

2018-2020 TIP Preventative Maintenance Projects

TYPICAL SCOPE OF WORK

The scope of services is proposed as follows:

- Design plans shall be prepared by the consultant.
- In the event a road diet occurs a public informational meeting will be conducted by the consultant. The city will schedule and facilitate the public meeting.
- Pavement cores for each road shall be obtained by the consultant to aid in the completion of the Pavement Evaluation and Treatment Selection Report (PETSRS – Simple Format).
- The consultant shall present the project to the city's Traffic Control Board for any geometric changes in pavement width or parking regulation changes.
- The consultant shall present the work zone traffic control plans to the city's Traffic Control Board for their approval of the plan.
- The consultant shall complete a traffic safety assessment. The City will provide to the consultant the accident reports for these streets for the previous three year period.
- A traffic study including turning movement counts shall be completed for each signalized intersection within the project limits by the consultant.
- The consultant shall provide accident analysis and diagrams for each of the 3 years prior within the project limits. Accident rates should be compared to the Monroe County average for the type of facility.
- The consultant shall review traffic volumes and lanes at intersections to determine if a road diet is feasible.
- A safety screening must be completed for each street within the project limits.
- A Smart Growth Checklist must be completed.
- A Complete Street Checklist must be completed.
- Completion of a Pavement Evaluation and Treatment Selection Report (PETSRS) simple format is required.
- Gather field data to tabulate needed curb, base repair, handicap ramp improvements for current ADA compliance, receiving basin improvements, sewer and water casting adjustments, and, confirm paving limits.
- If all roads of the project have similar environmental characteristics only one FEA will be required.
- Design for replacement of existing traffic loops.
- Design for incorporating new signage to accommodate new pavement marking plans.
- Design for retrofitting existing traffic signal arms or span wires along with signal head relocation to accommodate new pavement marking plan.
- Evaluation of additional right of way needs must be completed during the early stages of the design approval document. A completed R.O.W. Clearance Certificate is to be submitted with the P.S. &E. package.
- Acquire necessary work permits and agreements necessary to construct this project including but not limited to a New York State Highway Work Permit and necessary Railroad agreements (if any).
- Prepare plans and specifications for bids utilizing NYSDOT pay items or NYSDOT approved local special specifications. The contract proposal book shall be in NYSDOT format. It is anticipated two (2) special specifications will need to be approved by NYSDOT to be included in the project.
- Consultant must meet the 20% Disadvantaged Business Enterprise goal.

- Construction activities during night time hours may be required due to traffic conditions. Other restrictions may be necessary.
- It is assumed that in all cases existing traffic will be maintained throughout the construction. Otherwise, detour analyses may be required for any proposed detours.
- The consultant shall aid the city in advertising, bidding and award phases in accordance with the FAFPL process.
- Scoping/Preliminary Engineering must be completed in federal fiscal year 2017. Final Design Approval Documents must be submitted to the NYSDOT no later than August 15, 2019, and construction funding obligated in the 2020 federal fiscal year.

The project includes the milling 1 1/2" and resurfacing 1 1/2" of the existing pavement along with spot base repair, spot curb repair, adjustment of sewer and water castings along with repairing receiving basins, and replacement of traffic loops and pavement markings.

Sidewalk access ramps must be in compliance with the most recent ADA Guidelines. ADA Accessibility Compliance was recently added to Chapter 13 of the PLAFAP Manual. New construction and design standards are included in Chapter 2 (design), Chapter 7 (1R, 2R, and 3R projects), and Chapter 18 (Pedestrian Facility Design under ADA). 1R projects only need to address ramps and crosswalks. Signals, sidewalks and uncontrolled driveways do not need to be evaluated or corrected as part of 1R project.

The following should be completed:

- All ramps and crosswalks that are within work limits should be inventory using a format acceptable to the City of Rochester;
- Once the paving limits are chosen, only ramps and crosswalks that will be impacted by the paving, i.e. "touched by paving" should be identified, field measured, and tabulated. These will need to be addressed and updated to current standards during final design. You should update your "living" document transition plan once the modifications are complete;
- No ramps are required at intersection quadrants without any sidewalks or paved surface for pedestrian use.
- If it is found that a pedestrian facility cannot be updated to current standards, a Non Standard Feature (NSF) can be justified using criteria A through G in Exhibit 2-15A from ED 15-004. The NSF should be made compliant to the maximum extent practicable. A NSF should be signed by the Responsible Local official and licensed design professional making NSF and added to the file with a copy to RLPL.
- If you are replacing a curb ramp (not replacing a single element) because it doesn't meet 1991 guidelines, it should be designed and built to current PROWAG standards.
- Detectable warning units should be installed on ALL ramps whether or not you are altering the ramps or not.