

Appendix



# Construction staging



**Inner Loop North  
Transformation  
Planning Study**



**To:** City of Rochester DES

**From:** Steven Ketch, P.E.

**Date:** January 20, 2022

**Re:** Inner Loop North Transformation Study  
Three Phase Construction Implementation  
Plan

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## Inner Loop North Transformation Study

City of Rochester

### THREE PHASE CONSTRUCTION IMPLEMENTATION PLAN

With a preferred concept for the Inner Loop North (ILN) Transformation Study selected, a feasible multiphase construction implementation plan has been developed for consideration. The implementation plan splits the preferred concept into three major projects. The details and estimated costs for each of these projects are outlined below.

#### **Project #1 – East of St. Paul Street to Union Street**

This project would remove the depressed ILN expressway from just east of St. Paul Street to Union Street and construct the new at-grade street grid, including improvements and reconstruction of Cumberland Street, Central Avenue, N. Clinton Avenue, Joseph Avenue, Ormond Street, N. Chestnut Street/North Street, Franklin Square, Andrews Street, University Avenue, Lyndhurst Street, Delevan Street, Gibbs Street, Scio Street, E. Main Street, Union Street, Richmond Street, and Haags Alley.

The first order of business would be to reconnect University Avenue between Union Street and E. Main Street, so that it could be used as a detour while the E. Main Street bridge is being removed. The Scio Street bridge would be removed after the E. Main Street bridge has been removed and E. Main Street is reopened to traffic. Once the Scio Street ramps are removed, the ILN expressway east of St. Paul Street does not serve any purpose, which is allowing for the infill and removal of bridges to continue in that direction. Bridge removals would continue one at a time from east to west so that adjacent streets can be used for detours.

The bridge at St. Paul Street would remain in place, as would the ILN eastbound offramp and ILN westbound onramp west of the bridge. All eastbound traffic on the ILN expressway would be forced to exit at St. Paul Street. The very western end of Cumberland Street at St. Paul Street would have to remain on its current alignment to line up with the offramp (but it would still be converted to 2-way operation). The Alignment of the westbound onramp at St. Paul would also need to be shifted to line up with Central Avenue.



### **Project #2 – Genesee River Bridge, St. Paul Street bridge, and Central Avenue between the Genesee River and St. Paul Street**

This project would replace the Genesee River bridge and remove the St. Paul Street bridge. The Genesee River bridge would be staged with two lanes of traffic maintained at all times. While the northern half of the bridge is being replaced, two-way traffic could be maintained on what is currently the Cumberland Street/St. Paul Street offramp. At this time the segment of Central Avenue from St. Paul Street to the bridge would also be reconstructed on its new alignment. While the southern half of the bridge is being replaced, traffic will be maintained on the new north side superstructure and connect to St. Paul Street via the new 2-way Central Avenue segment. Once the Genesee River bridge work is completed, the St. Paul bridge can be removed, detouring traffic via Cumberland Street, N. Clinton Avenue, and Central Avenue. On the west approach to the Genesee River bridge, it may be possible to maintain access to the Allen Street ramps with some temporary modifications and lane closures.

### **Project #3 – I-490 to Genesee River**

This project would remove the elevated ILN expressway from the I-490 ramps to the Genesee River and construct the new at-grade Central Avenue with signalized intersections at N. Plymouth Avenue and State Street. Allen Street would be rebuilt between Cascade Drive and N. Washington Street, and would be removed between N. Plymouth Avenue and the Genesee River.

Potentially, at least one lane of Allen Street between N. Plymouth Avenue and State Street could remain open in each direction for much of this process, allowing for continued east-west flow of traffic and local detours. The Plymouth Avenue intersection would be done first, allowing traffic to and from I-490 to connect to downtown via N. Plymouth Avenue. The ramps from I-490 westbound to ILN eastbound and from ILN westbound to I-490 eastbound would have to be closed during the time when the embankment west of N. Plymouth Ave is being removed and the N. Plymouth Ave intersection is being constructed.