



Business 51 Improvements

From South City Limits to I-39



October 14, 2013 – City of Stevens Point Board of Public Works Meeting



Agenda

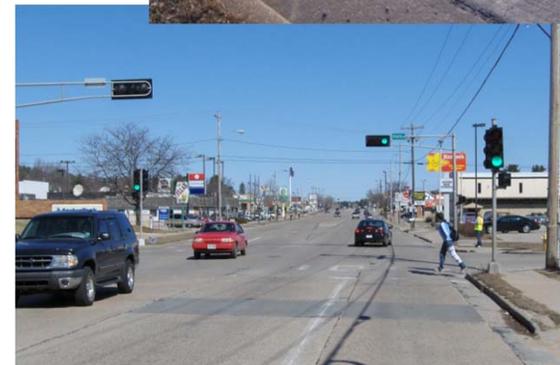
- Purpose and need for study
- Alternatives development process
- Alternatives considered
- Public involvement
- Next steps



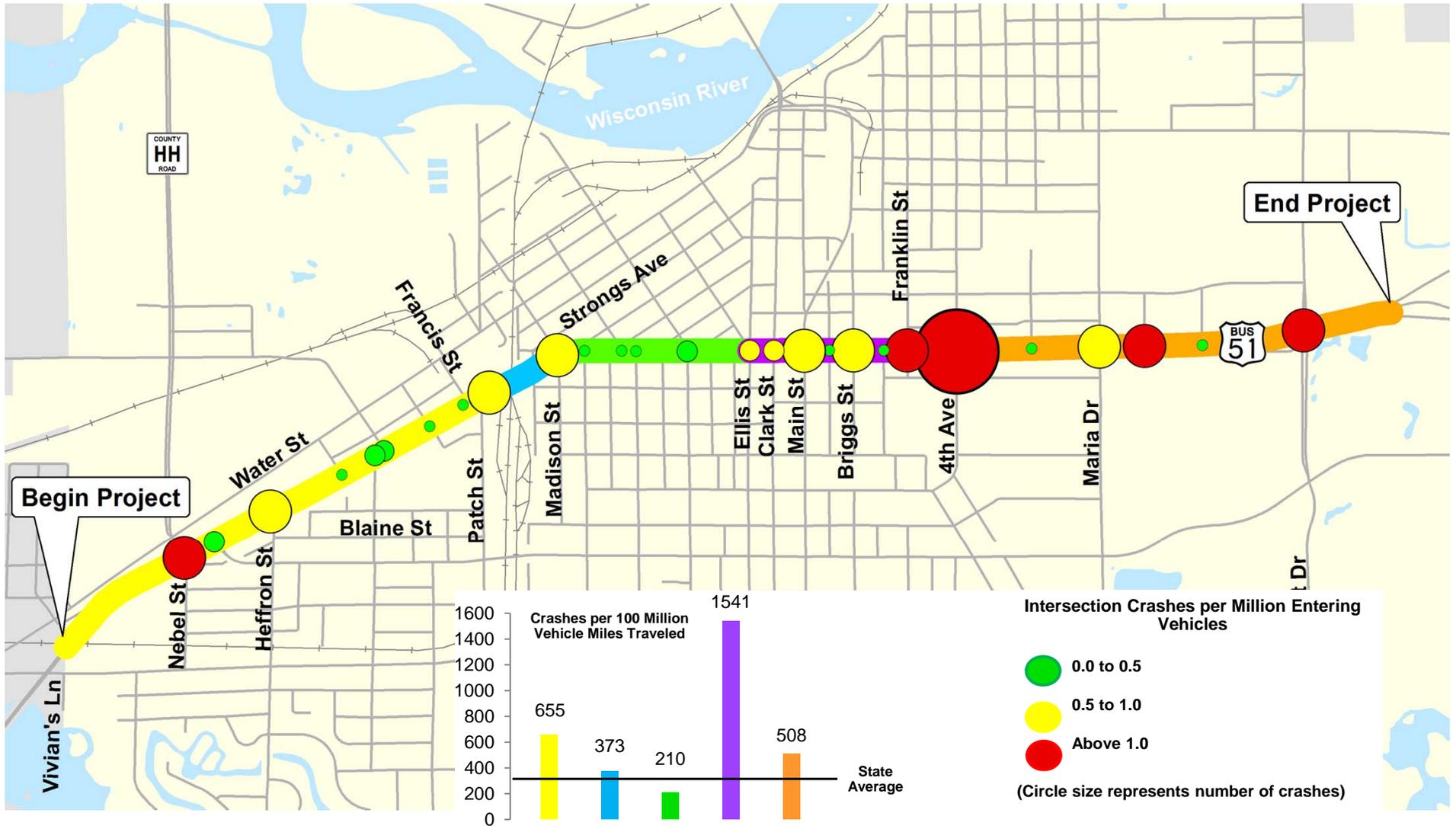


Purpose and Need for Study

- The purpose of this study is to develop an improvement plan for Business 51 to allow the roadway to serve as a safe and efficient link in the city's transportation system.
- This study is needed to improve:
 - Safety
 - Pavement
 - Bicycle and pedestrian accommodations
 - Geometrics
 - Aesthetics



Corridor crash history



565 crashes occurred on Business 51 between 2006 and 2010

Alternatives Development



We are here



**Conceptual
Alternatives**



**Preliminary
Alternatives**



***Detailed
Alternatives***



**Preferred
Alternative**



Alternatives Considered

1. No-build
2. One-way pairs – Business 51 & Michigan Street
3. 4-lane roadway with two-way left turn lane (TWLTL)
4. 4-lane roadway with raised median
5. 2-lane roadway with raised median
6. 2-lane roadway with TWLTL



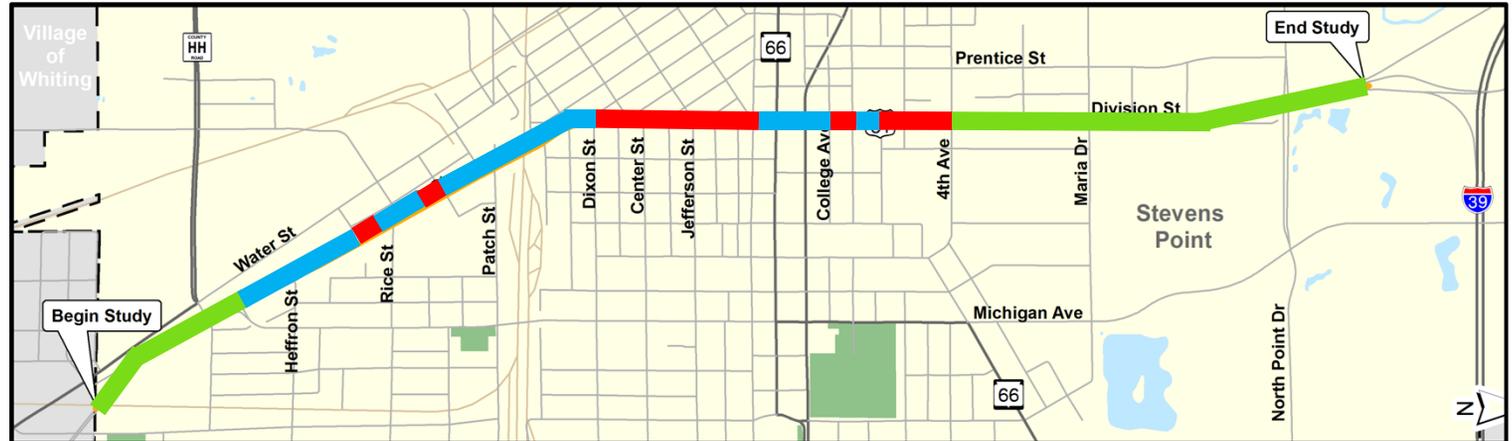
Alternatives Considered

- ~~1. No-build~~ Dropped (used for comparison purposes only)
- ~~2. One-way pairs – Business 51 & Michigan Street~~ Dropped
- ~~3. 4-lane roadway with two-way left turn lane (TWLTL)~~ Safety improvement significantly less than 4-lane with raised median
4. 4-lane roadway with raised median
5. 2-lane roadway with raised median
6. 2-lane roadway with TWLTL



Combined to create Detailed Alternative

Detailed Alternatives



4-lane roadway with raised median



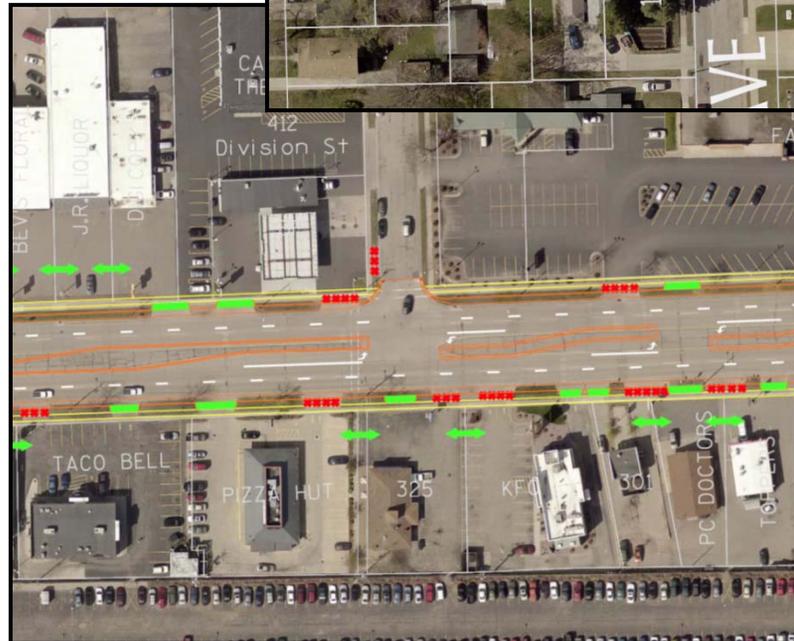
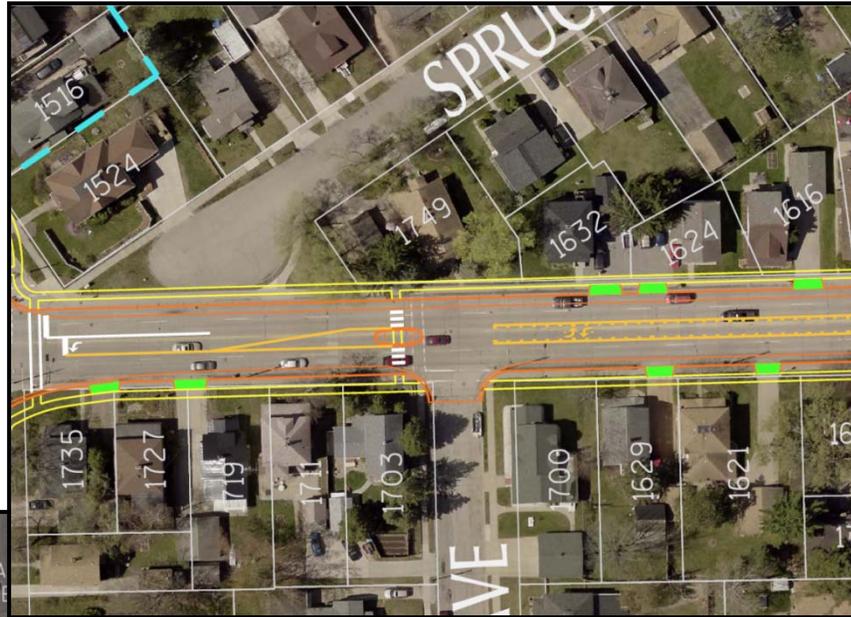
2-lane roadway with raised median



2-lane roadway with TWLTL



Detailed Alternative





Comparison of Impacts

	Preliminary Alternatives (May 2013)				Detailed Alternative (Oct. 2013)
	2-lane Raised Median	2-lane TWLTL	4-lane Raised Median	4-lane TWLTL	
Right of way required (acres)	3	2	6	5	> 3.5
Residential relocations	20	15	49	41	4-8
Business relocations	11	6	13	12	4-7
Historic district impacts?	Yes	Yes	Yes	Yes	Yes
Impacts to park?	Yes	Yes	Yes	Yes	No
Construction cost	\$29 M	\$28 M	\$38 M	\$36 M	\$30-\$32 M



Corridor Delay & Travel Time

South City Limits to Northpoint Drive

Alternative	Peak Period Travel Times (min.)
No-Build	9:35 – 10:15
Detailed Alternative	9:30 – 10:15

- The Detailed Alternative includes a combination of:
 - 4-lane roadway with a raised median (37% of overall length)
 - 2-lane roadway with a raised median (42% of overall length)
 - 2-lane roadway with a TWLTL (21% of overall length)
- **Travel time is relatively consistent regardless of the reduction in through travel lanes from 4 (existing) to 2 (proposed) in some locations.**



Public involvement

1. Public meetings

- January 2013, 86 attendees
- May 2013, 69 attendees

2. Southside Business Association

- April 2013, 20 attendees

3. Property owner open houses

- September/October 2013 – 3 separate days, 140 attendees



Next Steps

- Public meeting
- Refine detailed alternatives
- Document impacts
- Coordinate with regulatory agencies
- Recommend preferred alternative

