



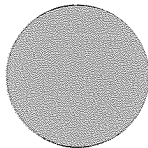
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WASTE CONSOLIDATION AND POTENTIAL AERO DRIVE CLOSURE REPORT

PFOHL BROTHERS LANDFILL SITE
TOWN OF CHEEKTOWAGA





WASTE CONSOLIDATION AND POTENTIAL AERO DRIVE CLOSURE REPORT

PFOHL BROTHERS LANDFILL SITE
TOWN OF CHEEKTOWAGA

AUGUST 2000

REF. NO. 1979 (33)

This report is printed on recycled paper.

**Prepared by:
Conestoga-Rovers
& Associates**

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FIGURE 2.1 PFOHL BROTHERS LANDFILL REMEDIAL SYSTEMS

1.0 INTRODUCTION

During the preparation of the design documents for the final closure of the Pfohl Brothers Landfill Site (Site), there were numerous discussions with the NYSDEC and the Town of Cheektowaga over the final concept of the Site. Based upon these discussions, it was agreed to attempt to create as much developable property as possible along the existing roadways. This developable property would then be able to generate tax revenues for the local governments and avoid the creation of 130 acres of unproductive property in the middle of Cheektowaga.

In order to create developable property, it was recognized that it would be necessary to consolidate the existing waste onto a smaller footprint at the Site. Thus, considerable design effort was expended to create a grading plan that made maximum use of on-site wastes in the grading project. The final grading plan had to provide the slopes necessary to meet the NYSDEC requirements for landfill closure while maintaining the cost effectiveness of the final remedy.

One of the primary obstacles that had to be overcome in developing a proper grading plan for the Site was the fact that the majority of the waste that is in layers that are thin enough for consolidation to be cost effective, is located on the south side of Aero Drive. However, the majority of the need for grading materials to create the necessary drainage pattern is located on the north side of Aero Drive. Consequently, it was determined that it is necessary for a large portion of the consolidated wastes to cross Aero Drive. Given the difficulties anticipated as a result of the crossing of Aero Drive with these wastes, it was recommended that the only safe way to perform the consolidation was with the temporary closure of Aero Drive. As a result of this determination, CRA was charged with the task of obtaining the necessary approvals for the temporary closure.

In 1999, CRA discussed this issue with the Town of Cheektowaga, NYSDEC, NYSDOT, ECIDA, and Erie County. The general consensus of these discussions was that it would be necessary to close the road temporarily and that permits would be issued to allow the temporary closure to occur. Based upon this assurance, the PRPs obtained quotations from several remedial contractors to perform the remedy as proposed in the 95% Design Report which included the temporary closure of Aero Drive.

The purpose of this report is to present the issues regarding consolidation, the implementation of the remainder of the closure remedy, and the potential closure of Aero Drive.

2.0 CONSOLIDATION BENEFITS/RISKS

Upon reaching agreement with the NYSDEC and the Town of Cheektowaga over the desire to create developable property along the roadways adjacent to the Pfohl Brothers Landfill Site, the PRPs set out to determine what the possibilities for consolidation were. Based upon some broad based assumptions, it was determined that the costs to consolidate some of the thinner layers of waste around the Site's perimeter, would be offset by the cost savings that could be created through reducing the area that has to be capped. The evaluation performed showed that the break even point for consolidation occurs at the point where the waste thickness reaches about 6 feet deep. Consolidation of all of the wastes in the area where the waste is less than 6 feet deep results in the creation of about 30 acres of developable property along the existing roadways. The area of consolidation is shown in Figure 2.1.

The benefits of consolidation to the project are generally as follows:

- Developable property is created around the perimeter of the Site and can be returned to the local tax roles.
- Waste materials are used in the grading plan thus reducing some of the truck traffic that would have been necessary to import material to grade the Site to the pre-capping elevations. This is estimated to reduce the number of trucks delivering clean material to the Site by on the order of 10,000 to 30,000.
- The area requiring to be capped will be reduced and thus the costs of capping the site are somewhat reduced. The reduced size of the area also reduces the amount of clean materials that need to be imported for cap construction, thus further reducing truck traffic by on the order of another 14,500 truck loads.

The negative aspects of consolidation are as follows:

- The material being consolidated is waste and therefore exposure to these wastes will be created. This exposure can be properly managed with a health and safety program as was developed for the other remedial work that has already been conducted at the Site.
- The waste material includes drums of material that will have to be properly handled and disposed off site. This will increase the cost of the remedy.
- The waste material includes some low level radioactive materials that will have to be properly handled and, if necessary, disposed off site. This will increase the cost of the remedy.

- The amount of groundwater and surface water that is encountered during the consolidation is uncertain and will make the implementation of the remedy more difficult. This could potentially increase the cost of the remedy.
- Most of the need for grading material is on the north side of Aero Drive and therefore has to be transported across the roadway. Conflicts between hauling trucks and private vehicles make this cumbersome, costly, and unsafe.
- It is uncertain how much native soil beneath the waste will have to be excavated to insure that the remaining native soils are clean enough to allow safe redevelopment of the properties.
- The areas from which wastes are excavated will have to be brought back up to an elevation that creates a drainable configuration to insure that surface water continues to drain off the site. Clean imported soil will be needed to do this which will increase the cost of the remedy and increase truck traffic.

While best estimates were used in determining the break-even point in the consolidation evaluation, it can be seen that the extent of consolidation that finally occurs will be based upon actual conditions encountered during consolidation. For example, the more drums, radioactive material, groundwater, surface water, underlying contaminated soils, and waste deeper than 6 feet that is encountered, the smaller the amount of developable property that will be created. Conversely, the less of these obstacles encountered, the more developable property that can be created. Similarly, the quoted prices obtained from the remedial contractors assumed that Aero Drive could be closed to public traffic. If this assumption is incorrect, the conflict between public vehicles and construction vehicles will increase the difficulties associated with construction, increase the cost of the remedy, and decrease the extent to which consolidation is practical.

3.0 NEED FOR CLOSURE OF AERO DRIVE

There are a number of activities that are required to be implemented for the remedy that will impact Aero Drive. In most cases, the only way to implement these activities is by closing the road to public access. The activities that will impact Aero Drive are as follows:

- The consolidation of material from the areas adjacent to the Aero Drive Right of Way will require that waste excavation occurs in close proximity to the roadway. During waste excavation activities, the roadway will be within or immediately adjacent to the Exclusion Zone. Under the approved Health & Safety Plan, all personnel entering the Exclusion Zone must be properly trained and outfitted with the proper protective equipment. Having vehicles travelling on Aero Drive, would put the public within the Exclusion Zone and is unacceptable.
- During the consolidation activities, waste materials from the south side of Aero Drive will be crossing Aero Drive for deposition on the north side. The wastes that will be transferred include bulk waste which will be carried in off-road transport vehicles; drummed wastes which will be carried on fork lifts or front end loaders; and low level radioactive wastes which will be carried in off-road transport vehicles. Since these vehicles will be picking up their loads from areas where there will be exposed waste, their tires will be in contact with the waste materials. Therefore, these vehicles will be working on "dirty" haul roads. Having to cross Aero Drive will result in the Aero Drive crossing being considered to be a part of the "dirty" access road system. While it would be possible to clean the haul vehicle tires before each crossing of Aero Drive, the tire cleaning process would result in a wet section on Aero Drive that would always be suspect. Allowing private vehicles to cross over this section of Aero Drive is therefore not recommended. In addition, the haul vehicles will be expected to be regularly crossing Aero Drive with one full truck and one empty truck making the crossing about every two to three minutes. For safety sake, it is not a desirable situation to have off-road vehicles and public vehicles regularly crossing each other's pathway. Consequently, closure of Aero Drive is strongly recommended for this segment of the work. This activity will take about 18 weeks.
- The Town of Cheektowaga has requested that an extension be added to the sanitary sewer on Rein Road. The extension will bring an 18" sewer from Rein Road to the western edge of the Pfohl Brothers Landfill on Aero Drive. The sewer will be installed at a depth of approximately 12 feet. The installation of the sewer along Aero Drive will interfere with the traffic on Aero Drive and will force closure of at least one lane of traffic. For ease of construction and traffic management, it is

recommended that Aero Drive be closed for this segment of the work. This activity will take about one week to complete.

- The remedy for the Site includes the installation of a barrier wall and tile system which is to completely encircle the footprint of the Site. The barrier wall and tile system are approximately 12 feet deep at the Aero Drive crossings and will be constructed using open trench technology. At any given time, the open section of trench can be expected to be on the order of 200 to 300 feet in length. Aero Drive will be necessarily closed during the installation of these features. Each of the two crossings will result in the closure of Aero Drive for one week.
- There are two other road crossings that must be completed for the installation of forcemains but these should be able to be completed during other shut downs of Aero Drive.
- While not absolutely necessary, it would be preferred that Aero Drive be closed while the large volume of capping material is being brought to the Site. It is estimated that up to 62 truck loads per hour will be entering the Site during the capping activities. This large volume of trucks entering and leaving the Site will be disruptive to the traffic flow on Aero Drive. Solely as a safety consideration, it is recommended that Aero Drive be closed during the major capping activities at the Site. This activity will take approximately 44 weeks to complete.

In summary, the request for closure of Aero Drive involves the following activities:

- | | |
|--------------------------------|----------|
| • Sewer Extension | 1 week |
| • Waste Consolidation | 18 weeks |
| • Barrier Wall and Tile System | 2 weeks |
| • Site Cap Construction | 44 weeks |

Due to the fact that some of the waste consolidation, barrier wall / tile system, and site cap are ongoing concurrently, the total recommended number of weeks of closure for Aero Drive is estimated to be on the order of 58 weeks. If it is not possible to keep the road closed for the site cap construction, the road closure duration would be 19 to 21 weeks.

It is anticipated that Aero Drive could be reopened for the periods between the sewer extension construction and the waste consolidation / capping activities. It is also anticipated that Aero Drive would be reopened over the winter months assuming that construction will be suspended due to the weather conditions.

4.0 ALTERNATIVES TO CLOSURE OF AERO DRIVE

There are a number of alternatives to closure of Aero Drive that have been considered to reduce the number of weeks that Aero Drive will need to be closed. These alternatives are briefly described in the following subsections.

Sanitary Sewer Extension

During the sanitary sewer extension construction, flag men could be used to divert traffic onto the northern lane of Aero Drive away from the backhoe and other equipment being used to install the sewer. The cost of this addition is approximately \$3,200 which will be split with the Town of Cheektowaga. Users of Aero Drive will be restricted to one lane of traffic and will experience delays due to oncoming traffic and construction vehicles also needing to use the northern lane.

Waste Consolidation

Rather than close Aero Drive, it would be possible to clean the wheels of each waste hauling truck before it crosses Aero Drive. Flag men or a temporary traffic signal could also be employed to eliminate the conflict between public vehicles using Aero Drive and the waste hauling vehicles. Severson has provided an estimated cost of \$1,296,000 for this option. (See July 18 letter of Severson). This option will involve the use of substantially more waste hauling vehicles or substantially extending the period for which waste consolidation activities are ongoing. Unfortunately, this option eliminates consolidation as a viable component of the remedy.

Another alternative for the waste consolidation effort would involve the construction of a temporary construction bridge to allow site vehicles to cross over Aero Drive. The estimated cost of such a bridge is on the order of \$568,000 and would only require the closure of Aero Drive for 2 weeks while the bridge is constructed and then another week for its removal at the conclusion of the project. (See July 7 letter of Leone Construction). Unfortunately, this option eliminates consolidation as a viable component of the remedy.

For waste consolidation in the sections adjacent to Aero Drive, it is necessary to provide a physical separation distance between the Exclusion Zone and the public using Aero Drive to safely perform the consolidation. It may be possible to provide the physical separation by constructing temporary traffic lanes over the existing landfill. Two temporary roads would have to be constructed; one on the north side of Aero Drive while consolidation activities were being performed on the south side of the road and then later, one on the south side of Aero Drive while consolidation activities were being

performed on the north side of the road. Constant air monitoring would be necessary to confirm that the air quality along the temporary roadways was acceptable for the public. The estimated cost of construction of the two roadways is on the order of \$309,000. This option does not overcome the issue that exists with regard to the need for the waste hauling vehicles to cross these temporary roads. Consequently, this is also not a viable option.

One other option considered is to perform the work at night and then only close Aero Drive during the night working hours. This would allow Aero Drive to be open during the day. The problems with this option are that:

- It would be unsafe working on site at night as it would be very difficult and costly to provide adequate lighting for all work areas (\$930,000 - see August 24 Severson Letter);
- The laborers, operators, and truck drivers are unwilling to work at night; and
- Even if the workers were willing to accept the night shift premium for pay, the cost of the construction would rise by an estimated \$608,000.

Consequently, performance of the remedial work at night is also not a viable option.

Barrier Wall / Tile System

There are no options available for installation of the barrier wall / tile system segments that cross Aero Drive. The excavations will be on the order of 12 feet deep and open cut construction is the only fail proof methodology to insure continuity of the drainage media and barrier wall. Consequently, the road will have to be closed for both crossings of the barrier wall / collection system. Depending on the timing of construction of the barrier wall/collection system, the road crossings may coincide with the waste consolidation period and would therefore not require a separate closure of Aero Drive.

Cap Construction

During the cap construction, it would be possible to continue to leave Aero Drive open for public use. It may be necessary to use flag men or temporary traffic signals to alleviate the conflict between the public vehicles and the construction vehicles. Severson's estimated extra cost for the delays that will be incurred to the truck traffic, for flag men, and for keeping the roadway clean is \$757,000. (See July 18 Severson letter).

5.0 TRAFFIC CONSIDERATIONS

The Pfohl Brothers PRPs have been discussing the possible closure of Aero Drive with the various public agencies. While most of the agencies understand that closure of Aero Drive is necessary for at least part of the remedial activities, there is an underlying concern over the impact of closure on the surrounding streets. In order to better understand the consequences of closure, EMS Consulting Engineers were retained to look into the consequences of the closure. The results of the traffic study were presented in the report entitled "Draft Traffic Impact Study - Proposed Closure of Aero Drive" dated June, 2000 and showed that:

- The following intersections would experience improved traffic conditions:
 - Aero Drive at Transit Road
 - Aero Drive at Amherst Villa Road
 - Aero Drive at Youngs Road
- The following intersections would not be affected:
 - Transit Road at the Thruway ramp
 - Wehrle Drive at Youngs Road (in AM)
 - Transit Road at Wehrle Drive (in PM)
- The following intersections would experience a negative impact on traffic conditions:
 - Transit Road at Genesee Street (13 to 16 second increased delay)
 - Genesee Street at Holtz Drive (15 second increased delay in AM and 5 seconds in PM)
 - Wehrle Drive at Youngs Road (8 second increased delay in PM)
 - Wehrle Drive at Spindrift Drive and Earhart Drive (5 to 6 second increased delay)
 - Transit Road at Wehrle Drive (8 second increased delay in AM)

Most of the intersections in this area already experience Level of Service deficiencies during the peak traffic hours. The expected additional delays for the above 5 intersections at some of the peak hours should be tolerable given the fact that this is for a specific period of time and is not a permanent impact. None the less, mitigative measures were suggested in the report and many others have been discussed during meetings with the NYSDOT.

Although several mitigative measures have been discussed with the NYSDOT to address the concerns at the impacted intersections, none have met with their approval. The NYSDOT would either prefer that Pfohl Road be reopened between Rein Road and Transit Road (See NYSDOT letter of July 6) or that no detour route at all be posted. One of the concerns the NYSDOT expressed was that by providing detour signs around the closure could result in compounding some of the existing Level of Service deficiencies at some of the intersections. It appears that the NYSDOT's preference would be to avoid placing signs to identify detour routes and simply allow the traffic to find its own route around the Aero Drive closure. This is consistent with the fact that Aero Drive is primarily used by commuters who are local to the area and will easily find their own way around this temporary inconvenience using the route that least impacts them.

With regard to the reopening of Pfohl Road, there appears to be a fair amount of resistance to this option from the local residents. At the time of the previously proposed (and cancelled) public meeting, CRA personnel hand delivered notices about the meeting and possible closure of Aero Drive to local residents and businesses. A number of the residents and one of the businesses were concerned that there was a possibility that Pfohl Road would be reopened to Transit Road as a temporary (or permanent) measure. Resistance to the reopening was dramatic. It is noted that the NYSDOT proposal for reopening Pfohl Road was solely for the use of private vehicles and did not include trucks.

If the reopening of Pfohl Road were to be pursued, the road would have to be reconstructed over the railroad property and an intersection on Transit Road established. The estimated cost for this is \$142,000. Given that Rein Road and Pfohl Road are County streets, the permission of the County will be necessary for this to proceed.

The PRPs are aware of the resistance to the proposed closure of Aero Drive by Ciminelli who operates a large business center on Aero Drive. There are available routes around Aero Drive (i.e., Holtz to Genesee to Transit as recommended in EMS's report and approved in the NYSDOT letter) that offer easy access to the Thruway with minimal extra time or inconvenience. Based upon the feedback obtained at the time of delivery of the public notices about the proposed meeting, none of the other businesses were disturbed about the possible closure and in fact most were only interested that some improvement to the pavement quality of Aero Drive would eventually occur. It is to be further noted that trucks using Ciminelli's center will not be allowed to use Pfohl Road as an access to Transit Road. Therefore, the reopening of Pfohl Road is of limited value. Value that is probably far outweighed by the resistance that the local residents would have to such a reopening.

The mitigative measures that were suggested but not approved by the NYSDOT are as follows:

- Transit Road at Genesee Street - Create two left lanes by restriping roadway
- Genesee Street at Holtz Drive - Convert the right turn lane on Genesee into a combined straight through and right turn lane
- Transit Road at Wehrle Drive - Retime traffic signals

The possible mitigative issues for the County roads are as follows:

- Wehrle Drive at Youngs Road - Add right turn lanes
- Wehrle Drive at Spindriff Drive & Earhart Drive - Use existing shoulder lanes to shift traffic to allow for left turn lanes

6.0 COST CONSIDERATIONS

The consolidation activities at the Pfohl Brothers Landfill are tied to the costs of consolidation. As previously stated, the previous break even point was based upon 30 acres being developed through the consolidation of waste up to about 6 feet thick. Since that time, the following factors have been added:

- | | |
|---|-----------|
| • Additional radiation monitoring | \$210,000 |
| • Delays in awarding contract due to ongoing discussions on design and road closure | \$367,000 |
| • Sewer Extension | \$15,000 |

In addition to the above, the PRP Group is at risk if any of the following occur:

- Substantially more drums are found;
- Substantially more soils underlying the waste need to be removed to reach an acceptable clean soil level;
- Substantially more groundwater is encountered;
- The waste is thicker than 6 feet thick; and
- Material requiring special handling if low level radioactive waste is encountered.

On top of these factors, if Aero Drive is not allowed to be closed, the following potential costs exist:

- Sewer extension construction cost increases by \$3,000;
- Waste consolidation costs increase by at least \$568,000;
- Cap construction costs increase by \$757,000; and
- Detour construction (if necessary) will add at least \$142,000.

7.0 IMPACT TO ERIE COUNTY

In the event that Aero Drive is not allowed to be closed for at least the waste consolidation activities and barrier wall/tile collection system installation, the following consequences occur:

- The increased costs of various options considered to keep Aero Drive open result in a situation where waste consolidation is not viable. Therefore, waste consolidation will not occur;
- 30 acres of developable property will not be added to the local tax roles;
- an additional 10,000 to 30,000 truck loads of clean soil will have to be imported to the Site to create an acceptable drainage configuration; and
- an additional 14,500 truck loads of clean soil will have to be imported to the Site to construct the landfill cap.

FIGURES

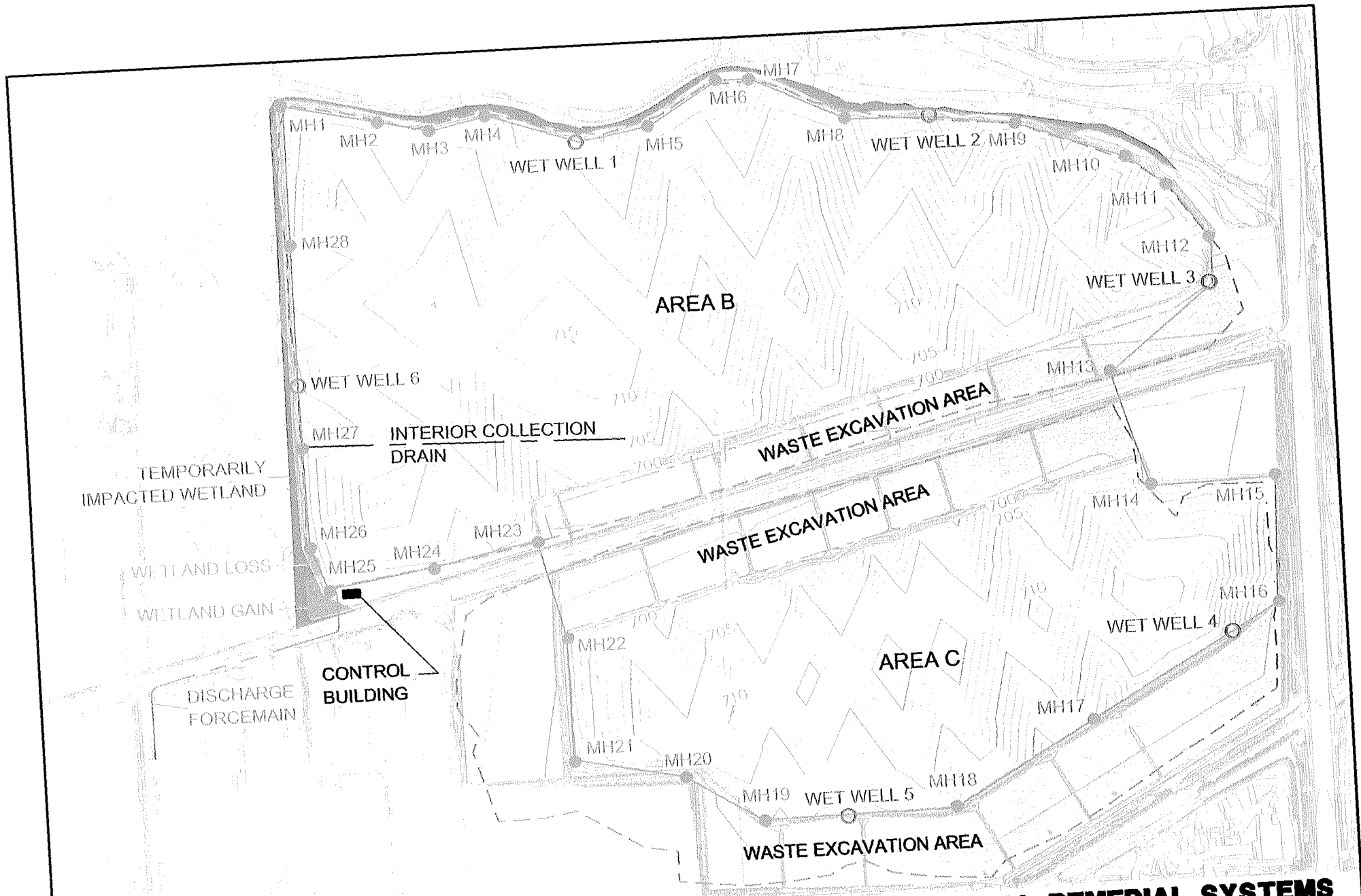
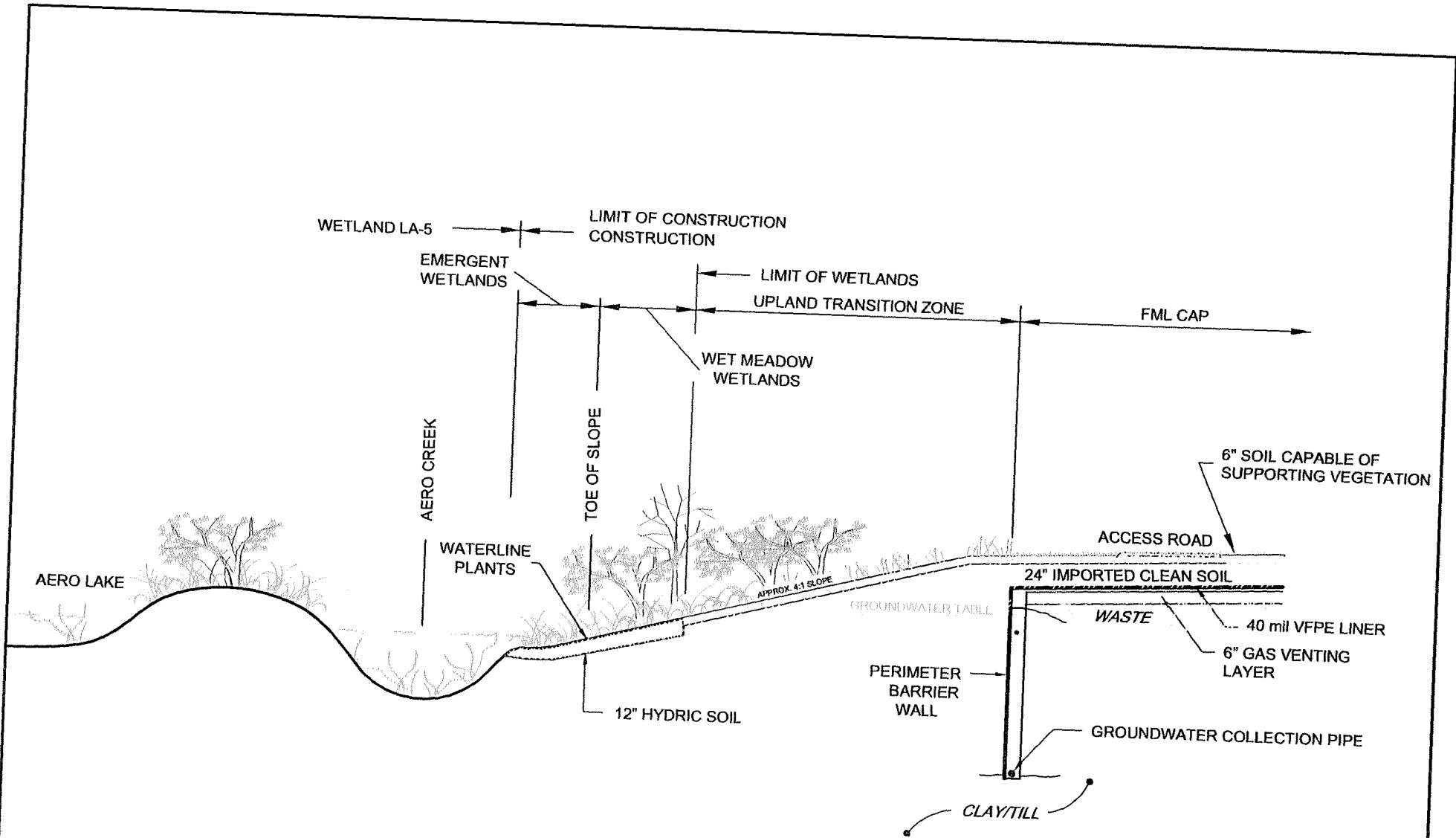


Figure 2.1 PFOHL BROTHERS LANDFILL REMEDIAL SYSTEMS

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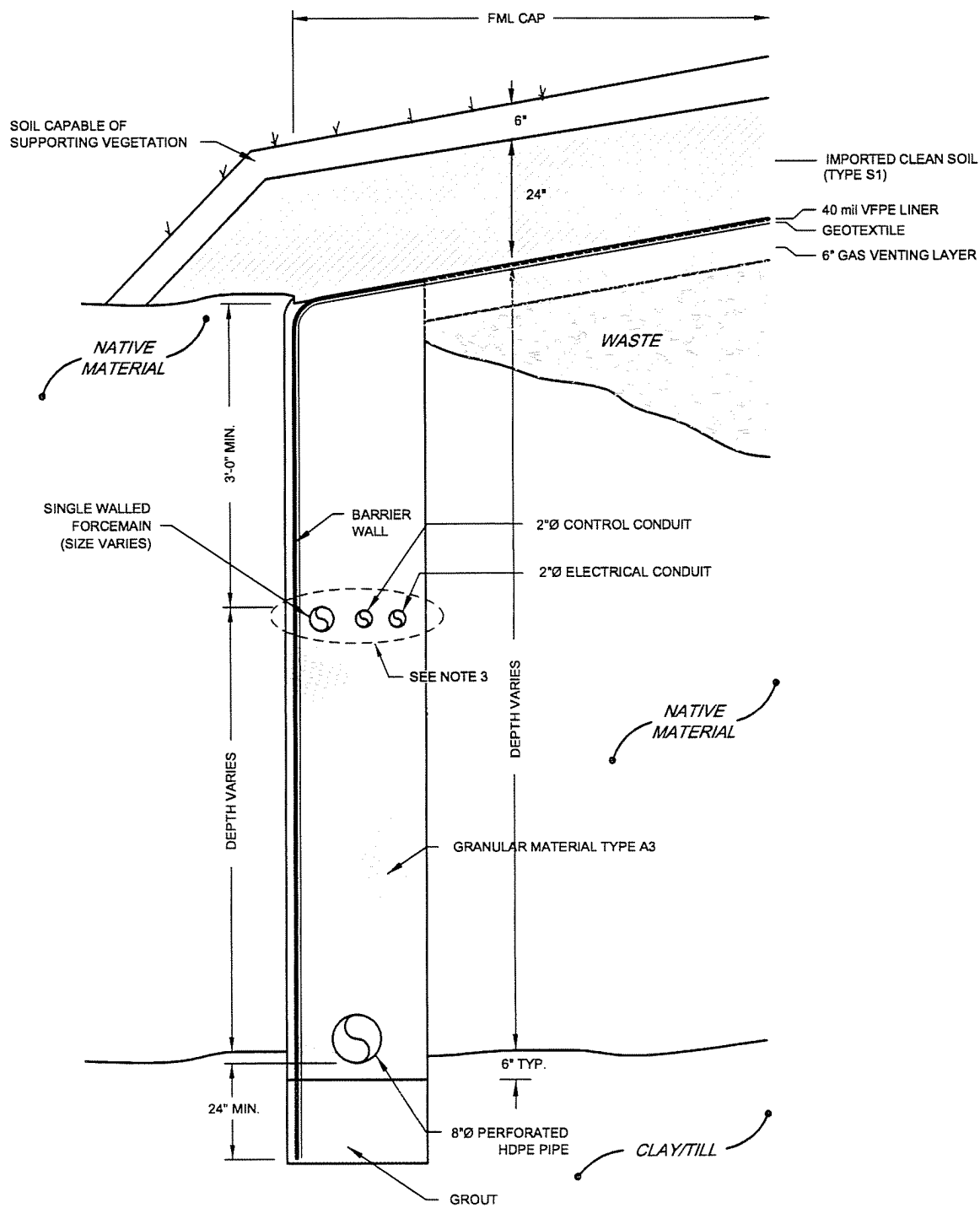


**TYPICAL SECTION THROUGH WETLAND
ALONG NORTH LIMIT OF AREA B**

CRA

PFOHL BROTHERS LANDFILL REMEDIAL SYSTEMS

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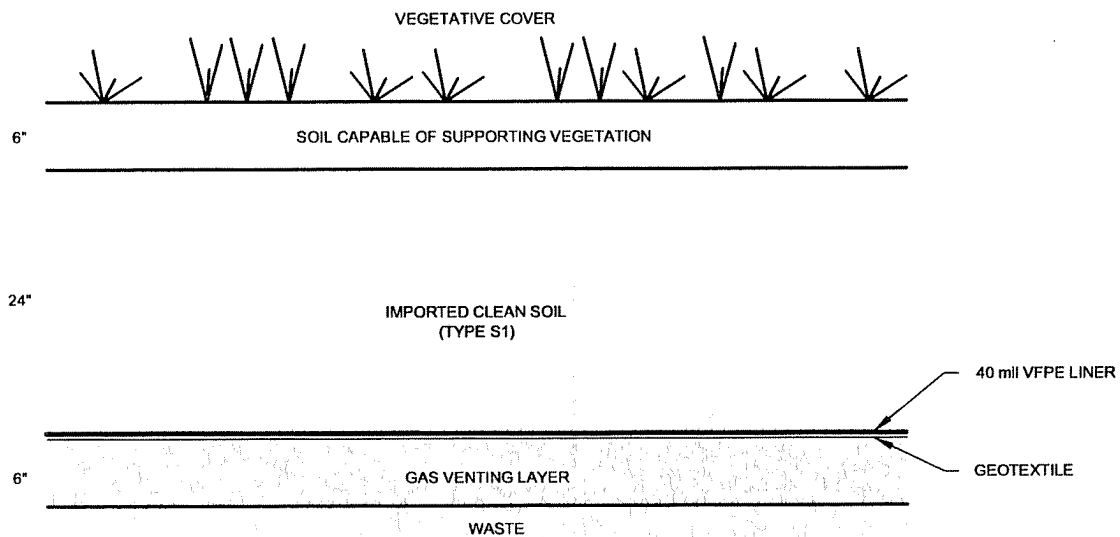


TYPICAL PERIMETER SYSTEM

N.T.S.

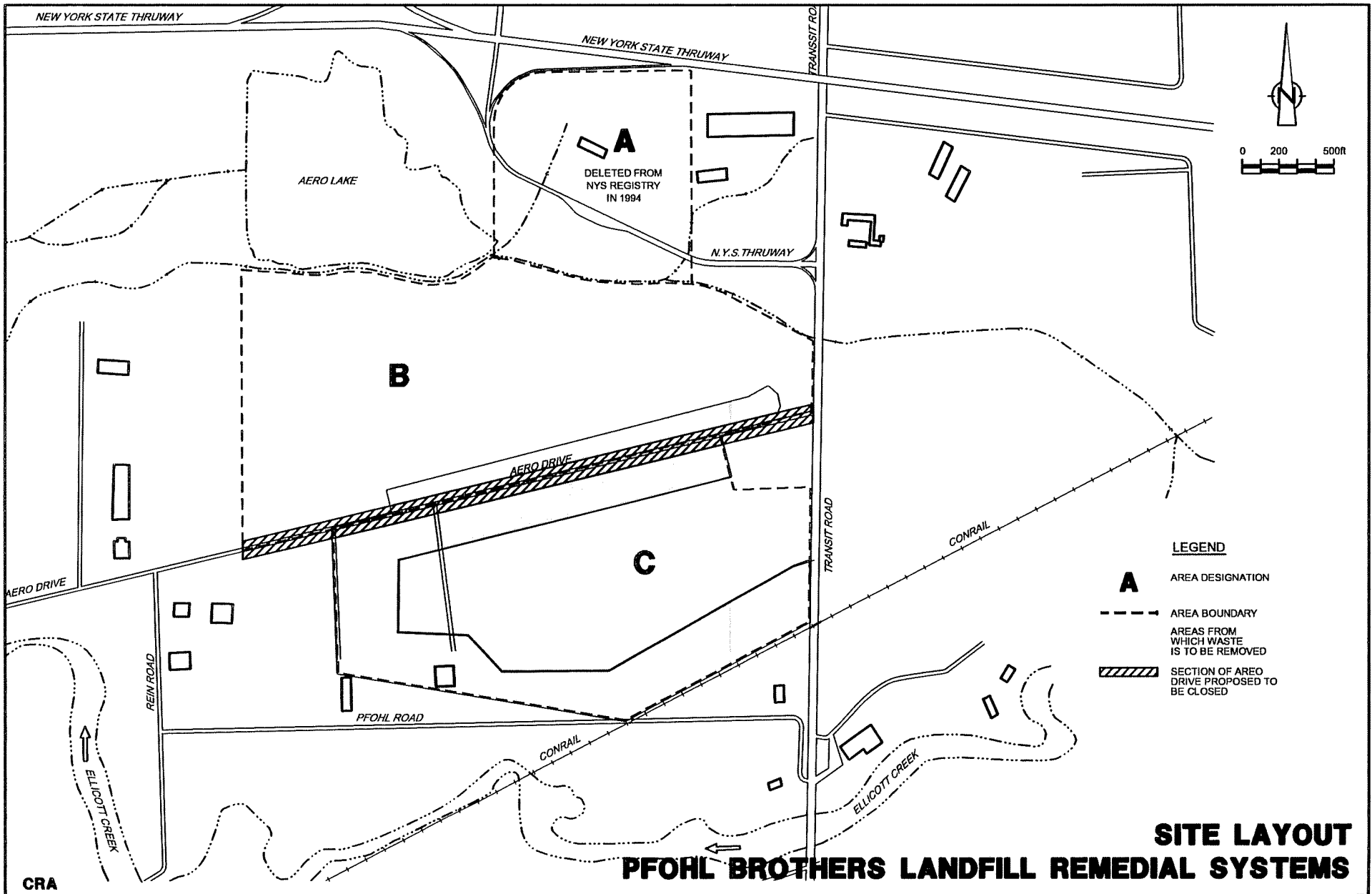
PFOHL BROTHERS LANDFILL REMEDIAL SYSTEMS

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TYPICAL CAP

N.T.S.



CRA

SITE LAYOUT PFOHL BROTHERS LANDFILL REMEDIAL SYSTEMS

ATTACHEMENT A



July 18, 2000

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CONESTOGA-ROVERS & ASSOCIATES

651 Colby Drive
Waterloo, Ontario
CANADA N2V 1C2

Attention: Mr. Jim Kay

Regarding: Pfohl Brothers Landfill Site
Cheektowaga, New York
Ref. No. 1979 (24)

Dear Mr. Kay:

As you requested, Sevenson has prepared a cost to maintain and control traffic at Pfohl Road throughout the project duration, if Sevenson is directed to leave this road open. The following activities would be impacted, along with the corresponding costs:

- The additional trucks during 100 days of waste excavation; flag men for traffic control; road maintenance and repairs; decontamination facilities including laborers for deconning trucks: \$1,295,910.00
- The additional cost during importing fill material for 225 days, including flag man and continuous road cleaning \$757,020.00

If there should be any questions regarding this matter, please contact me at 716-284-0431, or fax 716-284-1796.

Very truly yours,

SEVENSON ENVIRONMENTAL SERVICES, INC.

Gary P. Giancola
Estimator

GPG/Mary
cc: File



**Sevenson
Environmental
Services, Inc.**

August 24, 2000

Conestoga-Rovers & Associates
651 Colby Drive
Waterloo, Ontario, Canada N2V1C2

Attention: Mr. Jim Kay

Regarding: Pfohl Brothers Landfill Site
Cheektowaga, New York
Ref. No. 1979 (24)

Gentlemen:

Pursuant to our telephone conversation August 22, 2000, Sevenson has estimated the additional costs with comments associated with performing construction activities during night time hours while keeping Aero Drive open.

Costs

Cost to construct while keeping Aero Drive open (See Sevenson letter dated July 18, 2000)	\$2,052,930.00
Additional Labor Cost (Shift premium/differential)	\$ 608,000.00
Operation and Maintenance of 20 Light Plants	\$ 930,000.00
Estimated Total:	\$3,590,930.00

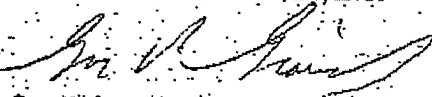
Comments

- Most truckers will not work at night.
- Suppliers of equipment parts are not open.
- Noise from trucks and equipment are louder at night.
- Drying fill material would be impossible without any sunlight.
- Nights during Fall and Winter months are colder and would hamper compaction of fill.
- Premium operators would be working on day jobs.
- Suppliers of materials are not open.
- Subcontractors and vendors may not work during night hours.
- Premium cost associated with vendors and subcontractors that agree to work at night must be added.

If there should be any questions regarding this letter, please contact me.

Sincerely,

SEVENSON ENVIRONMENTAL SERVICES, INC.


Gary P. Giancola
Estimator

GPC:bla
cc: File

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JK
July 11/7



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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
125 MAIN STREET
BUFFALO, N.Y. 14203-3088

BRIAN O. ROWBACK, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
COMMISSIONER

July 6, 2000

FACSIMILE	TO: <i>Jim Kay Conestoga-Rovers</i>	FROM: <i>Joe Tocke EMS Consulting</i>	DATE: <i>7/10/00</i>
	FAX #: <i>519-884-0525</i>	FAX #: <i>716-854-0583</i> PHONE #: <i>716-854-0303</i>	PAGES INCLUDING THIS PAGE: <i>3</i>

Mr. Klaus Schmidtke
CONESTOGA-ROVERS & ASSOCIATES
651 Colby Drive
Waterloo, Ontario
Canada N2V-1C2

Subject: **PFOHL BROTHERS LANDFILL REMEDIAL ACTION PLAN
TRAFFIC STUDY FOR PROPOSED CLOSURE OF AERO DRIVE
TOWN OF CHEEKTOWAGA, ERIE COUNTY**

Dear Mr. Schmidtke:

We have completed our review of the traffic study submitted on the potential traffic impact of the proposed closure of Aero Drive for the Pfohl Brothers Landfill Remedial Action Plan.

We found that the closure of Aero Drive with the recommended signed detour route would have an adverse traffic impact on the State highway system. As indicated in the study, the intersections of Genesee Street/Holtz Road and Genesee Street/Transit Road, which are on the proposed detour route, are currently experiencing capacity deficiencies during peak traffic hours. The redistributed detour traffic through these intersections would exacerbate the existing capacity deficiencies and cause excessive delays during the peak hours.

The traffic impact mitigative measures for the detour route proposed in the study for the intersections of Genesee Street/Holtz Road and Genesee Street/Transit Road are unacceptable. Following is a brief discussion of each.

Adjust the existing traffic signal timings as needed to accommodate variations in traffic demand.

This proposal would have little or no benefit, as the existing signal timing at these intersections is already optimized for the given intersection traffic volumes/geometry. Any increase in timing for a particular approach or movement would adversely affect other approaches or movements at the intersections.

Mr. Klaus Schmidtke
July 6, 2000
Page 2

Allow usage of existing shoulder areas to provide additional turning lanes at intersections.

The proposal to use existing shoulders as travel lanes would require the shoulders to be rebuilt as a full depth pavement section to adequately hold up to the traffic. In addition, the use of the shoulder as a travel lane could place vehicles closer to fixed objects such as utility poles, culverts, and railroad line crossing gates. This could be a safety issue if the fixed objects were within the roadside clear zone.

Restripe existing lane markings to provide additional lanes on a temporary basis.

The proposal to restripe to provide double left turn lanes for the northbound Transit Road to westbound Genesee Street left turn movement is unacceptable. The existing curb-to-curb width on Genesee Street would not provide the required throat width on the Genesee Street approach receiving the double left.

Where additional lanes are necessary to maintain the existing intersection Level of Service, reconstruction of the highway in accordance with Department standards will be required in lieu of using the highway shoulders or restriping.

An alternative to reconstruction of the impacted intersection could be the use of Rein Road and Pfohl Road as the signed detour route. This alternative appears to be a reasonable choice for the Aero Drive detour route, as it has a number of advantages over the proposed detour route. The alternative route is parallel to and in close proximity to Aero Drive. In addition, Pfohl Road has minimal traffic and development on it. This detour alternative would allow the majority of the redistributed detoured traffic to bypass the congested Genesee Street/Holtz Road and Genesee Street/Transit Road intersections.

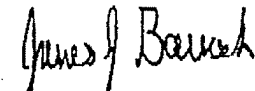
Both Rein Road and Pfohl Road are Town of Cheektowaga streets and would require Town approval to be used as detour routes. Presently, Pfohl Road is closed at either end of an inactive railroad line and would have to be reopened to connect Rein Road to Transit Road. This would require reconstruction of Pfohl Road for a short distance at the railroad line. These costs, however, should be less than those required for improvements at the Genesee Street/Holtz Road and Genesee Street/Transit Road intersections. In addition, Rein Road has a posted 5 ton weight restriction. A separate truck detour route would need to be posted. This truck detour route would be the one recommended in the study. As part of this detour, a temporary traffic signal would need to be installed at Transit Road/Pfohl Road. An additional traffic signal could be necessary at Genesee Street/Rein Road. The temporary traffic signals would be removed when Aero Drive was reopened.

Mr. Klaus Schmidtke
July 6, 2000
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In conclusion, we disagree with the recommendations contained in the study. The proposed detour route may be acceptable if appropriate improvements satisfactory to this Department are made at the Genesee Street/Holtz Road and Genesee Street/Transit Road intersections, or the Rein Road/Pfohl Road detour alternative is used.

Should you have any questions, please call me or Mr. Robert Dalfonso at (716) 847-3268.

Very truly yours,



James J. Barnack
Regional Traffic Engineer

JJB/RJD/dmd

- cc: Guy Puccio, Erie County Department of Public Works
Bill Pugh, Town of Cheektowaga
Joe Tocke, EMS Consulting
- bcc: Brian O. Rowback, Regional Director
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