

APPENDIX
Conceptual Recommendations for Corridors

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The Amherst Bicentennial Comprehensive Plan calls for the use of access management as a means of enhancing system capacity through operational improvements (Policy 6-4, p. 104). This Report and the Transit Road Corridor Study are intended to focus specifically on concepts and recommendations to guide the implementation of access management. The Comprehensive Plan identifies several other transportation improvements and traffic management measures. The reader should consult the Comprehensive Plan for these other policies and recommendations (www.amherst.ny.us—keyword: comprehensive).

The previous discussion provides general recommendations and guidelines for types of corridors located in the Town. The following Appendices apply those access management recommendations to five highways in the Town. These highways are representative of different functional classifications, character corridors, and jurisdictional control.

The maps illustrate the locations where conceptual access management measures and techniques could be applied to these roads, and other roads and locations with similar characteristics. The concepts are intended to provide examples and strategies that can maintain efficient access and mobility along these corridors while reinforcing consistency between the character of the highways and surrounding development. Some measures can be applied to several locations along a corridor, others are more specific. Specific measures should be subjected to detailed site review and analysis to determine where the most effective access management techniques might be applied.

The highways (jurisdiction) included in this analysis are:

- A Bailey Ave/North Bailey Ave/Ridge Leas Rd (NYSDOT/Erie County/Town of Amherst)
- B East Robinson Road / North French Road (NYSDOT/Erie County)
- C Grover Cleveland / Millersport Highway (NYSDOT)
- D Maple Road (Erie County)
- E Renaissance Drive (Town of Amherst)

Note: The data presented in the following tables for each corridor were collected from a variety of sources, including the Amherst Bicentennial Comprehensive Plan, the Greater Buffalo Niagara Regional Transportation Council (www.gbnrtc.org) and field observations. Pavement Condition (as found in the tables scores) are explained on the next page.

Cross section information is provided to illustrate the current roadway within the right-of-way. In some cases recommendations include modifications to the cross section to enhance access management, and encourage or preserve consistency with the surrounding development as proposed in the Comprehensive Plan.

Generalized Verbal Descriptions of Conditioned Rating
Scores for Roadway Surface Scores

General Score Condition	Condition Rating Description Surface
10 Excellent	There are no visual derivations from a smooth surface. Pavement recently constructed, reconstructed, or overlaid within the last years.
9 Excellent	Pavement should have no cracks or patches. Flexible pavement recently resurfaced within the past year or two. Overlay pavements may show evidence of some hairline reflection cracking. Rigid pavement joints function properly.
8 Good	Pavements give an excellent ride but show infrequent to occasional signs of surface deterioration. Flexible pavements begin to show very slight evidence of raveling, cracking, and wheel track wear. Rigid pavements begin to show very slight evidence of surface deterioration such as cracking, joint spalling, or scaling. Overlay pavements show evidence of very slight reflection cracking.
7 Good	Pavements give a good ride but show infrequent to occasional signs of surface deterioration. Flexible pavements show evidence of slight rutting, random cracking and some raveling. Rigid pavements show evidence of slight joint spalling, scaling, or minor cracking. Overlay pavements show evidence of slight reflection cracking and multiple cracking at reflection cracks.
6 Fair	Riding quality is noticeably inferior to new pavements, showing infrequent to occasional signs of distress. Surface defects of flexible pavements may include moderate rutting, cracking, and raveling; patching is apparent. Overlay pavements show evidence of slight to moderate cracking and raveling along cracks.
5 Poor	Riding quality is noticeably inferior to new pavements but may be tolerable for high speed traffic. Pavements show occasional to frequent signs of distress. Surface defects of pavements are the same as under the 6 rating but are more severe.
4 Poor	Pavements have deteriorated to a point where resurfacing is required, showing occasional to frequent distress. Rideability, even at slow speeds, is impaired. Surface defects on flexible pavements include sever rutting, cracking, raveling, and patching. Surface defects of rigid pavements include severe joint spalling, cracking, scaling and patching. Overlay pavements show evidence of severe surface delamination.
3 Poor	Pavements have deteriorated to a point where resurfacing is required immediately. Flexible pavements show evidence of severe and frequent scaling, joint spalling, faulting cracking, and patching. Rigid pavements show signs of frequent and severe joint spalling, cracking and scaling.
2 Poor	Pavements are in extremely deteriorated condition and may require complete reconstruction. Motorists experience discomfort and travel speeds will decrease.
1 Poor	Pavements are in extremely deteriorated condition and are in need of immediate corrective action. These facilities are considered impassable at posted speeds.