

CITY OF STEVENS POINT

AMENDED

BOARD OF PUBLIC WORKS MEETING

Monday, November 10, 2014 – 6:30 p.m.

(or immediately following previously scheduled meeting)

Lincoln Center – 1519 Water Street

Stevens Point, WI 54481

AGENDA

[A quorum of the City Council may attend this meeting]

CONSIDERATION AND POSSIBLE ACTION ON THE FOLLOWING:

1. Presentation by WisDOT for the USH 10 Interchange design alternatives.
2. To purchase liquid anti-icing equipment from Turbo Technologies, Inc. in the amount of \$9,130.88.
- * 3. To approve the Ordinance modification for No Parking along North Point Drive from Division Street North to Second Street North.
4. To accept the Director's Report and place it on file.
5. Adjournment.

Any person who has special needs while attending this meeting or needs agenda materials for this meeting should contact the City Clerk as soon as possible to ensure a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569, or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481

Copies of ordinances, resolutions, reports, and minutes of the committee meetings are on file at the office of the City Clerk for inspection during normal business hours from 7:30 A.M. to 4:00 P.M.



**I-39/US 10 East
Interchange Area
Public Involvement Meeting
October 14, 2014**



Agenda

- I-39 Stevens Point Area Corridor Study
- US 10 east/WIS 66 west interchange area information
- Discussion of improvement concepts
- Obtain your input





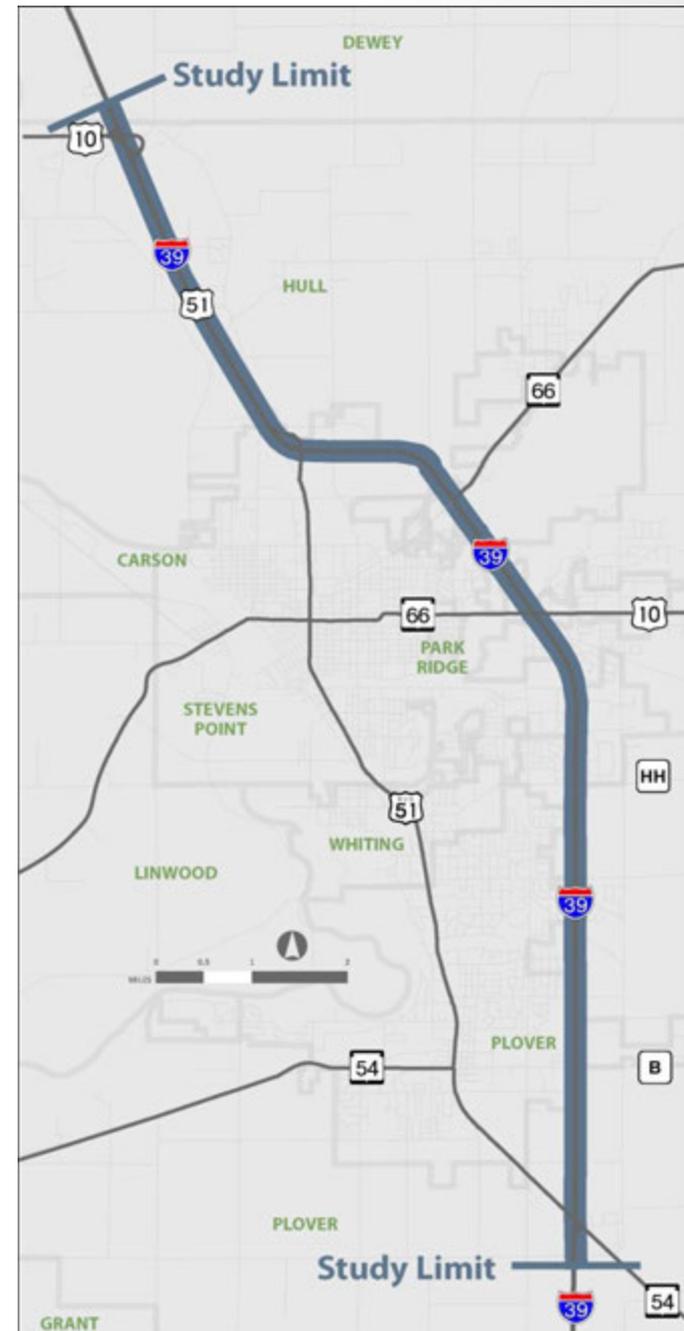
Corridor Study Area

I-39 Corridor:

- WIS 54 interchange to US 10 west interchange

Interchange Review:

- WIS 54
- County B
- US 10 east/WIS 66 west
- WIS 66 east/Stanley Street





Corridor Study Purpose

- Assess safety, operations, pavement, and bike/pedestrian accommodations of the corridor in order to meet existing and future transportation needs on I-39, US 10, WIS 66 and the County B interchange in the Stevens Point area
- Preserve the corridor and limit impacts to adjacent properties and the traveling public





Today's meeting objective

To provide information about the current operations of the I-39/US 10 east/WIS 66 west interchange and highway; discuss concepts to improve operations.





I-39/US 10 east /WIS 66 west Interchange Area

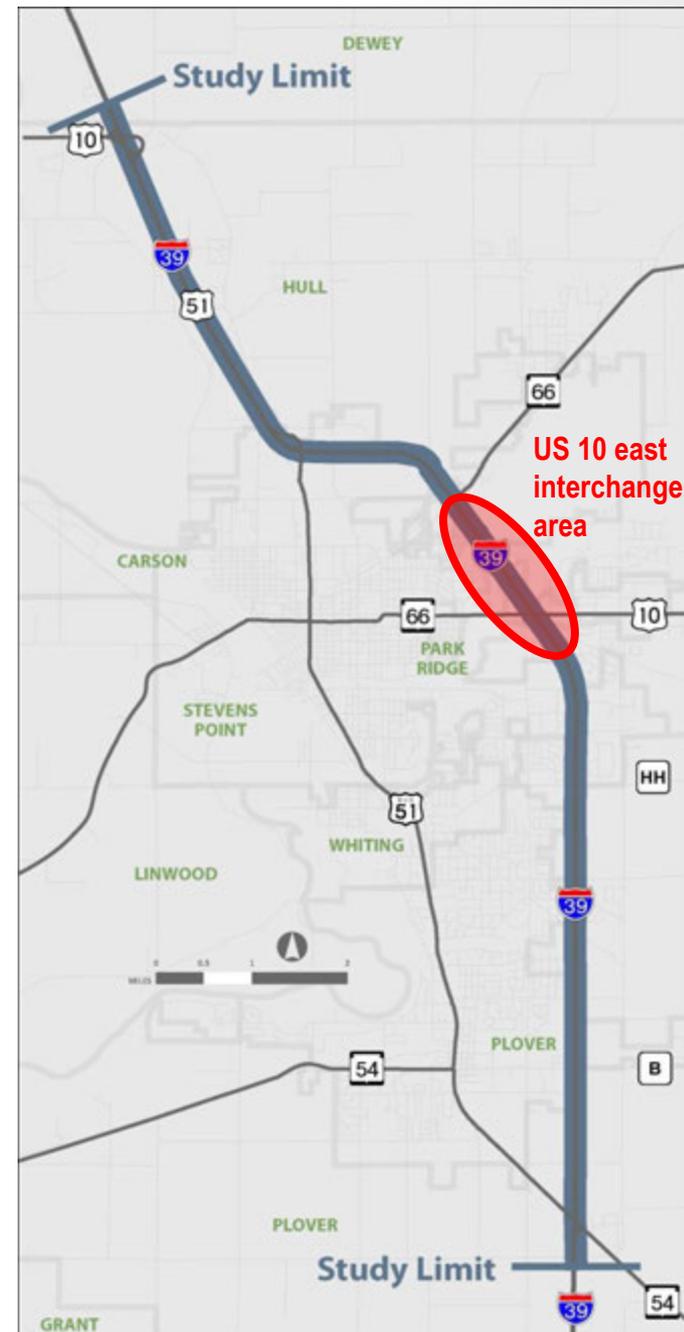




Project Area

Project includes:

- I-39 (US 10 east to WIS 66 east)
- US 10 east/WIS 66 west interchange





Interchange Area Information

- Intersection crash locations from 2008 to 2012
 - WIS 66/Country Club Drive – 39 total crashes
 - I-39/US 10 southbound ramps – 62 total crashes
 - I-39/US 10 northbound ramps – 26 total crashes
 - US 10/Maple Bluff Road – 38 total crashes
 - US 10/Brilowski Road – 56 total crashes





Interchange Area Information

- Current speed limits
 - Country Club Drive to Brilowski – 40 MPH
 - Northbound I-39 Exit 158 B (WIS 66 west) – 30 MPH (advisory)
 - Northbound I-39 entrance – 30 MPH (advisory)
 - Southbound I-39 Exit 158 (US 10 east/WIS 66 west) – 30 MPH (advisory)





Interchange Area Information

Current and projected traffic counts

Location	Existing ADT	Year 2020 ADT	Year 2030 ADT
US 10 between Country Club Drive and the I-39 interchange	23,700	27,400	29,000
US 10 between the I-39 interchange and Maple Bluff Road	32,700	38,900	42,100
I-39 between County HH and US 10	27,100	35,700	42,750
I-39 between US 10 and WIS 66	32,200	41,400	48,950





Interchange Area Information

- Signalized intersections
 - Country Club Drive/WIS 66 west
 - Southbound I-39 and US 10/WIS 66 interchange ramps
 - Maple Bluff Road and US 10





Interchange Area Information

- Unsignalized intersections on US 10
 - Northbound I-39 and US 10/WIS 66 interchange ramps
 - Wildwood Drive and US 10
 - Treder Avenue and US 10
- Driveway access on US 10
 - Number of driveways – 20 non-intersection driveways
 - Six properties with more than one driveway





Key Issues

- Intersection operations reaching capacity
 - Queuing during peak periods; impacts to I-39
 - Improvements needed by approx. 2020
- Intersection spacing does not meet current guidelines
 - Proximity of Maple Bluff/Old Hwy 18 to I-39
 - Driver confusion
- Ramp geometry is considered substandard
 - Northbound on-ramp issues





Strategies/Tactics to Improve Interchange Operations





Strategies/Tactics to Improve Interchange Operations

- Geometric changes
- Intersection modifications
- Intersection spacing
- Traffic control changes





Strategies/Tactics to Improve US 10 East Operations





Strategies/Tactics to Improve US 10 East Operations

- Signing
- Pavement marking
- Traffic signal timing
 - Additional phasing
- Lane configuration





Strategies/Tactics to Improve US 10 East Operations

- Access modification
 - Combining driveways
 - Relocating driveways
 - Removing driveways
- Frontage/backage road system
- Relocated signalized intersection
- Raised median/right-in/right-out access





Shared/Cross-Access Example

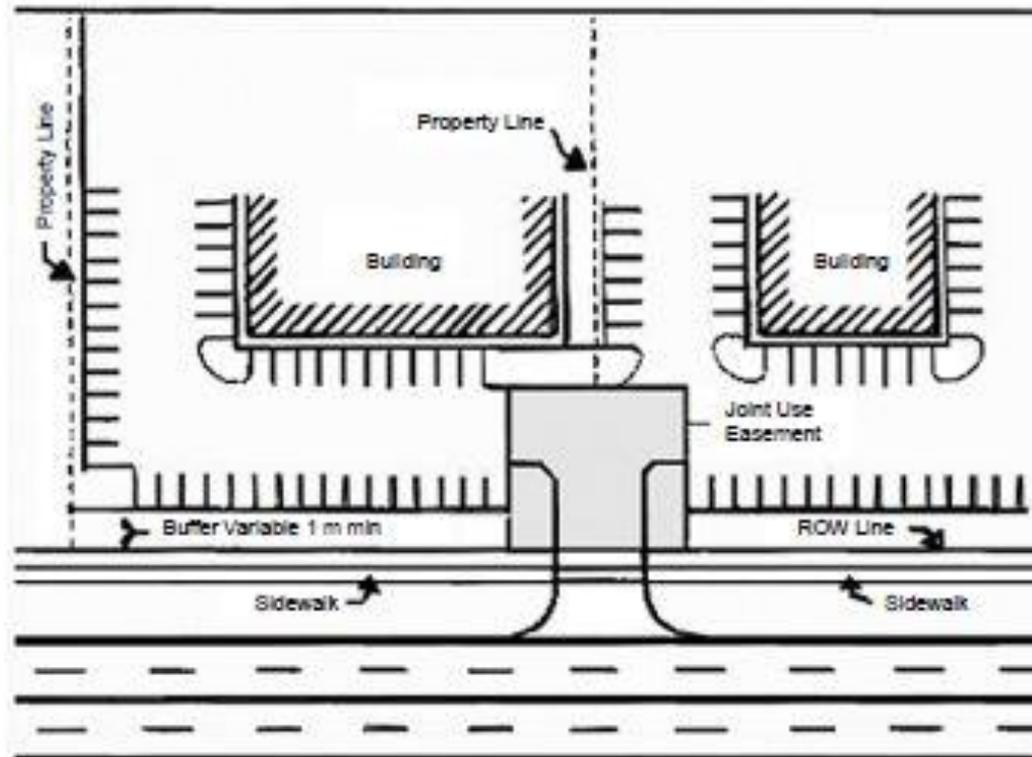


FIGURE 10-33 Schematic of shared access for a small commercial development (3). ROW = right-of-way.





Frontage/Backpage Road Example





Frontage Road Example





Backpage Road Example





Adjacent Overpass Example





Interchange and US 10 East Draft Concepts





Interchange Draft Concept – No Build Alternative

- The No Build Alternative represents the roadway and associated structures in their present condition at the time of analysis.
- If no action is taken, the existing roadway and facilities will continue to deteriorate; safety concerns as a function of substandard design will not be corrected; and the long-term operational needs of the corridor will not be met.





Interchange Draft Concept 2 – Partial Cloverleaf B





Interchange Draft Concept 4 – Partial Cloverleaf A





Interchange Draft Concept 5 – Diamond with Roundabouts



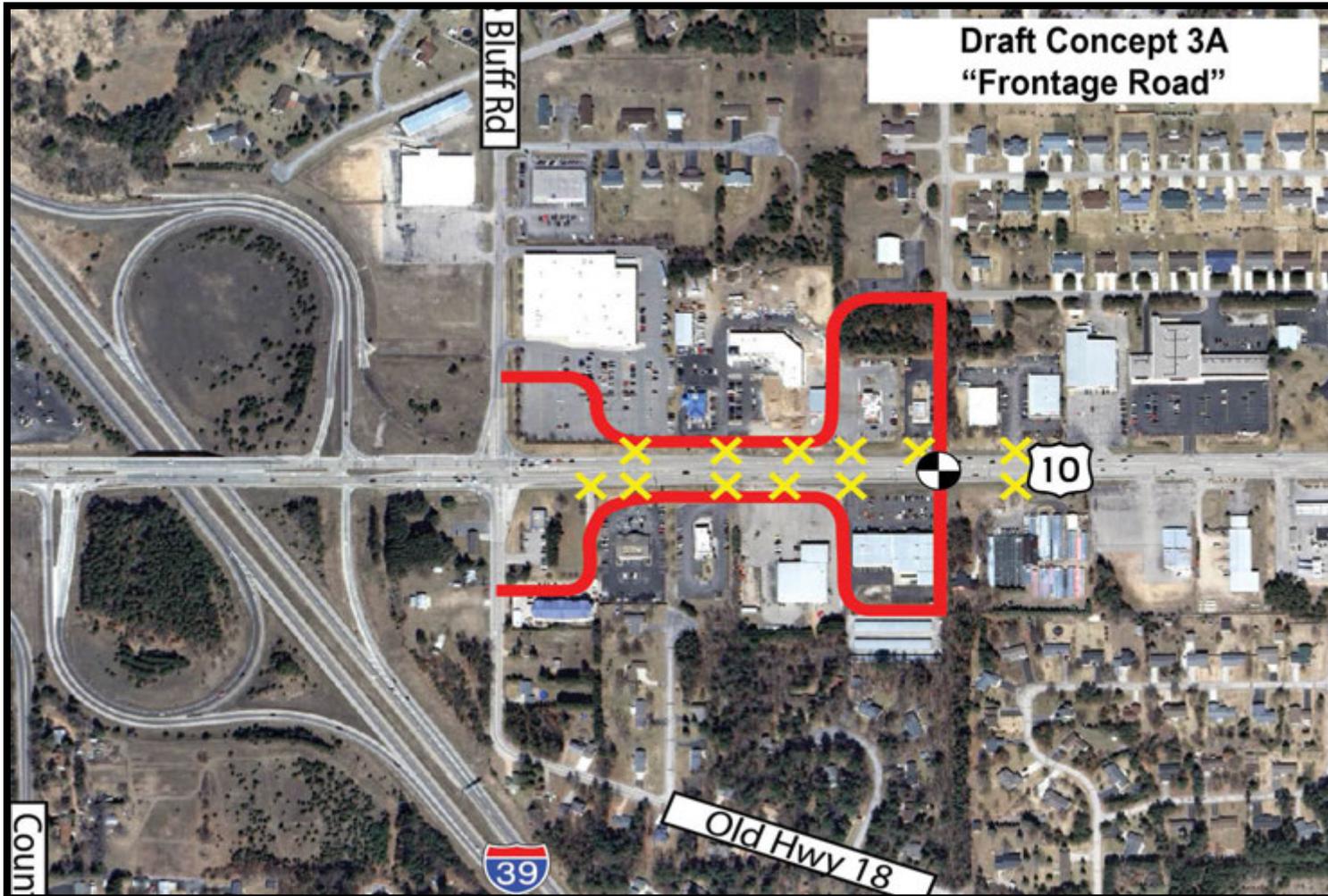


Interchange Draft Concept 3 – Single Point





Concept 3A - Frontage Road





Concept 3B – Backage Road





Concept 3C – Adjacent Road



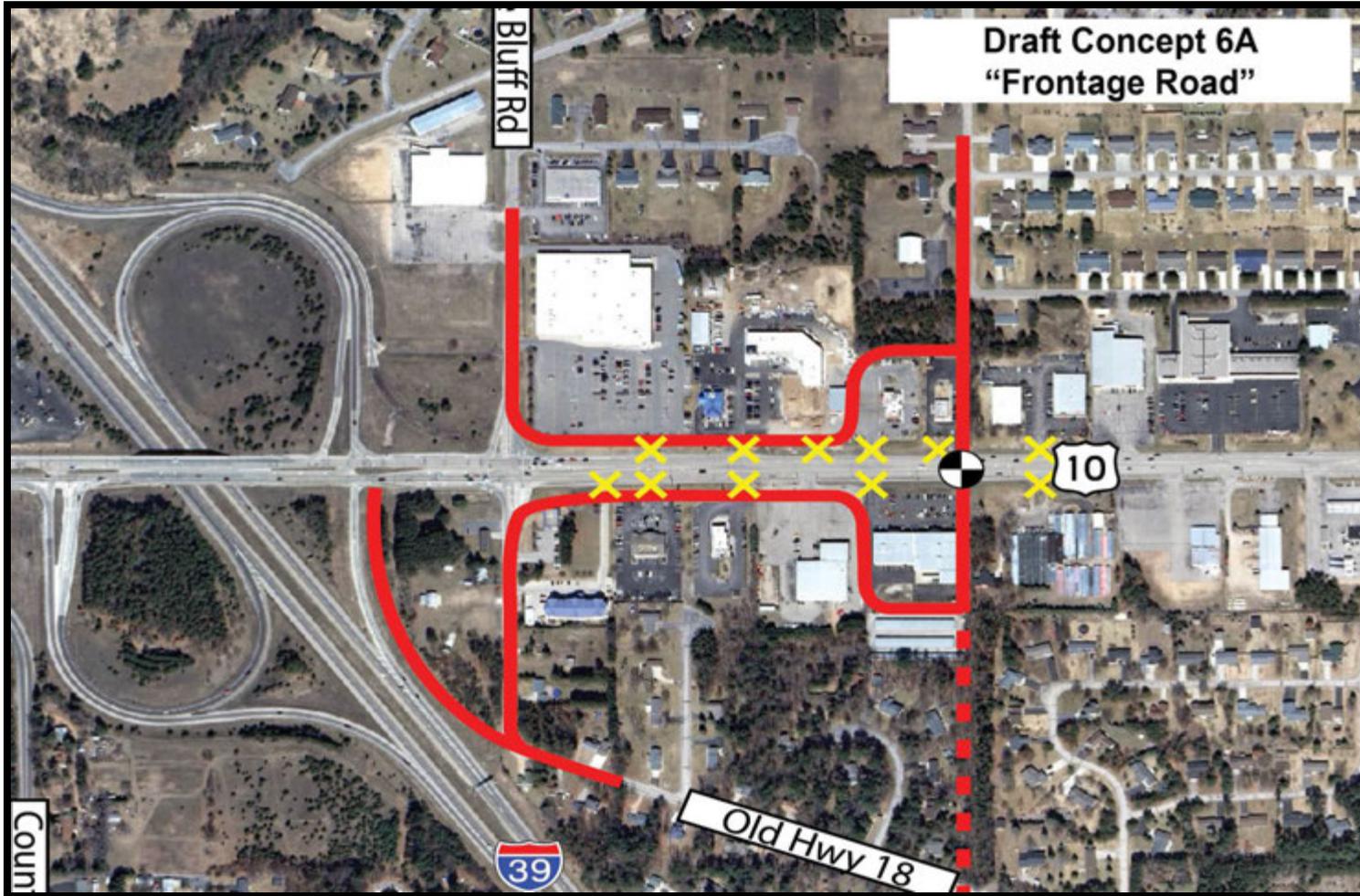


Interchange Draft Concept 6 – Folded





Concept 6A – Frontage Road





Concept 6B- Backage Road





Concept 6C- Adjacent Road





I-39 Auxiliary Lanes

- All of the draft interchange concepts include the construction of northbound and southbound auxiliary lanes between I-39/US 10 east/WIS 66 west and I-39/WIS 66 east/Stanley Street. The auxiliary lanes are needed to provide safer merging for motorists and to provide sufficient capacity expansion to minimize delays.
- The addition of auxiliary lanes includes the replacement of the southbound I-39 bridge over the Plover River. The new bridge will be constructed to accommodate three lanes. The northbound bridge is currently wide enough and will not need to be reconstructed.





Bicycle/pedestrian access concepts

- Communities across the state are embracing bicycling and walking as viable transportation modes and great forms of recreation. Bicycling and walking also provide a means to support multiple objectives including:
 - Economic development
 - Maximizing transportation investments
 - Improving public health
 - Addressing transportation equity
 - Reducing environmental impacts





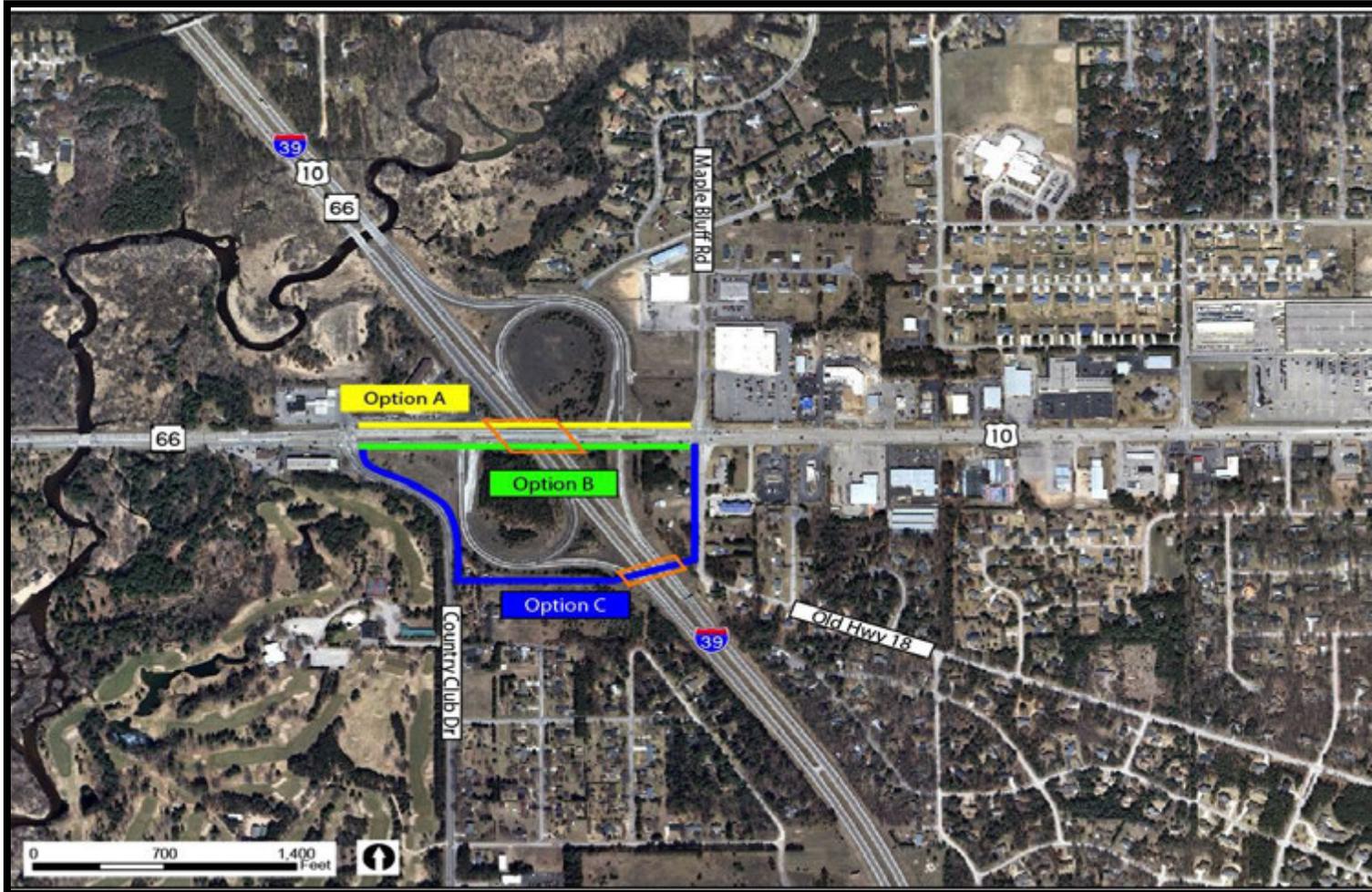
Bicycle/pedestrian access concepts

- The current bicycle and pedestrian accommodations present a significant safety concern for pedestrians, bicyclists and motorists.
- Improving the bicycle and pedestrian crossing at this interchange is identified as a high priority in the recently completed Portage County bicycle and pedestrian plan.
- We are considering the construction of a bridge over I-39 to accommodate bicycle/pedestrian traffic. Several possible locations have been identified and will be evaluated.





Bicycle/pedestrian access concepts





Project Schedule

- Environmental Assessment (EA) - scheduled for completion by fall 2015
- US 10 east bridges (deck overlay) - currently scheduled to begin in 2019
- Pedestrian bridge construction - currently scheduled to begin in 2019
- I-39 (US10 east to WIS 66 east) construction - currently scheduled to begin in 2020
- US 10 east/WIS 66 west interchange construction - currently scheduled to begin in 2021





Contacts

Jeffrey Stewart, P.E.

WisDOT North Central Region

Project Manager

Phone: 715-421-8376

jeffrey.stewart@dot.wi.gov

Todd Polum, P.E. PTOE

SRF Consulting Group Inc.

Phone: 866-870-0773

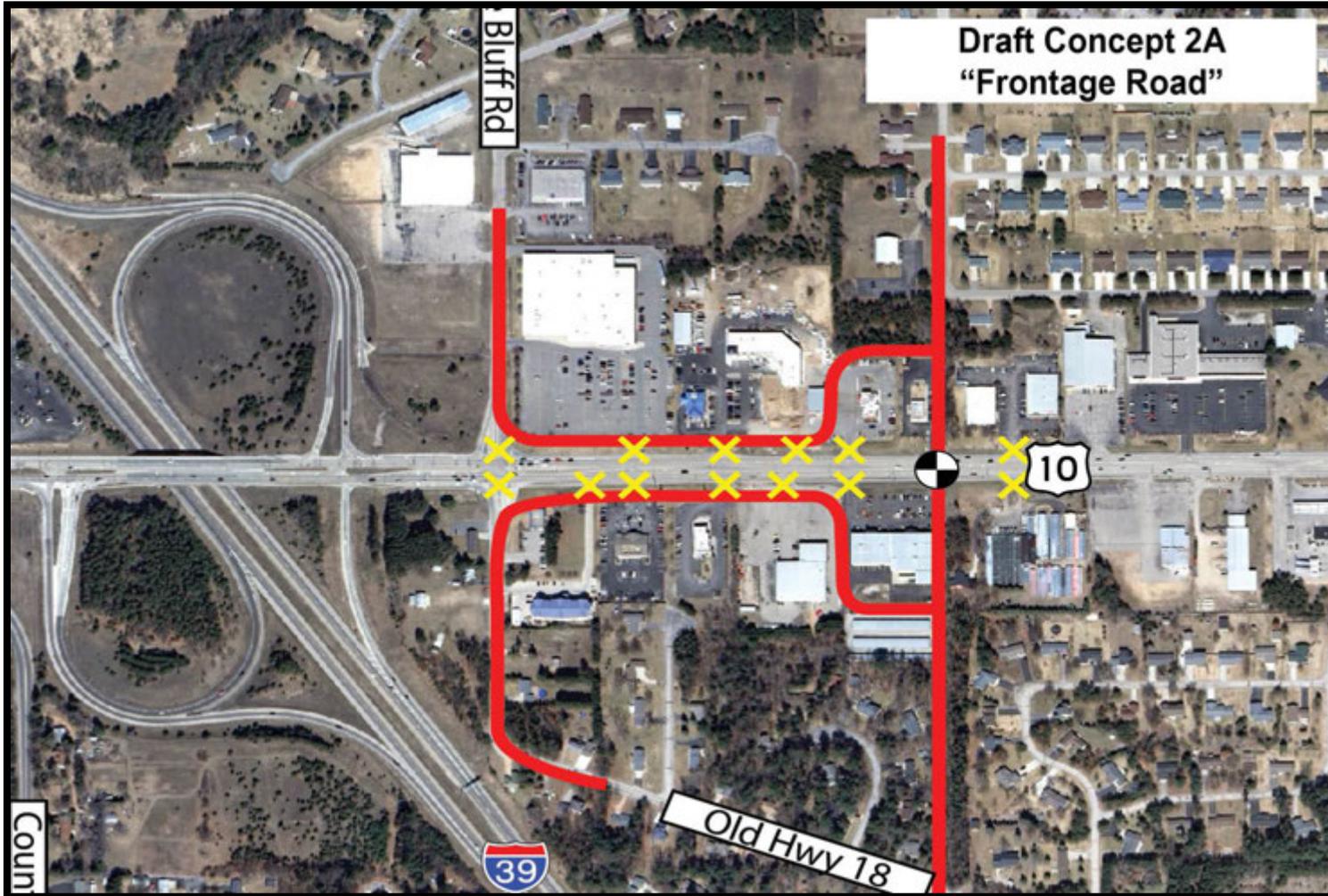
tpolum@srfconsulting.com

www.i39stevenspointarea.dot.wi.gov



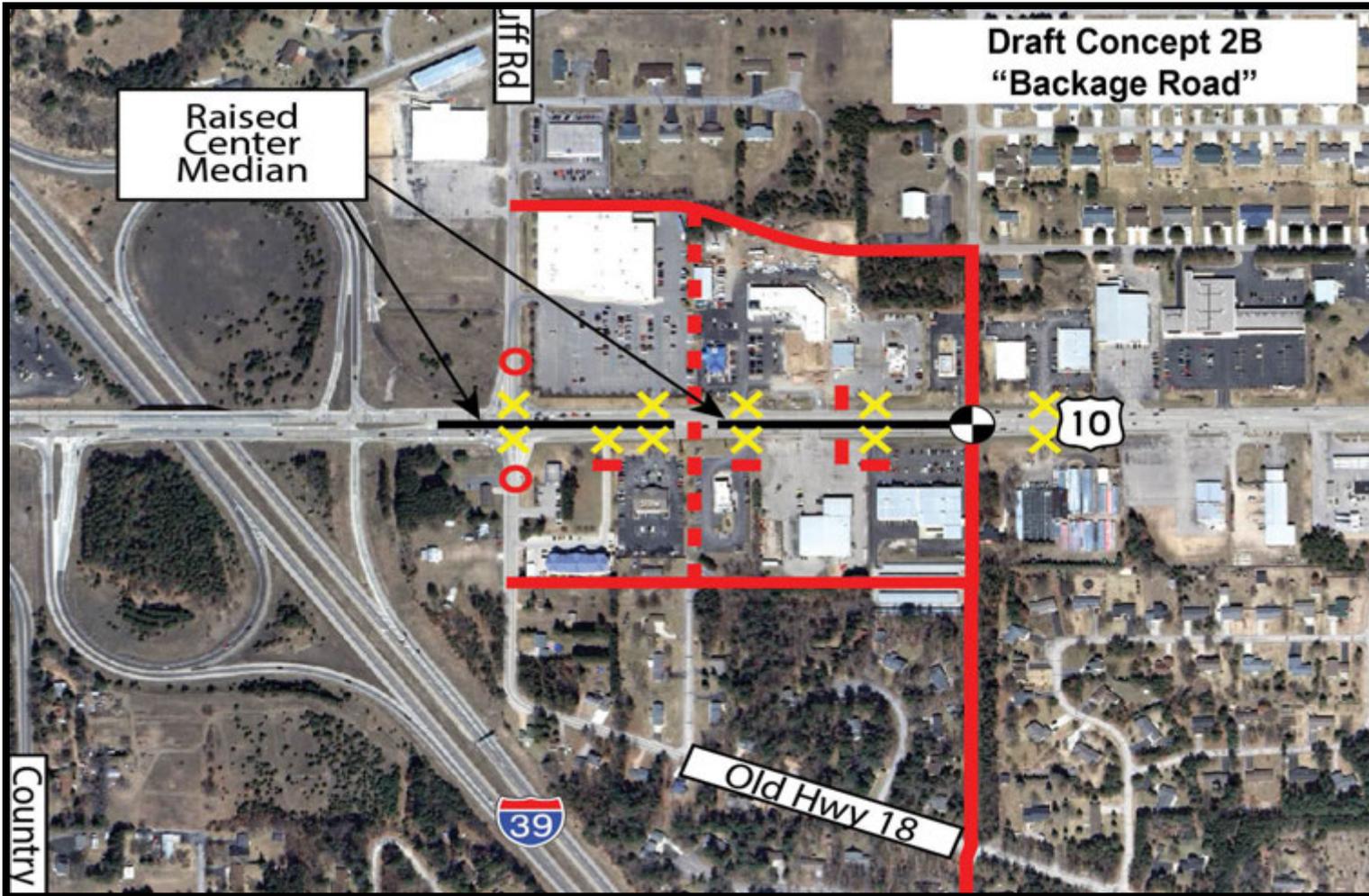


Concept 2A - Frontage Road





Concept 2B – Backage Road



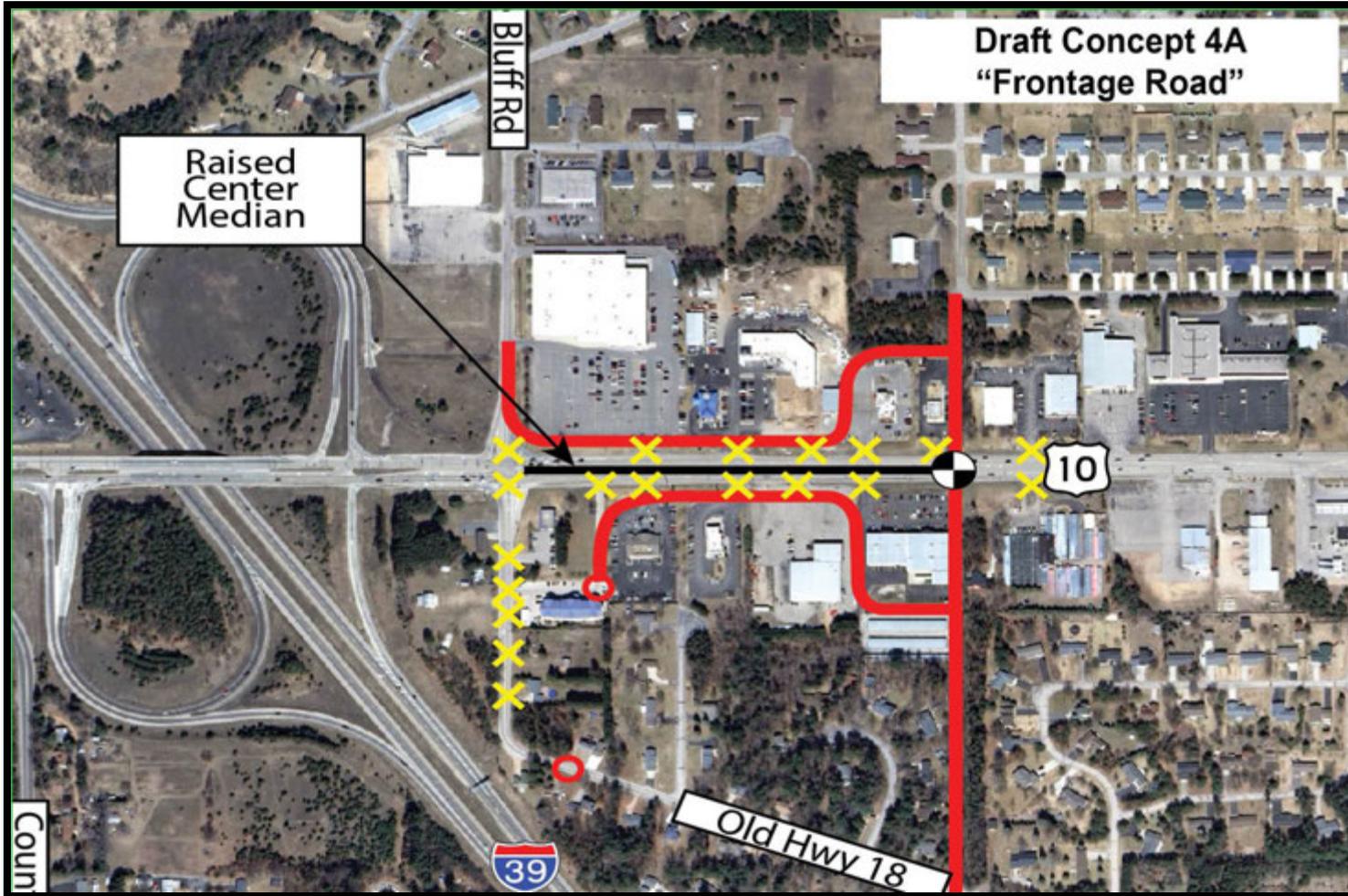


Concept 2C - Adjacent Road



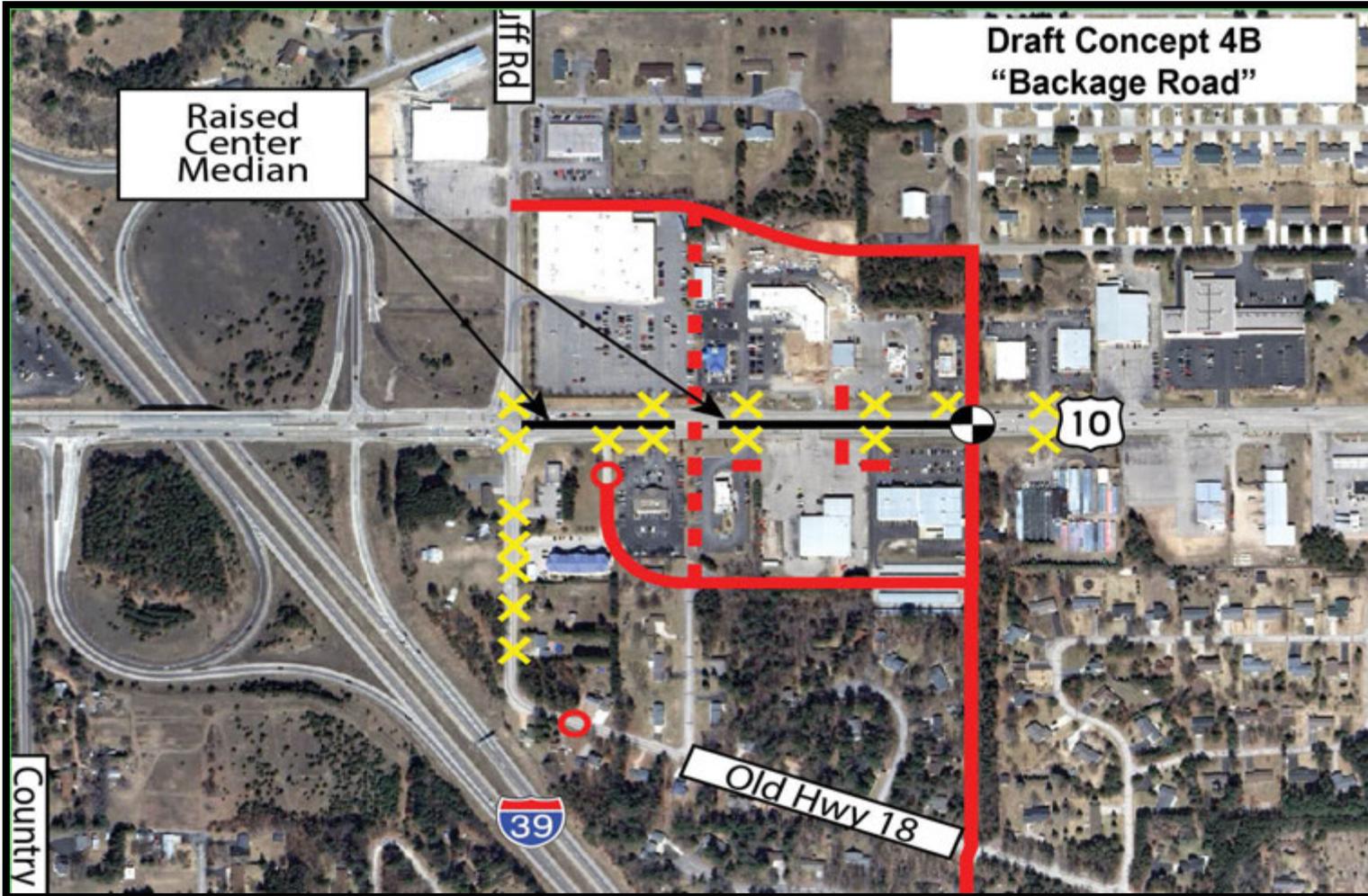


Concept 4A - Frontage Road





Concept 4B – Backage Road



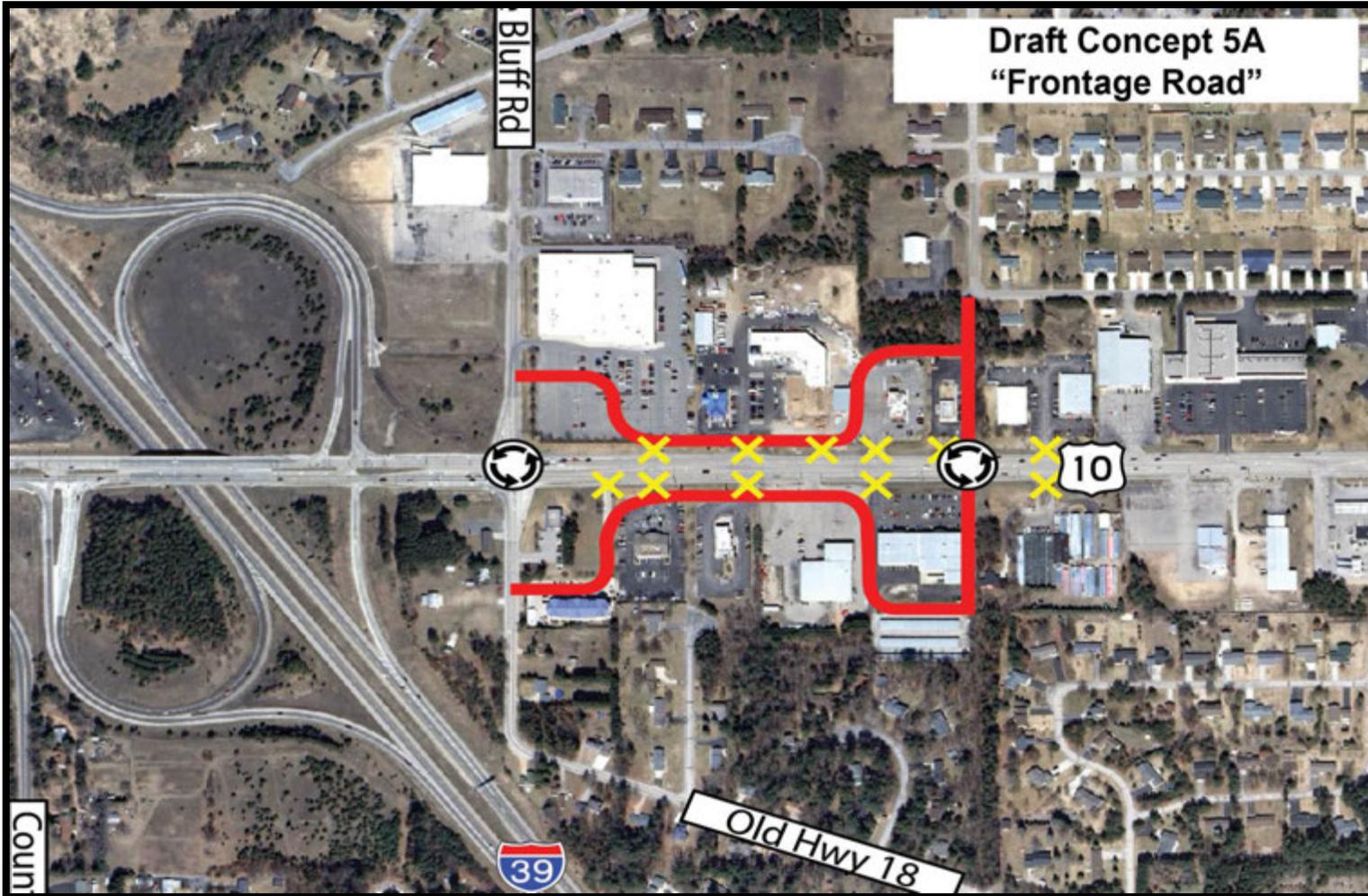


Concept 4C – Adjacent Road





Concept 5A – Frontage Road





Concept 5B – Backage Road





Concept 5C – Adjacent Road



City of Stevens Point
1515 Strongs Avenue
Stevens Point, WI 54481



Public Works

Engineering Department:
Phone: 715-346-1561
Fax: 715-346-1650

Streets Department:
Phone: 715-346-1537
Fax: 715-346-1687

November 7th, 2014

To: Board of Public Works

From: Scott Schatschneider, Director of Public Works

Re: Parking Ordinance Modification on North Point Drive (Second Street North
– Division Street North)

As a result of accidents (side swipes) that continue to occur on North Point Drive, the Police Department requested the Engineering Department review the existing conditions on North Point Drive between Second Street North and Division Street North.

Given the amount of pavement that currently exists without any pavement marking, the type of crashes that are occurring is understandable. Pavement marking distinguishing two separate lanes of traffic, (two east bound and two west bound) would be helpful. However, in order to establish two lanes, the parking that currently exists on the north and south side of North Point Drive will need to be eliminated.

Currently parking is allowed on North Point Drive after 4:00 P.M. If you have any questions feel free to contact me.

Thank you.

**ORDINANCE AMENDING THE REVISED MUNICIPAL CODE OF THE CITY OF STEVENS
POINT, WISCONSIN**

The Common Council of the City of Stevens Point do ordain as follows:

SECTION I: That Subsection 1. of Section 9.05(ag) of the Revised Municipal Code, No Parking 7:00 A.M. to 4:00 P.M. is hereby **repealed**.

9.05(ag) 1. On the north and south sides of North Point Drive from Second Street North to Division Street North.

SECTION II: That Subsection 4. of Section 9.05(g) of the Revised Municipal Code, No Parking is hereby **created** to read as follows:

9.05(g) 4. On the north and south sides of North Point Drive from Division Street North to Second Street North.

SECTION III: This Ordinance shall take effect upon passage and publication.

APPROVED: _____
Andrew J. Halverson, Mayor

ATTEST: _____
John Moe, City Clerk

Dated: November 7, 2014
Approved: November 17, 2014
Published: November 21, 2014