

the City of  
*Rochester's*

# INNER LOOP

## WORKSHOP

*June 22, 2000*  
**5:00PM - 9:00PM**

## AGENDA

5:00 PM – 6:00 PM	OPEN HOUSE	
6:00 PM – 6:30 PM	PROJECT INTRODUCTION	- TOM HACK, PE - RICK RYNSKI
6:30 PM – 6:40 PM	PURPOSE AND STRUCTURE OF WORKSHOP	- JON LANE, AIA, AICP
6:40 PM – 7:10 PM	ALTERNATIVE CONCEPTS	- DAVE BALTHASER, PE
7:10 PM – 8:10 PM	AUDIENCE COMMENT PERIOD	
8:10 PM – 8:25 PM	ASSESSMENT OF COMMENTS	- JON LANE, AIA, AICP
8:25 PM – 8:40 PM	OPEN COMMENT WRAP-UP	- JON LANE, AIA, AICP - DAVE BALTHASER, PE

## TABLE OF CONTENTS

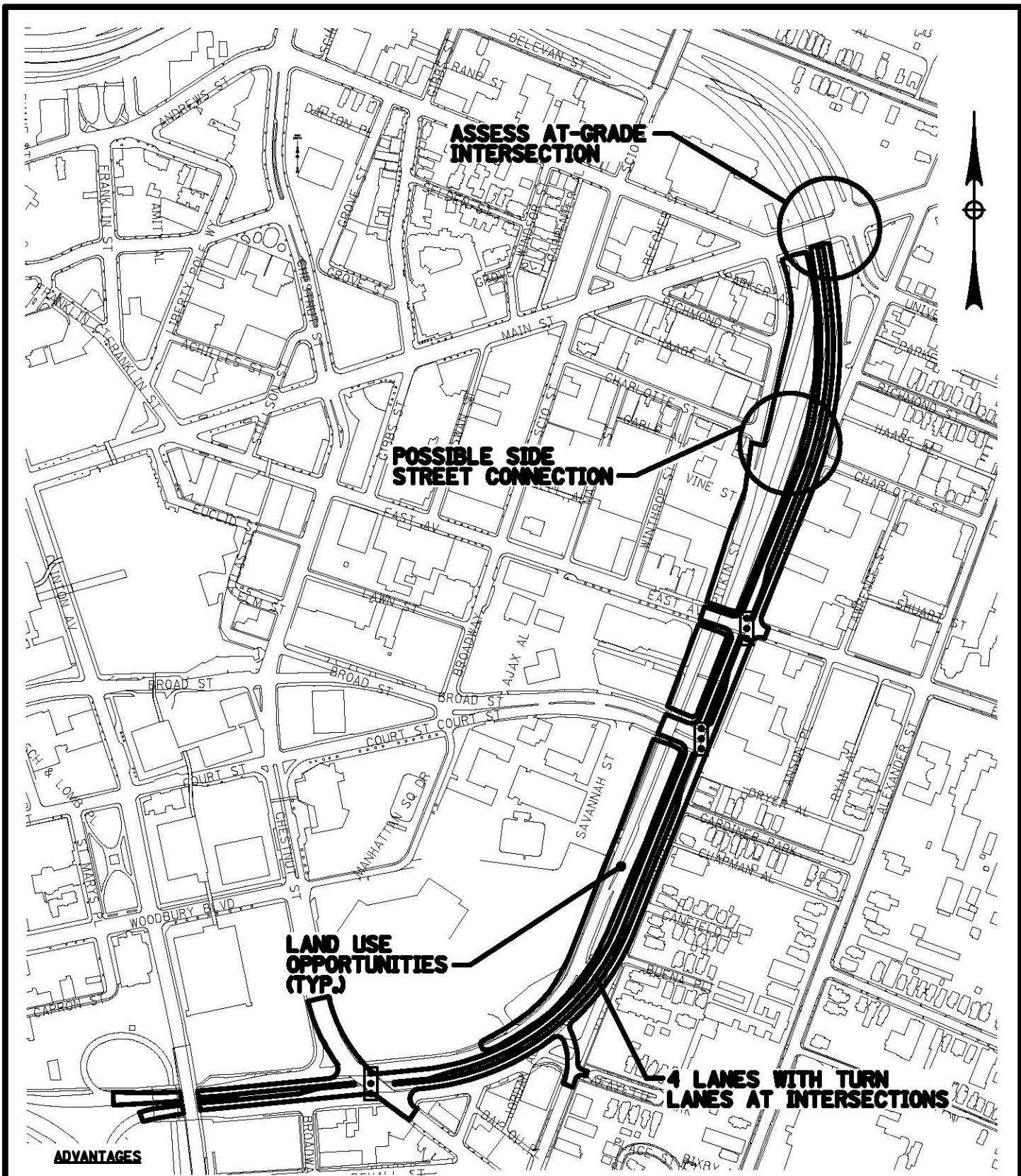
SEGMENT #1	INNER LOOP FROM MONROE AVENUE TO MAIN STREET	SECTION 1
SEGMENT #2	INNER LOOP FROM MAIN STREET TO CLINTON AVENUE	SECTION 2
SEGMENT #3	SOUTHWEDGE / I-490/ INNER LOOP INTERCHANGE	SECTION 3
-	INNER LOOP PUBLIC PROCESS	APPENDIX

## SUMMARY OF ALTERNATIVE CONCEPTS

SEGMENT		OPTIONS				
1	MONROE TO MAIN	1A AT GRADE EAST	1B AT GRADE WEST	1C AT GRADE HYBRID	1D DECKING	
	<p><i>Sub-alternatives</i></p> <p style="text-align: center;"><b>Arterial</b></p> <p>Boulevard w/ or w/out Parking Lane</p> <p>Park Ave. Extension To Court/Broad Intersection Park Ave. Extension To Inner Loop</p> <p>490 Ramp To Inner Loop @ Union St. – Direct Ramp 490 Ramp To Inner Loop @ Union St. – Modified Clinton/Union St. Exit 490 Ramp To Inner Loop @ Clinton Ave. – Direct Connect Ramp</p>					
2	MAIN TO CLINTON	2A AT GRADE	2B DECKING			
3	<b>SOUTHWEDGE I-490 / INNER LOOP INTERCHANGE</b>	3A CONSOLIDATE SOUTH AVENUE CONNECTION TO I-490 E	3B CONSOLIDATE SOUTH AVENUE CONNECTION TO I-490 E W/ 2-WAY CLINTON	3C SOUTHWEDGE ACCESS TO I-490 W REVERSE DIRECTION OF RAMP	3D SOUTHWEDGE ACCESS TO I-490 W W/ MODIFY LOOP RAMP TO 2-WAY	3E BYRON ST. RAMP - <ul style="list-style-type: none"> <li>• ONE-WAY BYRON ST. SUB-OPTION</li> <li>• MID-BLOCK CONNECTION ON BYRON ST. SUB-OPTION</li> </ul>



# **SEGMENT 1**



**ADVANTAGES**

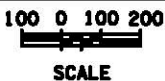
- 1. REMOVAL OF BARRIER EFFECTS.
- 2. NEW LAND USE OPPORTUNITIES ALONG WESTERLY EDGE.

**DESIGN CONSIDERATIONS**

- 1. REQUIRES INNER LOOP TO BE AT-GRADE WITH SIGNALIZED INTERSECTIONS.
- 2. ASSESS MAIN ST. / INNER LOOP INTERSECTION.
- 3. PAVEMENT SECTION: CENTER MEDIAN VERSUS NO CENTER MEDIAN.

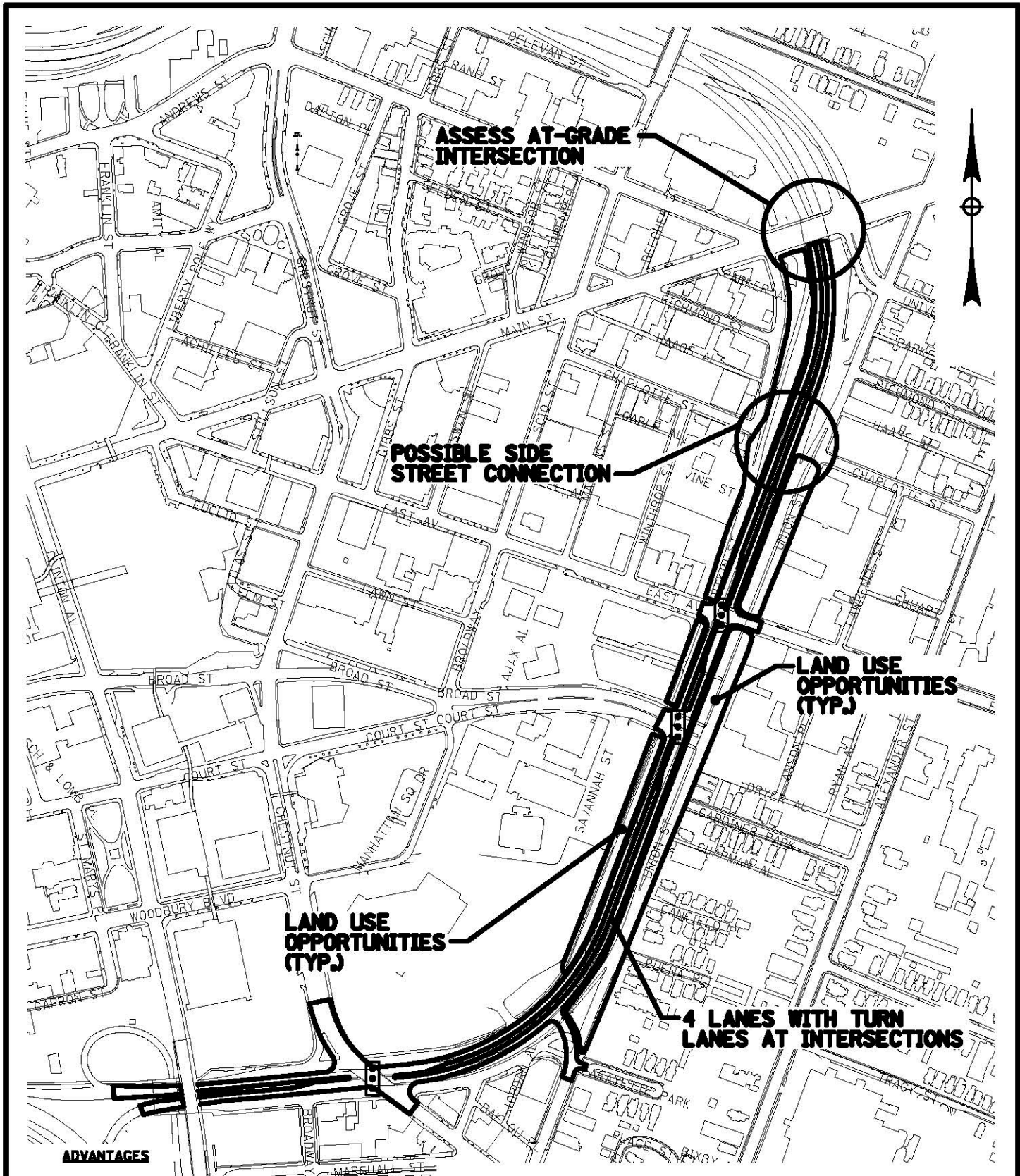
**SEGMENT 1 - MONROE TO MAIN  
1A - AT GRADE - EAST**

**INNER LOOP IMPROVEMENT STUDY**



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**ADVANTAGES**

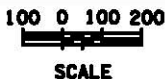
- 1. REMOVAL OF BARRIER EFFECTS.
- 2. NEW LAND USE OPPORTUNITIES ALONG EASTERLY AND WESTERLY EDGE.

**DESIGN CONSIDERATIONS**

- 1. REQUIRES INNER LOOP TO BE AT-GRADE WITH SIGNALIZED INTERSECTIONS.
- 2. ASSESS MAIN ST. / INNER LOOP INTERSECTION.
- 3. PAVEMENT SECTION: CENTER MEDIAN VERSUS NO CENTER MEDIAN.

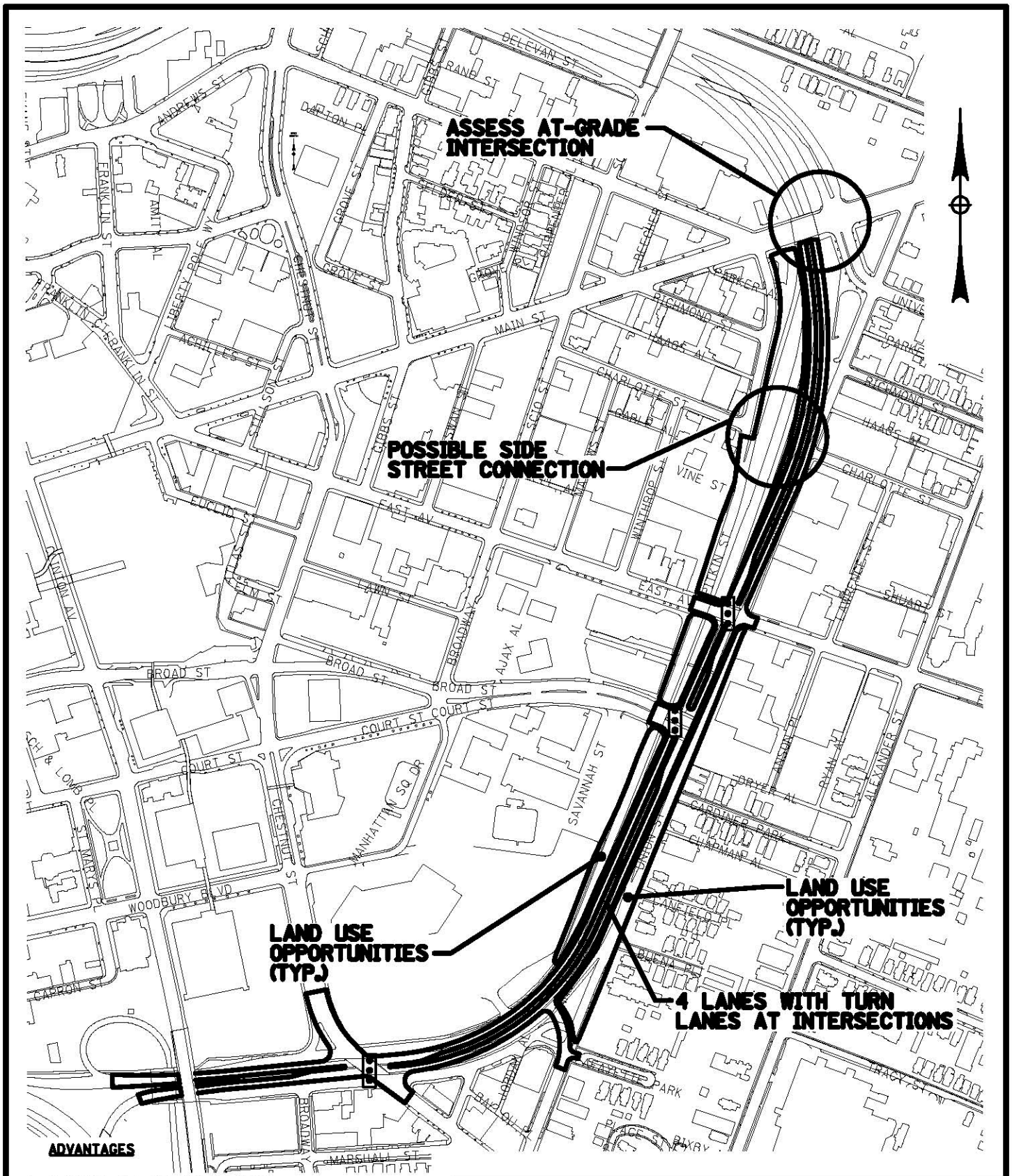
**SEGMENT 1 - MONROE TO MAIN  
1B - AT GRADE - WEST**

**INNER LOOP IMPROVEMENT STUDY**



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**ADVANTAGES**

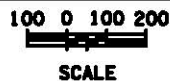
1. REMOVAL OF BARRIER EFFECTS.
2. NEW LAND USE OPPORTUNITIES ALONG EASTERLY & WESTERLY EDGE.

**DESIGN CONSIDERATIONS**

1. REQUIRES INNER LOOP TO BE AT-GRADE WITH SIGNALIZED INTERSECTIONS.
2. ASSESS MAIN ST. / INNER LOOP INTERSECTION.
3. PAVEMENT SECTION: CENTER MEDIAN VERSUS NO CENTER MEDIAN.

**SEGMENT 1 - MONROE TO MAIN  
1C - AT GRADE - HYBRID**

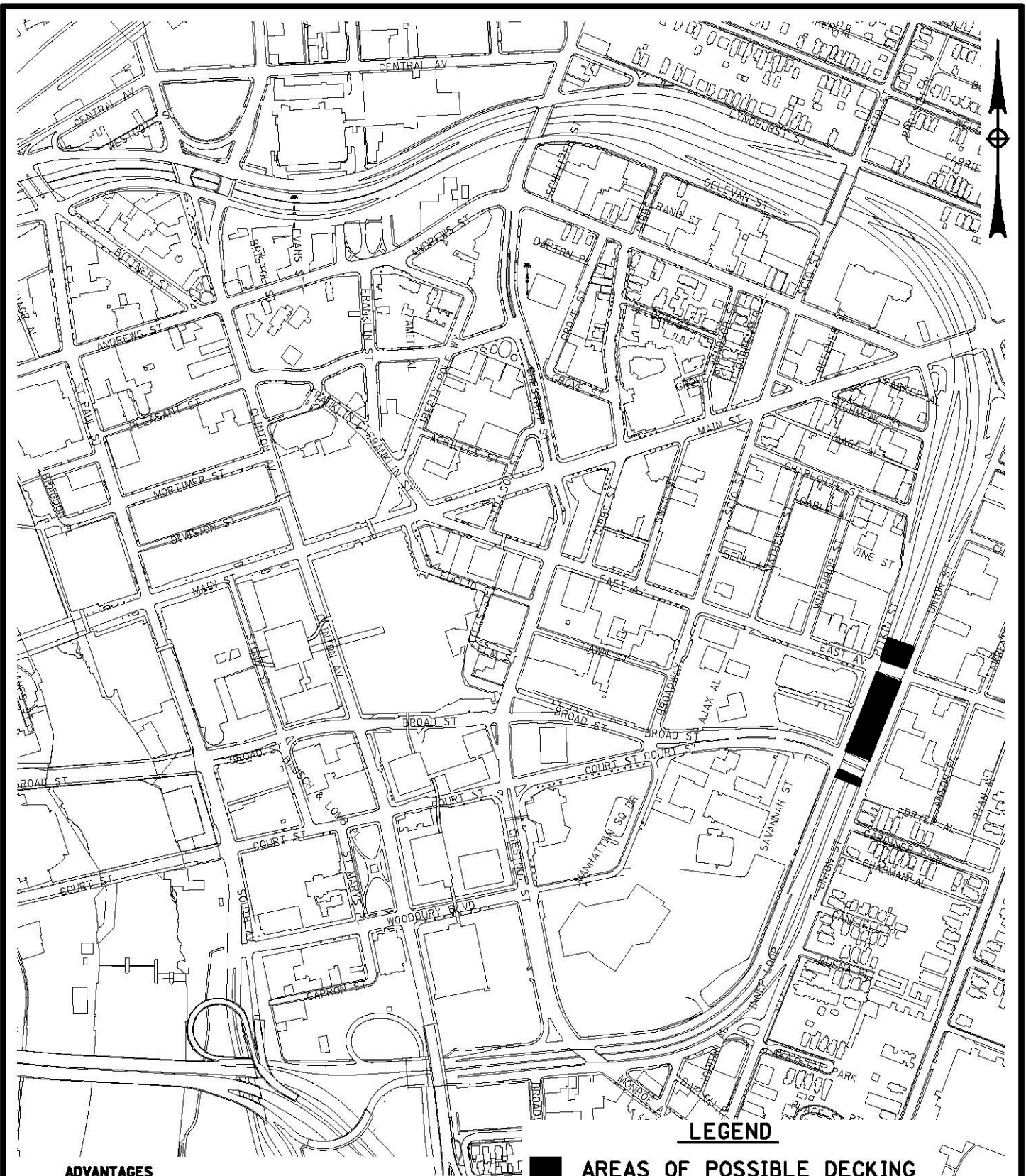
**INNER LOOP IMPROVEMENT STUDY**



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**LEGEND**

■ AREAS OF POSSIBLE DECKING

**ADVANTAGES**

- 1. MAINTAINS FREE FLOWING MOVEMENT AROUND CITY.
- 2. PROVIDES SMALL AREAS FOR OTHER LAND USE OPPORTUNITIES.

**DESIGN CONSIDERATIONS**

- 1. CONSTRUCTION AND MAINTENANCE COSTS.
- 2. RETAINS INNER LOOP (BARRIER EFFECT).

**SEGMENT 1 - MONROE TO MAIN  
1D - DECKING**

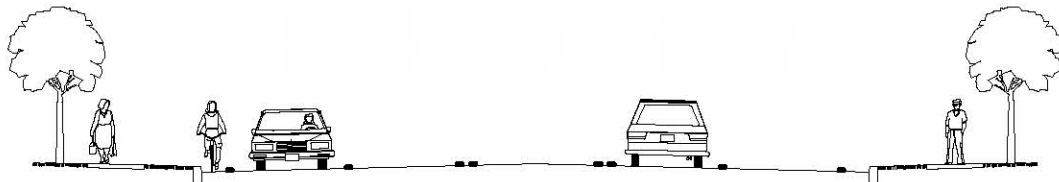
**INNER LOOP IMPROVEMENT STUDY**

NOT TO SCALE

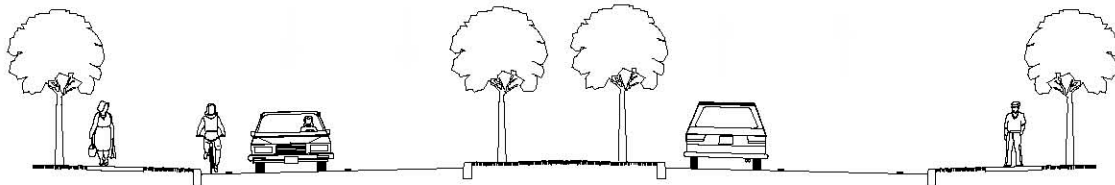
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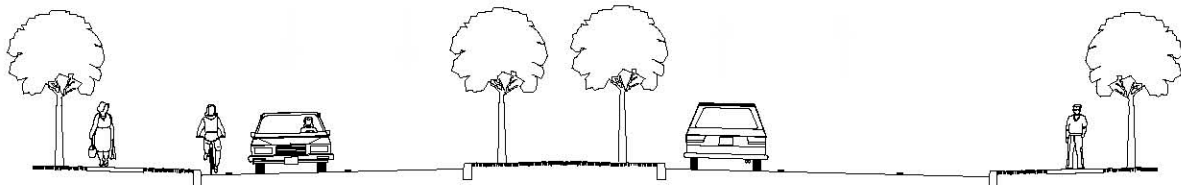
## **ARTERIAL**



## **BOULEVARD**



## **BOULEVARD WITH PARKING LANE**



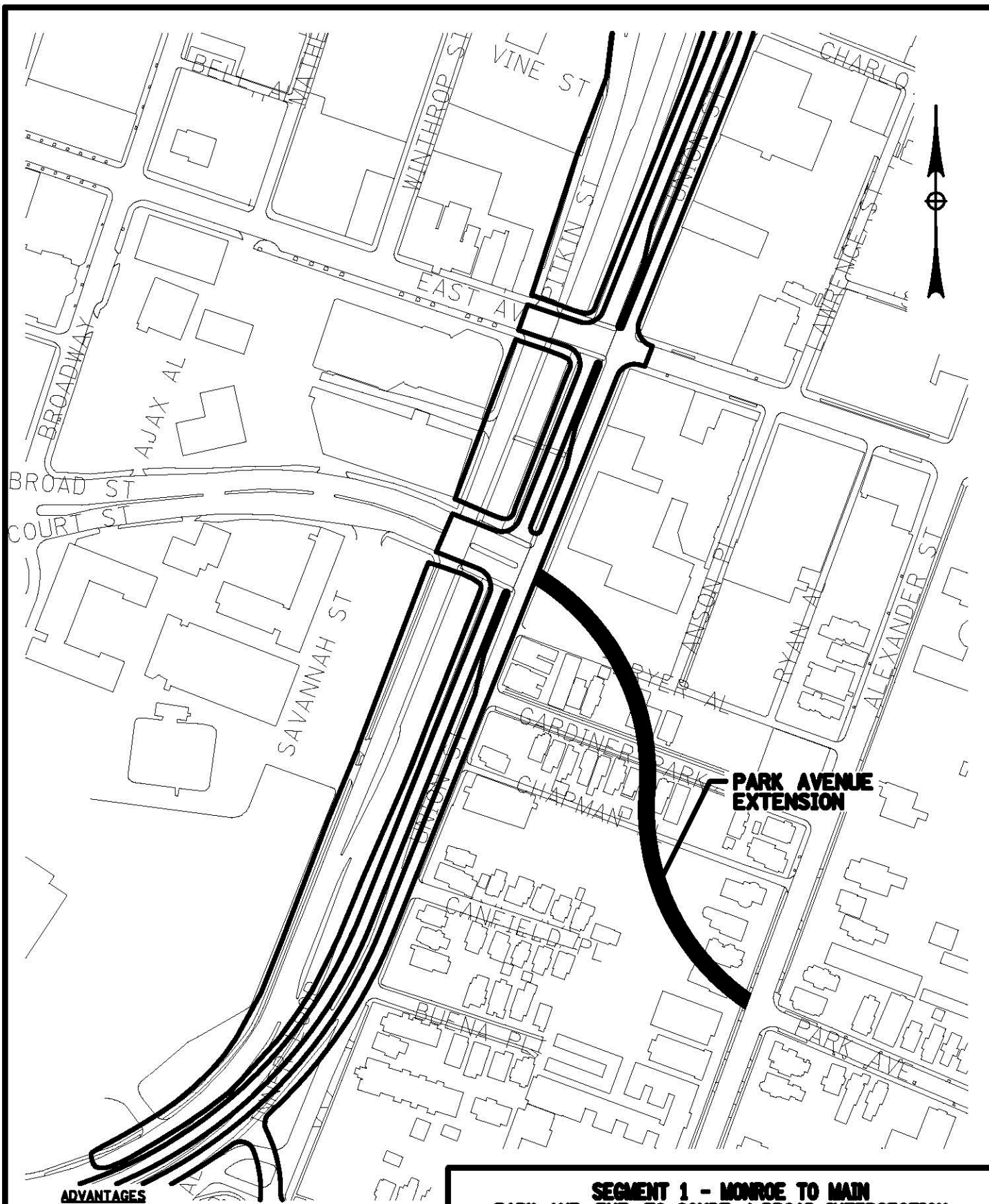
**SEGMENT 1 - MONROE TO MAIN  
AT GRADE - TYPICAL SECTIONS**

INNER LOOP IMPROVEMENT STUDY

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SEAR-BROWN



**ADVANTAGES**

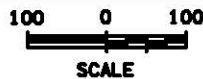
1. CONNECTS PARK AVE. TO THE INNER LOOP.
2. CONSOLIDATES INTERSECTION ALONG INNER LOOP - ACCESS CONTROL.
3. IMPROVED ACCESS TO DOWNTOWN.

**DESIGN CONSIDERATIONS**

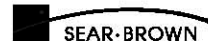
1. LOCATION OF PARK AVENUE EXTENSION.
2. IMPACTS TO NEIGHBORHOOD.

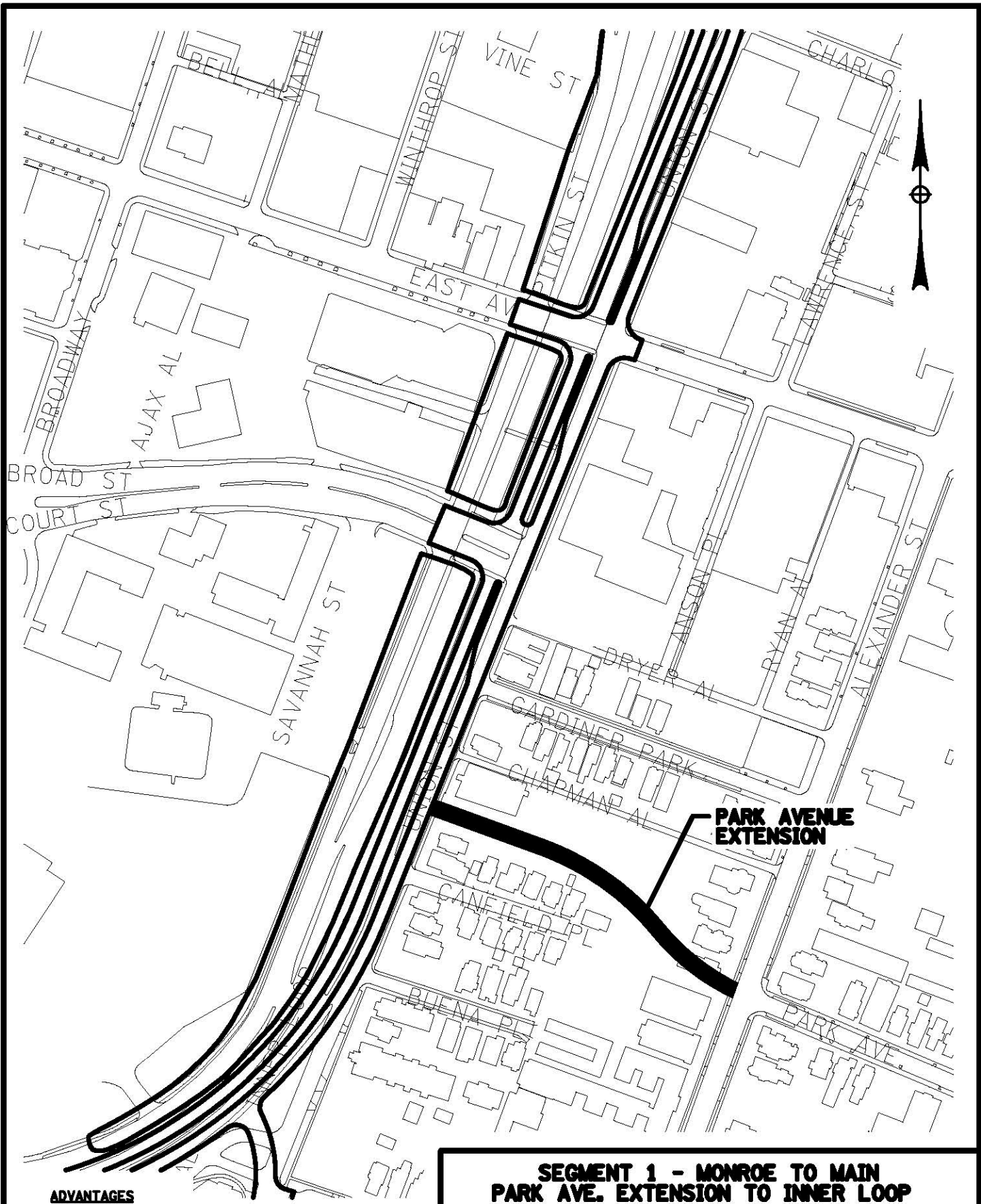
**SEGMENT 1 - MONROE TO MAIN  
PARK AVE. EXT. TO COURT / BROAD INTERSECTION**

**INNER LOOP IMPROVEMENT STUDY**



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**ADVANTAGES**

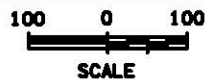
- 1. CONNECTS PARK AVE. TO THE INNER LOOP.
- 2. IMPROVED ACCESS TO DOWNTOWN.

**DESIGN CONSIDERATIONS**

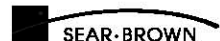
- 1. LOCATION OF PARK AVENUE EXTENSION.
- 2. IMPACTS TO NEIGHBORHOOD.

**SEGMENT 1 - MONROE TO MAIN  
PARK AVE. EXTENSION TO INNER LOOP**

**INNER LOOP IMPROVEMENT STUDY**

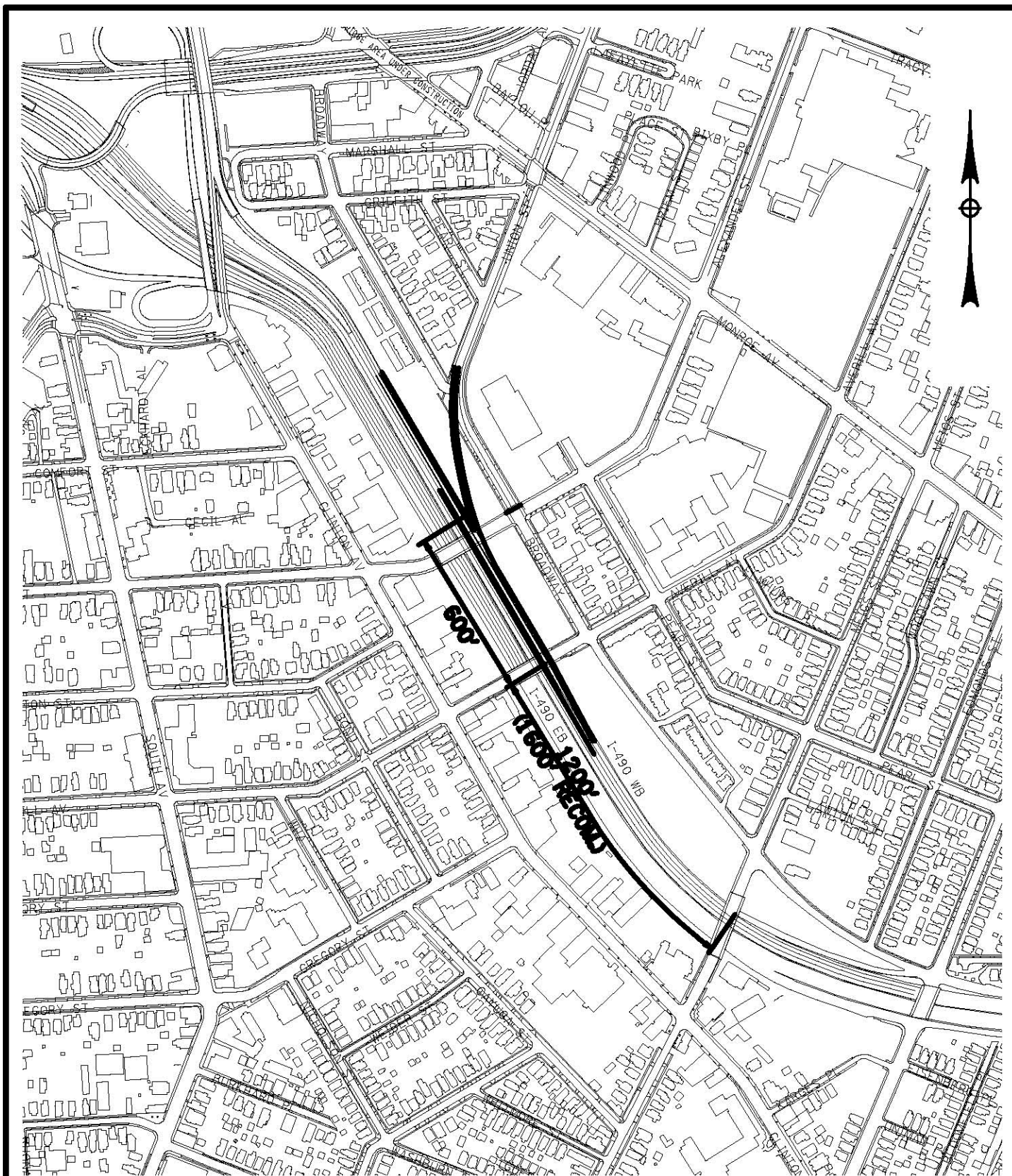


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**ADVANTAGES**

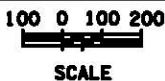
1. DIRECT CONNECTION FROM I-490 WB TO UNION ST./INNER LOOP.
2. INCREASED USAGE OF EASTERN INNER LOOP.
3. POSSIBLE DECREASE IN CLINTON AVENUE TRAFFIC.

**DESIGN CONSIDERATIONS**

1. ENTRANCE AND EXIT RAMP SPACING REQUIREMENTS.
2. OPERATIONAL CHARACTERISTICS OF I-490 WB.
3. IMPACTS TO RESIDENTIAL NEIGHBORHOOD IN THE VICINITY OF PEARL ST./BROADWAY AREA.
4. GEOMETRIC IMPACTS TO ALEXANDER ST.

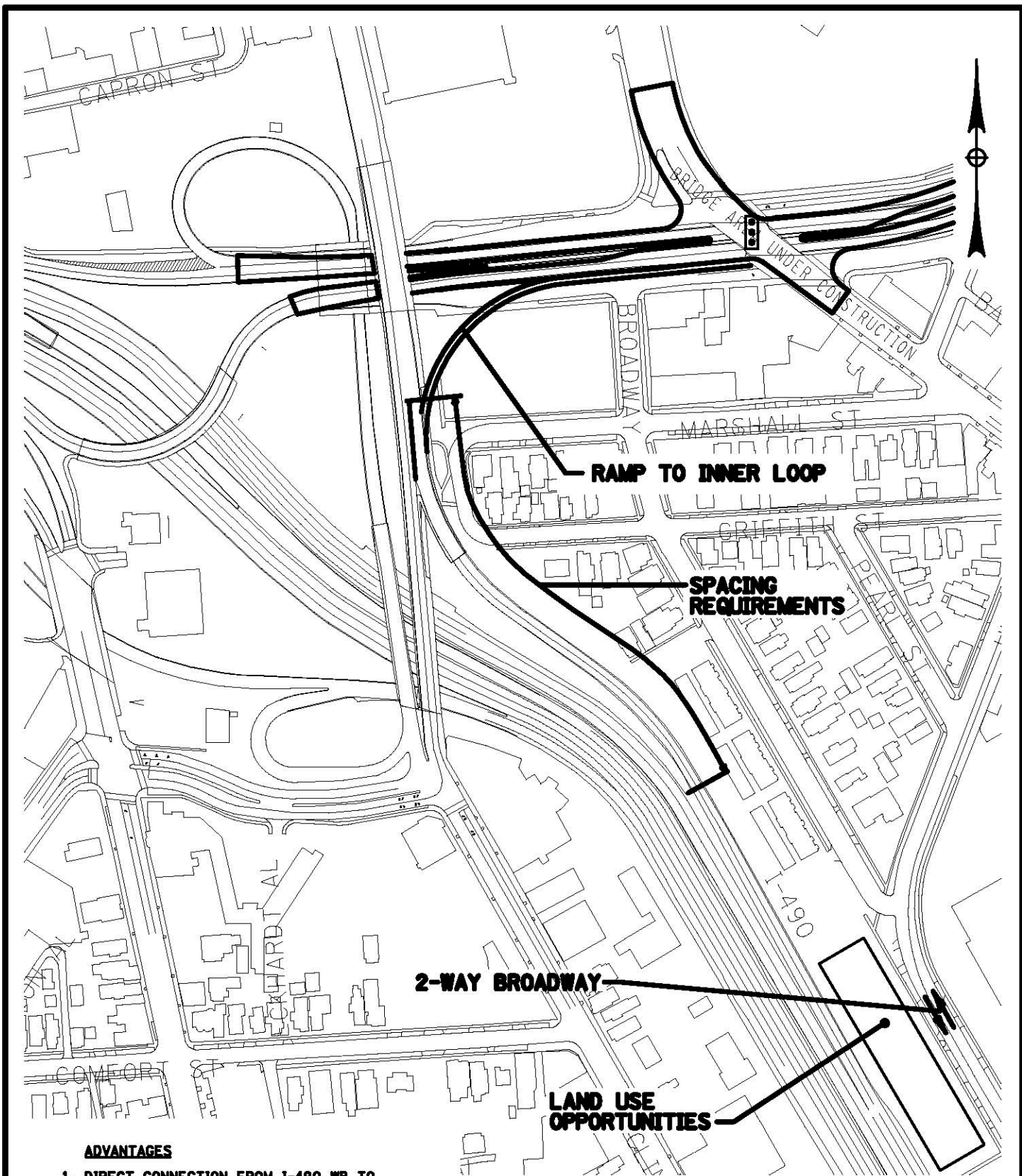
**SEGMENT 1 - MONROE TO MAIN  
490 RAMP TO INNER LOOP AT UNION ST.  
MODIFIED CLINTON / UNION ST. EXIT**

**INNER LOOP IMPROVEMENT STUDY**



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**ADVANTAGES**

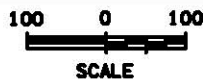
1. DIRECT CONNECTION FROM I-490 WB TO INNER LOOP.

**DESIGN CONSIDERATIONS**

1. SUCCESSIVE RAMP SPACING REQUIREMENTS.
2. INTERSECTION OPERATIONS AT MONROE (MOVEMENTS MAY NEED TO BE RESTRICTED).
3. NEW ALIGNMENT WOULD IMPACT PARKING LOT AND GREEN SPACE.
4. POSSIBLE MODIFYING OF BROADWAY TO 2-WAY (UNION TO GOODMAN).
5. LAND USE OPTIONS ALONG BROADWAY
6. REQUIRES INNER LOOP AT-GRADE AT MONROE AVE.

**SEGMENT 1 - MONROE TO MAIN - 490 RAMP TO INNER LOOP AT CLINTON AVE. - DIRECT CONNECT RAMP**

**INNER LOOP IMPROVEMENT STUDY**

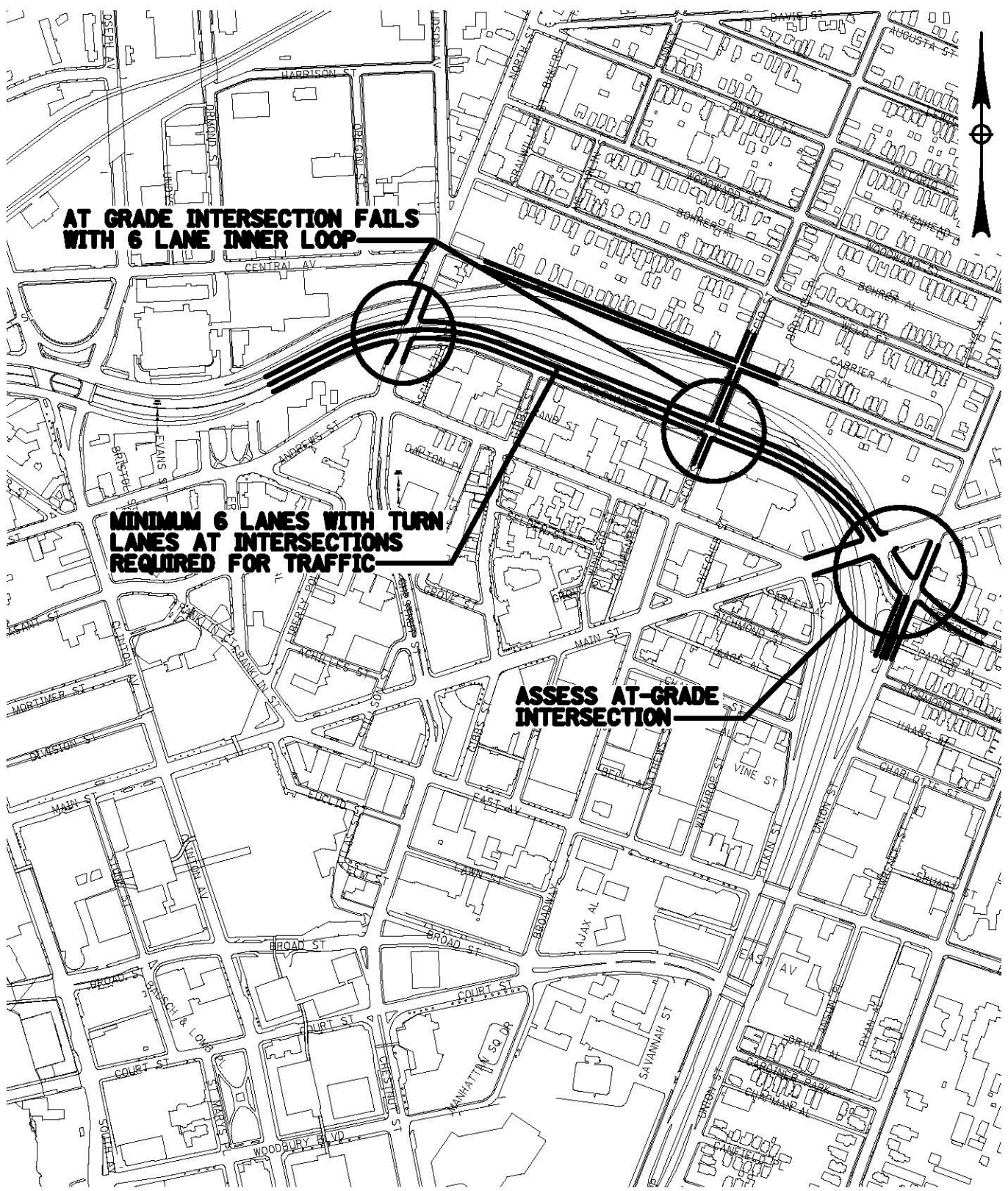


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## **SEGMENT 2**





**AT GRADE INTERSECTION FAILS WITH 6 LANE INNER LOOP**

**MINIMUM 6 LANES WITH TURN LANES AT INTERSECTIONS REQUIRED FOR TRAFFIC**

**ASSESS AT-GRADE INTERSECTION**

**ADVANTAGES**

- 1. REMOVAL OF BARRIER EFFECTS.
- 2. NEW LAND USE OPPORTUNITIES ALONG NORTH EDGE.

**DESIGN CONSIDERATIONS**

- 1. REQUIRES INNER LOOP TO BE AT GRADE WITH SIGNALIZED INTERSECTIONS.
- 2. OPERATIONAL CHARACTERISTICS AT SCIO ST., CHESTNUT ST., AND MAIN ST.

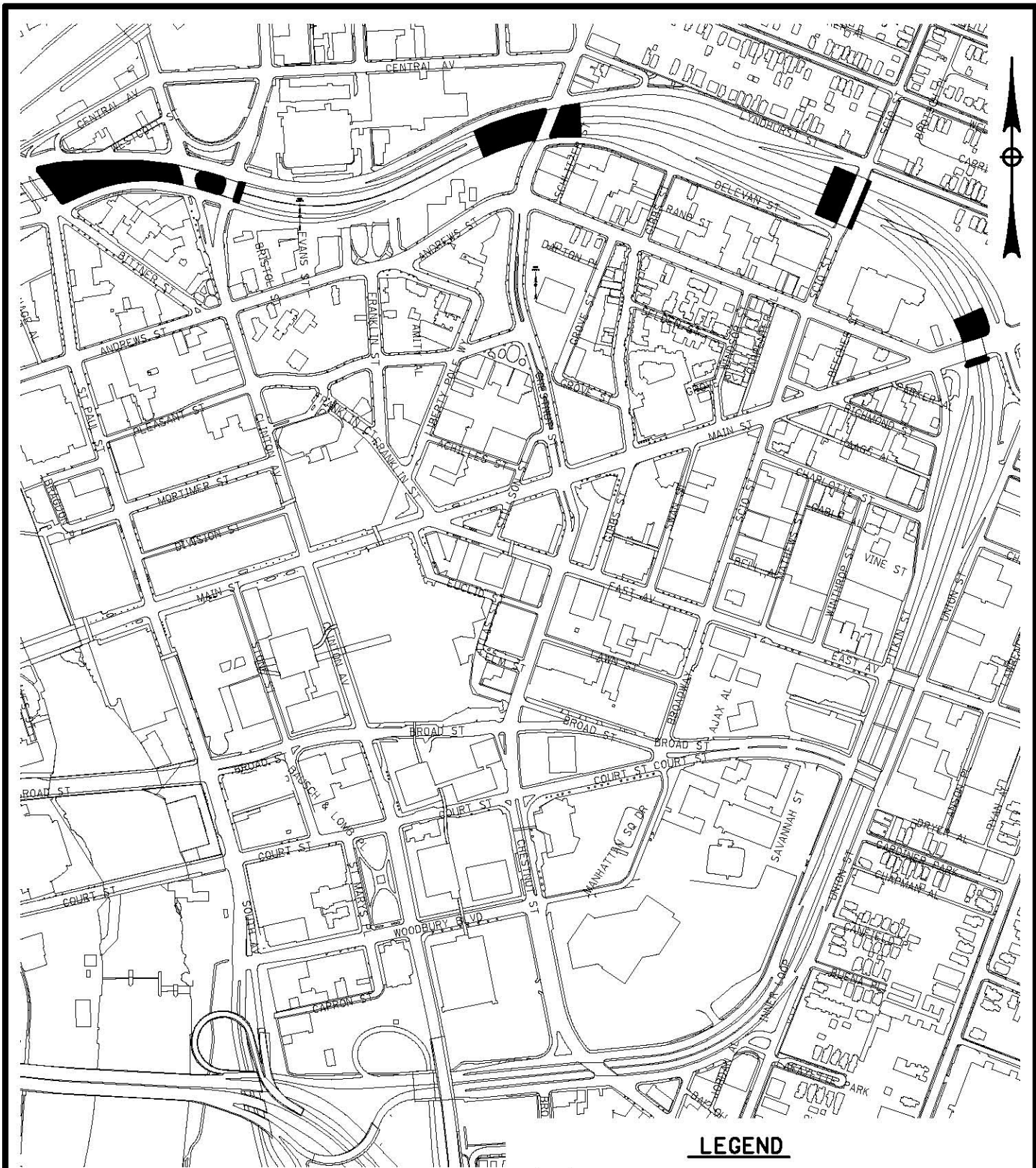
**SEGMENT 2 - MAIN TO CLINTON  
2A - AT-GRADE**

**INNER LOOP IMPROVEMENT STUDY**



**AUGUST 2000**





**LEGEND**

 **AREAS OF POSSIBLE DECKING**

**ADVANTAGES**

1. MAINTAINS FREE FLOWING MOVEMENT AROUND CITY.
2. PROVIDES SMALL AREAS FOR OTHER LAND USE OPPORTUNITIES.

**DESIGN CONSIDERATIONS**

1. CONSTRUCTION AND MAINTENANCE COSTS.
2. RETAINS INNER LOOP (BARRIER EFFECT).

**SEGMENT 2 - MAIN TO CLINTON  
2B - DECKING**

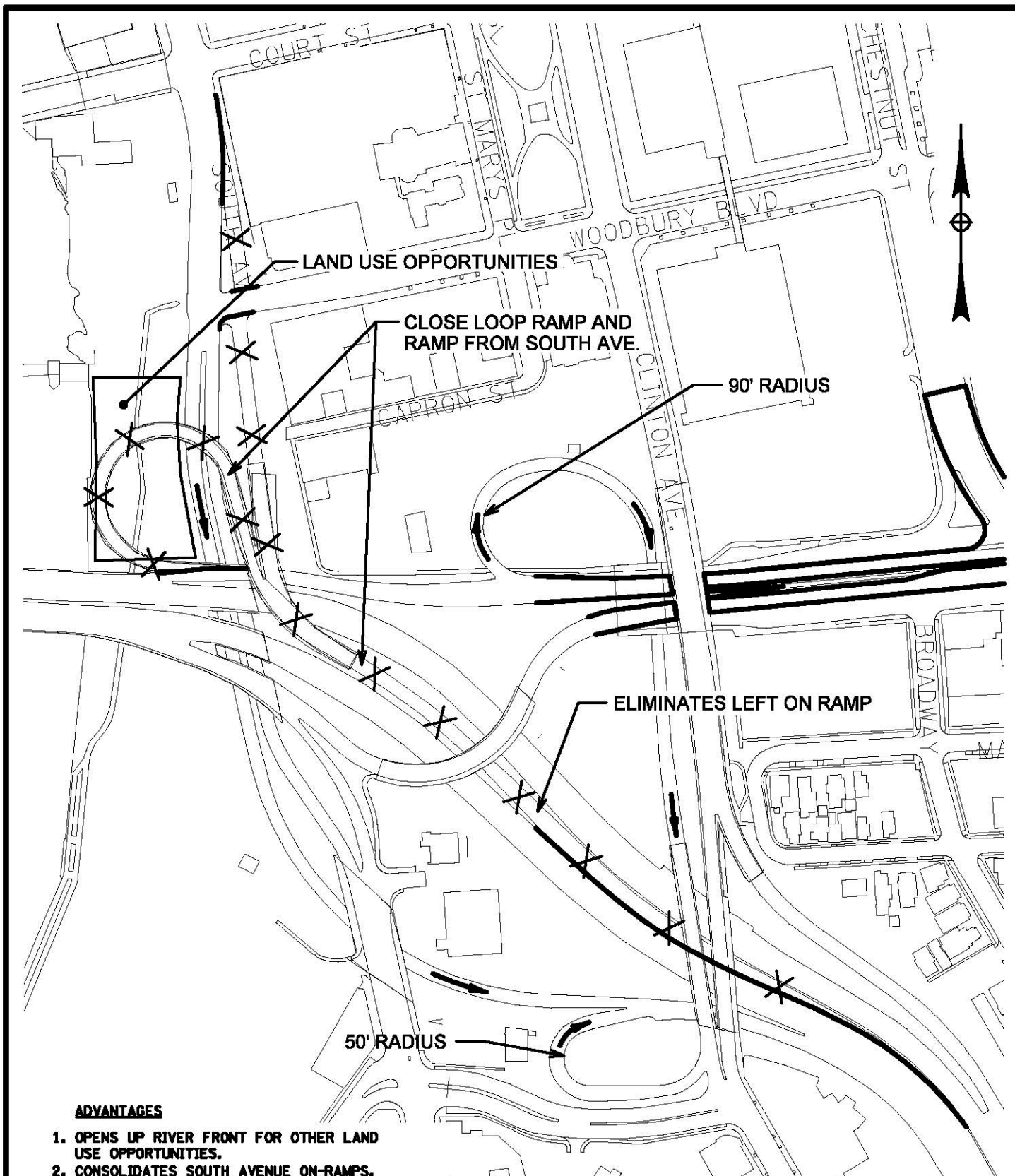
**INNER LOOP IMPROVEMENT STUDY**

NOT TO SCALE

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 SEAR-BROWN

# **SEGMENT 3**



**ADVANTAGES**

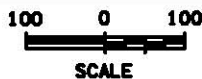
1. OPENS UP RIVER FRONT FOR OTHER LAND USE OPPORTUNITIES.
2. CONSOLIDATES SOUTH AVENUE ON-RAMPS.

**DESIGN CONSIDERATIONS**

1. LESS DESIRABLE ACCESS FROM INNER LOOP TO 490 EASTBOUND (DOUBLE LOOP).
2. REQUIRES MONROE AVENUE / INNERLOOP INTERSECTION TO BE AT-GRADE
3. REQUIRES CLOSURE OF LOOP RAMP
4. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
5. IMPACTS TO I-490 EASTBOUND.
6. LANE REQUIREMENTS FOR SOUTH AVE. ON-RAMP.

**SEGMENT 3 - SOUTHWEDGE I-490/INNER LOOP INTERCHANGE  
3A - CONSOLIDATE SOUTH AVE. CONNECTION TO I-490 EB**

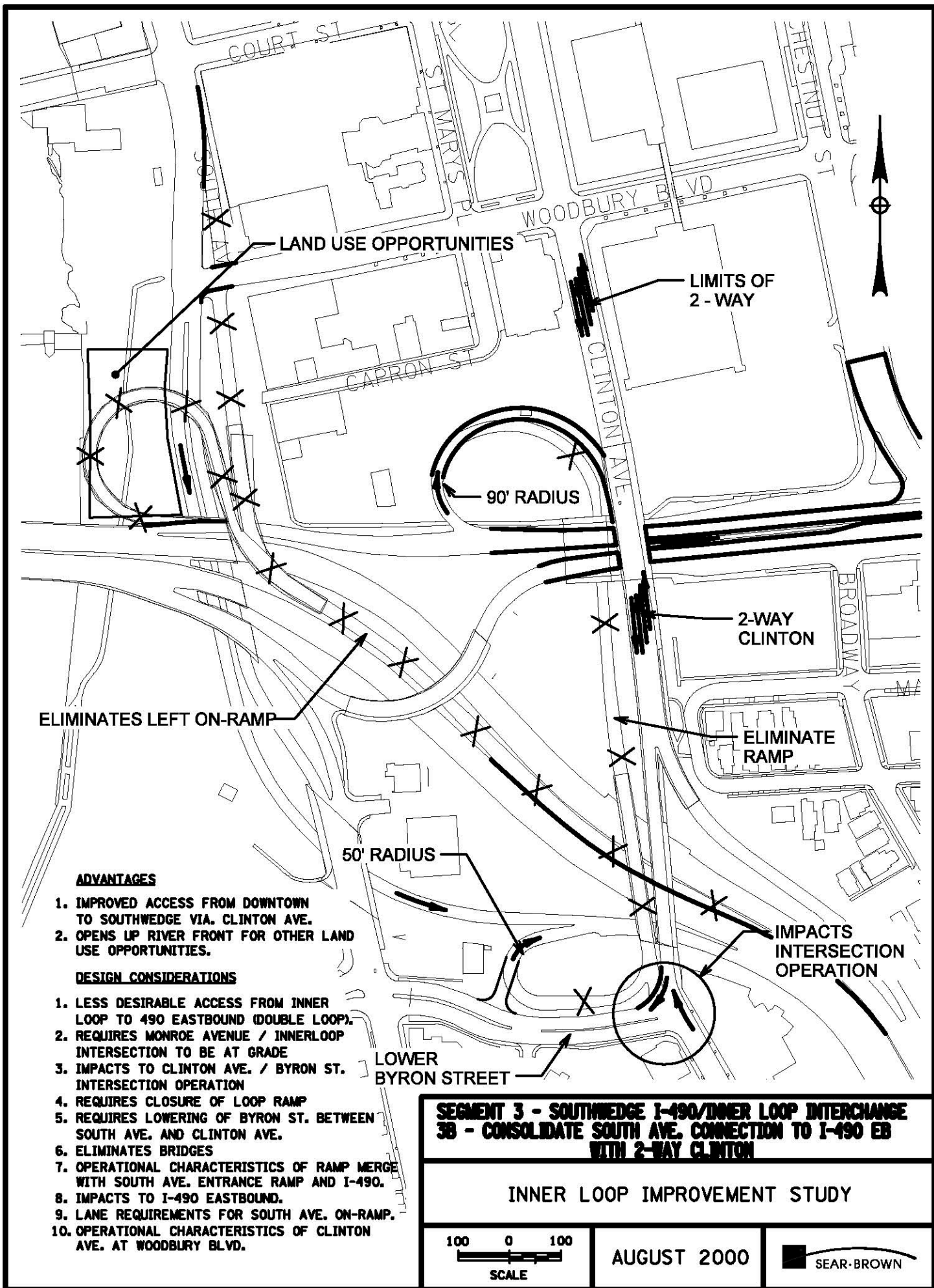
**INNER LOOP IMPROVEMENT STUDY**



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ELIMINATES LEFT ON-RAMP

LAND USE OPPORTUNITIES

LIMITS OF 2-WAY

90' RADIUS

2-WAY CLINTON

ELIMINATE RAMP

50' RADIUS

IMPACTS INTERSECTION OPERATION

LOWER BYRON STREET

**ADVANTAGES**

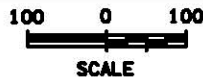
1. IMPROVED ACCESS FROM DOWNTOWN TO SOUTHWEDGE VIA CLINTON AVE.
2. OPENS UP RIVER FRONT FOR OTHER LAND USE OPPORTUNITIES.

**DESIGN CONSIDERATIONS**

1. LESS DESIRABLE ACCESS FROM INNER LOOP TO 490 EASTBOUND (DOUBLE LOOP).
2. REQUIRES MONROE AVENUE / INNERLOOP INTERSECTION TO BE AT GRADE
3. IMPACTS TO CLINTON AVE. / BYRON ST. INTERSECTION OPERATION
4. REQUIRES CLOSURE OF LOOP RAMP
5. REQUIRES LOWERING OF BYRON ST. BETWEEN SOUTH AVE. AND CLINTON AVE.
6. ELIMINATES BRIDGES
7. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
8. IMPACTS TO I-490 EASTBOUND.
9. LANE REQUIREMENTS FOR SOUTH AVE. ON-RAMP.
10. OPERATIONAL CHARACTERISTICS OF CLINTON AVE. AT WOODBURY BLVD.

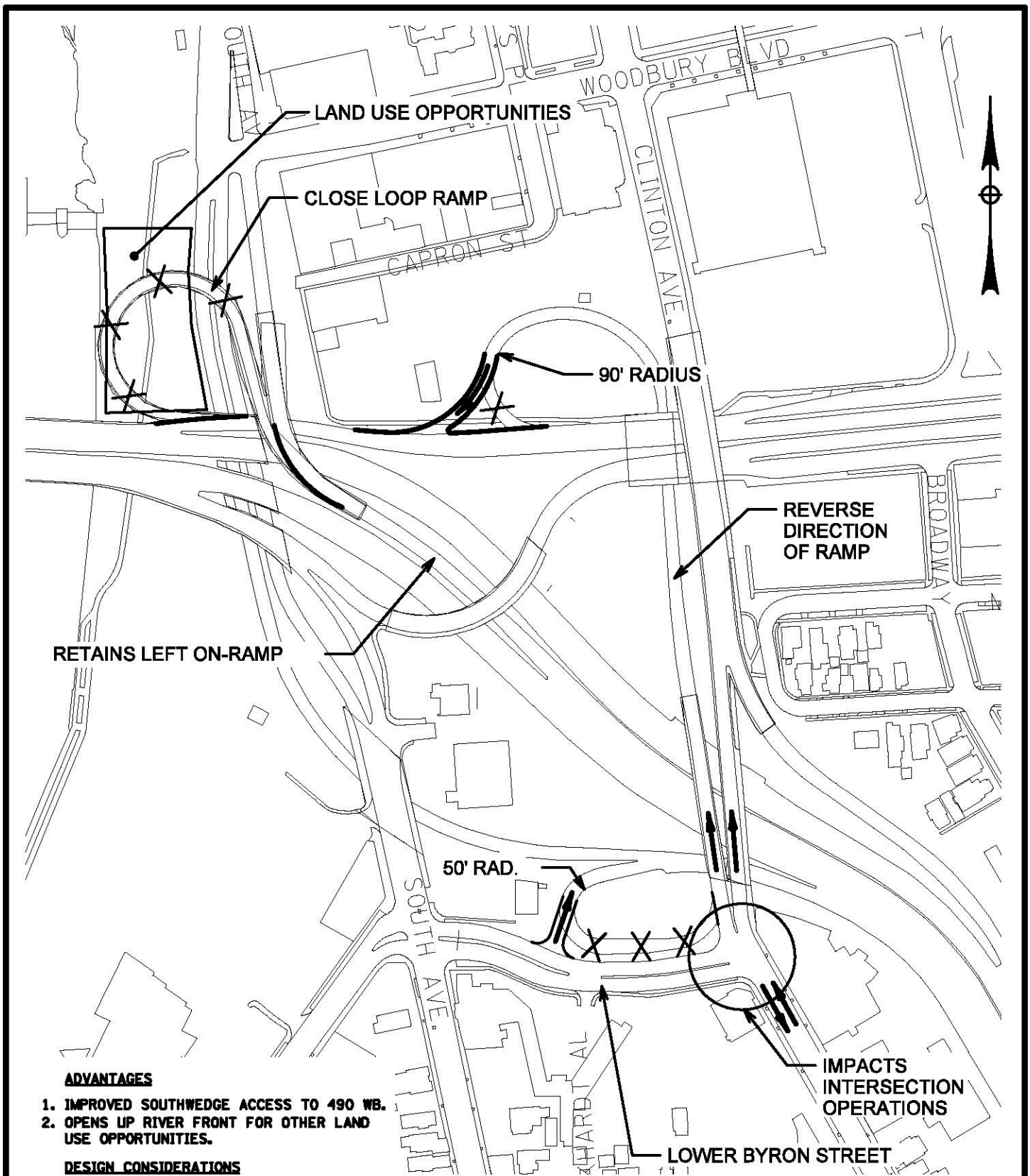
**SEGMENT 3 - SOUTHWEDGE I-490/DNER LOOP INTERCHANGE 3B - CONSOLIDATE SOUTH AVE. CONNECTION TO I-490 EB WITH 2-WAY CLINTON**

**INNER LOOP IMPROVEMENT STUDY**



AUGUST 2000





**ADVANTAGES**

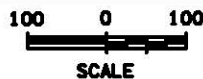
1. IMPROVED SOUTHWEDGE ACCESS TO 490 WB.
2. OPENS UP RIVER FRONT FOR OTHER LAND USE OPPORTUNITIES.

**DESIGN CONSIDERATIONS**

1. ACCESS IS ELIMINATED FROM INNER LOOP TO 490 EASTBOUND.
2. IMPACTS TO CLINTON AVE. / BYRON ST. INTERSECTION OPERATION.
3. REQUIRES CLOSURE OF LOOP RAMP.
4. REQUIRES LOWERING OF BYRON ST. BETWEEN SOUTH AVE. AND CLINTON AVE.
5. RETAINS UNDESIRABLE LEFT ON-RAMP FROM SOUTH AVE. TO 490 EASTBOUND.
6. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
7. LANE REQUIREMENTS FOR EASTBOUND ON-RAMP.

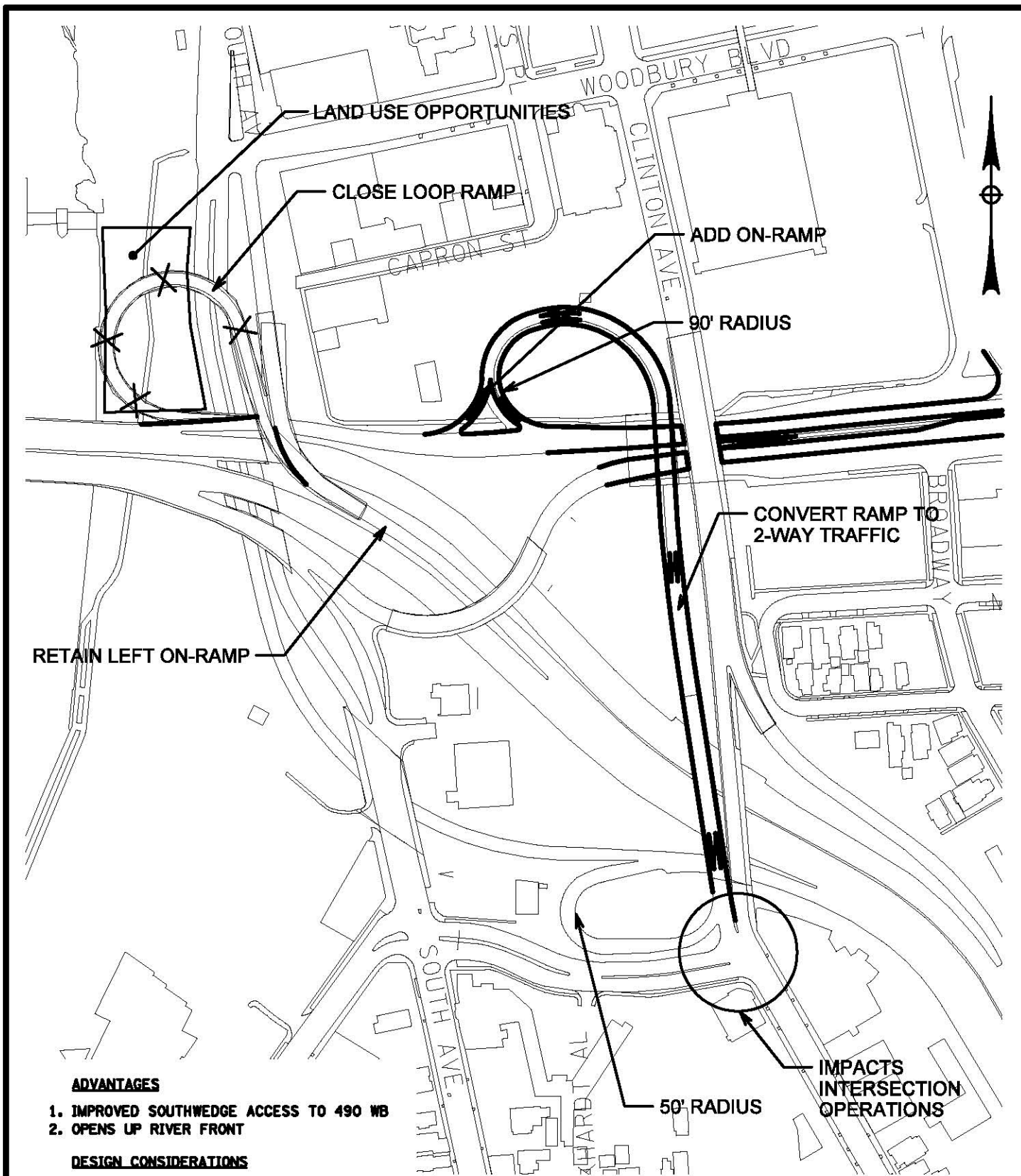
**SEGMENT 3 - SOUTHWEDGE I-490/INNER LOOP INTERCHANGE  
3C - SOUTHWEDGE ACCESS TO I-490 WB  
REVERSE DIRECTION OF RAMP**

**INNER LOOP IMPROVEMENT STUDY**



AUGUST 2000





**ADVANTAGES**

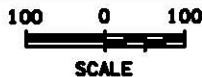
1. IMPROVED SOUTHWEDGE ACCESS TO 490 WB
2. OPENS UP RIVER FRONT

**DESIGN CONSIDERATIONS**

1. LESS DESIRABLE ACCESS FROM INNER LOOP TO 490 EASTBOUND (DOUBLE LOOP).
2. REQUIRES MONROE AVENUE / INNER LOOP INTERSECTION TO BE AT GRADE
3. IMPACTS TO CLINTON AVE. / BYRON ST. INTERSECTION OPERATION
4. REQUIRES CLOSURE OF LOOP RAMP
5. MAJOR BRIDGE WIDENINGS
6. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
7. LANE REQUIREMENTS FOR EASTBOUND ON-RAMP.

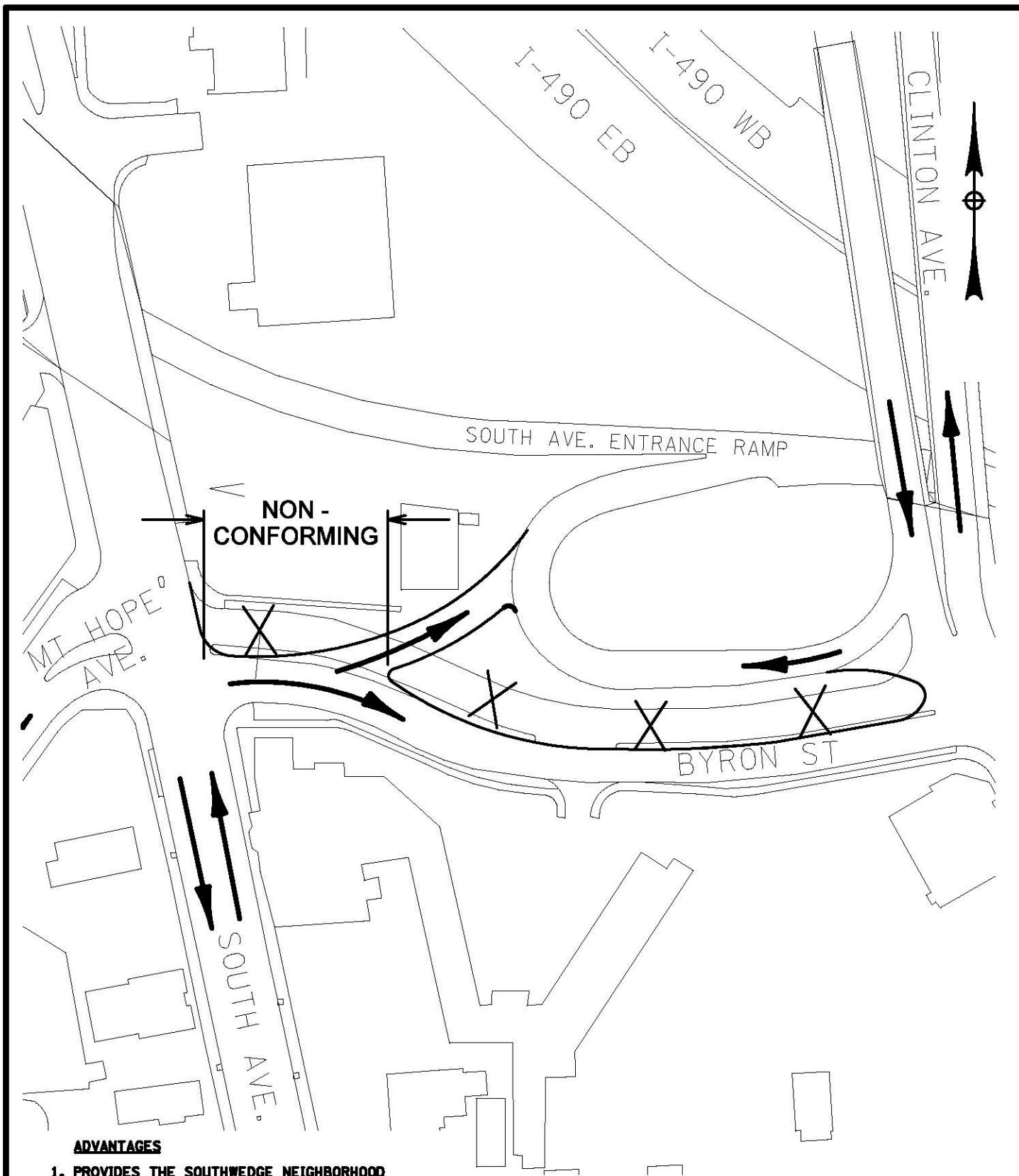
**SEGMENT 3 - SOUTHWEDGE I-490/INNER LOOP INTERCHANGE  
3D - SOUTHWEDGE ACCESS TO I-490 WB  
WITH MODIFY LOOP RAMP TO 2-WAY**

**INNER LOOP IMPROVEMENT STUDY**



AUGUST 2000





**ADVANTAGES**

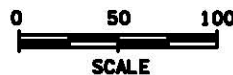
1. PROVIDES THE SOUTHWEDGE NEIGHBORHOOD WITH ACCESS TO I-490 EASTBOUND (FROM SOUTH AVE.)

**DESIGN CONSIDERATIONS**

1. REQUIRES MODIFYING BYRON ST. TO ONE-WAY EASTBOUND.
2. REQUIRES MODIFYING BYRON ST. PROFILE.
3. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
4. GEOMETRIC LAYOUT OF RAMP (REQUIRED ACCELERATION DISTANCE).
5. IMPACTS TO I-490 EASTBOUND.

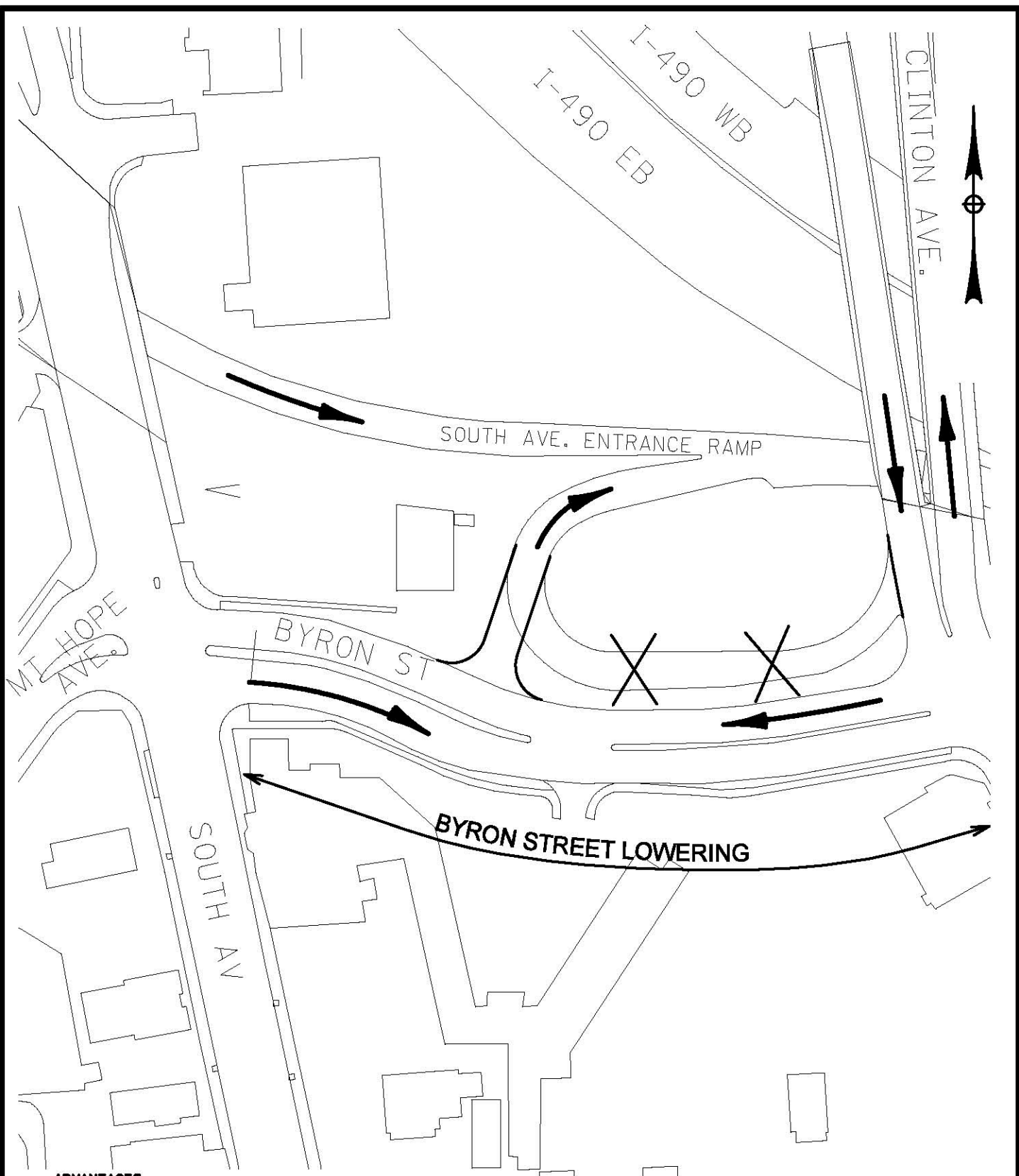
**SEGMENT 3 - SOUTHWEDGE I-490/INNER LOOP INTERCHANGE  
3E - BYRON ST. RAMP - ONE-WAY BYRON STREET**

**INNER LOOP IMPROVEMENT STUDY**



**AUGUST 2000**





**ADVANTAGES**

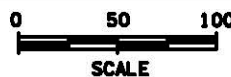
1. PROVIDES THE SOUTHWEDGE NEIGHBORHOOD WITH ACCESS TO I-490 EASTBOUND (FROM CLINTON AVE. & SOUTH AVE.)

**DESIGN CONSIDERATIONS**

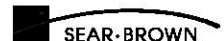
1. REQUIRES MODIFYING BYRON ST. PROFILE.
2. OPERATIONAL CHARACTERISTICS OF RAMP MERGE WITH SOUTH AVE. ENTRANCE RAMP AND I-490.
3. GEOMETRIC LAYOUT OF RAMP (REQUIRED ACCELERATION DISTANCE).
4. IMPACTS TO I-490 EASTBOUND.

**SEGMENT 3 - SOUTHWEDGE I-490/INNER LOOP INTERCHANGE  
3E - BYRON ST. RAMP - MID BLOCK CONNECTION**

**INNER LOOP IMPROVEMENT STUDY**



**AUGUST 2000**



# **APPENDIX**