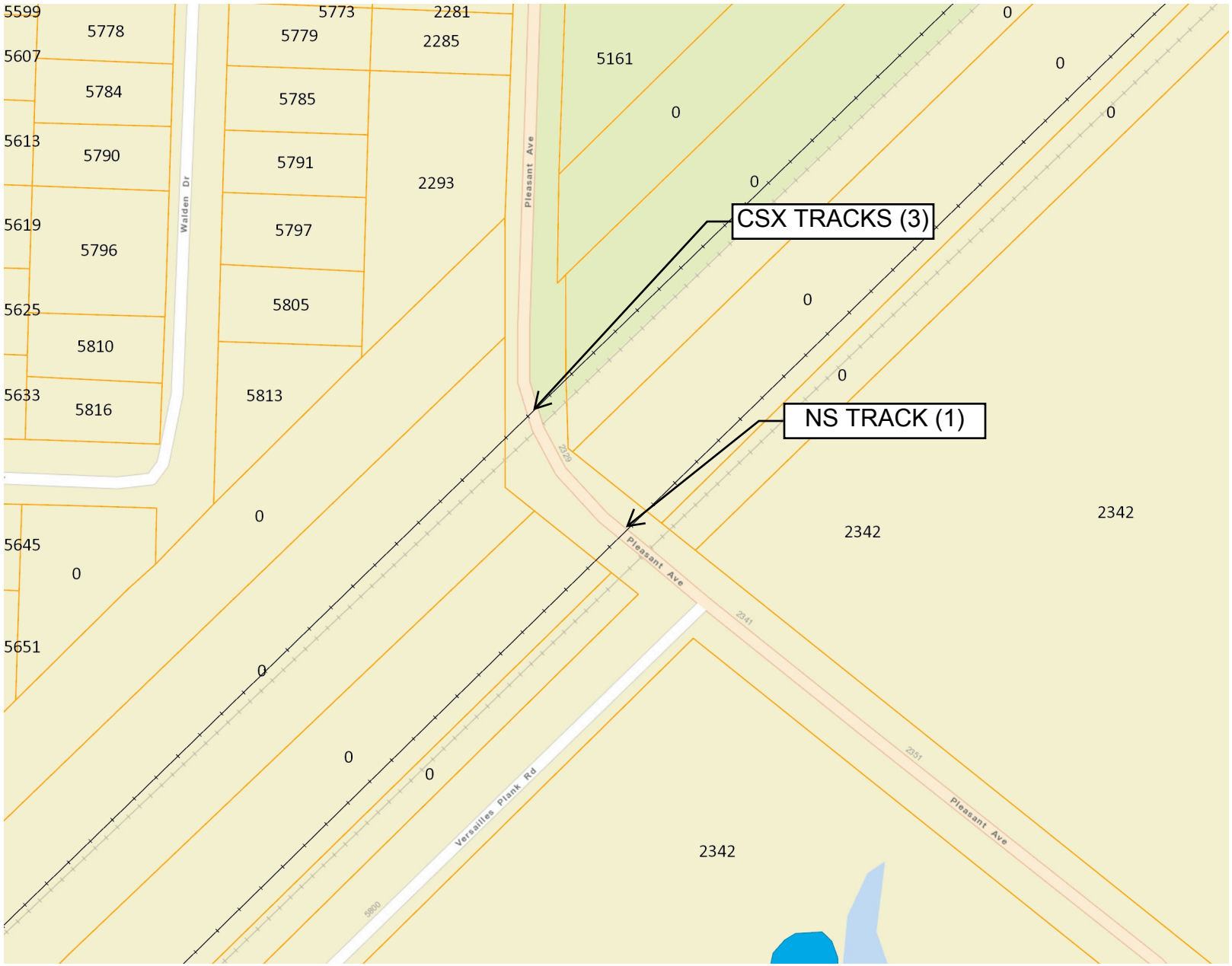
1: 72,223

Erie County On-Line Mapping Application

PLEASANT AVENUE LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
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ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

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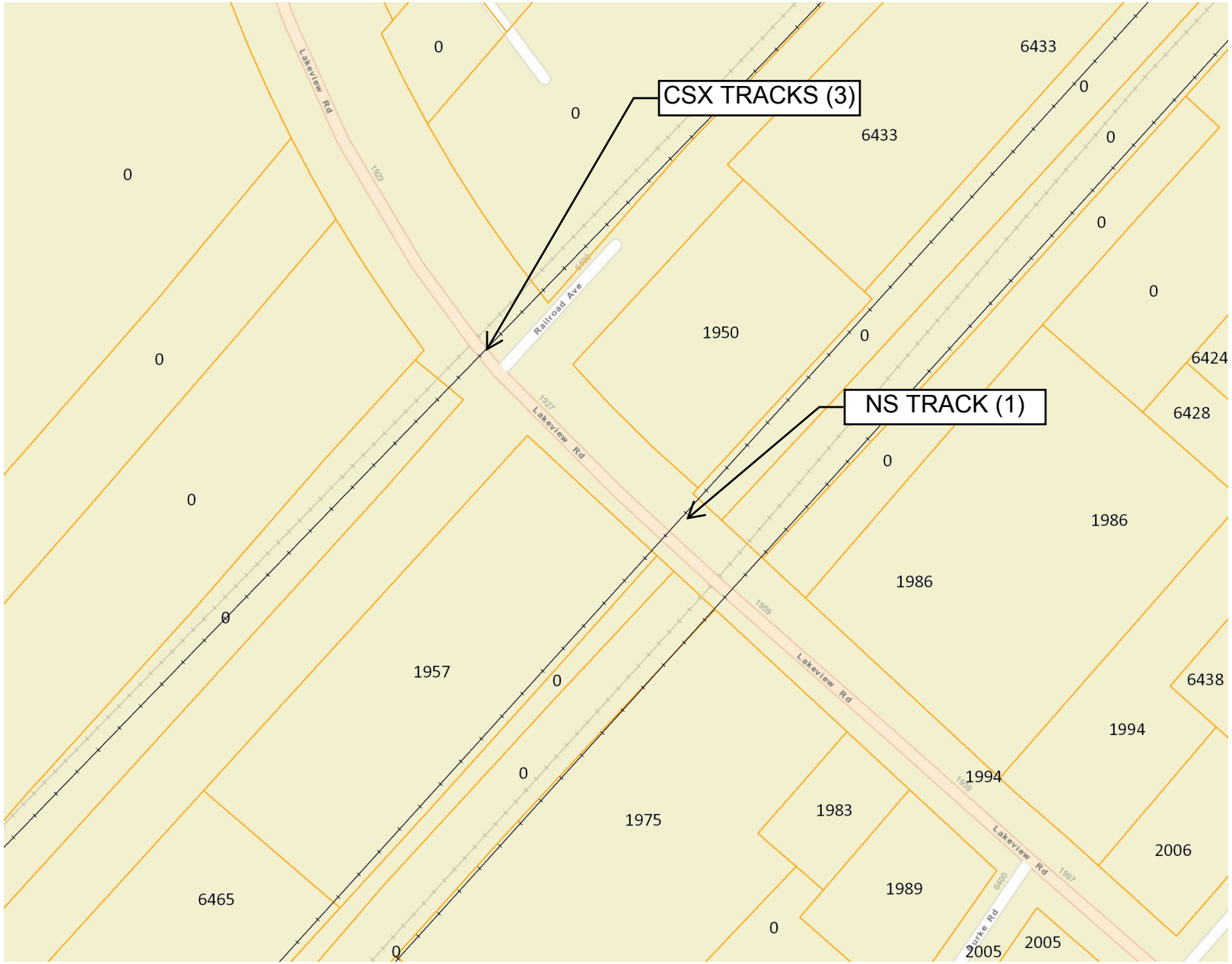
1: 2,256

Erie County On-Line Mapping Application

LAKEVIEW ROAD LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

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1: 2,256

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
CSX GRADE CROSSINGS
EXISTING CONDITIONS

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: PLEASANT-L_46537 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
519498M	**LAKEVIEW RD**	**4293**	**Gates**	0	0	53,485.37	MODIFY
519499U	**PLEASANT AVE**	**2148**	**Gates**	0	0	46,814.81	MODIFY

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	PLEASANT-LAKEVIEW CSX ZONE
Type:	New 24-hour QZ
Scenario:	PLEASANT-L_46537
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	30066
Quiet Zone Risk Index:	50150.09

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
CSX GRADE CROSSINGS
WITH SUPPLEMENTAL SAFETY MEASURES

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: PLEASANT-L_46537 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
519498M	**LAKEVIEW RD**	**4293**	**Gates**	0	12	13,371.34	MODIFY
519499U	**PLEASANT AVE**	**2148**	**Gates**	0	12	11,703.70	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	PLEASANT-LAKEVIEW CSX ZONE
Type:	New 24-hour QZ
Scenario:	PLEASANT-L_46537
Estimated Total Cost:	$26,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	30066
Quiet Zone Risk Index:	**12537.52**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

SSM CODES | other codes

1 Temporary Closure of a Public Highway-Rail Grade Crossing
2 Permanent Closure of a Public Highway-Rail Grade Crossing
3 Grade Separation of a Public Highway-Rail Grade Crossing
4 Four-Quadrant Gates Upgrade from Two Quadrant gates, No Vehicle Presence Detection
5 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and no Vehicle Presence Detection
6 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with Vehicle Presence Detection
7 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and Vehicle Presence Detection
8 Four-Quadrant Gates New Installation, No Vehicle Presence Detection
9 Four-Quadrant Gates New Installation with medians and no Vehicle Presence Detection
10 Four-Quadrant Gates New Installation with Vehicle Presence Detection
11 Four-Quadrant Gates New Installation with medians and Vehicle Presence Detection
12 Mountable medians with Reflective Traffic Channelization Devices
13 Non-Traversable Curb Medians with or without Channelization Devices
14 One-Way Streets with Gates

TOWN OF HAMBURG, NEW YORK
NOTICE OF INTENT
TO CREATE RAILROAD QUIET ZONES
NORFOLK SOUTHERN CROSSING AT BAYVIEW ROAD

The Town of Hamburg has a total of $525,000 in funding reserved for the establishment of railroad Quiet Zones at grade crossings. During the spring of 2014, construction work was completed for creating railroad Quiet Zones at the CSX (THR-000950) and Norfolk Southern (THR-000951) grade crossings on Rogers Road and Cloverbank Road. These Quiet Zones went into effect on June 24, 2014. $300,000 in remaining funding is still available for this project and the Town intends to expand the Quiet Zones to include grade crossings on Bayview Road, Pleasant Avenue, and Lakeview Road. This Notice of Intent is for the NS Crossing at Bayview Road.

The Quiet Zones are proposed to be established over a 7.1 mile length of the CSX and Norfolk Southern (NS) railroad tracks which traverse the Town of Hamburg from northeast to southwest. These Quiet Zones will prohibit the use of horns for trains traveling along this length except in emergency situations where an imminent danger is perceived by the train engineer. This will serve to improve the quality of life for the approximately 20,000 Town residents who live within hearing range of these railroad tracks and are adversely affected by the train horn noise. It will also provide benefits to daily activities at several schools and recreational facilities that are located in close proximity to the tracks.

At the NS grade crossing location, the Quiet Zone Risk Index (QZRI) was less than the risk index with horns (RIWH). Therefore, the Quiet Zone will be established through public authority designation (Town of Hamburg).

Quiet Zones would be established through the installation of the same type of supplemental safety measures (SSMs) that were utilized at the Rogers Road and Cloverbank Road locations (mountable medians with reflective channelization devices installed along the centerline of the highway approaches to these crossings). In addition, pavement resurfacing work would be performed along the highway approaches prior to the installation of the medians, in order to improve the condition of the roadway and stability of the shoulders in the project area.

In accordance with the regulations associated with the Federal Railroad Administration's (FRA) Train Horn Rule (49 CFR Part 222), the Town of Hamburg is hereby notifying all appropriate parties of the Town's intention to create four railroad Quiet Zones through public authority designation. Per the FRA regulations, please submit any questions, comments, concerns, or other related information regarding this matter to the Town's contact person shown on page 3 within 60 days following the date of issuance of this Notice of Intent (by no later than January 19, 2016).

Per the FRA requirements in this regard, the Town is hereby providing the following information under this notification:

1. The following grade crossing is located within the Town of Hamburg's proposed Quiet Zone (see attached location maps):

Grade Crossing Inventory No.	Street Name	Railroad	Type of Crossing	Highway Jurisdiction
471713G	Bayview Road	NS	Public	Town of Hamburg

   The grade crossing presently has flashing lights and gates, as required by the FRA regulations. They are also equipped with constant warning time devices and circuitry. Power out indicator lights are in place at the NS crossing.

2. Train horn restrictions within the Quiet Zone will be in effect on a continuous 24 hour daily basis.

3. The proposed method for providing SSMs required by FRA in order to establish the Quiet Zone, is to install mountable medians with reflective channelization devices along the centerline of each highway for a distance of 100 feet (as low as 60 feet if near a commercial driveway or intersection) from the crossing gate arm on each side of the tracks at the three grade crossings. This SSM will serve to inhibit drivers from taking the risk of driving around a lowered crossing gate in an attempt to beat an approaching train. Pavement resurfacing work will also be performed along the length of the highway approaches prior to the installation of the channelization devices, in order to improve the condition of the roadway and stability of the shoulders in the project area.

4. Through the use of the FRA Quiet Zone Calculator and data in the most recent U.S. Dept. of Transportation Grade Crossing Inventory forms for each crossing, the following risk indices have been cumulatively determined for the grade crossings within the proposed Quiet Zone:

RISK INDICES	NS
Nationwide Significant Risk Threshold (NSRT)	14347.00
Risk Index with Homs (RIWH)	44864.13
Existing Quiet Zone Risk Index (QZRI)	74833.37
QZRI with Supplemental Safety Measures (SSMs)	18708.34

   The QZRI with SSMs is less than the RIWH for the Quiet Zone, the proposed Quiet Zone is qualified to be established on the basis set by FRA that the SSMs sufficiently reduce the risk index to a level which allows train horns to not be sounded without compromising the safety of motorists. Copies of the calculations as generated by the FRA Quiet Zone Calculator, are enclosed.

5. The Town of Hamburg will utilize the remaining $300,000 in funding for Quiet Zone improvements within the Town.

6. The Town of Hamburg has retained Erdman Anthony for providing the preliminary engineering services for this project, as an amendment to their previous engineering contract with the Town for the Rogers Road and Cloverbank Road railroad Quiet Zone project. Erdman Anthony has started their work in this regard and performed the necessary evaluation of each of the crossings. It is expected that the design work will be completed by the end of this year, pending timely reviews and approvals by NYSDOT, FRA, and the railroads during the design process.

   A Memorandum of Understanding/Agreement has been developed which will transfer ownership of the Pleasant Avenue and Lakeview Road portions of the project to the Town of Hamburg after Quiet Zone construction is complete. The County undertaken a project to resurface the roads and perform other necessary improvements. Additionally, CSX will need to install necessary equipment at their crossings (power out indicators), and railroad right-of-entry permits will need to be obtained by the Town's construction contractor for the project. Based on these factors, it is considered that the earliest that the Quiet Zone construction could take place is Spring 2016. Upon the completion of construction, FRA requires that a Notice of Establishment be issued by the Town, following which a minimum 21 day period is necessary before the Quiet Zones go into effect.

7. The Town's contact person for the development of the Quiet Zones is as follows:

Name:	Steven J. Walters
Title:	Supervisor
Address:	Town of Hamburg 6100 South Park Avenue Hamburg, New York 14075
Phone:	(716) 649-6111, ext. 2380
Fax:	(716) 649-2522
E-Mail:	supervisor@townofhamburgny.com

8. This Notice of Intent has been sent by certified mail, return receipt requested, to each of the following officials:

   Robert C. Lauby, Associate Administrator for Safety
   Federal Railroad Administration
   1200 New Jersey Avenue, SE
   Washington, D.C. 20590

   Lou Frangella, Crossing/Trespasser Regional Manager
   Federal Railroad Administration, Region 1
   55 Broadway
   Cambridge, Massachusetts 02142

Terry Ludban, Director of Community Affairs & Safety
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

Cayela J. Wimberly
Administrator Highway Grade Crossings
Norfolk Southern Corporation
1200 Peachtree St. N.E.
Atlanta, Georgia 30309

Stefan Gilmore
Senior Safety Coordinator
National Railroad Passenger Corporation, dba Amtrak
40 Massachusetts Avenue, NE
Washington, D.C. 20002

Joan McDonald, Commissioner
New York State Dept. of Transportation
50 Wolf Road
Albany, New York 12232

Edward R. Rosen, Director
Highway-Rail Grade Crossing Safety Section
New York State Dept. of Transportation
50 Wolf Road - POD 53
Albany, New York 12232

Darrell F. Kaminski, P.E., Regional Director
New York State Dept. of Transportation
100 Seneca Street
Buffalo, New York 14203

John Loffredo, Commissioner
Erie County Department of Public Works
95 Franklin Street, 14th Floor
Buffalo, New York 14202

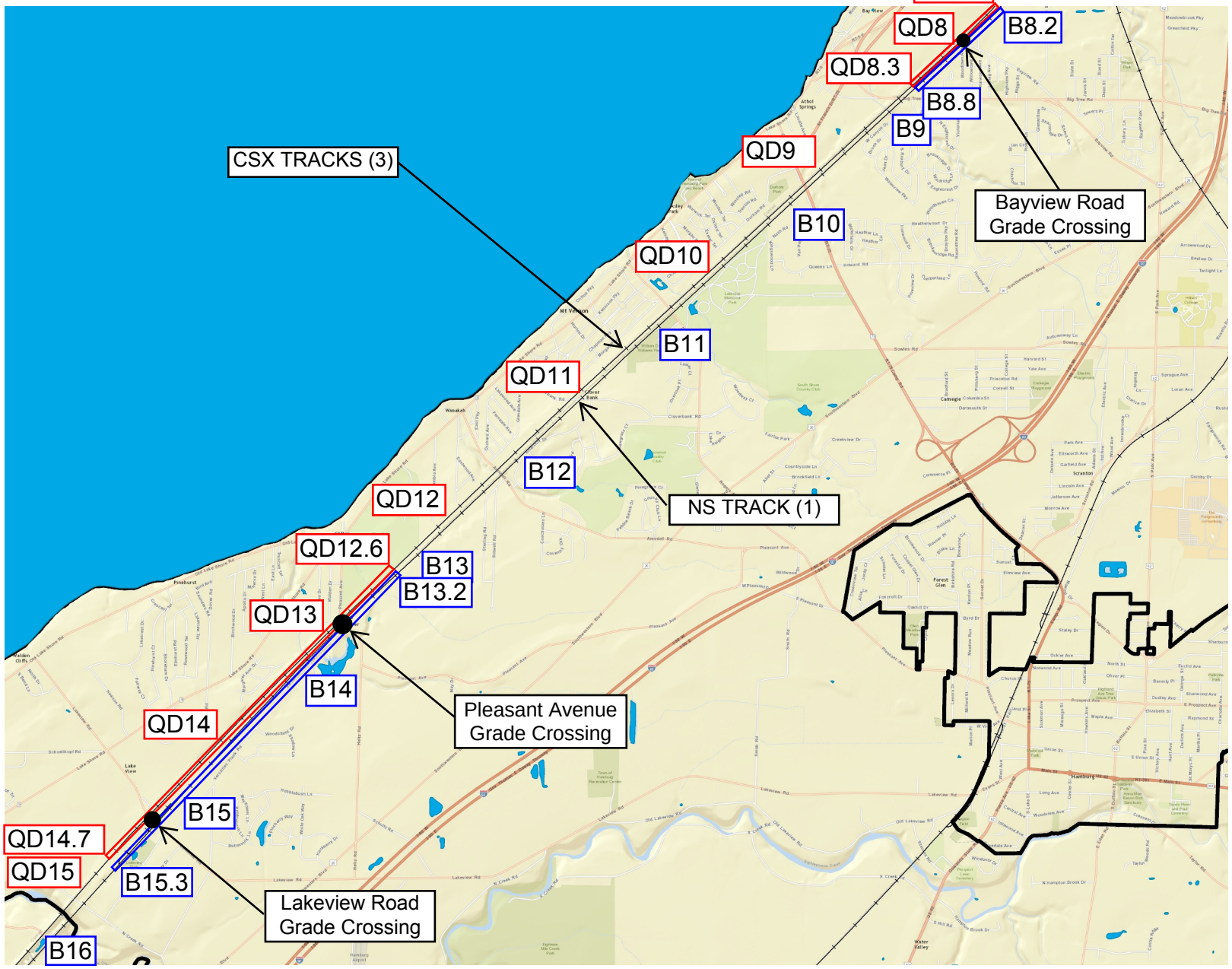
Respectfully Submitted,

Orest P. Ciolko, P.E.
Interim Town Engineer

Date Distributed: November 20, 2015

Erie County On-Line Mapping Application

GENERAL LOCATION MAP



Legend

- Railroads
- Lakes / Ponds
- Municipal Boundaries
- NS Quiet Zone Limits
- CSX Quiet Zone Limits
- Locations of Proposed Safety Improvements
- X1 NS Mileposts
- Y1 CSX Mileposts

0 6,018.58 12,037.2 Feet

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ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

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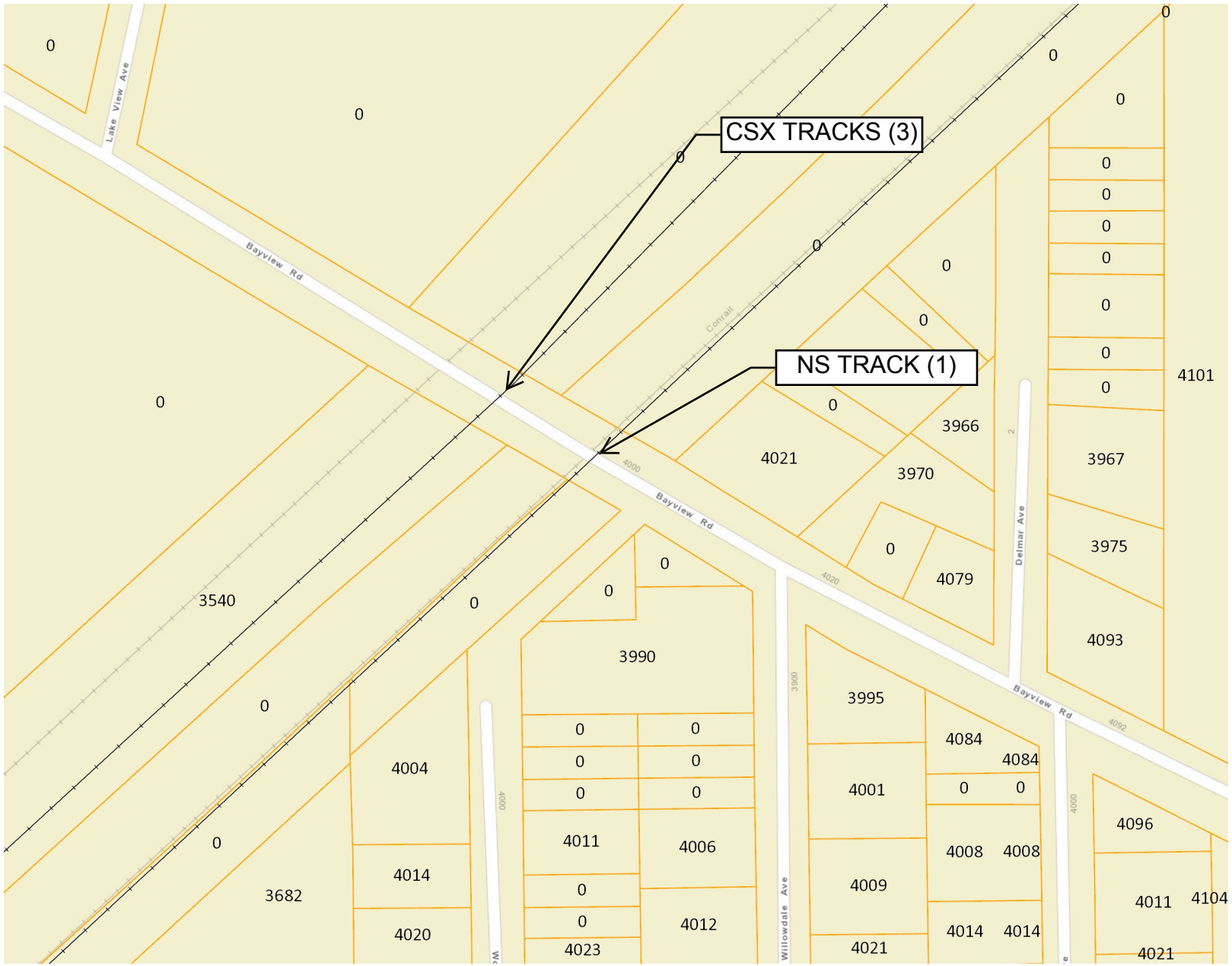
1: 72,223

Erie County On-Line Mapping Application

BAYVIEW ROAD LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
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1: 2,256

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
NS GRADE CROSSINGS
EXISTING CONDITIONS

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Cancel Change Scenario: BAYVIEW NS_46539 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
471713G	**BAYVIEW RD**	**2046**	**Gates**	0	0	74,833.37	MODIFY

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	BAYVIEW NS ZONE
Type:	New 24-hour QZ
Scenario:	BAYVIEW NS_46539
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	44864.13
Quiet Zone Risk Index:	74833.37

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
NS GRADE CROSSINGS
WITH SUPPLEMENTAL SAFETY MEASURES

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: BAYVIEW NS_46539 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
471713G	**BAYVIEW RD**	**2046**	**Gates**	0	12	18,708.34	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	BAYVIEW NS ZONE
Type:	New 24-hour QZ
Scenario:	BAYVIEW NS_46539
Estimated Total Cost:	$13,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	44864.13
Quiet Zone Risk Index:	**18708.34**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

SSM CODES | other codes

1 Temporary Closure of a Public Highway-Rail Grade Crossing
2 Permanent Closure of a Public Highway-Rail Grade Crossing
3 Grade Separation of a Public Highway-Rail Grade Crossing
4 Four-Quadrant Gates Upgrade from Two Quadrant gates, No Vehicle Presence Detection
5 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and no Vehicle Presence Detection
6 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with Vehicle Presence Detection
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11 Four-Quadrant Gates New Installation with medians and Vehicle Presence Detection
12 Mountable medians with Reflective Traffic Channelization Devices
13 Non-Traversable Curb Medians with or without Channelization Devices
14 One-Way Streets with Gates

TOWN OF HAMBURG, NEW YORK
NOTICE OF INTENT
TO CREATE RAILROAD QUIET ZONES
NORFOLK SOUTHERN CROSSINGS AT LAKEVIEW ROAD AND PLEASANT AVENUE

The Town of Hamburg has a total of $525,000 in funding reserved for the establishment of railroad Quiet Zones at grade crossings. During the spring of 2014, construction work was completed for creating railroad Quiet Zones at the CSX (THR-000950) and Norfolk Southern (THR-000951) grade crossings on Rogers Road and Cloverbank Road. These Quiet Zones went into effect on June 24, 2014. $300,000 in remaining funding is still available for this project and the Town intends to expand the Quiet Zones to include grade crossings on Bayview Road, Pleasant Avenue, and Lakeview Road. This Notice of Intent is for the NS Crossings at Lakeview Road and Pleasant Avenue.

The Quiet Zones are proposed to be established over a 7.1 mile length of the CSX and Norfolk Southern (NS) railroad tracks which traverse the Town of Hamburg from northeast to southwest. These Quiet Zones will prohibit the use of horns for trains traveling along this length except in emergency situations where an imminent danger is perceived by the train engineer. This will serve to improve the quality of life for the approximately 20,000 Town residents who live within hearing range of these railroad tracks and are adversely affected by the train horn noise. It will also provide benefits to daily activities at several schools and recreational facilities that are located in close proximity to the tracks.

At each of the two NS grade crossing locations, the QZRI was less than the risk index with horns (RIWH). Therefore, the Quiet Zones will be established through public authority designation (Town of Hamburg).

Quiet Zones would be established through the installation of the same type of supplemental safety measures (SSMs) that were utilized at the Rogers Road and Cloverbank Road locations (mountable medians with reflective channelization devices installed along the centerline of the highway approaches to these crossings). In addition, pavement resurfacing work would be performed along the highway approaches prior to the installation of the medians, in order to improve the condition of the roadway and stability of the shoulders in the project area.

Note that for the Pleasant Avenue project location, the south side of the Norfolk Southern crossing is located too close to the Versailles Road intersection to comply with the 60-foot minimum length required by FRA for the installation of the medians as an acceptable SSM. Even though an SSM is not required, a shorter (+/- 40 foot length) median would be installed at this location.

In accordance with the regulations associated with the Federal Railroad Administration's (FRA) Train Horn Rule (49 CFR Part 222), the Town of Hamburg is hereby notifying all appropriate parties of the Town's intention to create four railroad Quiet Zones through public authority designation. Per the FRA regulations, please submit any questions, comments,

concerns, or other related information regarding this matter to the Town's contact person shown on page 3 within 60 days following the date of issuance of this Notice of Intent (by no later than January 19, 2016).

Per the FRA requirements in this regard, the Town is hereby providing the following information under this notification:

1. The following three grade crossings are located within the Town of Hamburg's proposed Quiet Zones (see attached location maps):

Grade Crossing Inventory No.	Street Name	Railroad	Type of Crossing	Highway Jurisdiction
471719X	Pleasant Avenue	NS	Public	Town of Hamburg (After Construction)*
471721Y	Lakeview Road	NS	Public	Town of Hamburg (After Construction)*

*The Town and County have developed a Memorandum of Understanding to transfer ownership of portions of Pleasant Avenue and Lakeview Road to the Town of Hamburg after Quiet Zone construction is complete.

Each of these grade crossings presently have flashing lights and gates, as required by the FRA regulations. They are also equipped with constant warning time devices and circuitry. Power out indicator lights are in place at the NS crossings.

2. Train horn restrictions within the Quiet Zones will be in effect on a continuous 24 hour daily basis.

3. The proposed method for providing SSMs required by FRA in order to establish the Quiet Zones, is to install mountable medians with reflective channelization devices along the centerline of each highway for a distance of 100 feet (as low as 60 feet if near a commercial driveway or intersection) from the crossing gate arm on each side of the tracks at the three grade crossings. This SSM will serve to inhibit drivers from taking the risk of driving around a lowered crossing gate in an attempt to beat an approaching train. Pavement resurfacing work will also be performed along the length of the highway approaches prior to the installation of the channelization devices, in order to improve the condition of the roadway and stability of the shoulders in the project area.

4. Through the use of the FRA Quiet Zone Calculator and data in the most recent U.S. Dept. of Transportation Grade Crossing Inventory forms for each crossing, the following risk indices have been cumulatively determined for the grade crossings within the proposed Quiet Zones:

RISK INDICES	NS
Nationwide Significant Risk Threshold (NSRT)	14347.00
Risk Index with Homs (RIWH)	16785.63
Existing Quiet Zone Risk Index (QZRI)	27998.43
QZRI with Supplemental Safety Measures (SSMs)	16636.83

The QZRI with SSMs is less than the RIWH for the Quiet Zone, the proposed Quiet Zone is qualified to be established on the basis set by FRA that the SSMs sufficiently reduce the risk index to a level which allows train horns to not be sounded without compromising the safety of motorists. Copies of the calculations as generated by the FRA Quiet Zone Calculator, are enclosed.

5. The Town of Hamburg will utilize the remaining $300,000 in funding for Quiet Zone improvements within the Town.

6. The Town of Hamburg has retained Erdman Anthony for providing the preliminary engineering services for this project, as an amendment to their previous engineering contract with the Town for the Rogers Road and Cloverbank Road railroad Quiet Zone project. Erdman Anthony has started their work in this regard and performed the necessary evaluation of each of the crossings. It is expected that the design work will be completed by the end of this year, pending timely reviews and approvals by NYSDOT, FRA, and the railroads during the design process.

   A Memorandum of Understanding/Agreement has been developed which will transfer ownership of the Pleasant Avenue and Lakeview Road portions of the project to the Town of Hamburg after Quiet Zone construction is complete. The County undertaken a project to resurface the roads and perform other necessary improvements. Additionally, CSX will need to install necessary equipment at their crossings (power out indicators), and railroad right-of-entry permits will need to be obtained by the Town's construction contractor for the project. Based on these factors, it is considered that the earliest that the Quiet Zone construction could take place is Spring 2016. Upon the completion of construction, FRA requires that a Notice of Establishment be issued by the Town, following which a minimum 21 day period is necessary before the Quiet Zones go into effect.

7. The Town's contact person for the development of the Quiet Zones is as follows:

   Name: Steven J. Walters
   Title: Supervisor
   Address: Town of Hamburg
   6100 South Park Avenue
   Hamburg, New York 14075
   Phone: (716) 649-6111, ext. 2380
   Fax: (716) 649-2522
   E-Mail: supervisor@townofhamburgny.com

8. This Notice of Intent has been sent by certified mail, return receipt requested, to each of the following officials:

Robert C. Lauby, Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Lou Frangella, Crossing/Trespasser Regional Manager
Federal Railroad Administration, Region 1
55 Broadway
Cambridge, Massachusetts 02142

Terry Ludban, Director of Community Affairs & Safety
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202

Cayela J. Wimberly
Administrator Highway Grade Crossings
Norfolk Southern Corporation
1200 Peachtree St. N.E.
Atlanta, Georgia 30309

Stefan Gilmore
Senior Safety Coordinator
National Railroad Passenger Corporation, dba Amtrak
40 Massachusetts Avenue, NE
Washington, D.C. 20002

Joan McDonald, Commissioner
New York State Dept. of Transportation
50 Wolf Road
Albany, New York 12232

Edward R. Rosen, Director
Highway-Rail Grade Crossing Safety Section
New York State Dept. of Transportation
50 Wolf Road - POD 53
Albany, New York 12232

Darrell F. Kaminski, P.E., Regional Director
New York State Dept. of Transportation
100 Seneca Street
Buffalo, New York 14203

John Loffredo, Commissioner
Erie County Department of Public Works
95 Franklin Street, 14th Floor
Buffalo, New York 14202

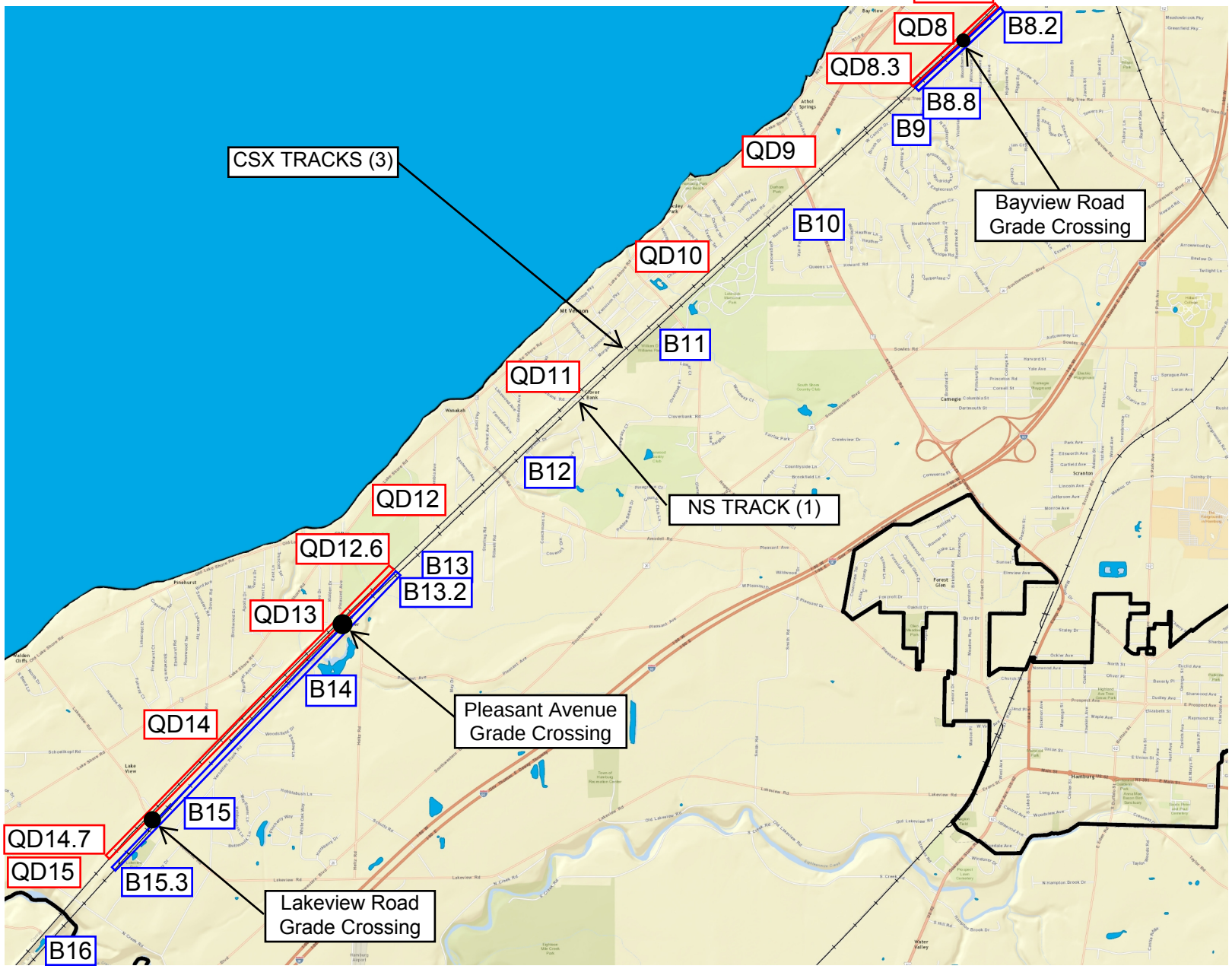
Respectfully Submitted,

Orest P. Ciolko, P.E.
Interim Town Engineer

Date Distributed: November 20, 2015

Erie County On-Line Mapping Application

GENERAL LOCATION MAP



Legend

- Railroads
- Lakes / Ponds
- Municipal Boundaries
- NS Quiet Zone Limits
- CSX Quiet Zone Limits
- Locations of Proposed Safety Improvements
- X1 NS Mileposts
- Y1 CSX Mileposts

0 6,018.58 12,037.2 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

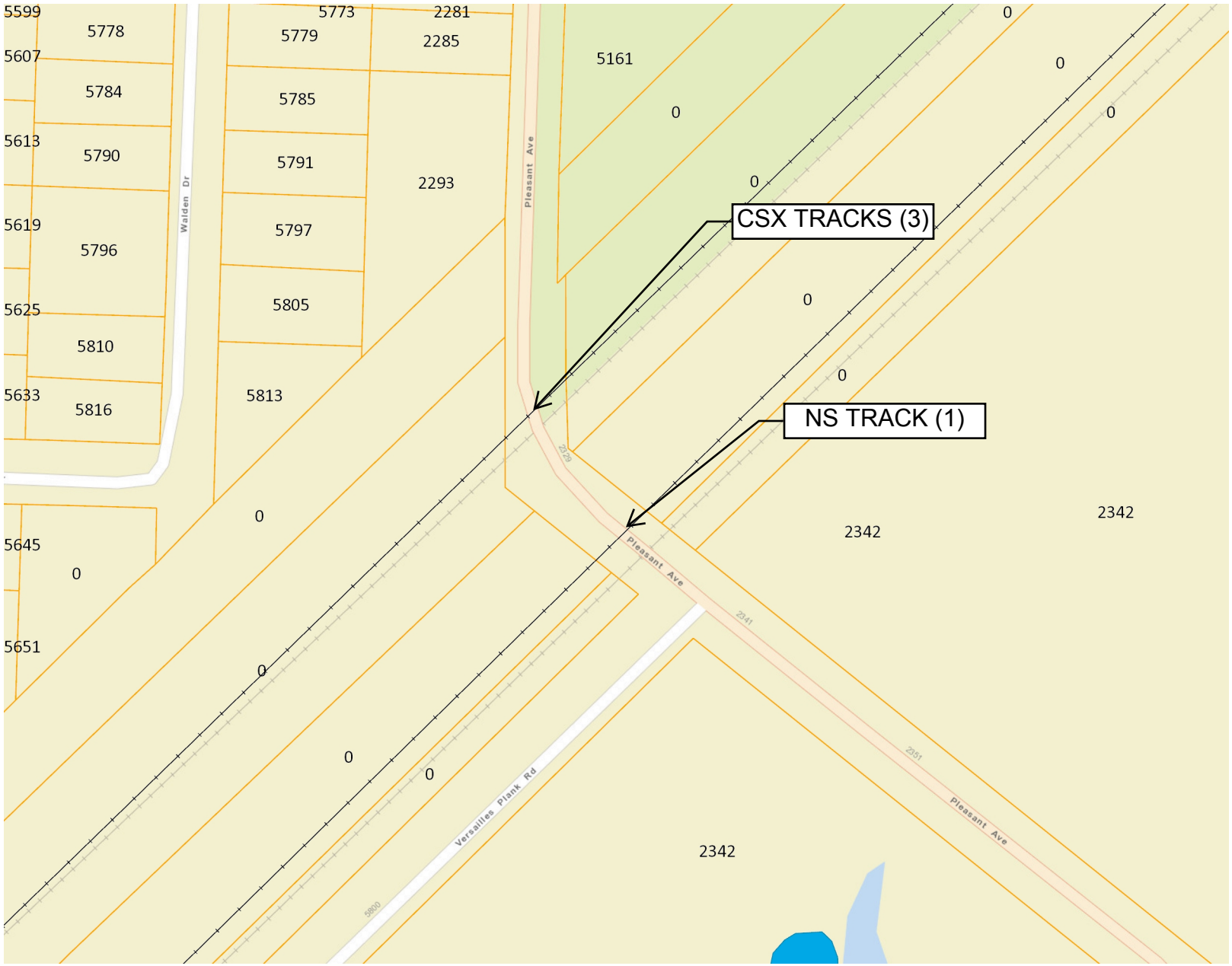
ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 72,223

Erie County On-Line Mapping Application

PLEASANT AVENUE LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

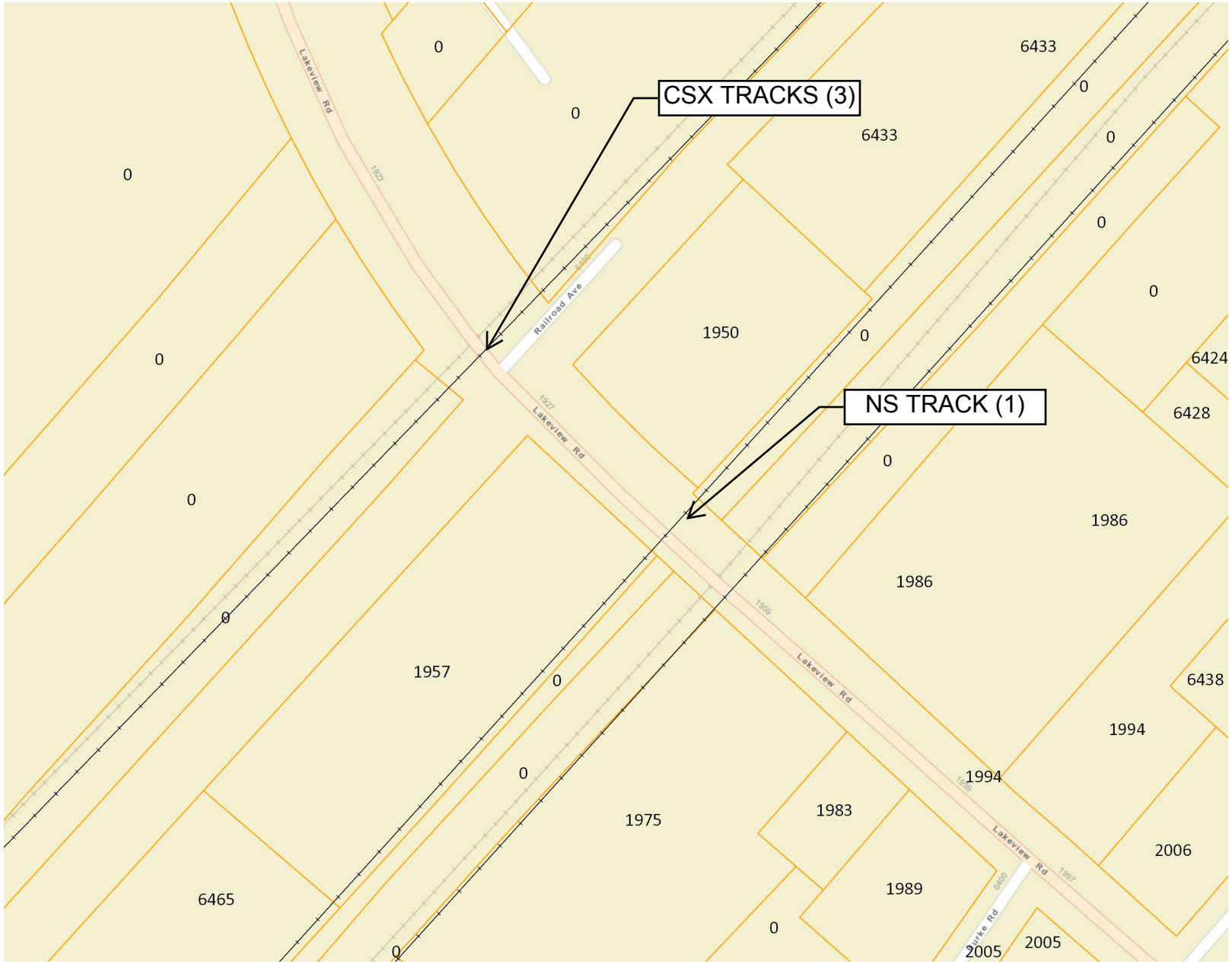
ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 2,256

Erie County On-Line Mapping Application

LAKEVIEW ROAD LOCATION MAP



Legend

- Railroads
- Parcels
- Lakes / Ponds
- Municipal Boundaries

0 188.00 376.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
THIS MAP IS NOT TO BE USED FOR NAVIGATION

ERIE COUNTY
DEPARTMENT OF ENVIRONMENT & PLANNING
OFFICE OF GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

1: 2,256

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
NS GRADE CROSSINGS
EXISTING CONDITIONS

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: NS ONLY ZO_45543 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
471719X	**PLEASANT AVE**	**2148**	**Gates**	0	0	25,699.25	MODIFY
471721Y	**LAKE VIEW RD**	**4293**	**Gates**	0	0	30,297.61	MODIFY

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	NS Only Zone
Type:	New 24-hour QZ
Scenario:	NS ONLY ZO_45543
Estimated Total Cost:	$0.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	16785.63
Quiet Zone Risk Index:	27998.43

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

PROPOSED TOWN OF HAMBURG RAILROAD QUIET ZONE
NS GRADE CROSSINGS
WITH SUPPLEMENTAL SAFETY MEASURES

Print This Page

Home | **Help** | **Contact** | **logoff** eliasdj@erdmananthony.com

Cancel Change Scenario: NS ONLY ZO_45543 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
471719X	**PLEASANT AVE**	**2148**	**Gates**	0	0	25,699.25	MODIFY
471721Y	**LAKE VIEW RD**	**4293**	**Gates**	0	12	7,574.40	MODIFY

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because QZRI is less than Risk Index with Horns.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	NS Only Zone
Type:	New 24-hour QZ
Scenario:	NS ONLY ZO_45543
Estimated Total Cost:	$13,000.00
Nationwide Significant Risk Threshold:	14347 .00
Risk Index with Horns:	16785.63
Quiet Zone Risk Index:	**16636.83**

Select

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

SSM CODES | other codes

1 Temporary Closure of a Public Highway-Rail Grade Crossing
2 Permanent Closure of a Public Highway-Rail Grade Crossing
3 Grade Separation of a Public Highway-Rail Grade Crossing
4 Four-Quadrant Gates Upgrade from Two Quadrant gates, No Vehicle Presence Detection
5 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and no Vehicle Presence Detection
6 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with Vehicle Presence Detection
7 Four-Quadrant Gates Upgrade from Two Quadrant Gates, with medians and Vehicle Presence Detection
8 Four-Quadrant Gates New Installation, No Vehicle Presence Detection
9 Four-Quadrant Gates New Installation with medians and no Vehicle Presence Detection
10 Four-Quadrant Gates New Installation with Vehicle Presence Detection
11 Four-Quadrant Gates New Installation with medians and Vehicle Presence Detection
12 Mountable medians with Reflective Traffic Channelization Devices
13 Non-Traversable Curb Medians with or without Channelization Devices
14 One-Way Streets with Gates

APPENDIX F
NON-STANDARD FEATURE JUSTIFICATION

NON-STANDARD FEATURE JUSTIFICATION FORM

Exhibit 3.3.3.2
Nonstandard Feature Justification

PIN:	5761.01	Route No. & Name:	Pleasant Avenue
Project Type:	Non-freeway 3R	Design Classification:	Local
ADT (2036)	2,448	Design Speed	30 mph
DHV (2036)	220	% Trucks:	5.0%

1. Description of Nonstandard Feature

Type of Feature (e.g., horizontal curve radius):	Curve Superelevation		
Location:	Curve STA. 2+27.2 to STA. 3+98.2		
Standard Value:	4% Max	Design Speed	30 mph
Existing Value:	-2.0%		
Proposed Value:	2.0%		

2. Accident Analysis

Current Accident Rate:	acc/mvm	Statewide Accident Rate:	acc/mvm
Is the NSF a contributing feature to identified accidents? Choose YES or NO	YES ☐	NO ☒	
If YES, describe how the feature contributes to accidents	N/A		

3. Cost Estimates

Cost to Fully Meet Standards:	It is not feasible to meet the standard due to the reconstruction impacts to project roadway.
Cost(s) For Incremental Improvements:	N/A

4. Measures to Mitigate the Potential Adverse Effects of the NSF (e.g., curve warning signs for a non-standard horizontal curve; ITS for non-standard LOS, etc.)

- Curve warning signs with advisory speed plaques to warn drivers in advance of sharp curves with non-standard superelevation
- Delineation of the curve using chevrons in addition to curve warning signs
- Skid resistant pavement to improve surface friction

5. Compatibility with Future Plans for Adjacent Segments

There are no other non-standard curve superelevations within the vicinity of the project and there are no plans to reconstruct this section of Pleasant Avenue in the near future.

6. Social, Economic & Environmental factors that weigh in the decision to retain or propose the NSF

The proposed superelevation rate of 2% through the curve will improve recommended operating speed to 26 mph from the existing normal crown which has an allowable operating speed of 24.6 mph. Increasing the superelevation rate to the standard 4% maximum would improve operating speed to 26.8 mph and require significant reconstruction of Pleasant Avenue. Reconstruction is not in the scope of this project and does not provide incremental improvement. The horizontal curve would have to be widened in order to fully meet standards that would also require reconstruction.

7. Recommendation

The proposed curve superelevation of 2% will remain as proposed because the superelevation cannot be increased enough to exceed the design speed while meeting the standard without reconstructing Pleasant Avenue. Widening the horizontal curve would also require reconstruction and is not feasible.

APPENDIX G
CORRESPONDENCE

FEDERAL AID NOTIFICATION (FAN) LETTER
TOWN OF HAMBURG LWRP COORDINATION & BOUNDARY MAPS
NYSDEC NATURAL HERITAGE PROGRAM RESPONSE
CULTURAL RESOURCES – SECTION 106 RECOMMENDATIONS

ERDMAN ANTHONY

August 18, 2016

NYS Department of State
Office of Planning and Development
One Commerce Plaza, Suite 1010
99 Washington Avenue
Albany, NY 12231-0001

RE: FEDERAL AID NOTIFICATION
BAYVIEW RD, PLEASANT AVE, LAKEVIEW RD RAILROAD QUIET ZONES
TOWN OF HAMBURG, ERIE COUNTY, NEW YORK
PIN 5761.01

To Whom It May Concern:

The Town of Hamburg is in the advance design phase of the above mentioned, federally funded project. The funding source is the Federal Highway Administration (FHWA). Erdman Anthony is providing planning and engineering services on behalf of the Town of Hamburg for the referenced project. The scope of work involves the implementation of railroad quiet zones at railroad grade crossings of Bayview Road, Pleasant Avenue and Lakeview Road with CSX Transportation and Norfolk Southern Railway. Proposed work includes installation of supplemental safety measures (SSM), milling and overlay of existing pavement approximately 150 feet east and west of the railroad crossings. The Bayview Road and Pleasant Avenue project locations are located within a State Coastal Zone Management (CZM) areas in the Town of Hamburg, Erie County. The Town of Hamburg has an approved local waterfront revitalization plan.

This project is a State Environmental Quality Review Act Type II Action, not requiring any federal permits. As such, the project does not quality for programmatic consistency. The Town of Hamburg is required to submit a Federal Aid Notification letter to the New York State Department of State to ensure compliance with the Coastal Management Program.

Please let this letter serve as the Federal Aid Notification (FAN) for this project. If you have any questions, or require additional information, please feel free to contact me at 585-427-8888.

Sincerely,

Robert Schiller, PE
Associate

ERDMAN ANTHONY

From: Rick Lardo <rlardo@townofhamburgny.com>
Sent: Friday, June 17, 2016 12:32 PM
To: Dennis J. Elias
Subject: Hamburg LWRP Qzone
Attachments: CCF06172016_00000.jpg; CCF06172016_00001.jpg

Dennis,

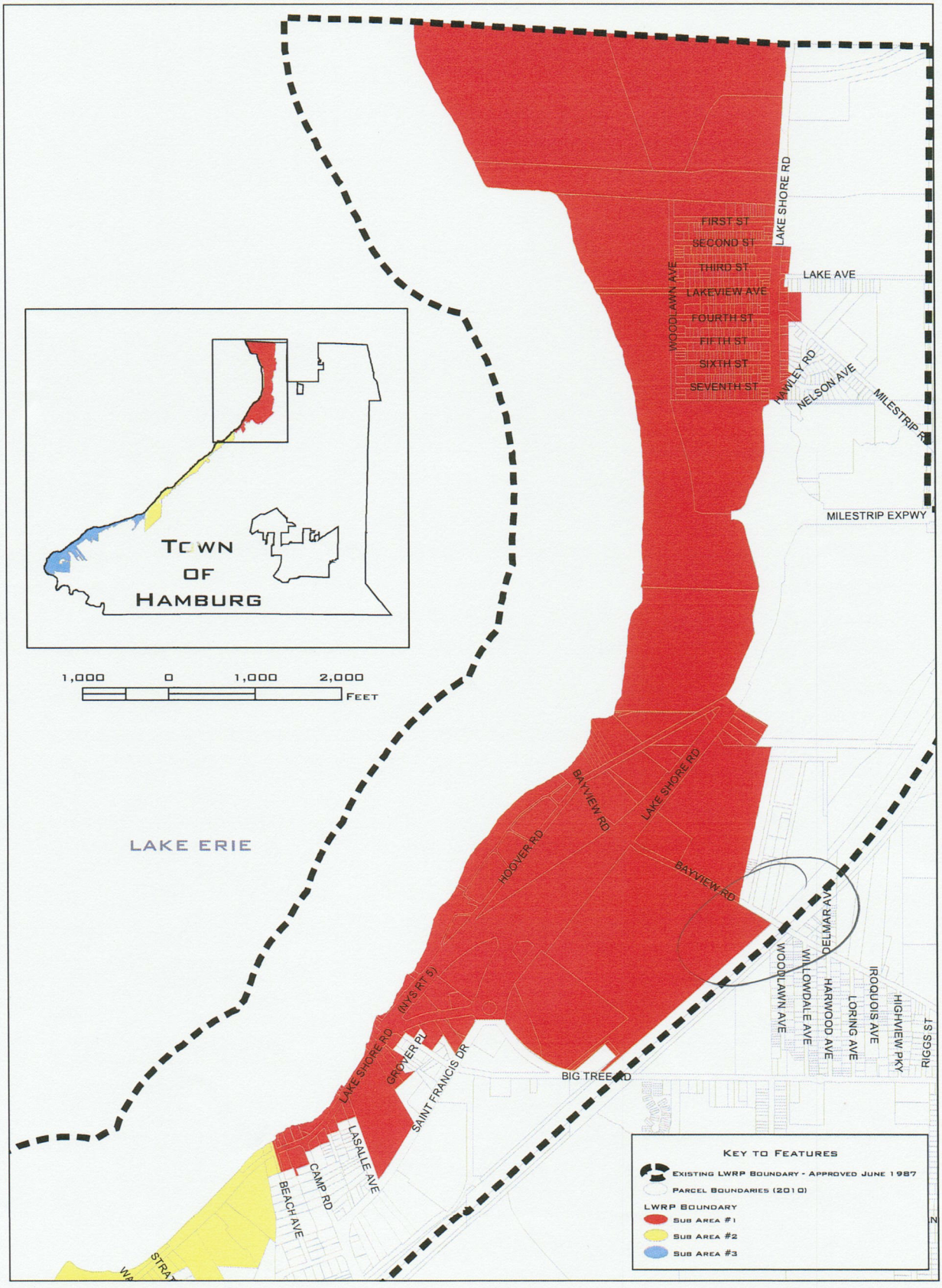
See attached approved LWRP maps showing the proposed work area is not within the LWRP. The LWRP was revised in 2010. The original area, shown as a dash line on the print, would have included the work area. Hopefully this will resolve that issue.

Rick

Richard J. Lardo
Principal Engineer

Town of Hamburg
Engineering Department
6100 South Park Avenue
Hamburg, New York 14075
Ph: 716.649.6111 ext. 2354
Fax: 716.649.2522
Email: rlardo@townofhamburgny.com

Town of Hamburg LWRP Boundary - Sub Area #1



wendel

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS, P.C. SHALL ASSUME NO LIABILITY FOR:

1. ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED WITH THE EXCEPTION OF LWRP BOUNDARY OR EXISTING LWRP BOUNDARY, OR;

2. ANY DECISION MADE OR ACTION TAKEN OR NOT TAKEN BY THE READER IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER

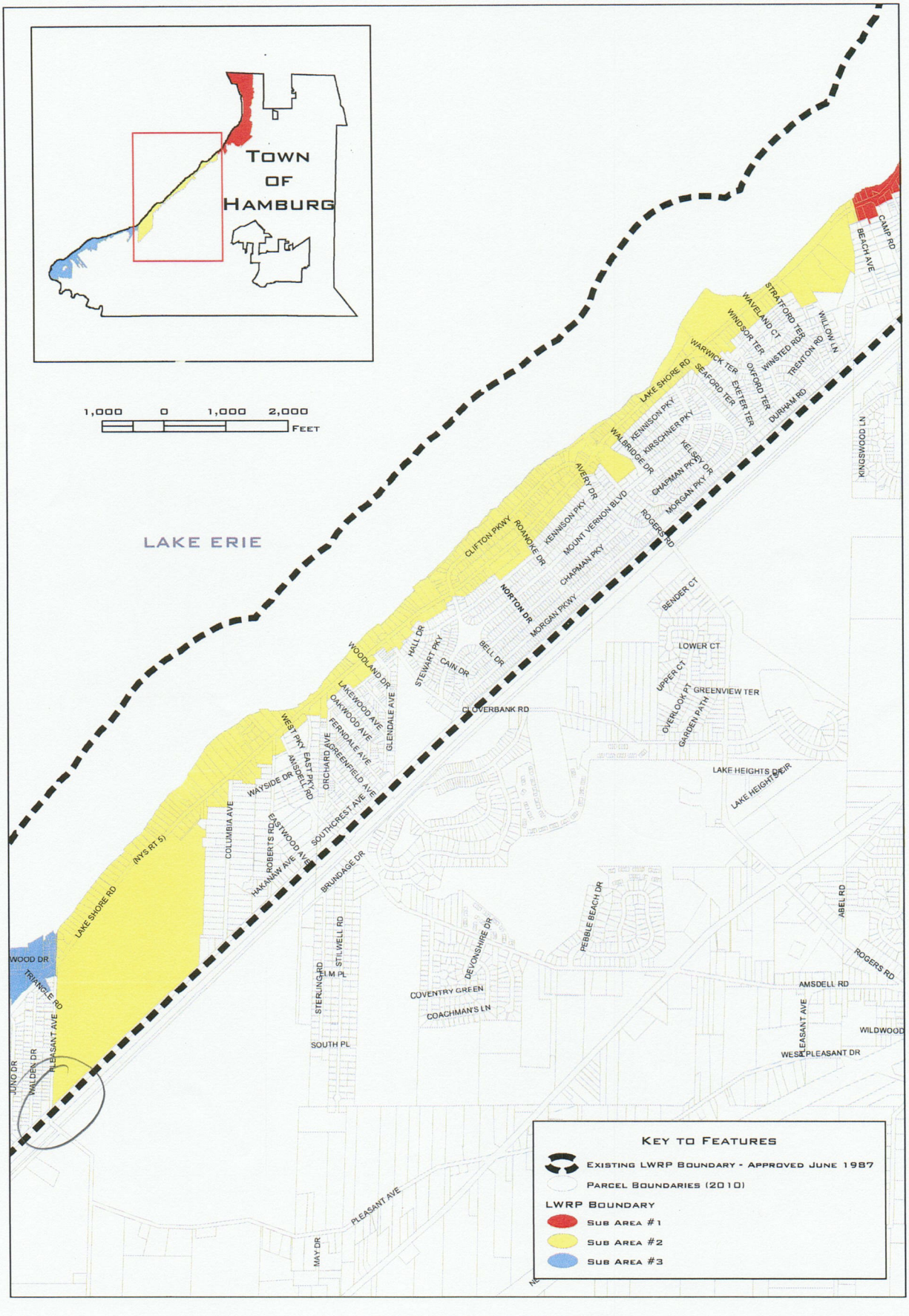
DATA SOURCES: TOWN OF HAMBURG

MAP 1-A

WD PROJECT # 300810MHAM

NOVEMBER, 2010

Town of Hamburg LWRP Boundary - Sub Area #2



wendel

WENDEL DUCHSCHERER ARCHITECTS & ENGINEERS, P.C. SHALL ASSUME NO LIABILITY FOR:

1. ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED WITH THE EXCEPTION OF LWRP BOUNDARY AND EXISTING LWRP BOUNDARY, OR;

2. ANY DECISION MADE OR ACTION TAKEN OR NOT TAKEN BY THE READER IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER

DATA SOURCES: TOWN OF HAMBURG

MAP 1-B

WD PROJECT # 300810MHAM

NOVEMBER, 2010

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov

June 17, 2016

Rob Schiller, PE
Erdman Anthony
145 Culver Road, Suite 200
Rochester, NY 14620

Re: Bayview Road, Pleasant Avenue, and Lakeview Road Railroad Quiet Zones (PIN 5761.01)
Town/City: Hamburg. County: Erie.

Dear Rob Schiller:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at your site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Andrea Chaloux

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program

759

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

ANDREW M. CUOMO
Governor

MATTHEW J. DRISCOLL
Commissioner

Cathy Calhoun
Chief of Staff

MEMORANDUM

TO: Jimmy Tay, Regional Local Project Liaison, Region 5

FROM: Andrew G. Brayman, Regional Cultural Resource Coordinator, Region 5 AGB

SUBJECT: **PROJECT SUBMITTAL PACKAGE - SECTION 106 RECOMMENDATIONS**
HAMBURG RAILROAD QUIET ZONES
TOWN OF HAMBURG, ERIE COUNTY
PIN 5761.01

DATE: May 4, 2016

As the Regional Cultural Resource Coordinator, I have reviewed the above-referenced, locally administered, federal aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800).

Based on our review, we have concluded:

☒ The project activities consist of construction/maintenance activities which is considered exempt by FHWA from further Section 106 review. The project takes place: 1.) entirely within the existing Right-of-Way or where only minor amounts of Right-of-Way are required, 2.) all earthwork occurs in disturbed soils, 3.) no vegetation or tree removal occurs at buildings over 50 years old, 4.) when within a district eligible for, or included in, the National Register of Historic Places, all the proposed work involves in-kind rehabilitation or replacement, pavement markings or routine maintenance, and 5.) all proposed project actions are included in the list of exemptions summarized below.

☒ **Pavement:** Routine pavement/shoulder maintenance (such as crack filing, patching, joint repair or grooving), in-kind pavement/shoulder rehabilitation (with no undercutting of existing sub base), in-kind pavement/shoulder overlays, asphalt overlays on PCC pavement/shoulders or replacing asphalt shoulders/pavement with concrete within the existing Right-of-Way, adding rumble strips to existing pavement.

☐ **Curb & Sidewalk**: In-kind curb and sidewalk replacement or new curb within the existing roadway, making sidewalks handicap accessible, providing 'bulb-outs' or other traffic calming elements.

☐ **Signs & Markings:** New signs or in-kind sign replacements, pavement markings including raised markings and changes in lane width markings.

☐ **Appurtenances**: Existing guiderail replacement, new guiderails on existing shoulders, safety end treatments for existing guiderails, in-kind existing median barrier replacement.

☒ **Drainage & Utilities**: In-kind replacement of existing culverts (unless culvert is unusual or made of stone), adding new drainage pipes within the existing roadway prism, upgrading, replacing or repairing underground utilities in the same general location and pavement to be restored in-kind, upgrading or replacing utility poles in the approximate same location.

☐ **Bridges:** Routine bridge maintenance, including washing cleaning and other periodic maintenance, bridge painting (including matching bridge color within historic districts), bridge substructure repairs where no excavation is proposed, and for bridges less than 50 years old: bridge replacement if all work is within the existing roadway prism or disturbed areas with no on-site detour is proposed, existing deck or approach pavement rehabilitation, existing deck rehabilitation, milling or grooving bridge decks, expansion joints and/or membrane replacement and railing replacement (in-kind in historic districts), and railing repair.

☒ **Other:** Adding or revising channelization and turning lanes at intersections within the existing curb lines, ramp metering installations, replacing existing traffic signals (in-kind if in historic districts), upgrading existing highway lighting, replacing existing lighting in-kind (or with lighting previously used in historic districts), installing electronic ITS equipment such as CCTV, computerization pavement loops, adding flush or raised medians within the overall roadway width, new railroad signals and gates, and in-kind replacement of railroad signals and gates.

The project activities will have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project's environmental documentation.

SJJ/AGB/FRG/frg

APPENDIX H
SMART GROWTH SCREENING TOOL

Prepared By: Erdman Anthony

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to STOP for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth Guidance document.

Title of Proposed Project: Bayview Road, Pleasant Avenue, and Lakeview Road Railroad Quiet Zones

Location of Project: Town of Hamburg, Erie County, New York

Brief Description: The proposed project will include a traffic channelization and pavement improvements to allow for the implementation of three railroad quiet zones along three corridors.

A. Infrastructure:

Addresses SG Law criterion a. –
(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

   Yes ☒ No ☐ N/A ☐

   Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

   This project proposes to improve existing infrastructure by:
   -Providing Supplemental Safety Measures or Alternate Safety Measures in accordance with current FRA guidelines to allow for the implementation of the quiet zones.
   -Restore pavement to good condition and rideability using cost effective pavement treatments which provide a minimum service life of 25 years.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in NYSDOT PDM Exhibit 7-1 and described in 7-4:
   https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm

   - Shoulder rehabilitation and/or repair;
   - Upgrade sign(s) and/or traffic signals;

- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, STOP here. Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

   Yes ☐ No ☐ N/A ☒

   Explain: (use this space to expand on your answers above)

   This project will create railroad quiet zones. In a quiet zone, railroads are directed to cease the routine sounding their horns when approaching public highway-rail grade crossings

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

   Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

   Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

   Yes ☐ No ☒ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

   Yes ☐ No ☒ N/A ☐

   Explain: (use this space to expand on your answers above)

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

   Yes ☐ No ☐ N/A ☒

2. Will the project foster brownfield redevelopment?

   Yes ☐ No ☐ N/A ☒

3. Will this project foster enhancement of beauty in public spaces?

   Yes ☐ No ☐ N/A ☒

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

   Yes ☐ No ☐ N/A ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

   Yes ☐ No ☐ N/A ☒

6. Will this project foster integration of all income groups and/or age groups?

   Yes ☐ No ☐ N/A ☒

7. Will the project ensure predictability in land use codes?

   Yes ☐ No ☐ N/A ☒

8. Will the project ensure predictability in building codes?

   Yes ☐ No ☐ N/A ☒

   Explain: (use this space to expand on your answers above)

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

   Yes ☐ No ☒ N/A ☐

2. Will this project enable reduced automobile dependency?

   Yes ☐ No ☒ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

   Yes ☐ No ☒ N/A ☐

   (Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

   Explain: (use this space to expand on your answers above)

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

   Yes ☐ No ☒ N/A ☐

2. Is the project consistent with local plans?

   Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

   Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

   Yes ☒ No ☐ N/A ☐

   Explain: (use this space to expand on your answers above)

   This project is consistent with the regional MPO's Transportation Improvement Plan and has been coordinated between NYSDOT, Erie County, and the Town of Hamburg.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

   Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

   Yes ☐ No ☐ N/A ☒

3. Will the project protect, preserve, and/or enhance air quality?

   Yes ☐ No ☐ N/A ☒

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

   Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

   Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

   Yes ☐ No ☐ N/A ☒

   Explain: (use this space to expand on your answers above)

This project will restore the existing pavement and enhance safety on approach to the railroad grade crossings. The surrounding areas will not be impacted.

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are not responsible for completing a Smart Growth Impact Statement. Proceed to Step 3.

Smart Growth Impact Statement

PIN: 5761.01

Project Name: Bayview Road, Pleasant Avenue, and Lakeview Road Railroad Quiet Zones

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

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This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement **(Section A)** to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed **(Section B.2).** For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box **(Section B.1)** is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

***I HEREBY CERTIFY**, to the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

Rob Schiller
Signature

3/30/16
Date

Project Engineer
Title

Robert Schiller, PE
Printed Name

Responsible Local Official (for local projects):

Richard J Lardo
Signature

6/24/2016
Date

PRINCIPAL ENGINEER ASST
Title

RICHARD J. LARDO
Printed Name

B. ATTESTATION (NYSDOT)

1. *I HEREBY:*

   ☐ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

   ☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

   (Attach additional sheets as needed)

   ☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. *NOW THEREFORE,* pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Signature	Date
Title	Printed Name