



Legislation Text

File #: AGR 17-045, **Version:** 1

Discussion of issues relating to an agreement with Midtown Engineers, LLC for engineering design service on the Center Street and Railroad Avenue Intersection Project.

Summary:

On April 4, 2017 Council authorized Midtown Engineers, LLC to conduct a traffic study of the Center Street/Railroad Avenue intersection and provide recommendations to eliminate illegal north bound left-hand turn movements onto Center Street from Railroad Avenue.

Four alternatives were presented to Council on August 15, 2017 and after considerable discussion, the consensus favored adding a right turn only diverter on Railroad Avenue at Center Street, and at a later date consider adding a non-traversable directional median on Center Street. The right turn only diverter will be a raised concrete "Y" shaped island placed within the pavement at the east end of Railroad Avenue. The island will channelize east bound traffic from Railroad Avenue forcing a right-turn only onto Center Street. (See alternate 3 attached). It was discussed that it would be preferable to hold off on installing a non-traversable (raised) directional median on Center Street (See alternate 4 attached) until the diverter was installed and observed to determine it was functioning as designed. If illegal turning movements persist and vehicles continue to cross the Center Street median to head north bound from Railroad Avenue, the non-traversable directional median on Center Street could be installed that would provide a raised barrier along the center line of Center Street and would also channelize north bound Center Street left turn movements turning west onto Railroad.

In order to accomplish this, it is recommended that the consultant be authorized to develop plans and specifications to bid the right turn only diverter as the base bid and the non-traversable median as an add-alternate. Once the bids have been received, Council can choose to include the add-alternate or not. Also, staff from Midtown Engineers will be in attendance at Tuesday evening's Council Workshop to describe this further.

Fiscal/Budgetary Impact:

The design cost of both options is \$55,432

Contingency of Capital Improvement Fund (Fund 90)

Discussion only at this time. If Council concurs, an action item will be added to the November 21, 2017 Council meeting agenda to authorize the consultant to design both alternatives and include the non-traversable median design as an add-alternate to the base bid.