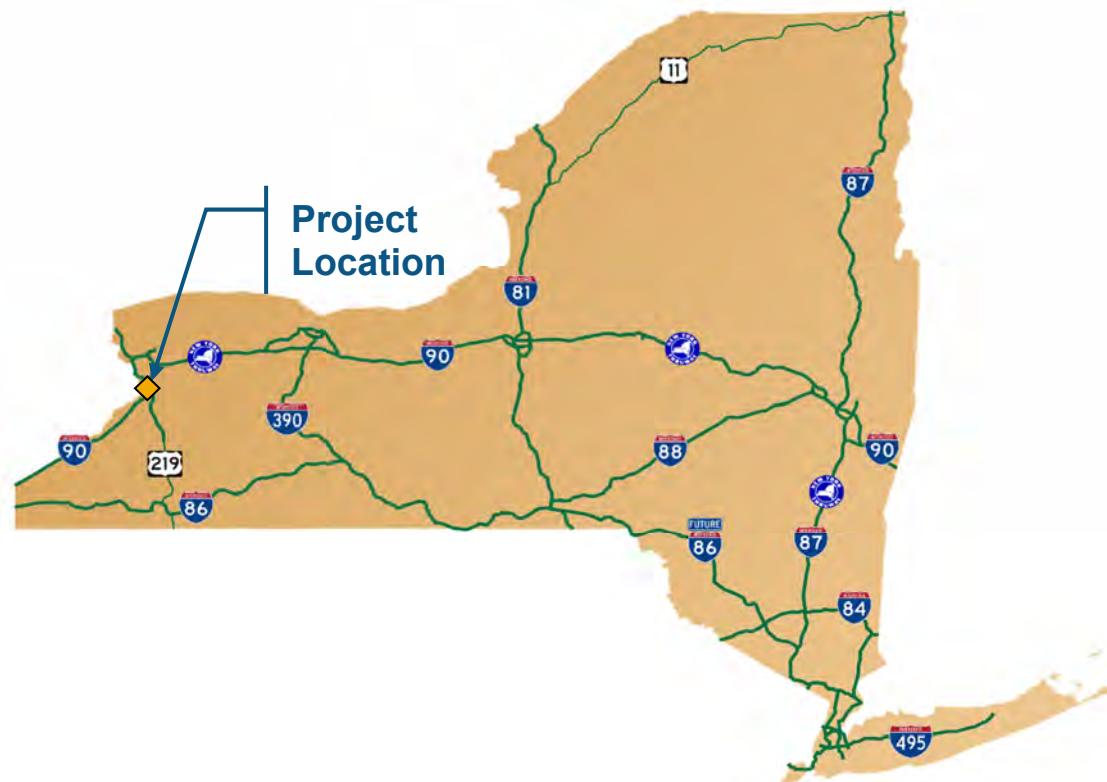


# Transportation Project Report

## Draft Initial Project Proposal/Final Design Report

December 2025

Abbott Road (CR4) Fisher Road to City of Buffalo Line  
Project Identification Number (PIN): 5764.15  
Bridge Identification Number (BIN): 3327420  
City of Lackawanna  
Erie County



Department of  
Transportation



U.S. Department of Transportation  
Federal Highway Administration



## Project Approval Sheet

### Milestones

### Signatures

### Dates

**A. Recommendation for, Initiation, Scope and Design Approval:**

The project cost and schedule are consistent with the Regional Capital Program.

Nickolas Kinderman, PE,  
Regional Planning and Program Manager

Date

**B. Recommendation for Scope, Design, and Nonstandard Feature Approval**

All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.

The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project.

Jessica Ross, PE, Project Manager,  
Bergmann

Date

**C. Public Hearing Certification**

A public hearing was not required.

Jessica Ross, PE, Project Manager,  
Bergmann

Date

**D. Categorical Exclusion Determination on Behalf of FHWA**

This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions.

Eric A. Meka, PE, NYSDOT Regional Director, Region 5 Date

**E. Local Project Nonstandard Feature Approval**

Nonstandard features on non-NHS local roadways have been appropriately justified.

Darlene M. Svilokos, PE, Director of Engineering,  
Erie County

Date

**F. Local Project Scope and Design Approval**

The required environmental determinations have been made, and the preferred alternative for this project is ready for final design.

Darlene M. Svilokos, PE, Director of Engineering,  
Erie County

Date

**CONTACTS:**

Jessica Ross, P.E., Project Manager, Bergmann  
Email: [Jessica.Ross@collierseng.com](mailto:Jessica.Ross@collierseng.com)  
Phone: (716) 710-3948

Gina Wilkolaski, P.E., Project Manager, Erie County Dept. of Public Works  
Email: [Gina.Wilkolaski@erie.gov](mailto:Gina.Wilkolaski@erie.gov)  
Phone: (716) 858-8067

**Mailing Address:**

Erie County DPW, Division of Highways  
95 Franklin Street, Room 1400  
Buffalo, NY 14202

## List of Preparers

**Group Director Responsible for Production of this Initial Project Proposal/Final Design Report (IPP/FDR):**

Jessica M. Ross, PE, Department Manager, Colliers Engineering & Design

Description of Work Performed: Directed the preparation of the IPP/FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

PLACE P.E. STAMP

**Note:** *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

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This report was prepared in accordance with the NYSDOT Project Development Manual and FHWA NEPA guidance including but not limited to 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.3), objectives established (1.4) to address the needs, and cost-effective alternatives developed (1.5). This project is federally funded.

23 CFR 771.117 b notes that actions normally classified as a Categorical Exclusion under NEPA will require FHWA to conduct environmental studies when unusual circumstances exist prior to determining NEPA classification. 23 CFR 771.117 b (4) identifies "Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action" as one of these unusual circumstances. The Erie County Department of Public Works, as the applicant, has made their SEQRA determination under separate cover prior to requesting signature on the Categorical Exclusion determination.

## 1.1 PUBLIC FRIENDLY DESCRIPTION OF PROJECT

The Abbott Road (CR 4) project is in the City of Lackawanna, Erie County, New York. The project limits extend from Fisher Road north to the City of Buffalo Line. This project will correct the existing pavement deficiencies and extend the pavement service using a multi-course pavement milling and resurfacing. The existing closed highway drainage system will be repaired or replaced as necessary to fix deficiencies, improve stormwater collection capacity. Abbott Road at the signalized intersection with Ridge Road will be reconfigured with signal phasing adjustments to improve roadway capacity and enhance safety. Other improvements such as revised pavement markings and new traffic signing will also help to reduce the above statewide average high crash rate. Where necessary, pedestrian accommodations will be enhanced to comply with the latest ADA and PROWAG standards, including curb ramp replacements and pedestrian signal installations.

## 1.2 PROJECT LOCATION

- A. **Route number:** County Road 4
- B. **Route name(s)**
  - i. Abbott Road (CR 4)
- C. **SH (state highway) number and official highway description:** Not Applicable
- D. **BIN (Bridge Identification Number) and feature crossed:** 3327420 over Smoke Creek
- E. **City/Village/Township:** City of Lackawanna
- F. **County:** Erie
- G. **Length:** 0.93 centerline miles, 3.72 lane miles
- H. **Project Limits:** From Fisher Road to the City of Buffalo Line
- I. **Any other pertinent description information:** N/A
- J. **Federal Aid System:** Non-NHS
- K. **Functional Class:** Urban Minor Arterial
- L. **Existing AADT:**
  - i. Fisher Road to Ridge Road: 11,825 (July 2024 Traffic Count)
  - ii. Ridge Road to Dorrance Avenue: 11,493 (July 2024 Traffic Count)
- M. **Trucks (%):** 10.5% (July 2024 Traffic Count) (see note 9 on the Critical Design Elements table in Section 2.1)



**Figure 1-1: Project Location Map**

### 1.3 PROJECT NEED

Existing Characteristics of Concern	
Element	Measure/Indicator
Pavement Surface Rating	Sufficiency Rating= 7, Longitudinal cracking present
Crashes	Intersection of Abbott Road and Ridge Road: 2.30 crashes/MEV, Statewide Average = 0.24 crashes/MEV; Abbott Road, from Dorrance Avenue to Fisher Road: 10.61 crashes/MVM, Statewide Average = 6.11 crashes/MVM
Drainage Deficiencies	Closed drainage system improvements are necessary to maintain the integrity of the existing closed drainage system. Existing drainage structures need to be repaired or replaced to efficiently capture and convey stormwater.
Pedestrian Facilities	Many of the existing curb ramps are not compliant with ADA and PROWAG requirements. There are no pedestrian signals or pushbuttons at traffic signals, with the exception of Abbott Road at Ridge Road.
Highway capacity	Currently the number of through lanes on Abbott Road is greater than what is necessary to accommodate the projected traffic volumes.

#### Pavement

The existing pavement surface is in fair condition, with areas of longitudinal cracking and various utility cuts throughout the project corridor. Signs of rutting can be observed at the approaches to the Ridge Road intersection. The pavement is bounded by concrete curb on both sides throughout the project corridor, with no visible signs of pavement failure or drainage issues at its interface with the curbline.

Based on pavement cores, the existing pavement section has an average thickness of approximately 8.5" to 11" in most locations, while the section near the intersection with Ridge Road has an average thickness of approximately 4" to 5". For more information on current pavement conditions, refer to the Subsurface Investigation Report located in Appendix D.

#### Safety

Crash data was reviewed for the period of March 1, 2021 to March 31, 2024. Over the course of those three years, 170 crashes occurred within the project limits. Refer to the Traffic Data Memorandum located in **Appendix C** for more information.

#### Drainage

The closed drainage system consists of a mostly concrete storm sewer main along Abbott Road with laterals that are a mix of concrete, clay tile, and corrugated steel pipes. Most of the mainline pipe is in generally good condition, with the exception of some sections which are misaligned, preventing positive drainage and resulting in areas of standing water and debris build-up. Some of the lateral connections are in very poor condition, most of which are the corrugated steel pipes, and in need of replacement. Other sections of pipe require repairs or slip lining to extend their useful service life without full replacement.

The existing drainage structures are concrete block drainage inlets. Some have had repair of the top section in the past. These structures are in poor condition with existing block falling into the structures in many locations, and their condition may be worsened by any adjacent

excavation. The drainage structures have curb openings (i.e. their frames have been cast into the concrete curbline), many of which have collapsed concrete that requires replacement. The existing manholes are mostly brick, and some are more recently installed concrete structures. All are in fair condition. Many manholes require rehabilitation, or potentially replacement, due to failures around inverts, previous patches, or where the concrete collar connects to the brick.

**Project Element(S) To Be Addressed:**

<input checked="" type="checkbox"/> Highway Element-Specific	<input type="checkbox"/> Operational Maintenance
<input type="checkbox"/> Bridge Element-Specific	<input type="checkbox"/> Where & When
<input type="checkbox"/> Other:	

**Priority Results:**  Mobility & Reliability  Safety  Security  
 Economic Competitiveness  Environmental Stewardship

**This project is being progressed as a:**

<input checked="" type="checkbox"/> Standard Construction Contract
<input type="checkbox"/> Response Contract - Requirements
<input type="checkbox"/> Response Contract - Standby Where & When
<input type="checkbox"/> Response Contract - Job Order Contract (JOB)
<input type="checkbox"/> Response Contract – Statewide Emergency Bridge

**1.4 PURPOSE/OBJECTIVES**

- (1) Correct identified pavement deficiencies, extend the useful life of the pavement by 10 years, and allow the roadway to be maintained in a structurally sound condition using cost-effective pavement rehabilitation techniques.
- (2) Improve safety conditions by using crash reduction measures to mitigate identified crash patterns.
- (3) Restore the existing closed drainage system to fair or good condition using cost-effective techniques.
- (4) Replace existing pedestrian facilities and signal appurtenances as necessary with new accommodations that meet Public Right-of-Way Accessibility Guidelines (PROWAG).
- (5) Remove excess highway capacity using cost effective methods while accommodating projected traffic volumes over a design period of 20 years.

**1.5 DESCRIPTION OF PROPOSED WORK**

The following alternatives are being considered for the Abbott Road project.

Alternative 0 – Null Alternative

Alternative 3 – Partial Road Diet

More details of each are described as follows:

**Alternative 0 (Null Alternative) – The No Action / Maintenance Only Alternative or “null”,** would maintain the existing pavement surface, drainage systems and pedestrian facilities along Abbott Road. No construction activities other than routine maintenance would be completed. This alternative would not improve the pavement surface, drainage system, or pedestrian

facilities. Traffic crash countermeasures to help reduce the high crash rate would not be completed. Although this alternative does not meet the project objectives, it will be retained for comparison to the other reasonable alternatives.

**Alternative 3 – Partial Road Diet on Abbott Road** would reduce the number of travel lanes on Abbott Road from two lanes in each direction to one lane in each direction with a center two-way left-turn lane from Smoke Creek to Dorrance Avenue. The 3-lane section would transition to tie into the existing four-lane section south of Norfred Drive. The left-turn lanes would end at the intersection at Dorrance Avenue and the through travel lanes would tie into the two-lane roadway within the City of Buffalo.

At the intersection of Abbott Road and Ridge Road, the number of through lanes in the north and south directions would be reduced from two lanes to one, with dedicated left and right turn lanes (i.e., continue road diet through intersection). Along with the addition of dedicated left turn lanes on Abbott Road, the signal phasing would be modified to include protected turn phases.

The existing pavement surface would be cold milled to a 3 ½-inch depth and resurfaced with a 2-inch binder course and a 1 ½" inch layer of top course asphalt. Inductance loops at signalized intersections would be replaced, where necessary, when disturbed by milling operations. Spot full depth asphalt pavement reconstruction would take place where necessary to address poor conditions. To rehabilitate the riding surface on the bridge over Smoke Creek, the existing bridge deck would be sealed and joints would be repaired as necessary.

Pedestrian facilities would be modified throughout the corridor as necessary to meet ADA requirements, and curb replacement and new ADA compliant curb ramp installations. At signalized intersections along the project corridor, audible pedestrian signals with pushbuttons and new crosswalk striping would be installed.

Drainage repairs would include replacement of all drainage inlet structures along Abbott Road, as well as rehabilitation or replacement of some of the storm sewer manholes where necessary. The storm sewer pipes that are in poor to fair condition would be restored with slip lining or replaced where slip lining is not a feasible solution. All corrugated steel and clay tile storm sewer laterals would be removed and replaced.

#### Alternatives Found to be Not Reasonable:

**Alternative 1 – Road Diet on Abbott Road** would provide similar improvements to those listed under Alternative 3; however, it would provide a three-lane section along the entire project corridor from Fisher Road to Dorrance Avenue. At the southern end of the project, there are many driveways and side streets that intersect with Abbott Road, an unfavorable condition for introducing the lane drop necessary to transition to a 3-lane section. Adding a merge point to a location with a high density of conflict points would not meet Objective 2 (improving safety conditions), therefore, Alternative 1 was dismissed from further consideration.

**Alternative 2 – Maintain Existing Lane Configuration and Widen at Ridge Road** would provide similar improvements to those listed under Alternative 1; however, this alternative would retain two through lanes in the north and south directions on Abbott Road and add left turn lanes on the approaches to Ridge Road (i.e., a five-lane section through the intersection plus a northbound right turn lane). With the addition of dedicated left turn lanes, the signal phasing would be modified to include protected turn phases. Widening the curb-to-curb width would require right-of-way acquisitions and have impacts to utility poles. It would also result in insufficient space for consistent five-foot sidewalks along the Abbott Road approach due to adjacent buildings, utility poles, and roadway signs. For these reasons, project objective 5 has

not been met and this alternative has been dismissed from further consideration.

See the Traffic Data & Analysis Memorandum in **Appendix C** for a more detailed evaluation of the alternatives.

For a more in-depth discussion of the design criteria and nonstandard features see Sections 2.1 and 2.3 of this report.

Design Standards	
Project Type	NYSDOT Design Guidance
2R Projects	NYSDOT Highway Design Manual Chapter 7, NYSDOT Comprehensive Pavement Design Manual
Sign and/or Traffic Signal Upgrading Projects	NYSDOT Highway Design Manual Chapter 11
Bicycle and Pedestrian Facilities	NYSDOT Highway Design Manual Chapters 17 & 18
Drainage System Restoration	NYSDOT Highway Design Manual Chapters 8 & 19

Critical Design Elements for Abbott Road (CR 4)					
PIN		5764.15	BIN (if applicable)		3327420
<b>Functional Class:</b>		Urban Minor Arterial	<b>NHS</b>	<input type="checkbox"/>	<b>Non-NHS</b> <input checked="" type="checkbox"/>
<b>Design Class:</b>		Arterial	<b>Context Class:</b>		Urban
<b>Project Type:</b>		2R Rehabilitation	<b>Terrain:</b>		Rolling
<b>Design Year AADT:</b>		South of Ridge: 13,470 <sup>10</sup> North of Ridge: 13,090 <sup>10</sup>	<b>Percentage of Trucks:</b>		10.5% <sup>9</sup>
<b>Truck Access or Qualifying Highway (QH)?</b>		Neither	<b>If not a QH, is project within 1 mi of a QH?</b>		Yes
<b>Existing or Proposed Bicycle Route?</b>		No	<b>Anticipated level of bicycle activity</b>		Low
Element		Standard		Existing Condition	Proposed Condition <sup>2</sup>
1	Design Speed	30 mph Minimum 45 mph Maximum HDM Section 2.7.2.3		30 mph posted	40 mph <sup>1</sup>
2a	Travel Lane Width	12 ft <sup>4</sup> 13 ft min. shared lane for bicycle accommodation HDM Section 7.5.2.2.B		10 ft	10-12 ft**
2b	Turning Lane	Left and right turning lanes 11 ft Minimum 12 ft Desirable HDM Section 7.5.2.2, Exhibit 7-9 HDM Section 2.7.2.3 <sup>5</sup>		10 ft	12 ft

Critical Design Elements for Abbott Road (CR 4)					
PIN		5764.15	BIN (if applicable)		3327420
Functional Class:		Urban Minor Arterial	NHS	<input type="checkbox"/>	Non-NHS <input checked="" type="checkbox"/>
Design Class:		Arterial	Context Class:		Urban
Project Type:		2R Rehabilitation	Terrain:		Rolling
Design Year AADT:		South of Ridge: 13,470 <sup>10</sup> North of Ridge: 13,090 <sup>10</sup>	Percentage of Trucks:		10.5% <sup>9</sup>
Truck Access or Qualifying Highway (QH)?		Neither	If not a QH, is project within 1 mi of a QH?		Yes
Existing or Proposed Bicycle Route?		No	Anticipated level of bicycle activity		Low
Element		Standard		Existing Condition	Proposed Condition <sup>2</sup>
2c	Two-Way-Left-Turn Lane (TWLTL)	11 ft minimum 14 ft desirable HDM Section 7.5.2.2, Exhibit 7-9 HDM Section 2.7.2.3 <sup>5</sup>		N/A	12 ft
2d	Parking Lane	8 ft HDM Section 7.5.2.2, Exhibit 7-8	10 ft (shared parking/travel curb lane)		8 ft
3	Shoulder Width	0 ft Minimum 5 ft Desirable HDM Section 7.5.2.2.C1		0 ft	2 ft
4	Horizontal Curve Radius	154 ft Min. /356 ft Desirable <sup>6</sup> (at $e_{max} = 4\%$ ) HDM Section 7.5.2.2.D HDM Section 2.7.2.3		> 356 ft <sup>8</sup>	> 356 ft
5	Superelevation	$e_{max} = 4\%$ HDM Section 7.5.2.2.E	Normal Crown		Normal Crown
6	Stopping Sight Distance (Horizontal and Vertical)	245 ft Minimum HDM Section 7.5.2.2.F HDM Section 2.7.2.3 <sup>7</sup>		> 245 ft	> 245 ft
7	Maximum Grade	Maintain Existing Grades HDM Section 7.5.2.2.G	3.6%		< 4.0%
8	Cross Slope	1.5% Minimum, 3% Maximum HDM Section 7.5.2.2 H	1.5 to 3.5%		1.5% to 2.5%
9	Vertical Clearance	Bridge Vertical Clearance 14 ft Minimum 14 ft 6-inch Desirable BM Section 2.3.1, Table 2-2 Traffic Signal Vertical Clearance 15 ft 6-inch Minimum NYSDOT Std. Sheet 680-07		> 15 ft 6 inch	> 15 ft 6 inch

Critical Design Elements for Abbott Road (CR 4)					
PIN		5764.15	BIN (if applicable)		3327420
Functional Class:		Urban Minor Arterial	NHS	<input type="checkbox"/>	Non-NHS <input checked="" type="checkbox"/>
Design Class:		Arterial	Context Class:		Urban
Project Type:		2R Rehabilitation	Terrain:		Rolling
Design Year AADT:		South of Ridge: 13,470 <sup>10</sup> North of Ridge: 13,090 <sup>10</sup>	Percentage of Trucks:		10.5% <sup>9</sup>
Truck Access or Qualifying Highway (QH)?		Neither	If not a QH, is project within 1 mi of a QH?		Yes
Existing or Proposed Bicycle Route?		No	Anticipated level of bicycle activity		Low
Element		Standard		Existing Condition	Proposed Condition <sup>2</sup>
10	Design Loading Structural Capacity	Superstructure: NYSDOT LRFD Bridge Design Specifications with LRFR Inventory Rating Factor $\geq 1.0$ and NYSDOT Standard Specifications for Highway Bridges, HS 20 Loading with LFR Inventory Rating Factor $\geq 1.0$  Substructure: NYSDOT LRFD Bridge Design Specifications BM Section 2.5.1 and Table 2-4		N/A	No proposed alterations to structural capacity
11	Americans with Disabilities Act Compliance <sup>3</sup>	HDM Chapter 18	Existing pedestrian facilities do not comply with HDM Chapter 18 standards	Proposed pedestrian facilities will comply with HDM Chapter 18. If there are pedestrian facility elements that cannot be made compliant, they will be justified as nonstandard. <sup>3</sup>	

## Notes:

- 1 Erie County has concurred that the proposed Design Speed of 40 mph is consistent with the anticipated off-peak 85<sup>th</sup> percentile speed and is within the design classification's range of design speeds for terrain and volume.
- 2 \*\* Denotes non-standard feature
- 3 Pedestrian facility nonstandard features to be retained or created will be justified in final design
- 4 Per HDM Section 7.5.2.2.B, the minimum lane width shall be the greater of existing width/Exhibit 7-8/or Exhibit 7-9 when the crash rate is higher than the statewide average
- 5 In accordance with HDM Section 7.5.2.2 , Exhibit 7-9 "Refer to HDM Chapter 2 for turning lane and parking lane widths.
- 6 Design Speed reductions allowed in HDM Section 7.5.2.2.D for determining curve radius will not be applied because the existing conditions already meet the criteria in HDM Section 2.7.2.3.
- 7 Design Speed adjustments allowed in HDM Section 7.5.2.2.F for determining SSD were not

applied to the design criteria table because the existing conditions already meet the criteria in Section HDM Section 2.7.2.3.

- 8 Existing horizontal curve radii as measured from survey data exceed 3900 ft. Proposed Curve radii shall not significantly differ from existing.
- 9 The truck percentage of 10.5% is based on the Automatic Traffic Recorder (ATR) count data collected in July 2024, counting all vehicles that are classified above FHWA class 4 (i.e., trucks with 6 or more tires). This is higher than the 2% trucks listed in the NYSDOT Traffic Data Viewer, due to differences with how the short-term machine ATR counters classify vehicles based on axles and spacing. The intersection turning movement count data collected with video showed 1-2% trucks on Abbott Road. However, the higher truck percentage based on ATR counts was used to select the more conservative design criteria.
- 10 The Design Year AADT is the projected volume for the year 2050 (ETC+20). The higher projected future volume was used to select the more conservative design criteria.

## 2.2 OTHER DESIGN PARAMETERS

Other Design Parameters			
Element	Parameter	Existing Conditions	Proposed Condition <sup>1</sup>
Level of Service - Intersection	LOS D or better	LOS D or Better	LOS D or Better
Level of Service - Corridor	LOS D or better	LOS D or Better	LOS D or Better
Drainage Design	Match Existing Capacity	-	Match Existing Capacity
Design Vehicle	WB-62 - Abbott WB-67 - Ridge SU - Local	WB-62 - Abbott WB-67 - Ridge SU - Local	WB-62 - Abbott WB-67 - Ridge SU - Local
Approach and Departure Taper Length (ft)	L Desirable $\frac{1}{2} L$ Minimum	N/A	> L
Bay Taper Length (ft)	50'-100' Desirable $\frac{1}{2} L$ Maximum	< $\frac{1}{2} L$	< $\frac{1}{2} L$
Lane Drop Taper Length (ft)	$\geq L$	N/A	$\geq L$
Two-Way Left-Turn Lane (TWLTL) Length (ft)	260 ft Minimum Desirable	N/A	> 260 ft
Bay (Queue) Storage Length (ft)	98 ft Minimum (for > 10% trucks)	> 98 ft	> 98 ft

<sup>1</sup> \*\* Denotes non-conforming feature

### 2.2.1 Level of Service

In accordance with HDM chapter 5 – Design Year is usually not established for 2R projects as traffic analyses are not always required unless the project will change the features that impact the roadway capacity. Due to the changes in the number of lanes and traffic signal reconfiguration it is prudent to check the project's effects to capacity, delay, and Level of

Service for ETC+10 and ETC+20.

### **2.2.2 Drainage**

Any drainage infrastructure specified for replacement shall be replaced to match the capacity of the existing infrastructure, except for culvert crossings beneath the Abbott Road pavement surface that are currently less than 18 inches in diameter. Those crossings will be upsized to a minimum of 18 inches.

### **2.2.3 Design Vehicle**

The design vehicle was determined based upon corridor context and whether the highway was classified as qualifying access highway. As Ridge Road is a qualifying access highway, it was determined that the design vehicle would be a WB-67. As Abbott Road is not, but adjacent to Ridge Road, and it sees truck traffic for local business deliveries and the like, it was determined that the design vehicle would be a WB-62. Erie County has concurred with this determination given the local use and context of each highway segment.

### **2.2.4 Tapers**

Using the criteria shown in Table 6B-4 of the National Manual on Uniform Traffic Control (MUTCD), the Taper Length (L) for Abbott Road was calculated to be approximately 97.5 ft. The posted speed (S) and offset width (W) used in the calculation were 30 mph and 6.5 ft, respectively.

## **2.3 NONSTANDARD/NONCONFORMING FEATURES**

There is one existing nonstandard feature that will be retained on the project corridor. It is the existing 10-foot travel lane width south of the proposed road diet section (i.e. from approximately Elmview Avenue to Fisher Road). The location of the transition from 4 lanes to 3 was selected based on the optimal length between cross streets and limited number of driveway conflicts in the vicinity; however, it leaves a small portion at the south end of the project with nonstandard 10-foot lanes. These lanes cannot be widened without substantial construction improvements, as the existing curb-to-curb width is 40 feet, and they match the conditions south of the project limits. A nonstandard feature justification form will be completed and submitted with final design for approval.

There are no other nonstandard or nonconforming roadway features within the project limits.

Existing pedestrian facilities within the scope of this project will be evaluated in final design for conformance with the applicable standards in the NYSDOT Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities found on the NYSDOT Highway Design Manual [Chapter 18 webpage](#). If the work at any facility will not meet the applicable standards, then the procedural requirements identified in ED 15-004 - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way will be followed and the facility will be rehabilitated, replaced or justified as nonstandard.

## **2.4 SPECIAL TECHNICAL ACTIVITIES REQUIRED**

### **Crash Analysis**

Crash data was collected and analyzed for the project corridor for the period from March 2021 through March 2024. A total of 170 crashes occurred within the study period, with a high percentage (44%) located at the intersection of Abbott Road and Ridge Road. Refer to the Traffic Data Memorandum in Appendix C for further details.

### Work Zone Traffic Control (WZTC)

Traffic will be maintained during construction with on-site lane closures. No detours will be required. All work zone signage and devices will be placed within the right-of-way (ROW)

## 2.5 WORKZONE SAFETY AND MOBILITY

Erie County has determined that this project is not significant per 23 CFR 630.1010.

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

## 2.6 ASSET MANAGEMENT

Applies       Not Applicable

## 2.7 POTENTIAL UTILITY INVOLVEMENT

Yes       No

Potential Utility Impacts				
Owner	Type (Denote OH/UG)	Location	Side	Impact
National Grid	Electric (OH)	Abbott Road, from Fisher Road to Dorrance Ave.	Lt.	None anticipated at this time.
National Fuel	Gas (UG)	Abbott Road, from Fisher Road to Dorrance Ave.	Both	None anticipated at this time.
Various	Communications (OH)	Abbott Road, from Fisher Road to Dorrance Ave.	Lt.	None anticipated at this time.
Various	Communications (UG)	Abbott Road, from Fisher Road to Dorrance Ave.	Lt.	None anticipated at this time.
Erie County Water Authority	Water (UG)	Abbott Road, from Fisher Road to Cloverleaf Ave.	Lt.	None anticipated at this time.
Erie County Water Authority	Water (UG)	Abbott Road, from Cloverleaf Ave. to Dorrance Ave.	Rt.	None anticipated at this time.
Erie County Division of Sewerage	Storm Sewer (UG)	Abbott Road, from Fisher Road to Dorrance Ave	Both	Minor rehab/repla

Management				cement
Erie County Division of Sewerage Management	Sanitary Sewer (UG)	Abbott Road, from Fisher Road to Dorrance Ave.	Both	Minor rehab/replacement

## 2.8 RIGHT OF WAY

All proposed work can be accomplished within the existing right of way, therefore, it is anticipated that no right of way acquisitions will be required for the project. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

## 3.1 ENVIRONMENTAL CLASSIFICATION

### National Environmental Policy Act (NEPA)

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically this action meets the description in 23 CFR 771.117(c)(22) described as "projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way."

In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, the NYSDOT on behalf of FHWA will make the NEPA environmental determination. Refer to the FEAW in Appendix B for the details of this determination.

### NEPA Cooperating/Participating Agencies

The following agencies have been identified as participating in an environmental review or authorization associated with this action and are considered Participating Agencies:

- New York State Department of Environmental Conservation (NYSDEC)
- New York State Historic Preservation Office (SHPO)
- New York State Natural Heritage Program (NHP)
- US Fish & Wildlife Service (USFWS)

### State Environmental Quality Review Act (SEQRA)

Erie County Department of Public Works, as the SEQRA lead agency, has evaluated this project in accordance with the State Environmental Quality Review (SEQRA) regulations in 6 NYCRR Part 617.

The County has determined that this project, is a listed SEQRA Type II action under 6 NYCRR 617.5(c) in item (5), as it is the "repaving of existing highways not involving the addition of new travel lanes." As it does not exceed any of the Type I thresholds in Section 617.4, this project qualifies as a Type II action and is not subject to further SEQRA processing.

The following Checklist(s) are provided in the Appendices as noted:

Federal Environmental Approvals Worksheet (FEAW) – Appendix B

Social, Economic and Environmental Resources Checklist – Appendix B  
 Capital Projects Complete Streets Checklist – Appendix C

### 3.2 ENVIRONMENTAL DOCUMENTATION

Comparison of Alternatives		
Category	Alternatives Evaluated	
	Alternative 0 - Null	Reasonable/Preferred Alternative 3 – Partial Road Diet
Wetlands – State	None	TBD
Wetlands – Federal	None	EO 11990 does not apply
Surface Waterbodies	None	No permits apply
Threatened and Endangered Species – Federal	None	Northern Long-Eared Bat – Endangered May Affect, Not Likely to Adversely Affect  Monarch Butterfly – Proposed Threatened No Jeopardy – No Consultation Required (Cat Ex)
Threatened and Endangered Species – State	None	Northern Long-Eared Bat – Endangered TBD – Assumed Take Not Likely
Cultural – Historic Resources	None	TBD – PSP Submitted to NYSDOT
Farmlands	None	Teel silt loam and Collamer silt loam, 3-8% slopes – Prime Farmlands  The project will not convert any prime farmlands to a nonagricultural use.
Air Quality	None	Exempt
Asbestos	None	Potential utility impacts
Hazardous Waste - Contaminated Materials	None	Sites with potential contaminated soils were identified.

Comparison of Alternatives		
Category	Alternatives Evaluated	
	Alternative 0 - Null	Reasonable/Preferred Alternative 3 – Partial Road Diet
		Slag is present associated with the subbase materials.
Comprehensive Plan – Niagara River Greenway Plan	None	No Impact

### 3.2.1 Comprehensive Plans and Zoning

All alternatives under consideration for the Abbott Road project propose that the highway remain on a similar horizontal and vertical alignment as the existing conditions, which is consistent with current zoning and the following comprehensive plans: City of Lackawanna Cleaner Greener Communities (CGC), Erie County Community Climate Action Plan, Niagara River Greenway Plan (NRGP), and Greater Buffalo Niagara Regional Transportation Council's (GBNRTC) 2023-2027 Transportation Improvement Program (TIP).

The project is included on the GBNRTC TIP and is adjacent to the NRGP.

### 3.2.2 School Districts and Places of Worship

The proposed project corridor is within the Lackawanna City School District. Lackawanna Middle/High School is located southwest of the project site. The main entrance to the high school is on Martin Road but several side entrances are accessed by side streets originating on Abbott Road. Additionally, Children First Catholic Childcare and Early Learning is located at 1478 Abbott Road. The main entrance is on Greenwood Avenue, just east of the intersection with Abbott Road. No other schools are located in proximity to the project corridor.

Two entrances to St. Stephens Serbian Orthodox church are located on Abbott Road near the intersections of Abbott Road with Weber Road and Fisher Road. An entrance to Our Lady of Bistrica Croatian Catholic Church is located off of West Elmview Avenue, just west of the intersection with Abbott Road. Additionally, the Lackawanna Islamic Community Center is located at 1446 Abbott Road. There are no other places of worship in the immediate vicinity of the project area.

During construction there may be delays to school buses and motorists traveling through the corridor. However, since the project site is located in an urban corridor with a densely developed streetscape, the local street network allows for a number of discretionary detours for motorists wishing to avoid the construction limits. These impacts will be temporary.

Pedestrians may also find delays along walking paths/sidewalks. On-site sidewalk detours will be used during construction to accommodate pedestrians. The overall result of the project will be positive with proposed curb ramp improvements that will result in better mobility and safety along the route for students and the general public.

### 3.2.3 Community Cohesion and Emergency Services

The project will not divide neighborhoods, isolate part of a neighborhood or generate new development or otherwise affect community cohesion. This stretch of Abbott Road is zoned for primarily commercial use with a small section zoned as mixed residential. Retail uses in the area are primarily vehicle oriented and no permanent changes to access are expected. Streets beyond the immediate vicinity of Abbott Road are dominated by single family homes.

The project is consistent with the comprehensive plans in place in the area or adjacent to the area, including the City of Lackawanna CGC, Erie County Community Climate Action Plan, NRGP, and the GBNRTC TIP.

Lackawanna Fire Department Station 2 is located at 1630 Abbott Road. The station will be informed of the project and its impacts prior to the start of construction. While emergency vehicle access to the road will be provided at all times during construction, depending on the location some fire calls may experience slower than normal response times. There will be no long term impacts.

### **3.2.4 Wetlands**

#### **State Wetlands**

As of January 1, 2025, the current NYS Freshwater Wetlands Maps no longer limit New York State Department of Environmental Conservation (NYSDEC) regulatory jurisdiction to wetlands depicted on the NYSDEC Environmental Resource Mapper (ERM): the NYS Freshwater Wetlands Maps are not referred to as Previously Mapped Freshwater Wetlands. Jurisdictional protections for previously mapped freshwater wetlands will remain as NYSDEC jurisdictional authority expands to include wetlands meeting the freshwater wetland definition and state jurisdictional criteria for protection. If necessary, jurisdictional determinations and wetland classifications will be made by NYSDEC staff based on wetland acreage and characteristics meeting jurisdictional criteria.

A site visit on May 9, 2025, did not indicate the presence of state jurisdictional wetlands or other lands potentially meeting the definition of wetland. However, a Freshwater Wetlands Parcel Jurisdictional Determination was submitted on October 22, 2025, per the recommendation of the NYSDEC in their environmental review letter for the project. A response has not been received at the time this report was submitted on December 5, 2025.

#### **Federal Jurisdictional Wetlands and Open Water Habitats**

A site walkover and assessment of the project area was conducted after reviewing the National Wetland Inventory (NWI) maps, soil survey mapping, and aerial photos.

*Map/Field Review:* Smoke Creek is mapped as a permanently flooded, lower perennial riverine system with an unconsolidated bottom (R2UBH). A site visit on May 9, 2025, confirmed that Smoke Creek is an open water habitat and not a wetland. There are no other open water or wetland areas within the vicinity of the project site and Smoke Creek will not be impacted by the project.

*EO 11990:* The project site has been reviewed for federal wetlands in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the definition of Waters of the United States in 33 CFR 328. It has been determined the project will not impact areas that meet these criteria. Executive Order 11990 Protection of Wetlands does not apply.

### **3.2.5 Surface Waterbodies**

A NYSDEC mapped stream, Smoke Creek – Class C, Standard C, is associated with Abbott Road (CR-4). The project site is within the Buffalo-Eighteenmile Watershed (HUC 8 04120103). The Class C designation, as defined in 6 NYCRR Part 701, indicates the best usage of this stream is fishing. Water quality should be suitable for fish propagation and survival and for primary and secondary contact recreation, although other factors may limit the use for these purposes. Smoke Creek is federally regulated under the Clean Water Act as a Water of the US. The project activities do not involve excavation in or the discharge of dredged or fill materials into Waters of the US. No permits under this Section are anticipated.

### **3.2.6 Groundwater**

The proposed project was reviewed for compliance with federal and state regulations regarding aquifer and drinking water protection. A review of the United States Environmental Protection Agency (EPA) designated Sole Source Aquifer (SSA) Areas Federal Register Notices, Maps, and Fact Sheets indicates that the project is not located in or adjacent to a SSA Area. No federal review and/or approvals are required pursuant to Section 1424(e) of the Safe Drinking Water Act.

The NYSDEC aquifer GIS data files have been reviewed and indicate 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.

### **3.2.7 Stormwater Management**

It is anticipated that less than one acre of soil disturbance will occur, including construction of any access roads, stockpiles, clearing, and grubbing, coverage under the NYSDEC Construction Stormwater General Permit, GP-0-25-001, will not be required. Although erosion and sediment control measures are not required, they will be considered where reasonable to protect nearby waterways and prevent soil displacement during construction.

### **3.2.8 Floodplain Evaluation**

Compliance with Executive Order (EO) 11988, 23 CFR 650, Subpart A and 6 NYCRR Part 502 is required since portions of the project are located within the 1% annual chance floodplain (100-year floodplain) as indicated on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Erie County. Therefore, an encroachment exists, and a floodplain assessment or analysis has been conducted. The project is located in an adopted regulatory floodway.

EO 11988: This project consists of in-kind element-specific project work on a transportation facility that already occurs within a floodplain. No further review is required.

23 CFR 650.111(d): This action has considered and evaluated the practicality of alternatives to any floodplain encroachments. As a result of this evaluation, it is concluded that a significant encroachment does not exist because, (1) there is no significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles, (2) there is not a significant risk and (3) there are no significant impacts on natural beneficial floodplain values. The project also complies with the requirements of 6 NYCRR 502.4(a).

### **3.2.9 General Ecology and Endangered Species**

#### **General Ecology**

The project corridor is along a section of Abbott Road that is dominated by commercial businesses and a small number of residential homes. The corridor consists of Abbott Road and its intersections with adjacent side streets, adjacent sidewalks, and mown grass. Trees, ornamental vegetation, and unmanaged vegetation along the corridor of Smoke Creek are outside the project boundaries.

### **Endangered and Threatened Species**

An official species list was created from the US Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) for this project and is included in Appendix B. The project was also screened using the NYSDEC ERM, the NYSDEC Environmental Assessment Form (EAF) Mapper, and the NYSDEC Nature Explorer for known occurrences of rare species.

*Federal Review* – The USFWS online IPaC review was conducted for the project on August 15, 2024, and most recently updated on October 30, 2025. A copy of the results is included with this documentation. The most recent review indicated that there are two (2) federally listed, threatened, or endangered species in the project area: (1) the endangered northern long-eared bat (*Myotis septentrionalis*) and (2) the proposed threatened monarch butterfly (*Danaus plexippus*).

The northern long-eared bat (NLEB) is listed as an endangered species. Based on the USFWS Technical Assistance Letter that was generated from the IPaC review under the FHWA, FRA, FTA Programmatic Biological Opinion (PBO) for Transportation Projects within the range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat, a "May Affect, Not Likely to Adversely Affect" determination was reached for the NLEB. An IPaC Concurrence Verification Letter dated November 17, 2025, indicated that the project was determined to be a preliminary "May Affect, Not Likely to Adversely Affect" for the NLEB subject to a 14-day review period from the USFWS ending December 1, 2025. No comments were received during this period. No trees will be removed as a part of this project.

A bridge bat survey was completed on October 2, 2025, due to proposed milling activities along the surface of Abbott Road adjacent to the bridge over Smoke Creek (BIN 3327420). No bats or evidence of bats were observed during this assessment.

The monarch butterfly is a proposed threatened species. On December 31, 2024, FHWA determined that projects classified as Categorical Exclusions (CE) will not jeopardize the continued existence of the species. Requirements under Section 7(a)(4) have been satisfied and conference with USFWS is not required.

In addition, there were no critical habitats identified within the project area.

*State Review* – The NYSDEC ERM, EAF Mapper, and the NYSDEC Nature Explorer were used to review the presence of state-listed rare species in or near the proposed project site, and the presence of significant natural communities on August 15, 2024, and most recently on October 22, 2025. A 1.5-mile screening distance around the perimeter of the project site was used to identify rare species, as recommended by the NYS Natural Heritage Program (NHP) in NYSDOT TEM 4.4.9.3.5. No state rare species were identified. However, the northern long-eared bat is automatically state listed due to its federal listing. Erie County, in consultation with the NYSDOT, has made a "Take Not Likely" determination for the state-listed NLEB.

The NYSDEC Region 9 Division of Environmental Permits was contacted via a query letter on

April 30, 2025, regarding any restrictions to construction activities due to rare species, fish spawning seasons, and water quality concerns. A response letter was received on May 15, 2025, and does not comment on the presence or absence of state rare or listed species within the project site.

### **Invasive Species**

A field inspection of the existing corridor was performed on May 9, 2025, to determine if any invasive species are present within the right-of-way. No invasive species were identified along the project corridor during the field inspection.

Precautions must be taken to prevent the introduction of invasive species during project design and construction.

During construction, impacts will be minimized by specifying native plants for landscaping and eliminating the use of invasive landscape plants. To prevent the unintentional introduction or spread of invasive species, the County must ensure that all construction equipment is cleaned of mud, seeds, vegetation and other debris before accessing the site.

### **Migratory Birds**

Several species of birds have been identified as having potential to be found in the project area. However, no active bird nests were observed during the field inspection on May 9, 2025. The Migratory Bird Treaty Act prohibits nest destruction that results in the unpermitted take of migratory birds or their eggs (i.e., the destruction of active nests). If a nest is determined to be occupied, it will not be disturbed, damaged, moved, or removed, until the young are fledged. The bridges and vegetated portions of the project disturbance area will be inspected at the start of construction to determine if active nests are present.

### **3.2.10 Historic and Cultural Resources**

A Project Submittal Package was prepared for submission to the NYSDOT Regional Cultural Resources Coordinator for their review.

### **3.2.11 Farmlands**

#### Federally Protected Farmlands

There are areas noted as prime farmlands by the National Resources Conservation Service within the project area between Norfred Drive and West Elmview Avenue. The majority of this section is classified as Teel silt loam. The area directly north of West Elmview Avenue is classified as Collamer silt loam, 3-8% slopes. The other soil types along the project corridor are not prime farmlands or are prime farmlands only if drained. However, these areas have previously been converted to non-farm use for urban development and therefore the proposed project activities will not convert any prime or unique farmland, or farmland of state or local importance, as defined by the USDA Natural Resources Conservation Service, to a nonagricultural use.

#### State Farmland and Agricultural Districts

Based on a review of the NYS Agricultural District Maps for Erie County, the proposed project is not located within an agricultural district. The project will not require any acquisitions of farmland.

### **3.2.12 Air Quality**

The project is in Erie County which is designated as an orphan nonattainment area for ozone and is in attainment for CO and PM2.5. The project is exempt pursuant 40 CFR Part 93.126 and is included in the currently conforming Transportation Improvement Program (TIP) and 2050 Metropolitan Transportation Plan (MTP) adopted by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) on May 5, 2023, and approved by the FHWA/FTA on June 15, 2023. The project was included in the Statewide Transportation Improvement Program (STIP) and was classified as an exempt project (type A10 Pavement resurfacing and/or rehabilitation). Therefore, project level conformity requirements do not apply.

### **3.2.13 Asbestos**

The project proposes minor impacts to Abbott Road bridge over Smokes Creek and Erie County Department of Public Works (ECDPW) storm sewers within the project site. These impacts include mill and inlay of the asphalt pavement north and south of the bridge deck, joint repair and deck sealing on the bridge itself, and repairs to the existing storm sewer main and associated structures north and south of the bridge. Record plans dated April 1990 includes limited information on the bridge and storm sewers in the area. These plans make no mention of asbestos-containing materials (ACM). If suspect materials are excavated and identified during construction, the Contractor should notify the Engineer-in-Charge. Any suspect materials should be sampled and submitted to a testing laboratory by a New York State Department of Labor licensed asbestos inspector. At this time, no additional utilities will be impacted by the project. The ECDPW concurs with the findings from the existing record plans.

In the event that the design requires modification and/or replacement of any additional utilities, the designer will request information from that utility of the potential presence of asbestos known or suspected to be present within the utility's materials within the project corridor.

### **3.2.14 Contaminated/Hazardous Materials**

A Hazardous Waste/Contaminated Materials Site Screening has been conducted in accordance with NYSDOT TEM Chapter 4.4.20, to document the likely presence or absence of hazardous/contaminated environmental conditions. A hazardous/contaminated environmental condition is the presence or likely presence of any hazardous substances or petroleum products (including products currently in compliance with applicable regulations) on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

The Hazardous Waste/Contaminated Materials Site Screening included a review of NYSDEC regulatory data files and a site 'walkover' on April 30, 2025.

The Hazardous Waste/Contaminated Materials Site Screening identified several areas along the corridor where subsurface soil/groundwater contamination may be encountered.

There is an environmental concern with the potential use of slag as subbase for the construction of Abbott Road. The 1990 reconstruction plans that were provided for review show slag material to be used for Abbott Road. Borings that were performed in March 2025 by Colliers Engineering and Design for a subsurface investigation for the project indicated slag material at subbase levels. Historical borings that were conducted in 1990 at the north and south abutments of the Abbott Road Bridge over Smoke Creek also showed fill beneath the roadway that contained slag. The potential concerns with slag include material being a technologically enhanced naturally occurring radioactive material (TENORM). All excavated subbase material will be screened for the presence

of slag and elevated levels of radioactivity. Any excavated material with elevated levels will be staged and disposed of properly.

The sites most likely to have contamination adjacent to the roadway corridor are listed below and these sites have been identified because contamination was previously identified at each of these locations:

1. 1212 Abbott Road – Jack Adkins Ford & Gas Station - Historical gasoline storage with multiple tanks and site contamination.
2. 1329 Abbott Road – Sunoco/7-11 - Historical gasoline storage with multiple tanks and site contamination.
3. 1361 Abbott Road – Mobile - Historical gasoline storage with multiple tanks and site contamination.
4. 1517 Abbott Road - Site with multiple tanks and site contamination.

Several other sites in the vicinity that include or may have included historical tanks are 1245, 1320, 1329, 1361, 1471 and 1517 Abbott Road; the fire department at 1630 Abbott Road; the swimming pool supply store at 1437 Abbott Road; and dry cleaners at 1212, 1283, 1290, 1381, 1596 and 1622 Abbott Road. At this time no evidence of possible contamination has been identified at any of these sites based on the available records that were reviewed.

It is possible that soil contamination could be encountered during deeper excavations required in the right-of-way (ROW) adjacent to some of these properties. Excavated soil generated from these areas along the project corridor should be reviewed in the field for signs of discoloration, sheen, or odor. If suspect conditions are identified, it is recommended that soil be staged and analyzed for off-site disposal and managed in accordance with NYSDEC solid and/or hazardous waste regulations.

### **3.2.15 Niagara River Greenway Plan**

The northern portion of the proposed project abuts the City of Buffalo, which is a municipality within the boundaries of the Niagara River Greenway Plan (NRGP). Projects within the NRGP must be reviewed for consistency with the goals, principles, and vision of the NRGP. This project is classified as a SEQR Type II Action, and therefore is automatically considered consistent with the vision, principles, goals, and criteria of the NRGP. No further review is required.

### **3.3 Anticipated Permits/Certifications/Coordination**

No permits are anticipated to be required for the proposed project.

A NYSDEC Parcel Wetland Jurisdictional Determination has been requested, and a response has not been received at this time. No state or federal wetlands were identified within the project area. Therefore, an Article 24 permit is not anticipated to be required.

The project is within a 100-year floodplain. However, no excavation will be required that will impact stream bed or banks. Therefore, a floodplain development permit from the City of Lackawanna is not required.

## **4.1 FUNDING**

**FUNDING SOURCE:**  100% State  Federal

**MPO INVOLVEMENT:**  No  Yes

TIP Name: GBNRTC TIP No.: 576415

**TIP AMENDMENT REQUIRED:**  No  Yes; Needed by: Construction

**STIP STATUS:**  On STIP  Not on STIP

#### 4.2 COST AND SCHEDULE

<input checked="" type="checkbox"/> Public Meeting	<input checked="" type="checkbox"/> 4(f)/106 FHWA sign-off
<input type="checkbox"/> Permits	<input checked="" type="checkbox"/> Consultant(s) for: Design, CI/CA
<input type="checkbox"/> Other – Identify e.g., utilities, endangered species (ESA)	

Schedule and Cost				
Project Phase	Activity Duration	Estimated Cost	Fund Source	Obligation Date
Design I-IV	6 mos.	\$0.450 M	STBG LG Urban	January 2026
Design V-VI	6 mos.	\$0.450 M	STBG LG Urban	October 2026
ROW Incidentals	6 mos.	\$0.002 M	STBG LG Urban	December 2025
ROW Acquisition	12 mos.	\$0.200 M	STBG LG Urban	October 2026
Construction	12 mos.	\$4.000 M	STBG LG Urban	November 2026 Let
Construction Inspection	12 mos.	\$0.500 M	STBG LG Urban	November 2026 Let
<b>TOTAL ESTIMATED COST</b>		<b>\$6.002 M</b>		

Note: Prior to Construction, Erie County will progress a TIP Amendment through GBNRTC to shift all of the ROW Incidentals and ROW Acquisition funds to Construction.

**BASIS OF ESTIMATE:** Prepared by lane mile based on recent bids in the County.

**PROGRAM DISPOSITION/LETTING:** Scheduled for letting in SFY 2026/2027

**STATEWIDE SIGNIFICANCE:**  No Remarks:

Design approval is scheduled for January of 2026 with construction scheduled to begin in March of 2027 and last 17 months.

Project Schedule	
Activity	Date Occurred/Tentative
Scope Approval	November 21, 2023
Design Approval	January 2026
ROW Acquisition	N/A
Construction Start	March 2027
Construction Complete	July 2028

Project Costs - Design Bid Build		
Potential Alternatives		Alt 1
Highway (Pavement, Sidewalks and Curb Ramps, Signs and Pavement Markers)		\$1,390,000
Traffic Signals (Pedestrian Signals)		\$210,000
Drainage		\$890,000
Bridge Sealing and Joint Repair		\$51,000
Miscellaneous		\$570,000
WZTC		\$180,000
Incidentals	5%	\$165,000
Field Change	5%	\$173,000
Mobilization	4%	\$145,000
<b>Subtotal in Base Year Dollars</b>		<b>\$3,774,000</b>
Contingency/Risk	15%	\$567,000
<b>Subtotal in Base Year Dollars</b>		<b>\$4,341,000</b>
<i>Cost Data Year and Midpoint of Construction Year</i>		
2025		2027
Inflation/Escalation to Midpoint of Construction	3%	\$261,000
<b>Award/Construction Cost</b>		<b>\$4,602,000</b>
Design (Resource Cost Estimate)		\$900,000
QC & Administration of Final Design and Contract	3%	\$138,100
Construction Inspection	7.86%	\$361,700
ROW		\$0
<b>Total Project Cost</b>		<b>\$6,001,800</b>
<b>Rounded to nearest \$10K</b>		<b>\$6,000,000</b>

## 5.1 PUBLIC INVOLVEMENT

Notifications to public officials, potential stakeholders and emergency responders and schools will be completed by the County prior to the start of construction. An informational meeting will be held to provide an opportunity for public review and comment on the preliminary design.

Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Meeting with City of Lackawanna officials	Summer 2025
Public Informational Meeting	Tentatively Set for January 8, 2026

## 5.2 SPECIAL CIRCUMSTANCES

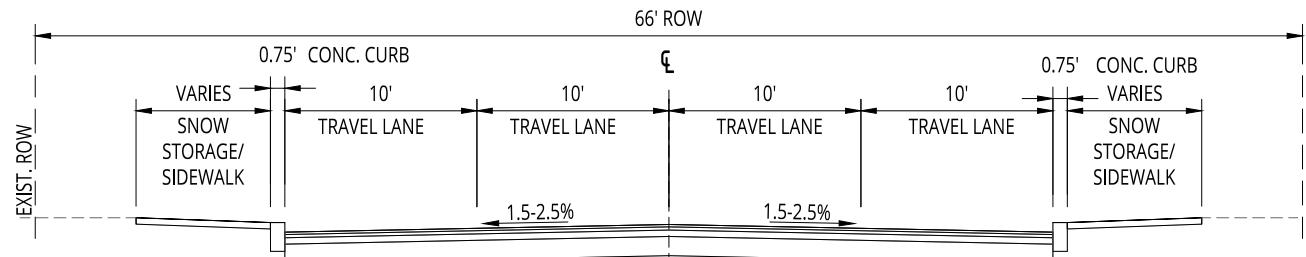
None anticipated.

## 6.1 LIST OF ATTACHMENTS / APPENDICES

- A. Plans**
- B. Environmental Information**
- C. Traffic Information**
- D. Pavement Information**
- E. Design Criteria**
- F. Stakeholder and Public Input**

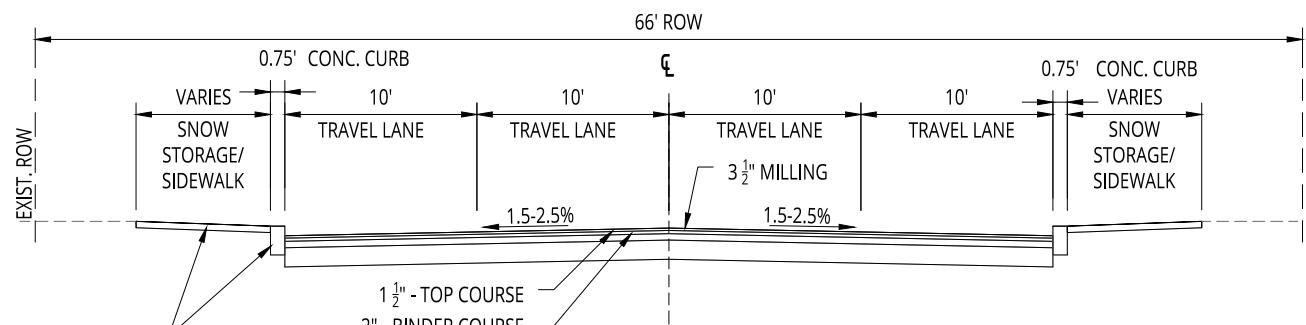
## **Appendix A**

### **Plans**



## EXISTING TYPICAL SECTION

ABBOTT ROAD  
STA 18+48 TO STA 66+49  
NOT TO SCALE



## PROPOSED TYPICAL SECTION

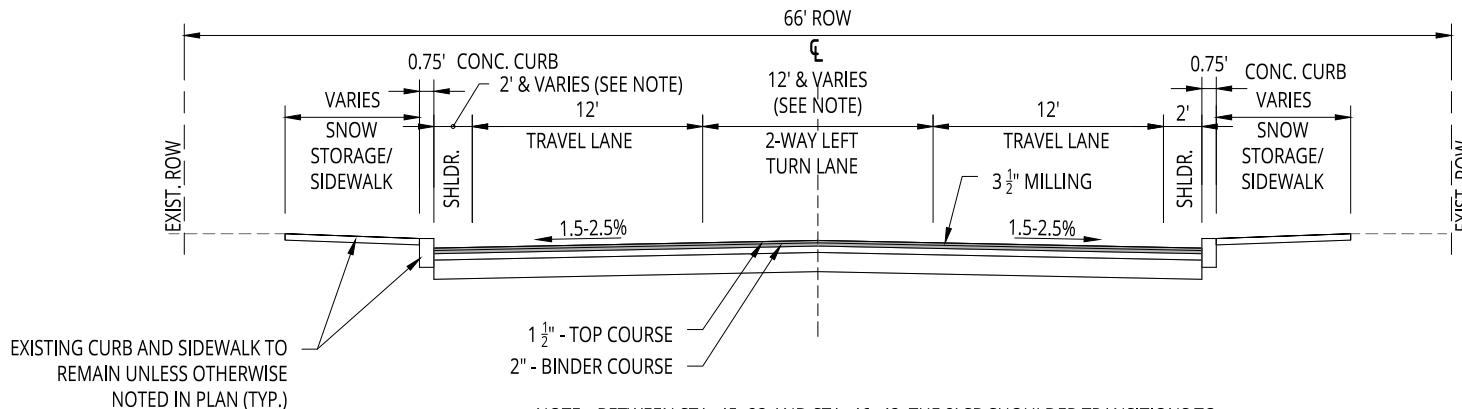
ABBOTT ROAD  
STA 18+48 TO STA 31+47  
NOT TO SCALE



**BUFFALO (BA)**  
40 LaRiviere Drive  
Suite 200  
Buffalo, NY 14202  
Phone: 716.852.3211  
COLLIERS ENGINEERING & DESIGN,  
ARCHITECTURE, LANDSCAPE ARCHITECTURE,  
SURVEYING CT, P.C.  
[www.colliersengineering.com](http://www.colliersengineering.com)

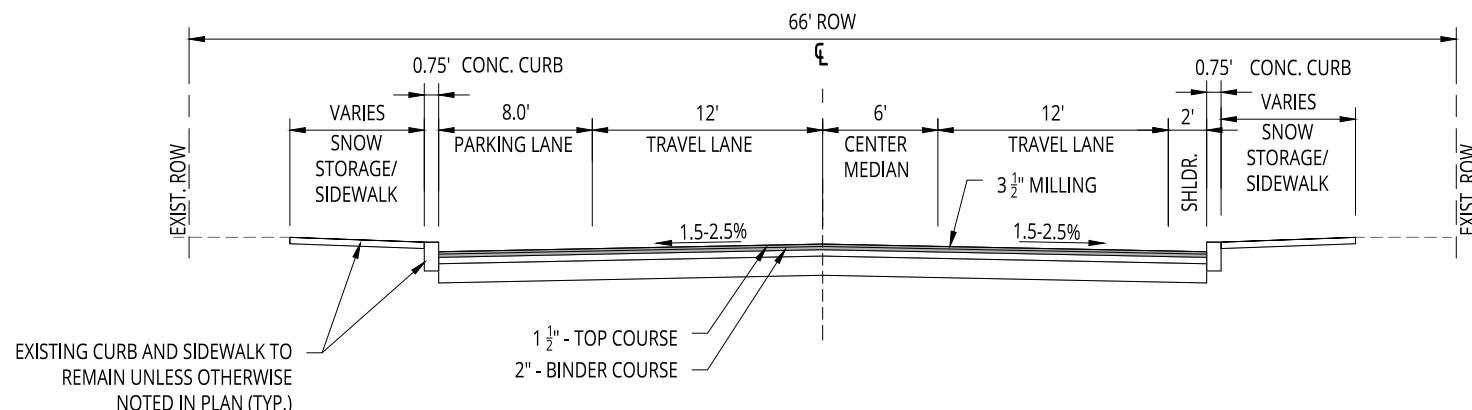
PRELIMINARY  
NOT FOR  
CONSTRUCTION

ERIE COUNTY DEPT. OF PUBLIC WORKS DIVISION OF HIGHWAYS 95 FRANKLIN ST. BUFFALO, N.Y.	SHEET NO. 1 OF 21 DATE November 2025
PIN 5764.15 – ABBOTT ROAD, C.R. 4	SCALE AS SHOWN
TYPICAL SECTION	TS-01



### PROPOSED TYPICAL SECTION

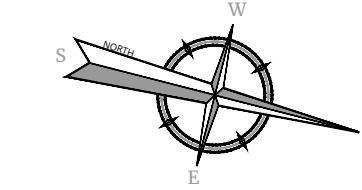
ABBOTT ROAD  
STA 31+47 TO STA 46+43 & STA 48+75 TO STA 66+49 NOT TO SCALE



### PROPOSED TYPICAL SECTION

ABBOTT ROAD  
STA 46+43 TO STA 48+75  
NOT TO SCALE

 <b>COLLIERS</b> Engineering & Design <a href="http://www.colliersengineering.com">www.colliersengineering.com</a>	<b>BUFFALO (BA)</b> 40 LaRiviere Drive Suite 200 Buffalo, NY 14202 Phone: 716.852.3211 COLLIERS ENGINEERING & DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, SURVEYING CT, P.C.	<b>PRELIMINARY</b> <b>NOT FOR</b> <b>CONSTRUCTION</b>
ERIE COUNTY DEPT. OF PUBLIC WORKS 95 FRANKLIN ST. PIN 5764.15 – ABBOTT ROAD, C.R. 4 TYPICAL SECTION	SHEET NO. 2 OF 21 DATE November 2025 SCALE AS SHOWN	
		TS-02



1687 ABBOTT ROAD  
NI FEI  
(REPUTED OWNER)  
SBL 142.15-4-23.1

SAMH #602 RIM=611.97  
INV 8" TILE N=598.65  
INV 8" TILE S=598.65

REPLACE DRAINAGE  
MANHOLE

ABBOTT ROAD



1704 ABBOTT ROAD  
NELSON TEDESCO  
(REPUTED OWNER)  
SBL 142.16-4-29.1

16+00

670'

17+00

330'

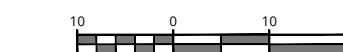
FISHER ROAD

MH #2003 RIM=611.47  
TOP/8" N-S RCP=606.92  
TOP/6" N-S CIP=606.54  
TOP/4" N-S CIP=607.29

SAMH #2007 RIM=611.66  
INV 8" TILE N=598.91  
INV 8" TILE E=601.41  
INV 8" TILE S=598.91

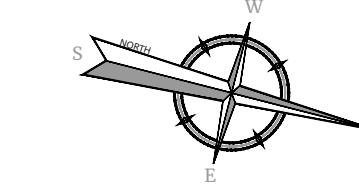
DI #285 RIM=610.79  
INV 30" CHANNEL N=606.89

PRELIMINARY  
NOT FOR  
CONSTRUCTION



BUFFALO (BA)  
40 LaRiviere Drive  
Suite 200  
Buffalo, NY 14202  
Phone: 716.852.3211  
COLLIERS ENGINEERING & DESIGN  
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ERIE COUNTY DEPT. OF PUBLIC WORKS		SHEET NO. 3 OF 21
95 FRANKLIN ST.	DIVISION OF HIGHWAYS	BUFFALO, N.Y.
PIN 5764.15 – ABBOTT ROAD, C.R. 4		DATE November 2025
GENERAL PLAN	SCALE AS SHOWN	GP-01



177 WEBER ROAD  
ST STEPHENS SERBIAN ORTHODOX  
(REPUTED OWNER)  
SBL 142.15-4-22

DI #644 RIM=609.61  
INV 6"HDPE N=606.03  
INV 12"HDPE E=605.11  
INV 6"HDPE S=605.91  
INV 12"HDPE W=605.11

DMH #5682 RIM=609.92  
INV 24"RCP N=603.57  
INV 24"RCP S=603.57

PAVING LIMIT  
STA 21+11.0, 32.7' LT.

REMOVE AND REPLACE  
NON-COMPLIANT  
CURB RAMP, TYP.

DI #699  
RIM=608.70

WEBER ROAD

DMH #601 RIM=611.72  
COULD NOT OPEN

BEGIN MILL AND  
RESURFACING  
STA 18+48.35

REPLACE STORM SEWER AS NEEDED, TYP.

REPLACE DRAINAGE  
STRUCTURE AND CURB

ABBOTT ROAD

MATCHLINE, SEE DWG. GP-01

MATCHLINE, SEE DWG. GP-03

DMH #601  
RIM=611.72

UST NM 1681

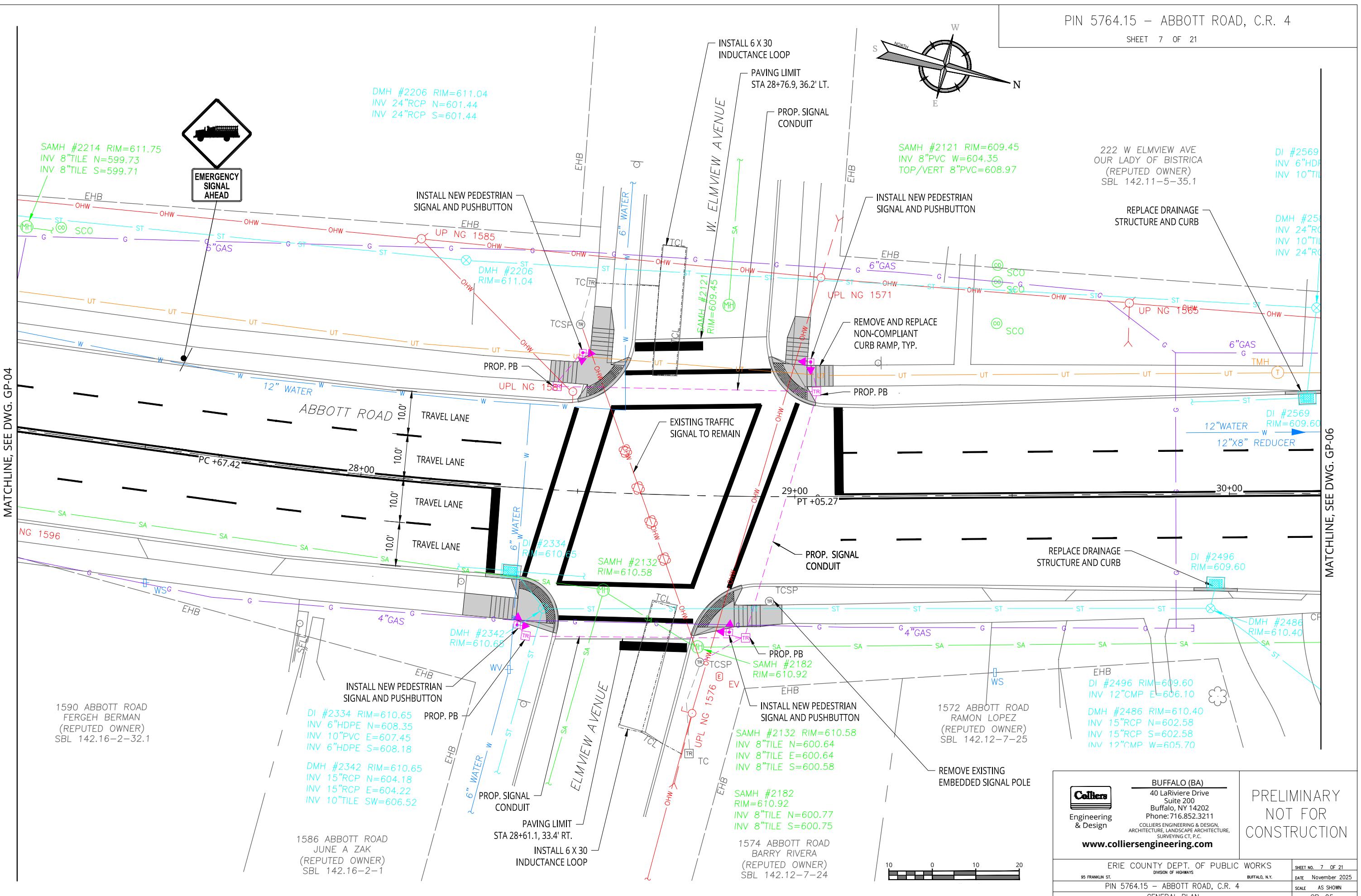
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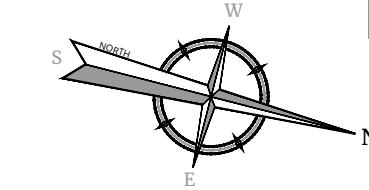
MATCHLINE, SEE DWG. GP-04

MATCHLINE. SEE DWG. GP-06



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1551 ABBOTT ROAD  
ANN BILOWUS  
(REPUTED OWNER)  
SBL 142.11-4-58

RIM=609.60  
PE S=606.40  
E W=606.80

37 RIM=610.48  
CP N=600.83  
CE E=606.82  
CP S=600.83

STOP MILL AND  
SWITCHES

SMOKE CREE

RESUME MILL AND  
OVERLAY  
STA 31+47.2

DMH #1314 RIM=609  
INV 12"RCP N=602.6  
INV 15"RCP SW=602.

SAMH #2627 RIM=608.8  
INV 8" TILE N=602.10  
INV 8" PVC E=602.08

— REPLACE STORM SEWER AS NEEDED, TYP

MATCHLINE, SEE DWG, GP-05

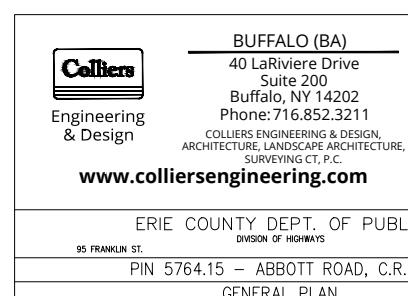
MATCHLINE, SEE DWG. GP-07

007.07  
SMOKE  
EXISTING BRIDGE DECK  
TO BE SEALED AND  
JOINTS REPAIRED AS NEECESSARY

1550 ABBOTT ROAD  
JURANS REAL PROPERTY MGMT  
(REPUTED OWNER)  
SBI 142 12-6-19

1540 ABBOTT ROAD  
ABBOTT ROAD LLC  
(REPUTED OWNER)  
SBL 142.12-6-20

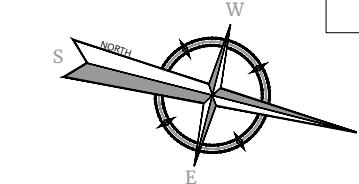
1534 ABBOTT ROAD  
ABBOTT ROAD LLC  
(REPUTED OWNER)  
SBL 142.12-6-21



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DEPT. OF PUBLIC WORKS IN OF HIGHWAYS	SHEET NO. 8 OF 21
BUFFALO, N.Y.	DATE November 2025
ABBOTT ROAD, C.R. 4	SCALE AS SHOWN
RAL PLAN	GP-06



1531 ABBOTT ROAD  
MICHAELANN DACH  
(REPUTED OWNER)  
SBL 142.11-4-57

DI #1336 RIM=607.33  
INV 12"RCP N=603.53  
INV 6"HDPE N=604.73  
INV 12"CMP NE=603.93  
INV 6"HDPE S=604.63  
INV 12"RCP S=603.33

REPLACE ALL CLAY TILE AND CORRUGATED STEEL STORM SEW LATERALS, TYP.

1517 ABBOTT RD  
MAUREEN MITSKO  
(REPUTED OWNER)  
SBL 142.11-4-5

1497 ABBOTT ROAD  
PARTNERS LLC 1497  
(REPUTED OWNER)  
SBL 142.11-4-53.2

SAMH #2664 RIM=609.54  
INV 8" TILE NW=603.58  
INV 8" TILE S=603.49

SAMH #1631 RIM=610.93  
INV 8" TILE N=603.56  
INV 8" TILE SE=603.53~

SAMH #2664  
RIM=609.54

MATCHLINE, SEE DWG. GP-06

MATCHLINE SEE DWG. GP-08

SA → *ABROTT RO*

TRAVEL

SAM  
RIM

DI #95  
RIM=60

DI #951 RIM=607.30  
INV 6"HDPE N=604.85  
INV 6"HDPE S=604.85  
INV 12"HDPE W=604.15

1530 ABBOTT ROAD  
ABBOTT ROAD LLC  
(REPUTED OWNER)  
SBL 142.12-6-22.1

1528 ABBOTT RD  
MOHAMMAD RAHM  
(REPUTED OWNER)  
SBL 142.12-6-

PAVII  
STA 35+25.7

1506 ABBOTT ROAD  
GENO R DIROSA  
(REPUTED OWNER)  
SBL 142.12-5-25

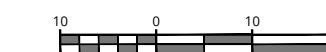
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1471 ABBOTT ROAD  
MUCCI COLLISION SERVICE INC  
(REPUTED OWNER)  
SBL 142.11-3-24

DI #1469 RIM=619.2  
INV 6"HDPE N=614.2  
INV 6"HDPE S=614.1  
INV 12"PVC W=613.5

SAMH #2715 RIM=620.4  
INV 8" PVC N=601.24  
INV 8" PVC W=601.20

DRIVE

3" GAS

3" WATER

W

MEADOWBROOK

SA

PAVING LIMIT  
STA 40+39.0, 32.9' LT.

REMOVE AND REPLACE  
NON-COMPLIANT  
CURB RAMP, TYP.

SAMH #2715  
RIM=620.44

6"

OHW UT OHW UT OHW OHW OHW UT

G G G G G G

EHB SA EHB SA

G G

MH

1453 ABBOTT ROAD  
1453 ABBOTT ROAD LLC  
(REPUTED OWNER)  
SBL 142.11-2-33

SAMH #3199 RIM=621.47  
INV 8"PVC E=601.47  
INV 8"PVC S=601.47  
INV 4"PVC W=617.21

SAMH #3192 RIM=621  
NO VISIBLE PIPES  
TOP/DEBRIS=614.7

MATCHLINE, SEE DWG. GP-08

MATCHI INF SEE DWG GP-10

1470 ABBOTT RD  
ELI P MIROLOVICH  
(REPUTED OWNER)  
SBL 142.12-4-45

1466 ABBOTT RD  
WILLIAM R LEONARD  
(REPUTED OWNER)  
SBL 142.12-4-4

1462 ABBOTT  
PETER VINOLU  
(REPUTED OWN  
SBI 142.12-4

1458 ABBOTT  
PETER VIN  
(REPUTED C  
SBL 142.1)

DMH #1179 RIM=62  
INV 12"RCP N=611.1  
INV 12"RCP E=611.3  
INV 12"RCP S=611.1

- PAVING LIMIT  
STA 41+29.8, 30.4' RT.

1440 ABBOTT RD  
ACKAWANNA ISLAMIC MOSQUE  
(REPUTED OWNER)  
SBI 142 12-1-281



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MATCHLINE, SEE DWG. GP-09

1449 ABBOTT ROAD  
SAMANTHAJOHN, LLC  
(REPUTED OWNER)  
SBL 142.11-2-31.11439 ABBOTT ROAD  
KYLE ZAPPIA  
(REPUTED OWNER)  
SBL 142.11-2-301437 ABBOTT ROAD  
KYLE ZAPPIA  
(REPUTED OWNER)  
SBL 142.11-2-291425 ABBOTT ROAD  
LNS PROPERTY HOLDINGS INC  
(REPUTED OWNER)  
SBL 142.11-1-33DI #1756 RIM=619.19  
INV 10" TILE E=617.19DMH #2763 RIM=619.72  
INV 15" RCP N=614.77  
INV 10" TILE SW=615.82  
INV 10" TILE W=615.82SAMH #3679 RIM=619.89  
INV 8" TILE N=610.93  
INV 8" TILE S=613.29  
INV 4" TILE S=615.69  
INV 8" TILE W=610.951423 ABBOTT ROAD  
LNS PROPERTY HOLDINGS INC  
(REPUTED OWNER)  
SBL 142.11-1-321419 ABBOTT ROAD  
JOSEPH B BRUZGUL JR  
(REPUTED OWNER)  
SBL 142.11-1-31

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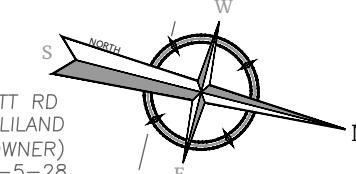
MATCHLINE, SEE DWG. GP-09

1440 ABBOTT RD  
LACKAWANNA ISLAMIC MOSQUE  
(REPUTED OWNER)  
SBL 142.12-1-28.11434 ABBOTT RD  
ISLAMIC MOSQUE LACKAWANNA  
(REPUTED OWNER)  
SBL 142.12-1-27.1DMH #2906 RIM=620.49  
INV 12" RCP N=612.79  
INV 12" RCP S=612.7977-79 FAIRDALE ROAD  
1404 ABBOTT RD LLC  
(REPUTED OWNER)  
SBL 142.12-1-26

ERIE COUNTY DEPT. OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
95 FRANKLIN ST. BUFFALO, N.Y.  
PIN 5764.15 - ABBOTT ROAD, C.R. 4  
GENERAL PLAN

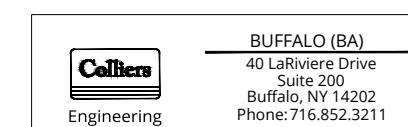
MATCHLINE, SEE DWG. GP-11

SHEET NO. 12 OF 21  
DATE November 2025  
SCALE AS SHOWN  
CP-10

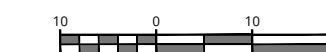


MATCHLINE, SEE DWG. GP-10

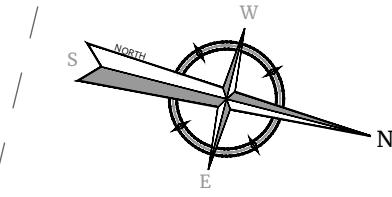
MATCHLINE, SEE DWG. GP-12



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CONSTRUCTION



ERIE COUNTY DEPT. OF PUBLIC WORKS DIVISION OF HIGHWAYS		SHEET NO. 13 OF 21
95 FRANKLIN ST.	BUFFALO, N.Y.	DATE November 2025
PIN 5764.15 - ABBOTT ROAD, C.R. 4		SCALE AS SHOWN
GENERAL PLAN		GP-11



1385 ABBOTT RD  
KEVIN F KANIA  
(REPUTED OWNER)  
BL 142.07-5-27

1383 ABBOTT RD  
COMMUNITY SERVICES FOR  
THE DEV DISABLED  
(REPUTED OWNER)  
SBL 142.07-5-26

1377 ABBOTT RD  
COMMUNITY SERVICES FOR  
THE DEV DISABLED  
(REPUTED OWNER)  
SBL 142.07-5-25

DMH #2835 RIM=614.09  
INV 8"RCP N=608.79  
INV 8"RCP S=608.79

DI #1954 RIM=613.94  
INV 8"TITLE N=611.16

REMOVE AND REPLACE  
NON-COMPLIANT  
CURB RAMP, TYP.  
SAMH #1945 RIM=614.49  
NO VISIBLE PIPES  
TOP/DEBRIS=608.5

3" GAS

PAVING LIMIT  
STA 49+46.2, 45.2' LT.

6" WATER

4" GAS

1369 ABBOTT RD  
PAUL S WALIER  
(REPUTED OWNER)  
SBL 142.07-4-21

DMH #2840 RIM=614.36  
INV 8"TITLE N=610.16  
INV 15"RCP NE=605.20  
INV 15"RCP NE=605.20  
INV 8"TITLE S=609.16  
INV 24"RCP W=606.93

1365 ABBOTT RD  
WALID SALEM ALSALAH  
(REPUTED OWNER)  
SBL 142.07-4-20

DI #1971 RIM=613.96  
INV 10"TITLE S=611.24

SAMH #5124 RIM=614.49  
INV 8"TITLE N=607.69  
INV 8"TITLE SE=608.19  
INV 8"TITLE S=607.69  
INV 8"TITLE W=607.69

MATCHLINE, SEE DWG. GP-11

MAGNOLIA STREET

PAVING LIMIT  
STA 49+46.2, 45.2' LT.

6" WATER

4" GAS

1369 ABBOTT RD  
PAUL S WALIER  
(REPUTED OWNER)  
SBL 142.07-4-21

DMH #2840 RIM=614.36  
INV 8"TITLE N=610.16  
INV 15"RCP NE=605.20  
INV 15"RCP NE=605.20  
INV 8"TITLE S=609.16  
INV 24"RCP W=606.93

1365 ABBOTT RD  
WALID SALEM ALSALAH  
(REPUTED OWNER)  
SBL 142.07-4-20

DI #1971 RIM=613.96  
INV 10"TITLE S=611.24

SAMH #5124 RIM=614.49  
INV 8"TITLE N=607.69  
INV 8"TITLE SE=608.19  
INV 8"TITLE S=607.69  
INV 8"TITLE W=607.69

ABBOTT ROAD

MATCHLINE, SEE DWG. GP-13

REMOVE AND REPLACE  
NON-COMPLIANT  
CURB RAMP, TYP.  
SAMH #1945 RIM=614.49  
NO VISIBLE PIPES  
TOP/DEBRIS=608.5

6" GAS

EHB

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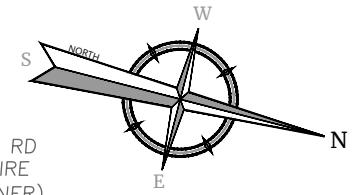
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MATCHLINE, SEE DWG. GP-16

MATCHLINE, SEE DWG. GP-18

1231 ABBOTT RD  
ORCHARD PARK RD STORAGE LLC  
(REPUTED OWNER)  
SBL 142.07-2-4

1219 ABBOTT RD  
ORCHARD PARK RD STORAGE LLC  
(REPUTED OWNER)  
SBL 142.07-2-3

1201 ABBOTT RD  
JAMES MAGUIRE  
(REPUTED OWNER)  
SBL 142.07-2-2

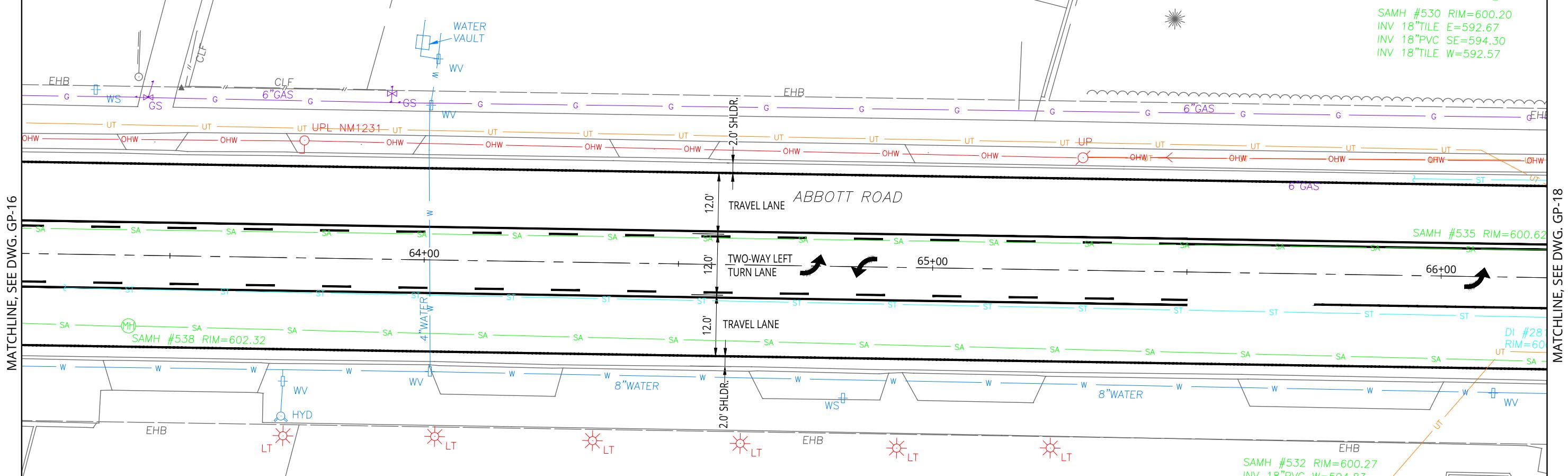
DI #3286 RIM=599.92  
INV 12" CMP E=593.77  
INV 12" HDPE S=594.64

SAMH #535 RIM=600.62  
INV 18" PVC NW=594.72  
INV 18" PVC S=594.72

SAMH #530 RIM=600.20  
INV 18" TILE E=592.67  
INV 18" PVC SE=594.30  
INV 18" TILE W=592.57

MATCHLINE, SEE DWG. GP-16

MATCHLINE, SEE DWG. GP-18



SAMH #538 RIM=602.32  
INV 24" RCP N=596.19  
INV 24" RCP S=596.21

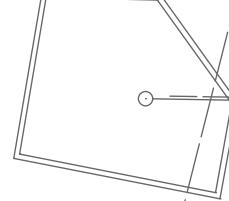
1212 ABBOTT RD  
243 LLC  
(REPUTED OWNER)  
SBL 142.08-1-1

DI #2832 RIM=599.46  
INV 10" PVC W=596.71

SAMH #532 RIM=600.27  
INV 18" PVC W=594.83  
INV 24" RCP S=594.92

DI #2815 RIM=600.23  
INV 12" CMP NW=597.96

DMH #531 RIM=600.53  
INV 36" RCP NE=589.90  
INV 10" TILE SE=596.93  
INV 36" RCP S=589.90



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ERIE COUNTY DEPT. OF PUBLIC WORKS	SHEET NO. 19 OF 21
95 FRANKLIN ST.	BUFFALO, N.Y.
PIN 5764.15 – ABBOTT ROAD, C.R. 4	DATE November 2025
GENERAL PLAN	SCALE AS SHOWN

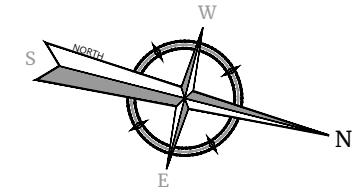
CP-17



## MATCHLINE, SEE DWG. GP-13

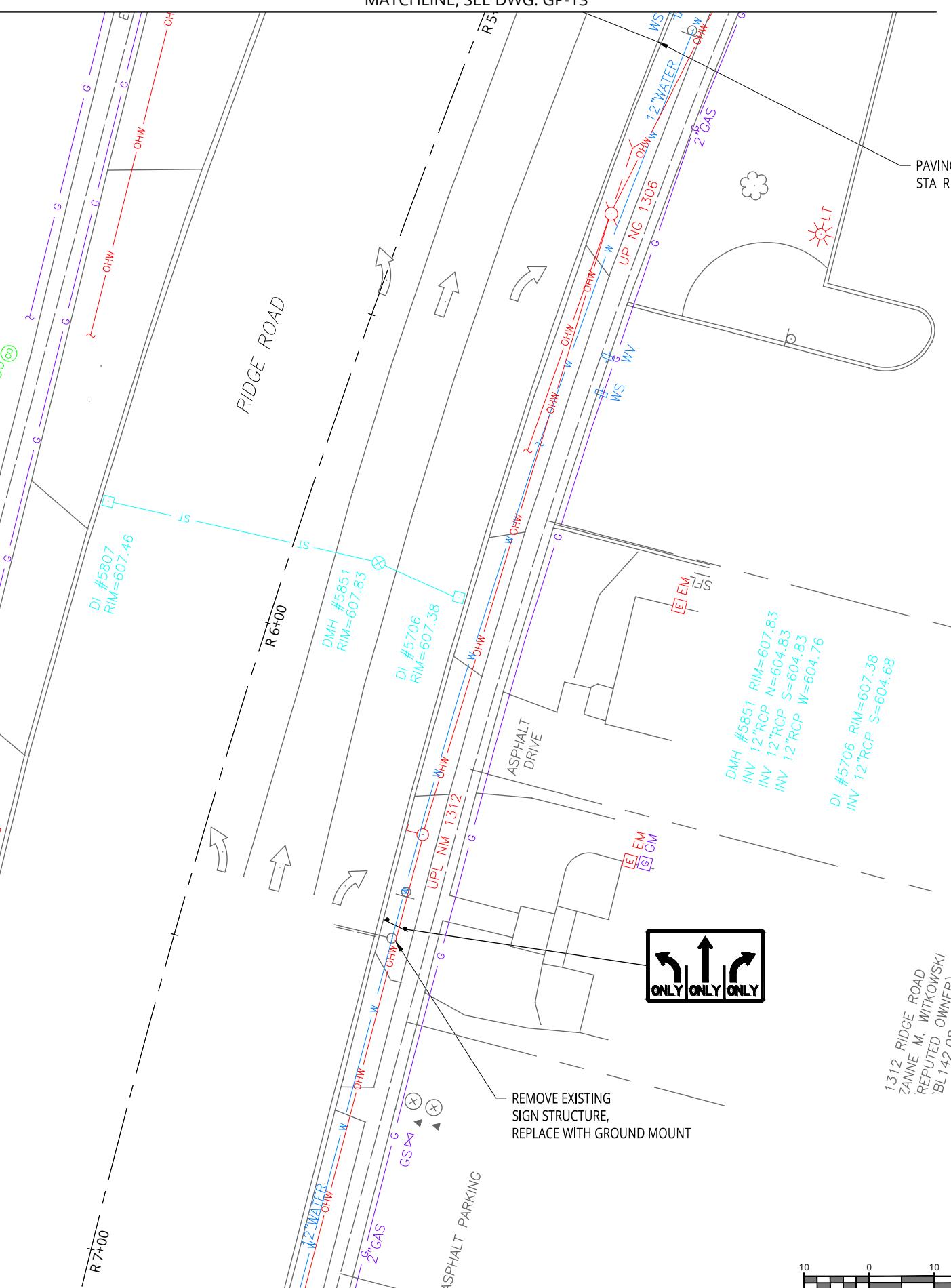
PIN 5764.15 – ABBOTT ROAD, C.R. 4

SHEET 21 OF 21



57 WINSTEAD ROAD  
(REPUTED OWNER)  
SBL142.12-1-2

DI #5807 RIM=607.46  
INV 12"RCP N=605.11



DI #5706 RIM=607.38  
INV 12"RCP S=604.83  
INV 12"RCP S=604.83  
W=604.83  
W=604.76

DI #5851 RIM=607.83  
INV 12"RCP N=604.83  
INV 12"RCP S=604.83  
W=604.83

DI #5706 RIM=607.38  
INV 12"RCP S=604.68

1310 RIDGE ROAD  
(REPUTED OWNER)  
SBL142.08-2-34

1312 RIDGE ROAD  
(REPUTED OWNER)  
SBL142.08-2-33

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ERIC COUNTY DEPT. OF PUBLIC WORKS	SHEET NO. 21 OF 21
95 FRANKLIN ST.	BUFFALO, N.Y.
PIN 5764.15 – ABBOTT ROAD, C.R. 4	DATE November 2025
GENERAL PLAN	SCALE AS SHOWN

10  
0  
10  
20

CP-19

## **Appendix B**

### **Environmental Information**