

Public Involvement Meeting
I-39 Stevens Point Area Corridor Study
I-39/WIS 66/Stanley Street interchange
Portage County

Project ID: 1166-08-13



February 27, 2014
5:30 to 7 p.m.
Washington Elementary School
Stevens Point

Purpose of the meeting

Welcome to the I-39 Stevens Point Area Corridor Study public involvement meeting. A presentation is scheduled to begin at 6 p.m., the remainder of the meeting will follow an open house format.

The Wisconsin Department of Transportation (WisDOT) is planning improvements to the I-39 corridor to maintain the operational efficiency of the highway and improve safety for the traveling public. The project limits include I-39 from the WIS 54 interchange (Plover) to the US 10 west interchange (Hull).

The objective of tonight's meeting is to provide you with background information about the corridor study and to obtain your input on proposed improvements to the I-39/WIS 66/Stanley Street interchange, located in Stevens Point.

Corridor Study information

WisDOT launched the I-39 Stevens Point Area Corridor Study in 2010 to assess safety, operations, pavement and bike/pedestrian needs in order to meet the existing and future transportation needs on I-39/US 51/US 10/WIS 66 in the Stevens Point area. The department's priority is to maintain the surface of the roads and bridges on the corridor to maximize their lifespan until growing traffic volumes require added capacity.

I-39 serves as a principal arterial roadway for approximately 28,000 vehicles per day, and provides Interstate access and connections within the region. Interstates are the highest classification of arterials and are designed and constructed with mobility and long-distance travel in mind.

Four main interchanges will be evaluated as part of the study:

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

Managing access to state highways is important to protecting the safety, traffic flow and public investment in the state highway system. All access to the state system will be reviewed as part of the corridor study. Depending on selected alternatives for improvement, access modifications may vary.

Improvement projects along the I-39 corridor are scheduled to occur between 2014 and 2024.

Project information

Bridges located along the corridor will be improved to ensure they meet current design, safety and clearance standards. The existing I-39 bridges over WIS 66 do not meet current design standards (Vertical clearance is currently 14 feet 10 inches and 16 feet 9 inches is desired). The northbound bridge was hit twice in 2013.

- The I-39 northbound off-ramp to WIS 66 currently experiences significant delays and backups during peak travel hours.
- Side road access (Green Avenue/North Point Drive) is too close to the interchange, and is causing near misses and traffic delays on the local system.
- There is a lack of bicycle and pedestrian accommodations on WIS 66.
- The speed transition on WIS 66 creates driver confusion when identifying gaps in the traffic flow.

Project alternatives considered

No build alternative

The purpose of the No Build Alternative is to provide a baseline against which impacts of the proposed alternatives are evaluated. In many cases, the No Build Alternative does not meet the purpose and need of the proposed action; therefore it is not considered a feasible or prudent 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 sub-standard design will not be corrected; and the long-term operational needs of the corridor will not be met. Based on the evaluation of the alternatives, the No Build Alternative does not satisfy the purpose and need of the proposed project to correct substandard design elements and improve safety.

Alternative 1A: Diamond interchange with WIS 66/Stanley Street lowered and signals

Alternative 1A includes reconstruction of WIS 66/Stanley Street and lowering the roadway profile to increase the existing I-39 bridge clearance. However, to accommodate the necessary turn lanes and pedestrian and bicycle facilities, WIS 66/Stanley Street cannot be lowered enough to achieve the desired bridge clearance. Therefore, this alternative would also require the reconstruction of the ramp terminal intersections, the I-39 interchange ramps to match the roadway profile along WIS 66/Stanley Street, the I-39 bridges over WIS 66/Stanley Street, and the corresponding I-39 pavement to match the I-39 bridge over WIS 66/Stanley Street.

Traffic signals would be installed at both ramp terminal intersections. Because the ramp terminal intersections do not meet the 1,300-foot access spacing requirement, access to Stanley Street would be modified at North Point Drive/Green Avenue. A drainage system would be constructed along the west side of I-39 from the I-39/WIS 66 interchange to an area near Barbara's Lane to manage storm water runoff from the interchange area.

Alternative 1A will:

- Improve traffic operations to eliminate northbound off-ramp backups
- Improve bicycle and pedestrian accommodations

Alternative 1A will not:

- Maintain current local side road access

Estimated cost = Approximately \$12 million to \$14 million

Alternative 1B: Diamond interchange with WIS 66/Stanley Street lowered and roundabouts

Alternative 1B includes the reconstruction of WIS 66/Stanley Street and lowering the roadway profile to increase the existing I-39 bridge clearance. This would also require reconstruction of the ramp terminal intersections and portions of the I-39 interchange ramps to match the roadway profile along WIS 66/Stanley Street. Roundabouts would be constructed at the ramp terminal intersections and at North Point Drive/Green Avenue, maintaining full access at the North Point Drive/Green Avenue intersection under Alternative 1B. A drainage system would be constructed along the west side of I-39 from the I-39/WIS 66 interchange to an area near Barbara's Lane to manage storm water runoff from the interchange area.

Alternative 1B will:

- Improve traffic operations to eliminate northbound off-ramp backups
- Improve bicycle and pedestrian accommodations
- Maintain current local side road access

Estimated cost = Approximately \$5 million to \$6 million

Alternative 2: Diamond interchange with I-39 raised

Alternative 2 includes replacing the I-39 bridges over WIS 66/Stanley Street to meet vertical clearance requirements. Under Alternative 2, approximately 2,900 feet of the I-39 mainline would be reconstructed through the interchange area, and the roadway profile would be raised to match the I-39 bridges over WIS 66/Stanley Street. Traffic signals would be installed at both ramp terminals. Access to Stanley Street would be modified at North Point Drive/Green Avenue with Alternative 2.

Alternative 2 will:

- Improve traffic operations to eliminate northbound off-ramp backups
- Improve bicycle and pedestrian accommodations

Alternative 2 will not:

- Maintain current local side road access

Estimated cost = Approximately \$12 million to \$14 million

Alternative 3 –Single point urban interchange with I-39 raised

Alternative 3 includes reconstruction of the I-39/ WIS 66/Stanley Street interchange as a single point urban interchange (SPUI). The existing I-39 bridges over WIS 66/Stanley Street would be replaced with longer and deeper bridges. The new bridges would be necessary to accommodate the SPUI design and to meet vertical clearance requirements over WIS 66/Stanley Street.

Under Alternative 3, approximately 2,900 feet of the I-39 mainline would be reconstructed through the interchange area, and the roadway profile would be raised to match the I-39 bridges over WIS 66/Stanley Street. Traffic signals would be installed within the SPUI. Full access would be maintained at the intersection of Stanley Street and Northpoint Drive/Green Avenue. The SPUI would require a longer and deeper I-39 bridge, which would increase impacts associated with the I-39 mainline project; however, it would not affect any adjacent structures.

Alternative 3 will:

- Improve traffic operations to eliminate northbound off-ramp backups
- Improve bicycle and pedestrian accommodations
- Maintain current local side road access

Estimated cost = Approximately \$15 million to \$17 million

Proposed traffic impacts

Construction is currently scheduled to begin in 2019, but could occur as early as 2016.

We are working closely with local officials, emergency services, law enforcement and businesses to minimize traffic impacts during construction. Our objective is to keep I-39 open to two lanes in each direction during the majority of the construction project. Some lane closures will be required during bridge resurfacing operations.

We are also working to keep WIS 66 open during construction but motorists will encounter lane restrictions, lane closures and some delays.

Real estate

Some real estate acquisition is anticipated at the WIS 66/Stanley Street interchange. Work with property owners is expected to begin in 2016.

Project update/next steps

Local officials meeting	November 7, 2013
Local officials/business meeting	November 13, 2013
Environmental group meeting	December 11, 2013
Local officials follow-up meeting	February 13, 2014
Public Involvement Meeting	February 25, 2014
Final Environmental Report for the WIS 66/Stanley Street interchange	Spring 2014
Final Corridor Environmental Assessment	Summer 2015
Real estate acquisition	2016

Construction is currently scheduled to begin in 2019, but could occur as early as 2016.

Public input/comments

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project before **March 20, 2014** or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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