



East River Road Rehabilitation Project (Thruway to Ward Road)

Agenda

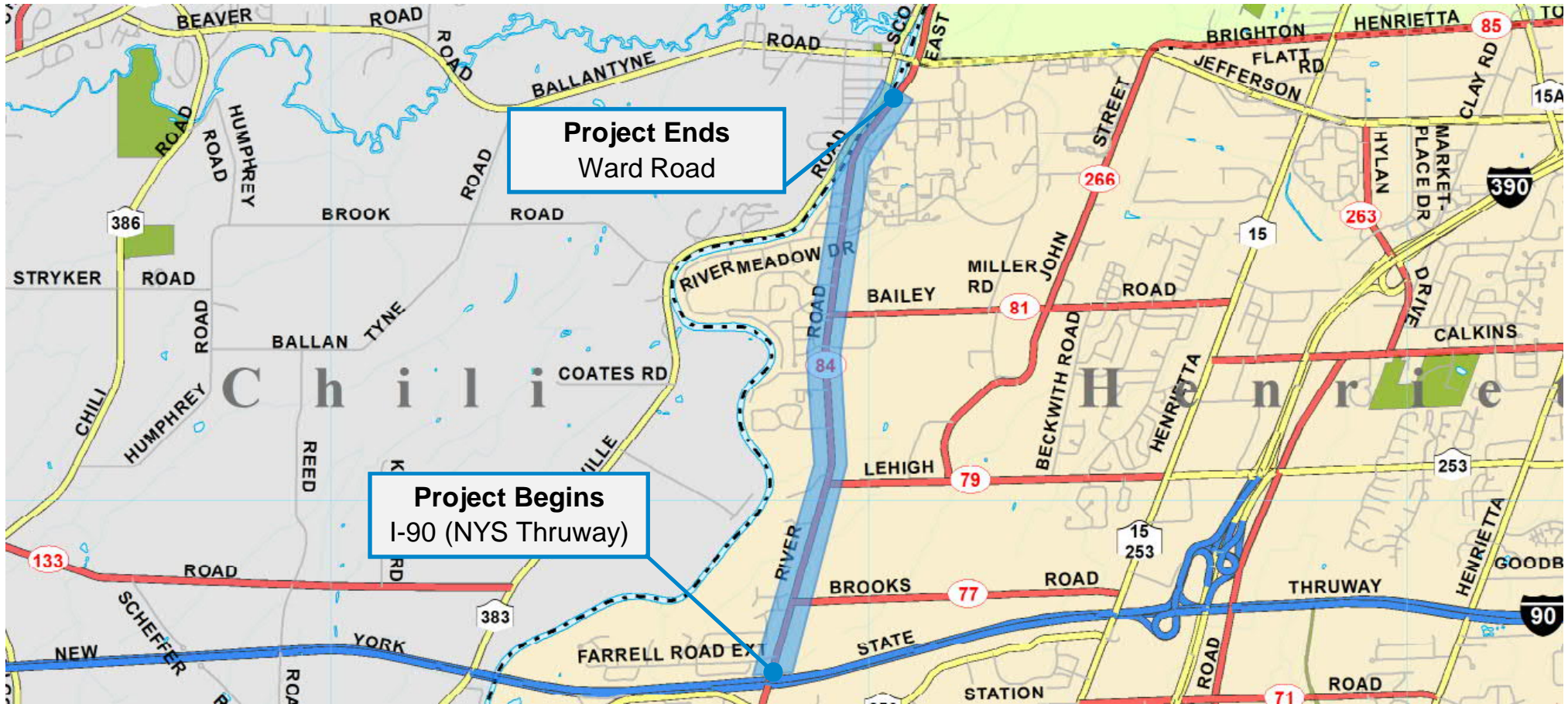
- I. Project Location
- II. Existing Conditions
- III. Project Objectives
- IV. Proposed Improvements
- V. Project Schedule and Cost
- VI. Public Participation



Project Location



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Project Area





Existing Conditions

- Two 11 ft. travel lanes
- 1.5 ft. to 6 ft. paved shoulders
- Drainage is a combination of open ditches, lawn swales, and closed drainage systems
- 66 ft. Right-of-Way Width

Pavement Maintenance History



Thruway to Bailey Road:

- Maintenance history
 - 2003: Milling and resurfacing treatment
 - 2009: Smooth seal treatment
 - 2020: True and leveling and micropave seal treatment

Bailey Road to Ward Road

- Maintenance history
 - 2014: Milling and resurfacing treatment

Existing Conditions: Speed

- 40 mph posted speed limit
- 2018 speed data
 - Average speed 44
 - 50th% speed 47 mph
 - 85th% speed 52 mph



Existing Conditions: Crash History



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- 108 crashes occurred throughout the corridor between January 1, 2018 and December 31, 2020
 - Injuries reported in 21 crashes
 - No fatal crashes
- Of the 16 intersections within the corridor, three have a crash rate exceeding the County-wide average for similar intersections
- All road segments have a crash rate less than County-wide averages
- Pattern of rear-end crashes for northbound vehicles at River Meadow Drive/Farnum Lane intersection

Existing Conditions: Traffic Volumes



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- Turning movement count conducted at the Bailey Road intersection in April 2022
- Recent traffic reports were used for side street volumes at Brooks Road, Lehigh Station Road, Eagleview Drive, Farnum Lane, and River Meadow Drive
- North/south East River Road traffic along rest of corridor was estimated using Bailey Road counts

Existing Conditions: Capacity Analysis



Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	≤10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F ¹	>80

- All signalized intersections currently function as a LOS 'B' or better for both AM and PM peak hours
- By 2045, it is anticipated that the Lehigh Station Road and Bailey Road intersections would operate at a LOS 'F' and the River Meadow Drive intersection would be a LOS 'E' for the PM peak hours

Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50

Project Objectives

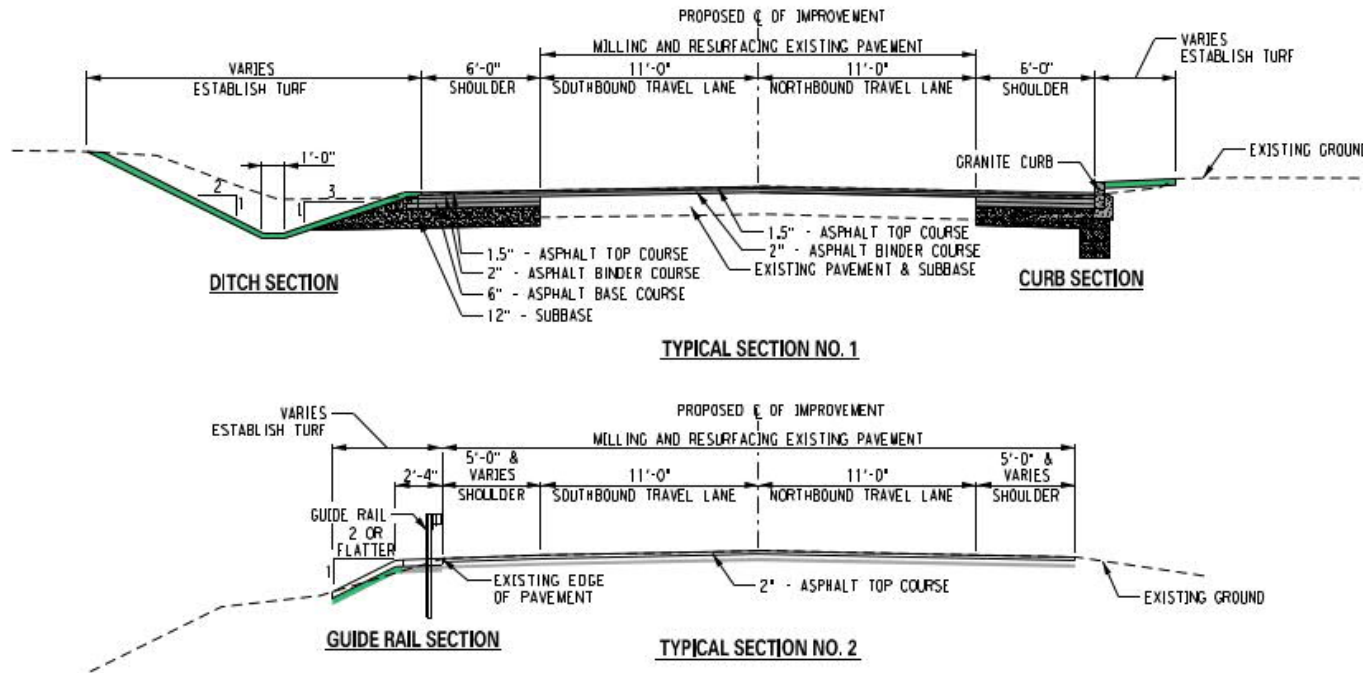


1. Correct existing pavement deficiencies
2. Extend the service life of the pavement structure
3. Improve surface and subsurface drainage
4. Correct safety and geometric deficiencies, including inadequate shoulder width
5. Improve the shoulder area for all users
6. Construct intersections for existing and future proposed development
7. Provide preventive maintenance of existing culverts to extend their service life
8. Achieve a Level of Service D or better for intersections and LOS E or better for individual movements for the 2045 design year at signalized intersections
9. Improve/add pedestrian and bicycle accommodations

Proposed Improvements



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- 1 or 2 course milling and resurfacing of travel lanes, isolated areas of reconstruction
- Shoulder reconstruction in various locations throughout corridor
- Turn lanes added at Brooks Road, Lehigh Station Road, Bailey Road, and River Meadow Drive intersections
- Improvements to closed drainage systems and re-aligning existing ditches

Proposed Improvements



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Thruway to Brooks Road



- 3.5" mill and resurface of 11' wide travel lanes
- 6' wide full depth shoulder reconstruction for both sides of roadway
- 10' wide northbound bypass lane at Farrell Road Extension
- 10' wide westbound right turn lane at Brooks Road

Proposed Improvements



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Brooks Road to Riverwood S Entrance



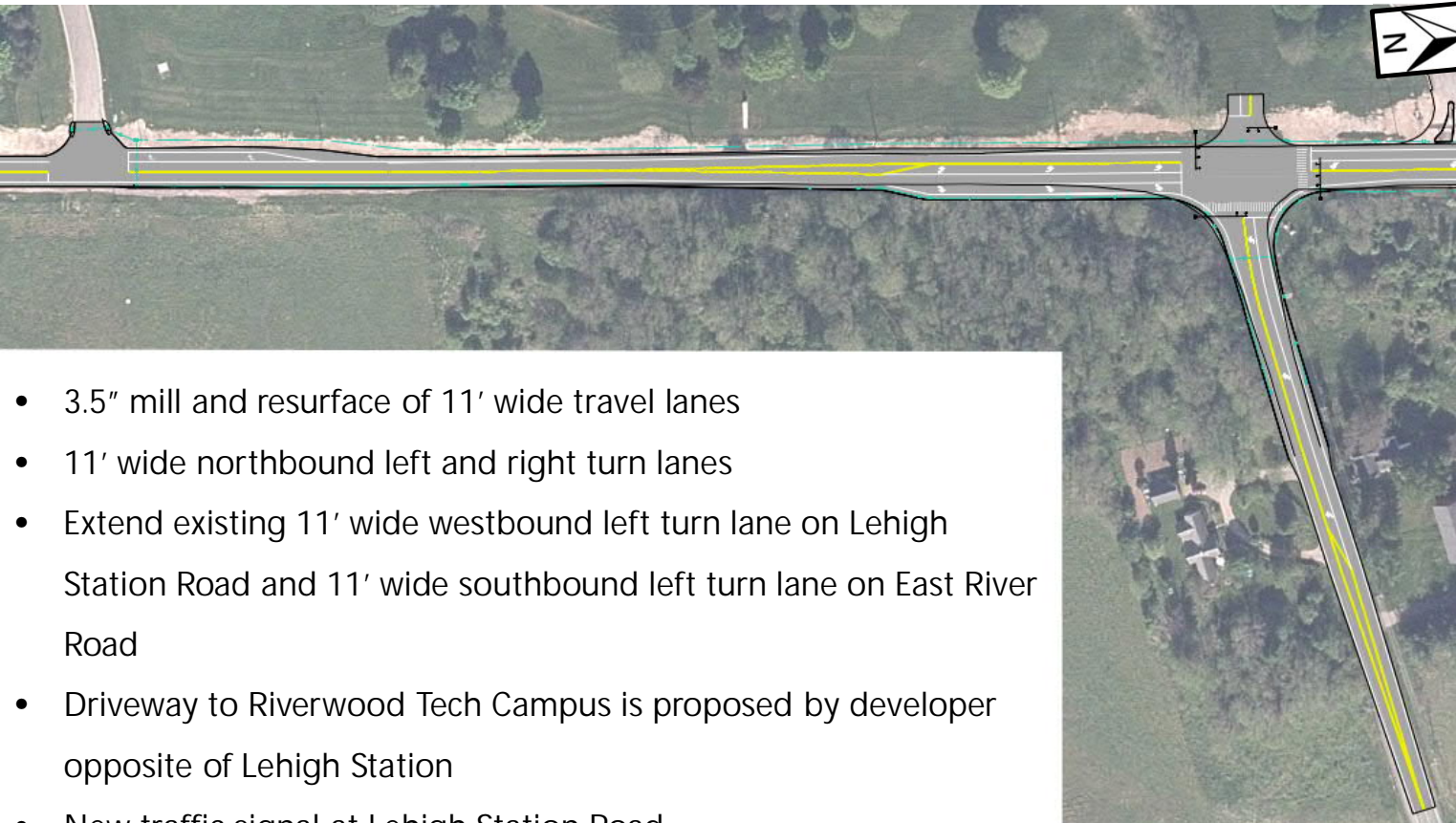
- 3.5" mill and resurface of 11' wide travel lanes
- 6' wide full depth shoulder reconstruction for both sides of roadway from Brooks Road to approximately 1,000' north of Brooks Road
- 3.5" mill and resurface of shoulders from 1,000' north of Brooks Road to Riverwood South Entrance
- Remove existing traffic signal at Riverwood South Entrance

Proposed Improvements



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Riverwood S Entrance to Lehigh Station Road



Proposed Improvements



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Lehigh Station Road to Fairwood Drive



- 3.5" mill and resurface of 11' wide travel lanes
- 6' wide full depth shoulder reconstruction for both sides of Roadway from Lehigh Station Road to Eagleview Drive
- Removal of Riverwood North Entrance

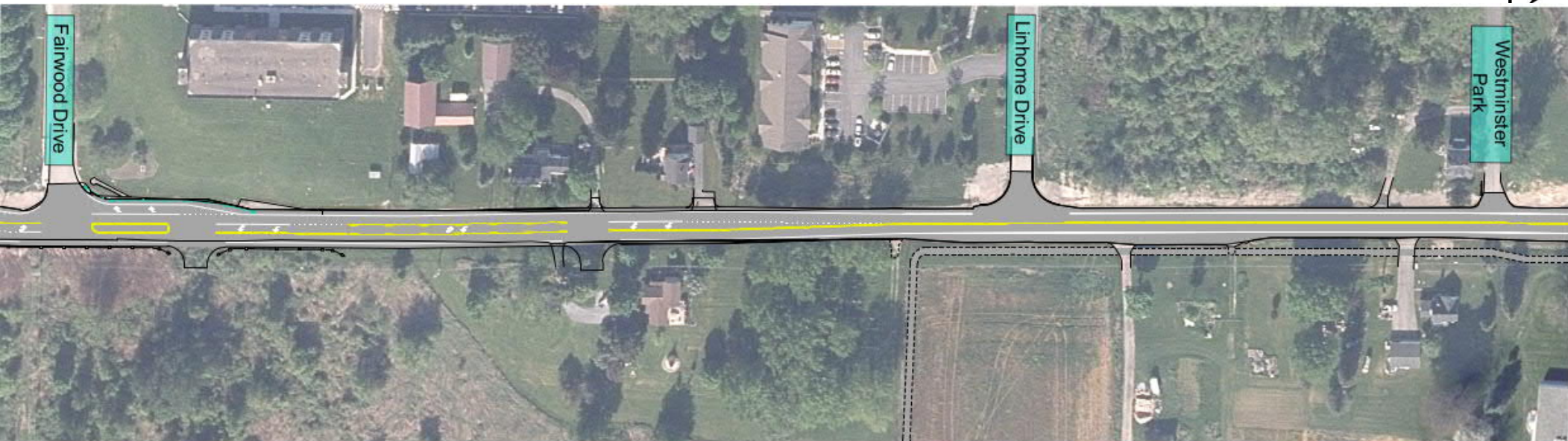
Proposed Improvements



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Fairwood Drive to Westminster Park



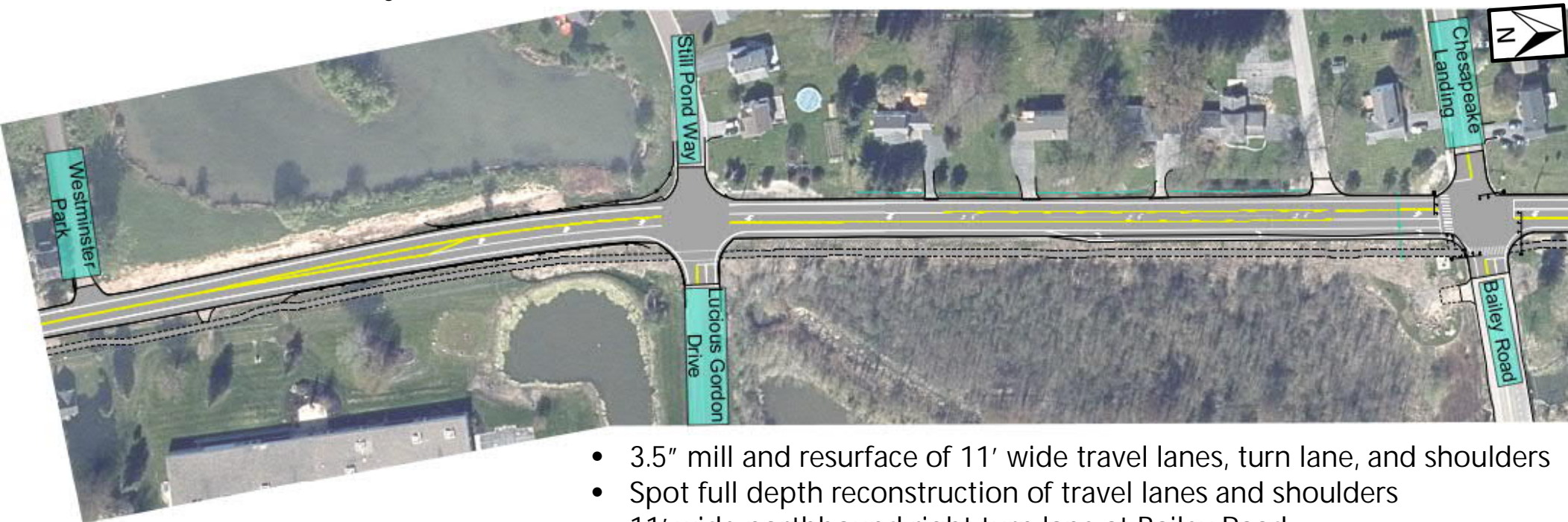
- 3.5" mill and resurface of 11' wide travel lanes and shoulders
- 10' wide two-way left turn lane to be constructed by developer prior to project from Fairwood Drive to approximately 350' south of Linhome Drive

Proposed Improvements



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Westminster Park to Bailey Road



- 3.5" mill and resurface of 11' wide travel lanes, turn lane, and shoulders
- Spot full depth reconstruction of travel lanes and shoulders
- 11' wide northbound right turn lane at Bailey Road
- Extend existing 11' wide southbound left turn lane at Bailey Road
- New traffic signal at Bailey Road intersection

Proposed Improvements



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Bailey Road to River Meadow Drive



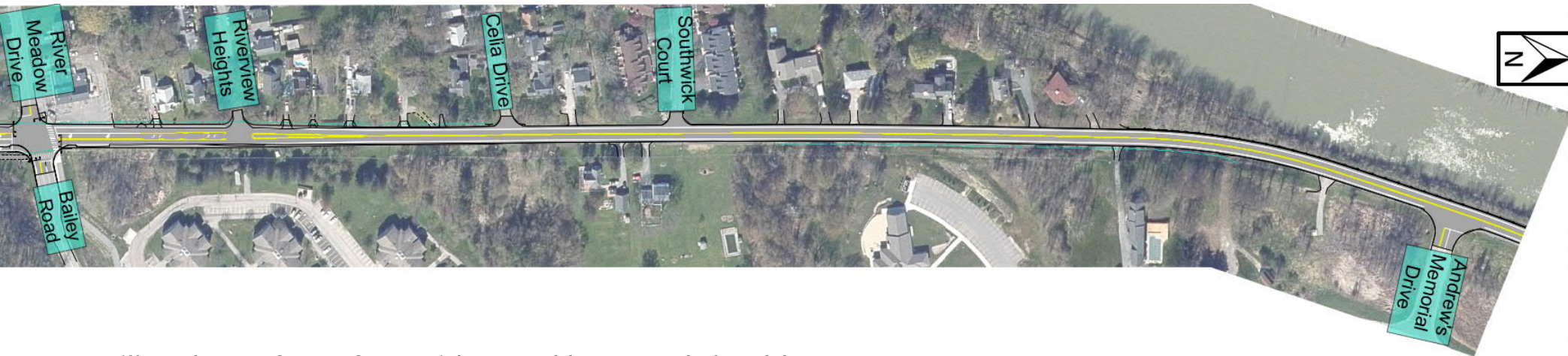
- 2" mill and resurface of 11' wide travel lanes
- Spot full depth reconstruction of travel lanes and shoulders
- Two-way left turn lane between Bailey Road and River Meadow Drive
- 11' wide northbound left and right turn lanes and 11' wide southbound left turn lane at River Meadow Drive
- New traffic signal at River Meadow Drive intersection

Proposed Improvements



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River Meadow Drive to Andrew's Memorial Drive



- 2" mill and resurface of 11' wide travel lanes and shoulders

Proposed Improvements



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Andrew's Memorial Drive to Ward Road



- 2" mill and resurface of 11' wide travel lanes, turn lanes, and shoulders

Additional Project Information



Utility Impacts

- Rochester Gas and Electric to replace gas main from Farnum Lane to Ward Road
- Relocation of some utility poles and hydrants is anticipated
- Additional relocations related to drainage installation may be necessary

Work Zone Traffic Control

- Daily lane closures with alternating one-way traffic and flaggers

Right-of-Way Impacts

- Permanent easements are anticipated for proposed improvements at Lehigh Station Road, Bailey Road, and River Meadow Drive intersections

Proposed Schedule and Cost



Complete Final Design:	Summer 2022 – Fall 2023
Construction Bids Received:	Fall 2023
Construction Begins:	May 2024
Construction Complete:	August 2025
Construction Cost:	\$8.1 Million
Funding:	Majority Monroe County and minority by private developers

For comments and questions regarding this presentation, please contact:

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To sign up to receive future project updates, please visit our
website at <https://www.monroecounty.gov/dot-emaillist>

The public comment period will close on Friday, August 12th