

CENTER CITY TWO-WAY CONVERSION PROJECT
(North Clinton Avenue: Cumberland Street – Main Street)
(St. Paul Street: Cumberland Street – Main Street)

I. DESCRIPTION OF PROJECT

The possibility of converting North/South Clinton Avenues and St. Paul Street/South Avenue through downtown Rochester from their current one-way traffic pattern to a two-way pattern has been the subject of a study started in the spring of 2011. To date the Draft Feasibility Assessment Report has been completed, with the final report due in the next few months.

This project will implement the two-way conversion north of and including Main Street using the report's recommendations. If there are revisions in the Final Feasibility Assessment Report which modify the design's scope of work the City will review these with the Consultant and implement any additional services that may be needed.

A. Pavement Marking Modifications

The striping changes will generally consist of installing opposing left turn only lanes and through-right turn lanes at each intersection. Material will consist of 4" wide epoxy longitudinally, with stop bars, crosswalks, arrows and letters being preformed thermoplastic. Crosswalks will be the continental style striping.

Bittner Street will be restriped as a one-way southbound street with angled parking on the east curbline and longitudinal parking on the west curbline.

In order to have the optimum surface for placing the pavement markings, North Clinton Avenue and St. Paul Avenue within the project limits will be milled 1 1/2" deep and resurfaced with 1 1/2" top course. The same will be done with the side street approaches to the conversion streets to the limit needed to make the necessary striping modifications. Additionally, Main Street between St. Paul Street and N. Clinton Avenue and Bittner Street will be milled and resurfaced.

B. Traffic Signal Modifications

Inner Loop/Cumberland Street intersections: minor head reconfigurations, along with some signal cable and vehicle detector modifications. The existing phase will need to be changed in the controllers and timings will need to be optimized.

Remaining signals: addition of one mast arm pole and two signal heads, additional vehicle detectors and signal controller modifications. The signals at the Mortimer Street intersections will be modified as part of the RTS Downtown Transit Center construction, currently scheduled to be opened in 2014. It is expected that the Center City Conversion project will need to make temporary changes to the signal system at the Mortimer Street intersections in order to implement the changeover to two way traffic prior to the Transit Center opening.

The following signals will also be set up with Leading Pedestrian Intervals, which will allow pedestrians to enter the roadway before vehicles receive a green light:

- St Paul/South and Main
- Clinton w/ Mortimer
- Clinton w/ Main

C. Signing Modifications

Signing improvements will be required extensively throughout the project area to eliminate obsolete "one way" and "do not enter" signs and install other signs as appropriate. The new lane geometry will also require new mast arm poles with lane designation signs be installed on St. Paul near the Inner Loop and Clinton near Andrews to help guide drivers to the correct lane.

D. Roadway Modifications

Improvement to the pavement and sidewalk areas are required at select areas along the studied corridors to accommodate two-way traffic.

The modifications within this project scope are curblines changes on Bittner Street to accommodate the proposed one way traffic flow and moving the western curblines on the portion of North Clinton Avenue south of the inner loop ramp.

This project will also coordinate with the proposed modification to the Mortimer Street intersections and other changes that are part of the RTS Downtown Transit Center project

E. Approximate Construction Budget (Excluding contingency and RPR): \$ 1,090,000

II. SCOPE OF SERVICES

The consultant shall perform all phases of basic engineering services including:

A. Scoping and Design Phase I – VI .