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# City of Beloit

## PRAIRIE AVENUE (COUNTY G) ROADWAY IMPROVEMENT PROJECT

(Cranston Road to Huebbe Parkway)

August 2, 2018



# Welcome and Opening Remarks

**Jason Dupuis, P.E.**

Project Manager

City of Beloit

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**Ken Swanson, P.E.**

Consultant Project Manager

Strand Associates, Inc.

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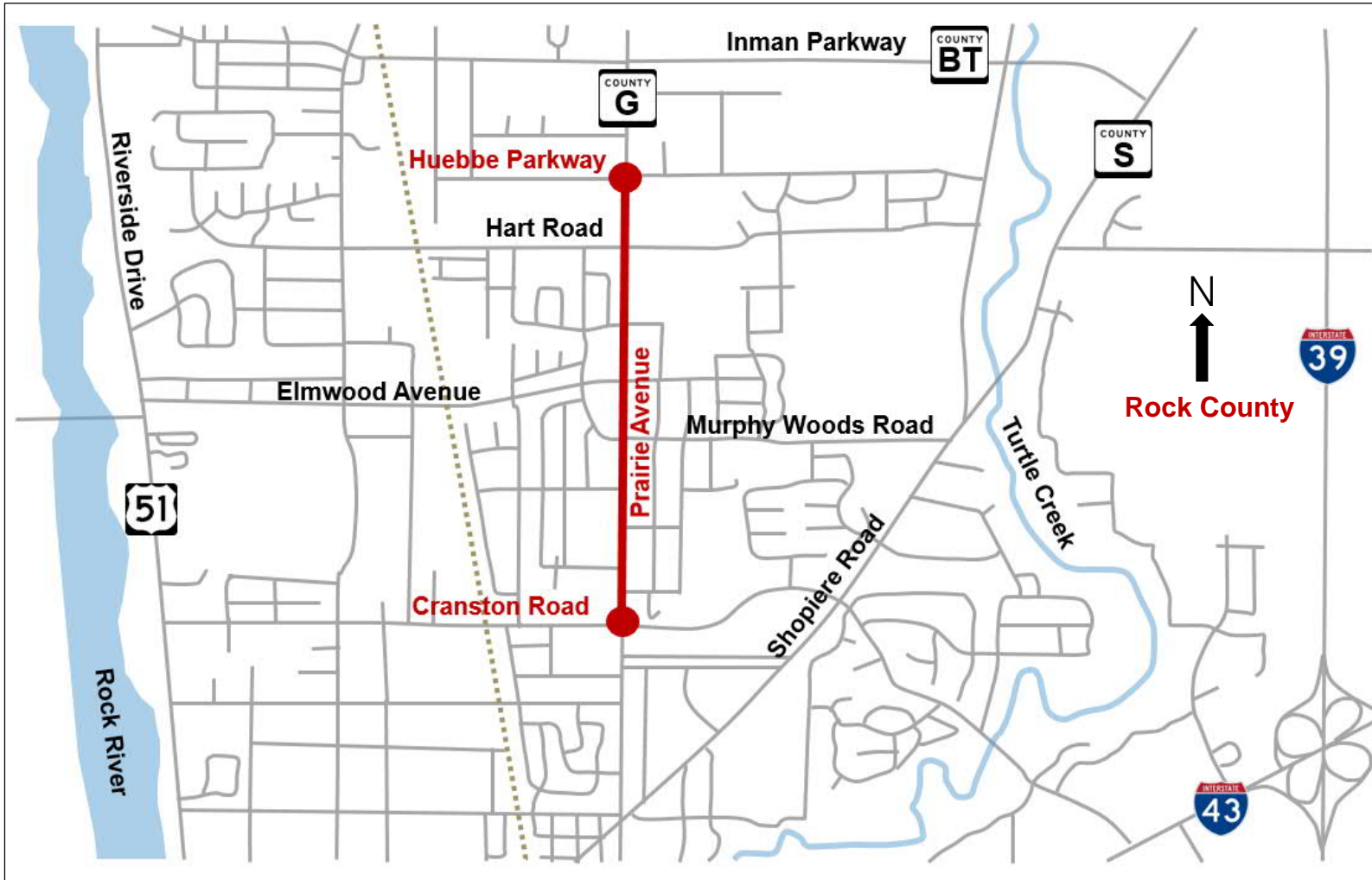
ken.swanson@strand.com

# Overview

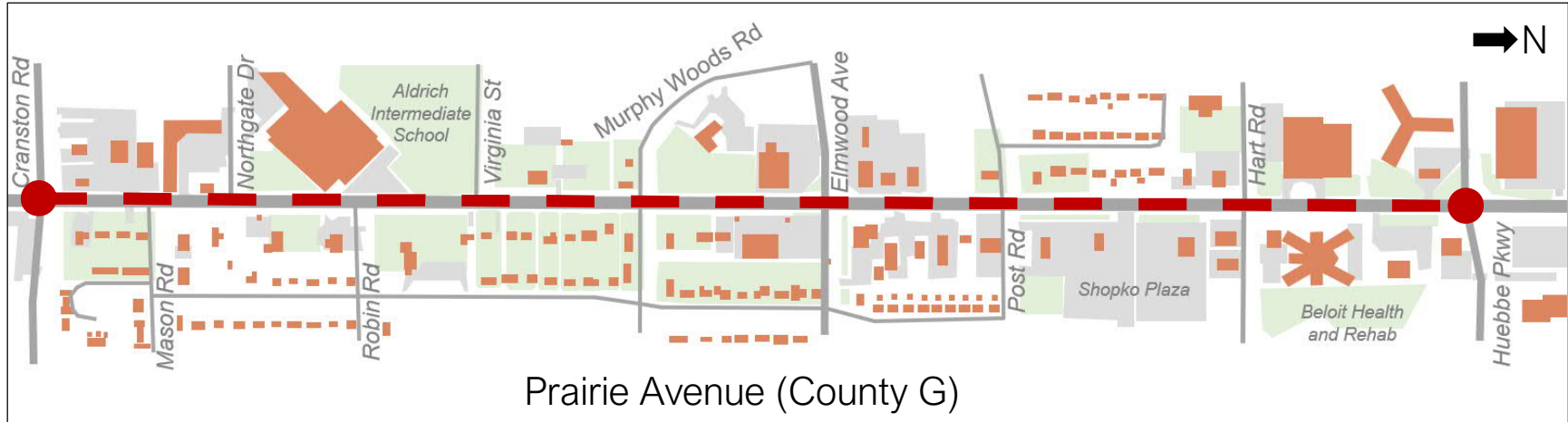
- Project Location and Limits
- Project Purpose and Need
- Proposed Improvements
  - Roadway
  - Multi-Modal Access
  - Traffic Signals
- Temporary Limited Easements
- Construction Staging Overview
- Project Schedule
- Questions



# Project Location and Limits



# Project Location and Limits



- Cranston Road to Huebbe Parkway - 1.2 Miles
- City of Beloit, Town of Beloit

# Project Purpose and Need

- Purpose
  - Address current pavement distresses
  - Evaluate multi-modal access opportunities
  - Upgrade traffic signal components/timings
- Need
  - Pavement last improved in 1982
  - Severe pavement joint failures
  - Gaps in the sidewalk facility
  - No current bicycle accommodations
  - Out of date signal equipment



# Proposed Improvements – Roadway

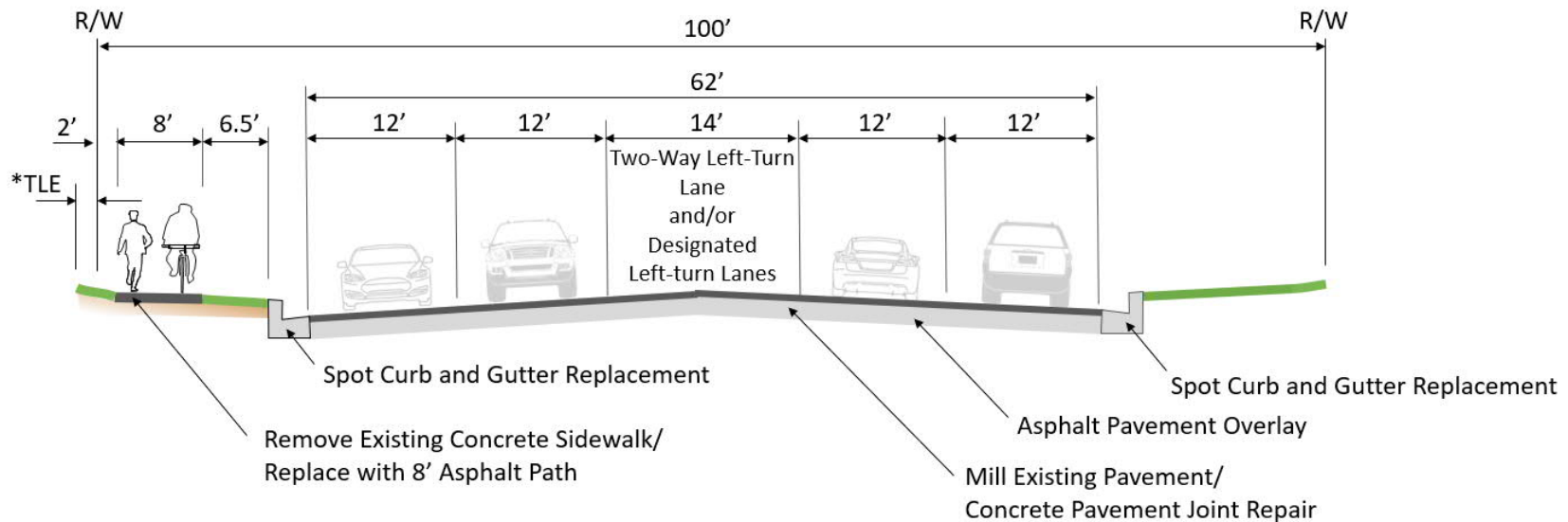
- Pavement
  - Concrete joint repair
  - Spot replacement of concrete pavement and curb and gutter
  - Milling existing concrete pavement
  - Asphalt Overlay





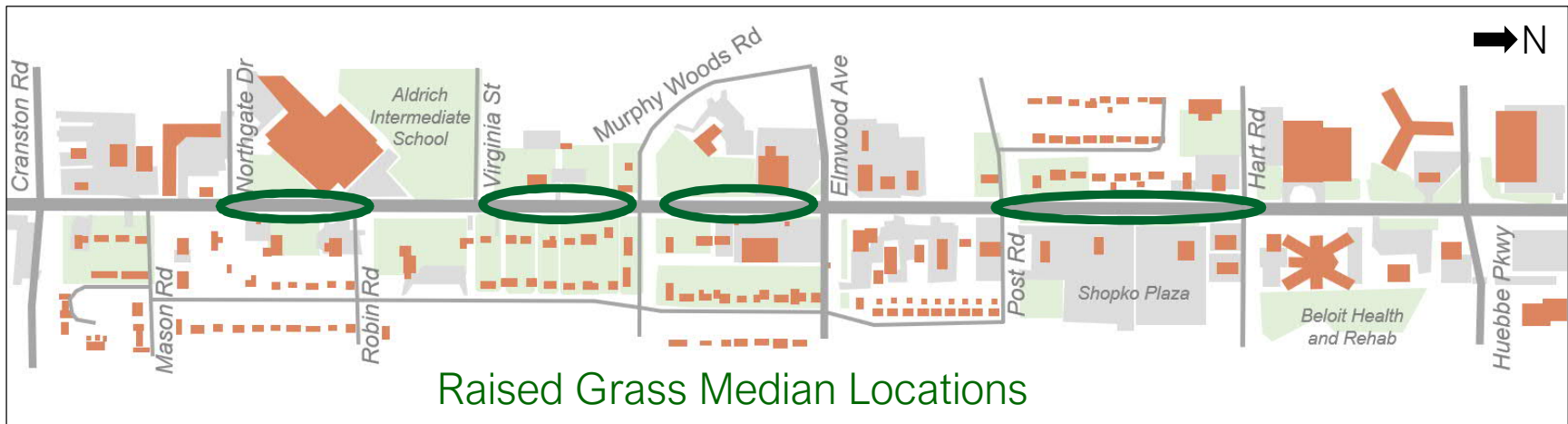
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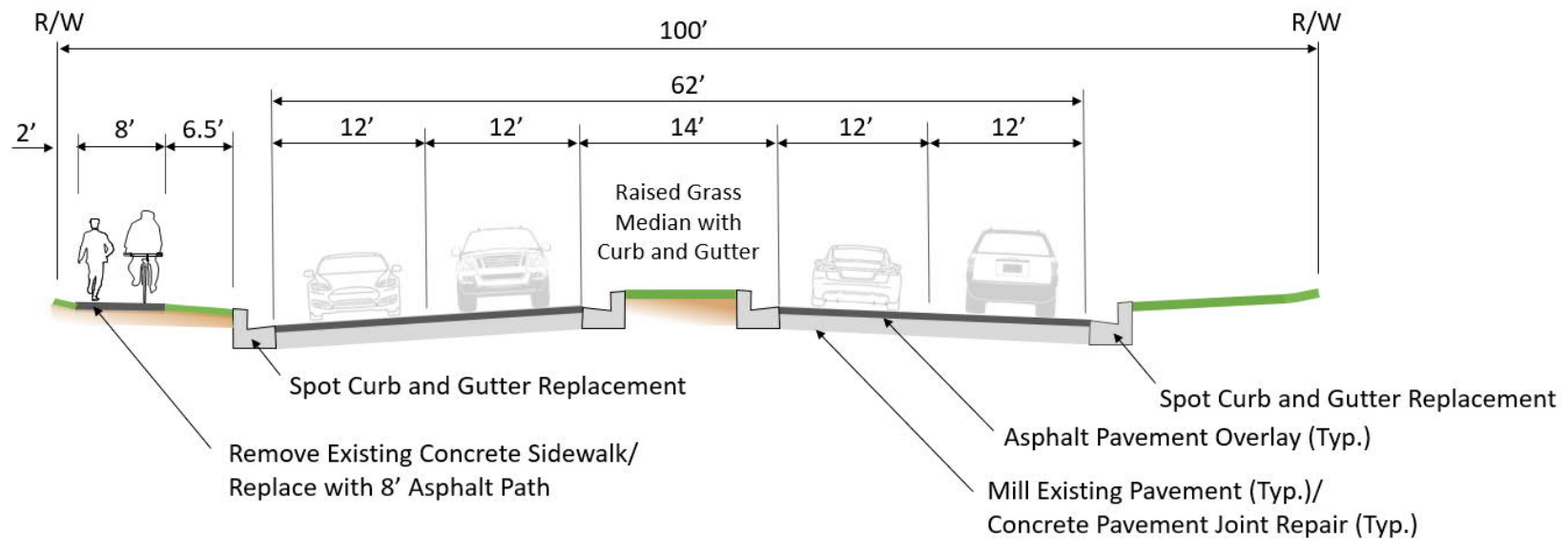
# Proposed Improvements – Roadway

- Median treatment modifications
  - Two-way left-turn lane (TWLTL) markings
  - Designated left-turn lane markings
  - Raised grass median
    - Northgate Drive to Robin Road
    - Virginia Street to Murphy Woods Road
    - Murphy Woods Road to Elmwood Avenue
    - Post Road to Hart Road



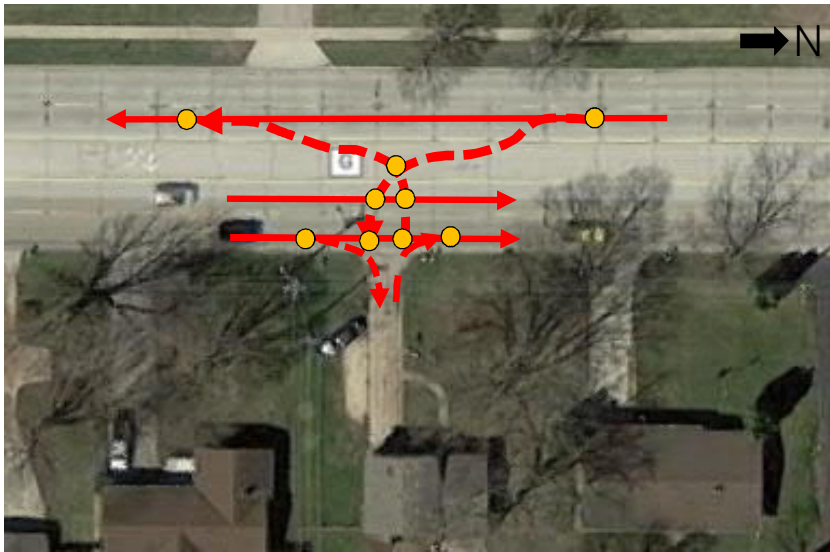
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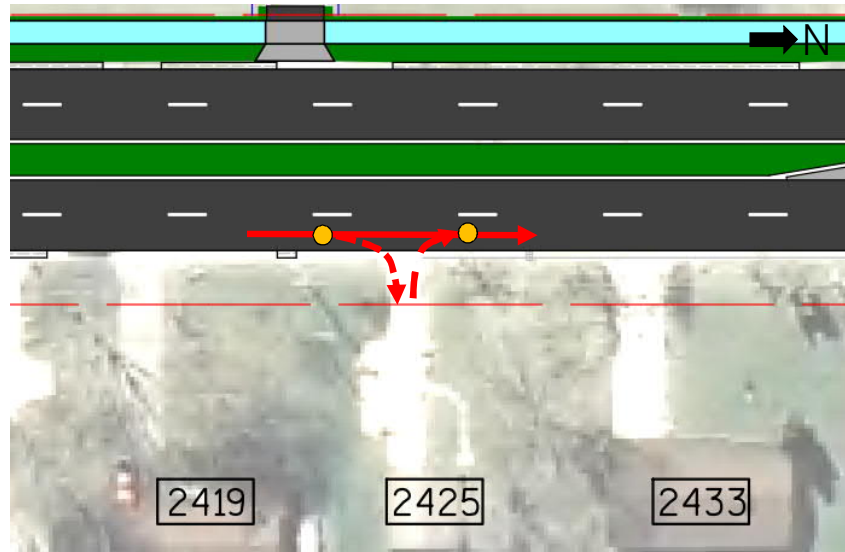


# Proposed Improvements – Roadway

- Median treatment modifications
  - Raised grass median



Existing TWLTL Median

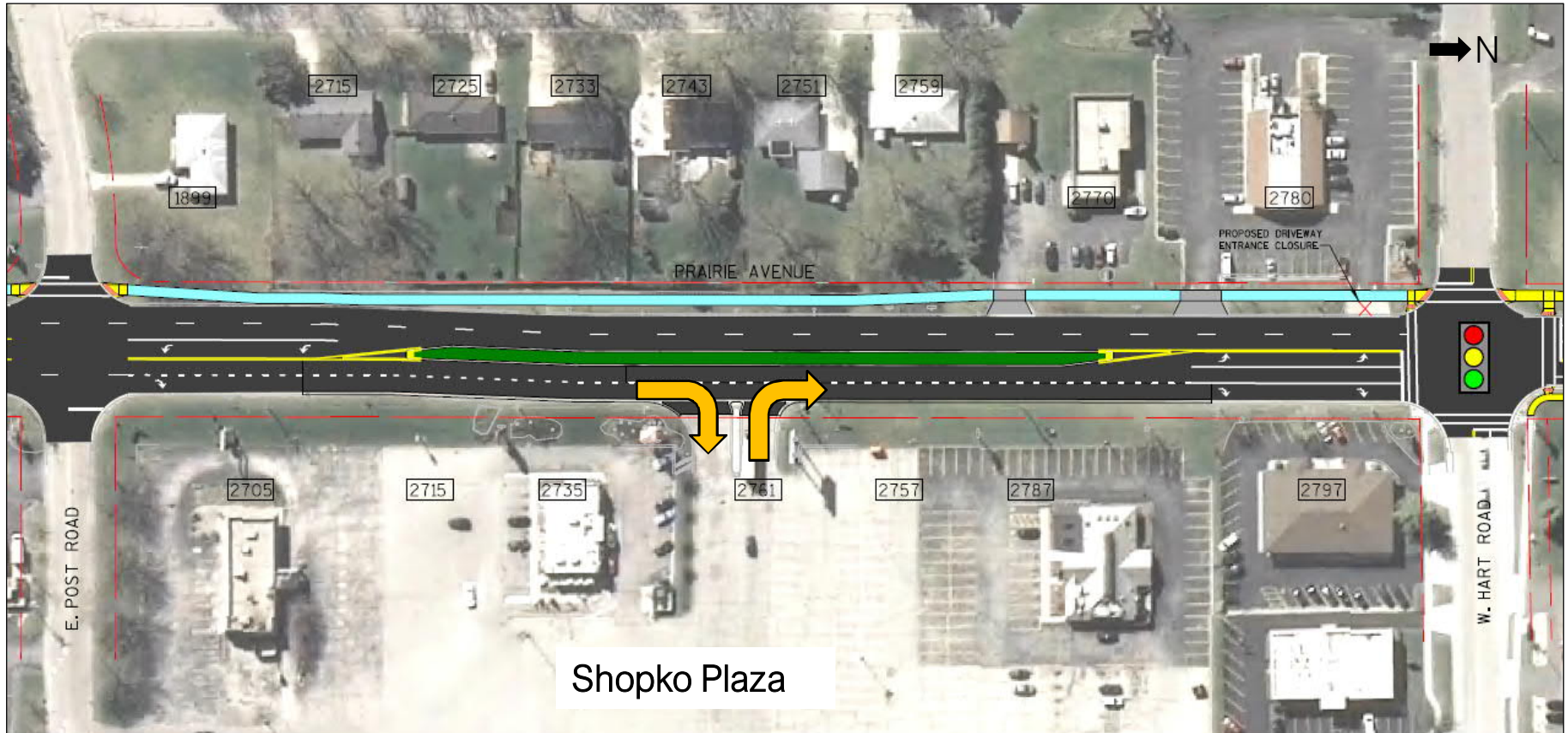


Proposed Raised Grass Median

- Right-in/right-out access eliminates left-turn conflicts
- ~72% of crashes at driveways involve a left-turning vehicle

# Proposed Improvements – Roadway

- Right-in/right-out at Shopko Plaza entrance

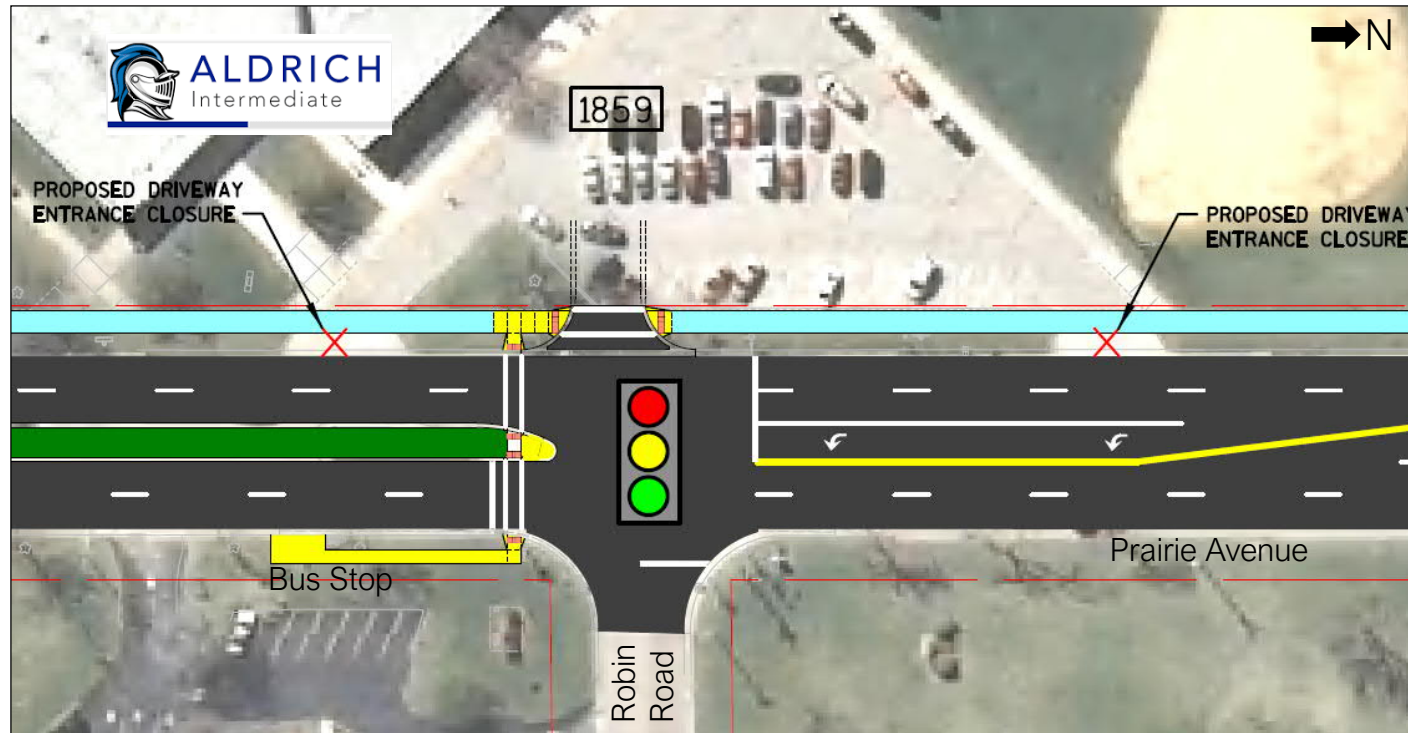


Full Access from Post Road

Full Access from Hart Road

# Proposed Improvements – Roadway

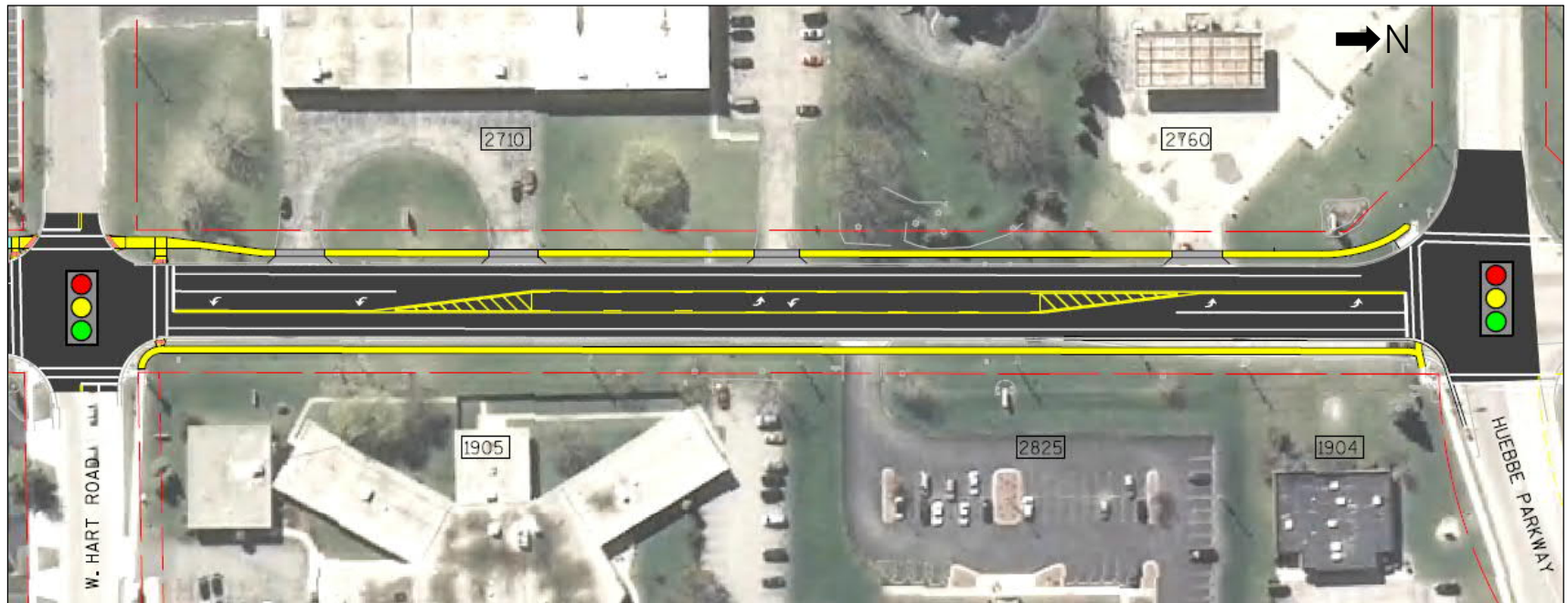
- Robin Road Intersection Improvements



- Reconfigured Aldrich driveway
- Enhanced crosswalk markings
- Median pedestrian refuge
- Pedestrian push buttons
- ADA-compliant curb ramps
- Bus stop pedestrian refuge area

# Proposed Improvements – Roadway

- 4- to 3-lane reconfiguration between Hart Road and Huebbe Parkway (one lane in each direction with a center TWLTL)

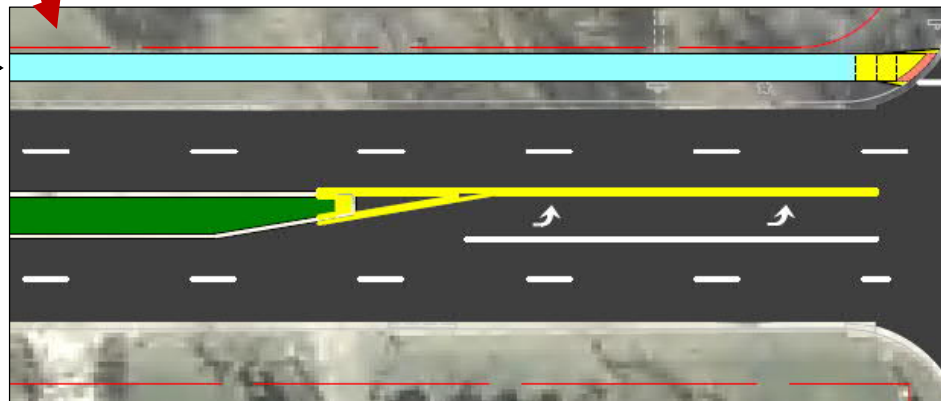


# Proposed Improvements – Multi-Modal Access

- Cranston Road to Hart Road –  
8-foot-wide asphalt path along west side of Prairie Avenue



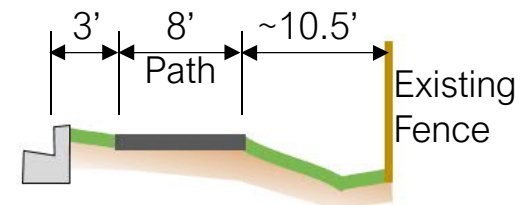
8-foot-wide asphalt path →





# Proposed Improvements – Multi-Modal Access

- Post Road to Hart Road –  
Removal of the existing retaining along west side of Prairie Avenue



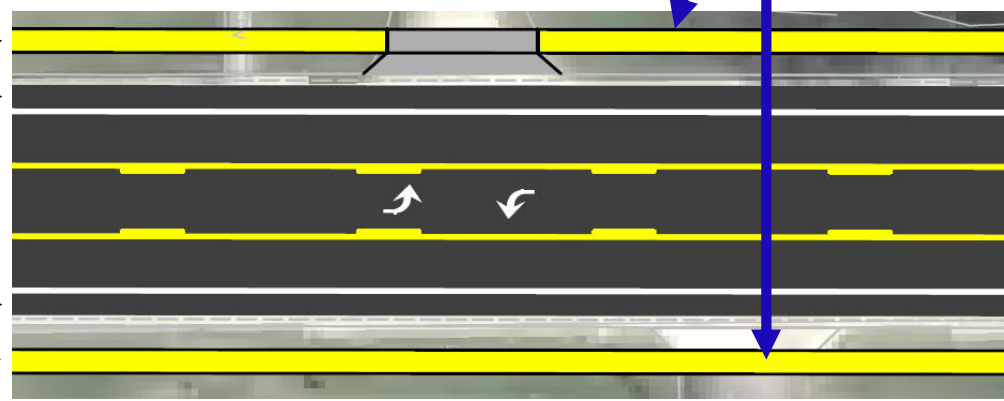
*Note:* 3' path offset from face-of-curb to edge-of-path allows for construction of drainage swale without retaining wall

# Proposed Improvements – Multi-Modal Access

- Hart Road to Huebbe Parkway –  
New sidewalk and on-street bike lanes (both sides)

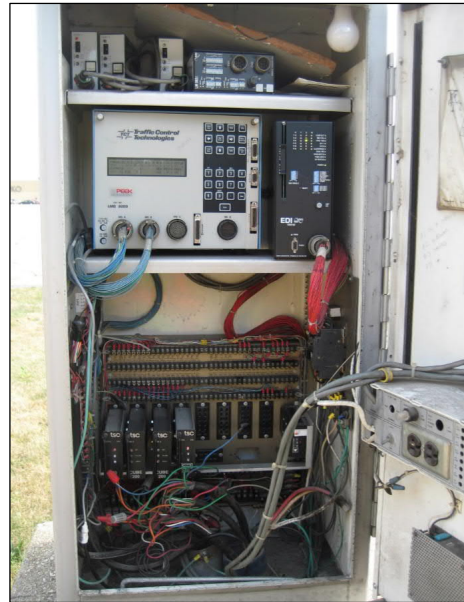


5-foot sidewalk →  
5-foot on-street bike lane →  
  
5-foot on-street bike lane →  
5-foot sidewalk →



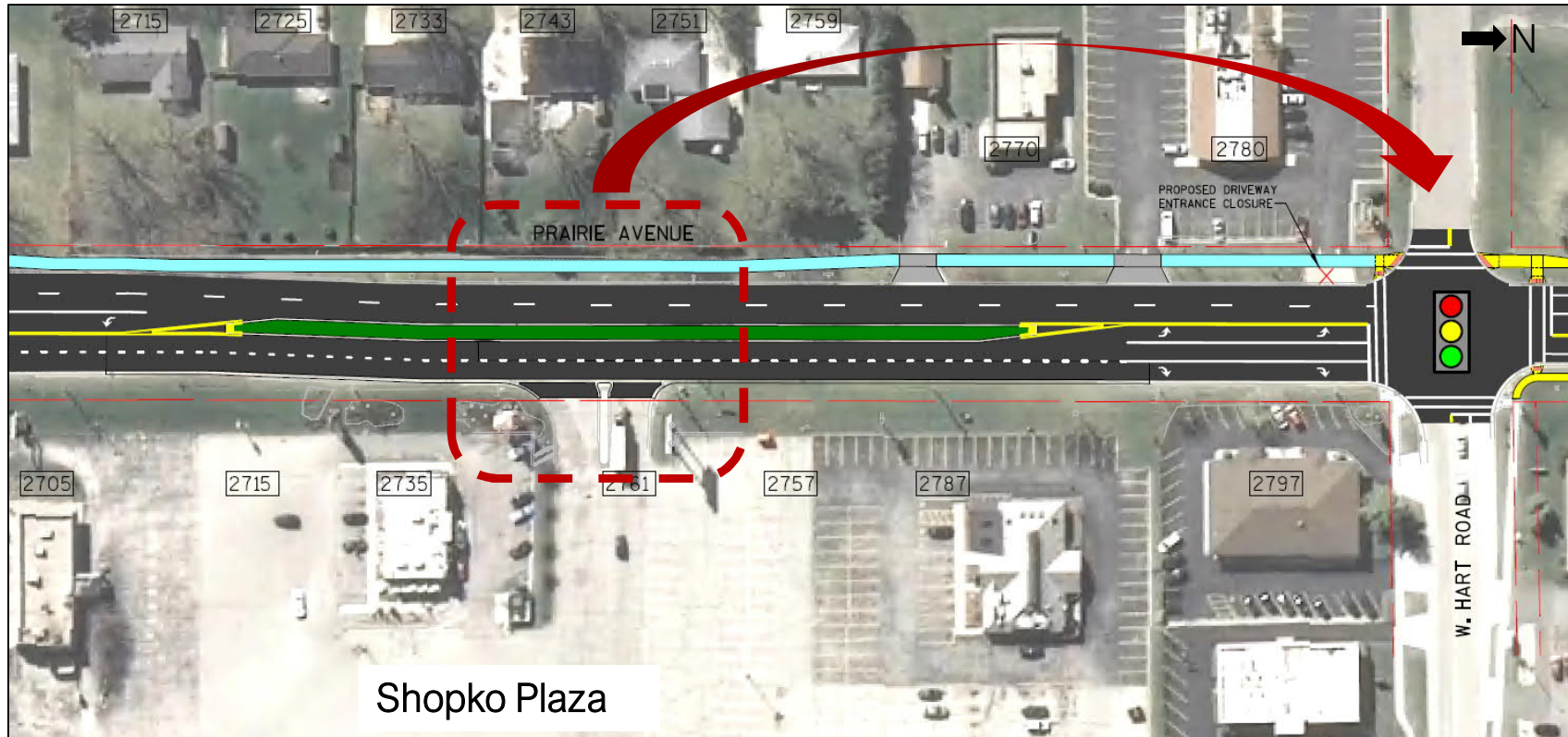
# Proposed Improvements – Traffic Signals

- Traffic Signal Equipment Upgrades
  - New poles/mast arms/signal heads
  - Pedestrian push buttons
  - New signal cabinets
  - Rewiring
  - Video detection
  - Signal retiming



# Proposed Improvements – Traffic Signals

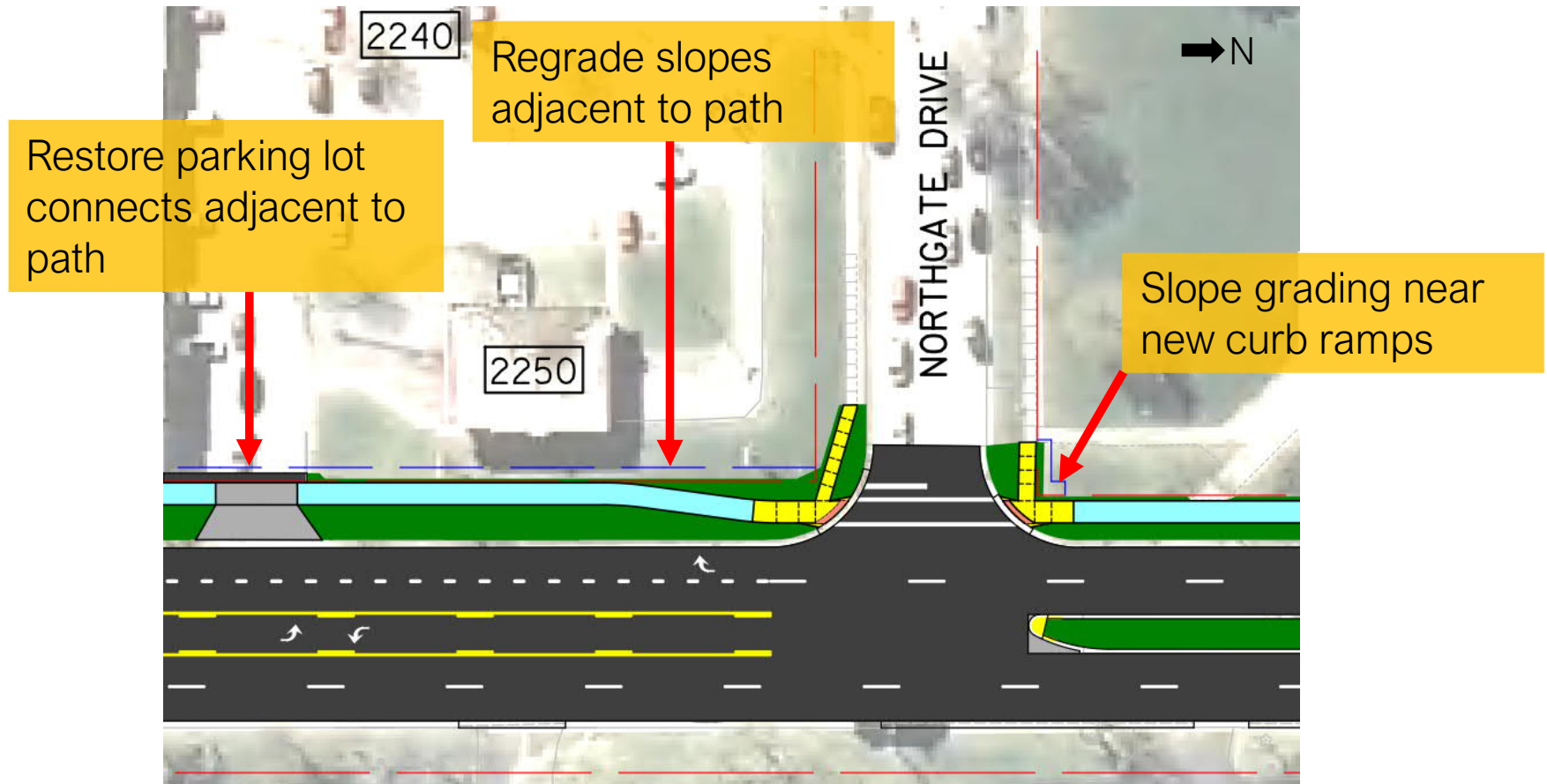
- Relocate traffic signal from Shopko Plaza entrance to Hart Road



# Temporary Limited Easements (TLE)

- What are TLEs ?
  - TLEs are easements purchased from landowners to give contractors a temporary right to enter the property during construction.
  - TLEs will terminate upon completion of the project.
- Why are they needed for Prairie Avenue?
  - TLEs are required at spot locations along the corridor to regrade/restore slopes and parking lot connections adjacent to the new path, sidewalk, and curb ramps.

# Temporary Limited Easements (TLE)

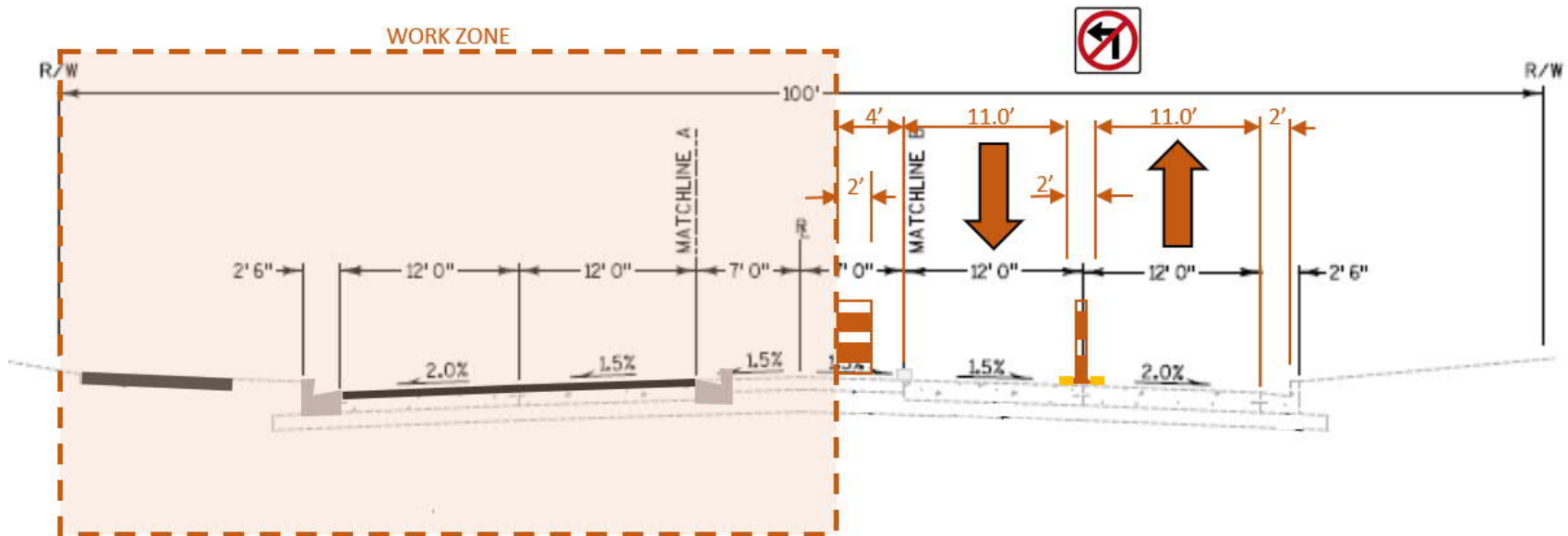


# Construction Staging Overview



- 2019 Construction (Spring/Summer)
- Staged Construction (Open to Thru Traffic)

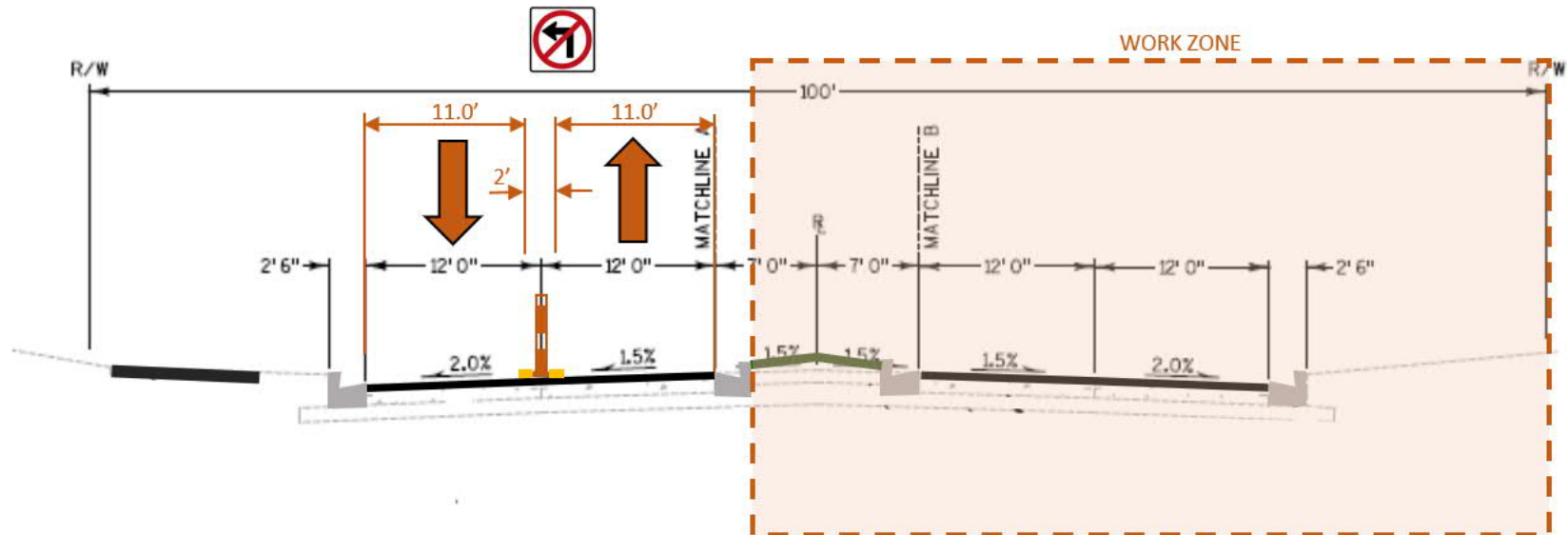
# Construction Staging Overview – Stage 1



- Left-turn movements will be prohibited within the work zone except at spot intersection locations.
- Limited pedestrian access during path construction along west side of Prairie Avenue.



## Construction Staging Overview – Stage 2



- Left-turn movements will be prohibited within the work zone except at spot intersection locations.
- Pedestrian access will be maintained on the new path/sidewalk along the west side of Prairie Avenue.

# Remaining Project Schedule

Deliverable	Timeline
Temporary Limited Easement (TLE) Acquisition	Summer/Fall 2018
90% Plans, Spec., Estimate	September 2018
Final Plans, Spec., Estimate	November 2018
Bid Letting	Spring 2019
Construction Starts	Spring 2019

# Questions?

**Thank you for attending and participating.**

Feel free to fill out a project comment form.

<b>PRAIRIE AVENUE (COUNTY G) PUBLIC INFORMATION MEETING NO. 3 COMMENTS August 2, 2018</b>	
<b>ID 5989-00-13 City of Beloit, Prairie Avenue Cranston Road to Huebbe Parkway CTH G, Rock County</b>	
<b>FROM:</b>	<b>TO:</b>
Name	Attn: Jason Dupuis, P.E. City of Beloit - Engineering 2400 Springbrook Ct Beloit, WI 53511
Address	
Representing	
Please place your comment in the Comment Box or mail by <b>August 17, 2018</b> Thank You!	

**Jason Dupuis, P.E.**  
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