



I-39 Stevens Point Area Corridor Study and Improvement Projects

I-39/WIS 66/Stanley Street Public Involvement Meeting

February 27, 2014



Agenda

- Purpose of Study
- Project Goals
- Corridor Improvements
- I-39/WIS 66/Stanley Street Interchange





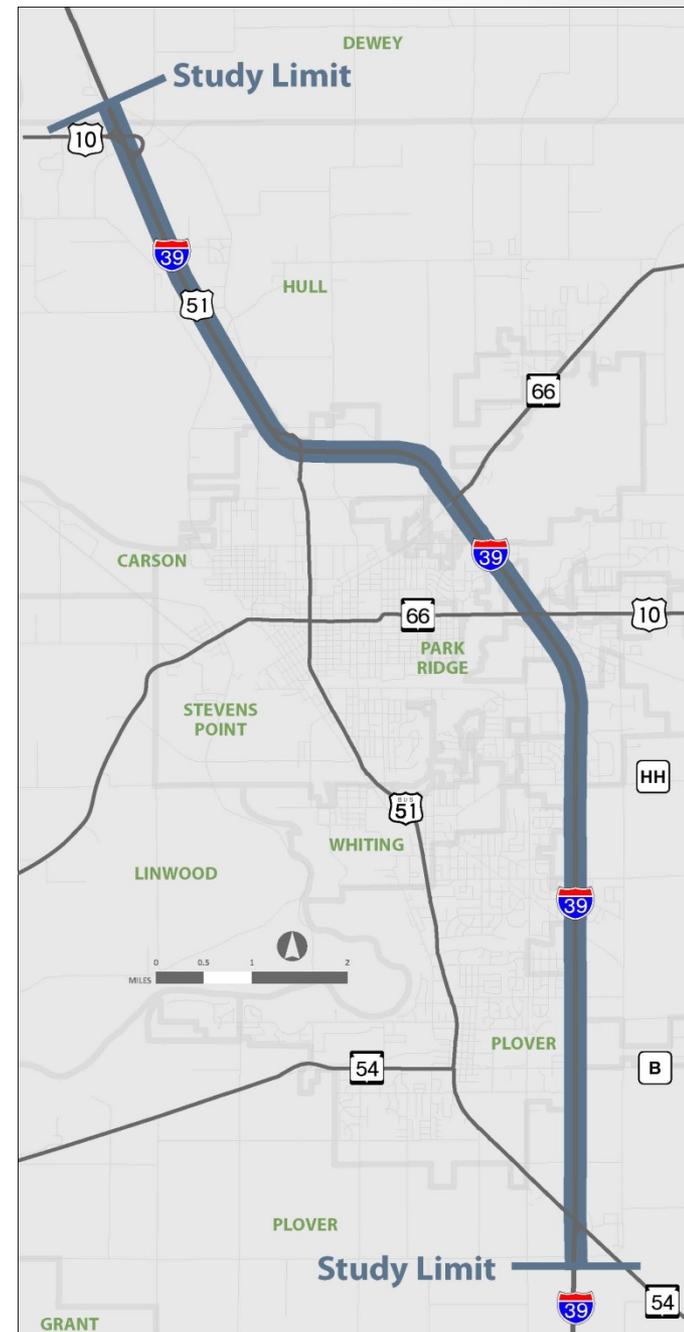
Study Area

I-39 Corridor:

- WIS 54 interchange to US 10 west interchange

Interchange Review:

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





Study Purpose

- Assess safety, operations, pavement and bike/pedestrian needs 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
- Preserving the corridor and limiting impacts to adjacent landowners and the traveling public is an important part of the study





Project Goals

Identify existing issues

- Geometric deficiencies

Determine the long-term corridor needs

Develop and analyze concept alternatives

- Interchange and main corridor concepts
- Potential impacts

Review project staging/programming

- Traffic management plan
- Federal guidelines





Environmental Studies

Environmental Assessment (EA)

- Entire corridor. Completion expected in summer 2015

Environmental Report (ER)

- WIS 66 east/Stanley Street. Completion expected in early 2014





Highway access

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





Corridor Improvements

- Scheduled to occur between 2014 and 2024
- **PRIORITY:** Maintaining the surface of roads and bridges on the corridor to maximize their lifespan until growing traffic volumes require adding capacity





Corridor Improvements

Bridge Resurfacing

- WIS 54
- Over the CN Railroad
- Over Little Plover River
- Portage County HH
- US 10 east/WIS 66 west
- WIS 66 east/Stanley Street

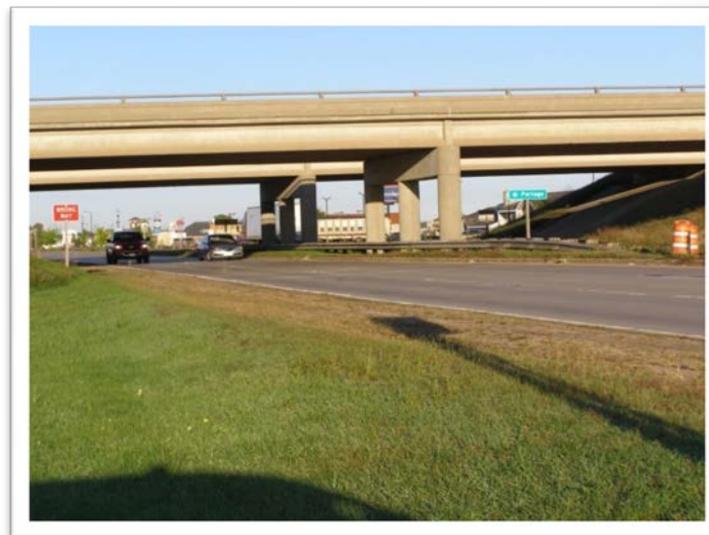




Corridor Improvements

Bridge Improvements

- Replacing bridges on I-39 over Reserve Street
- Increasing bridge clearance at the County B and WIS 66 east/Stanley Street interchanges





Corridor Improvements

Other Projects

- Installing over-height detection system at the County B interchange
- Reconstructing interchanges County B, US 10 east/WIS 66 west and WIS 66 east/Stanley Street
- Adding a pedestrian bridge over I-39 near the US 10 east/WIS 66 west interchange
- Adding auxiliary lanes between US 10 east/WIS 66 west and the WIS 66 east/Stanley Street interchanges
- Resurfacing the corridor





I-39/WIS 66/Stanley Street interchange





WIS 66/Stanley Street Purpose and Need

- The I-39 bridge clearance over WIS 66 does not meet current design standards. The 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





WIS 66/Stanley Street Purpose and Need

- Side road access (Green Avenue/Northpoint Drive) is too close to the interchange, causing near misses and traffic delays on the local system
- There is a lack of bicycle and pedestrian accommodations on WIS 66





WIS 66/Stanley Street Purpose and Need

- The speed transition on WIS 66 creates driver confusion when identifying gaps in the traffic flow





I-39/WIS 66/Stanley Street

Proposed Alternatives to Address Purpose and Need





WIS 66/ Stanley Street

Alternative 1a

Diamond
interchange/
Stanley Street
lowered

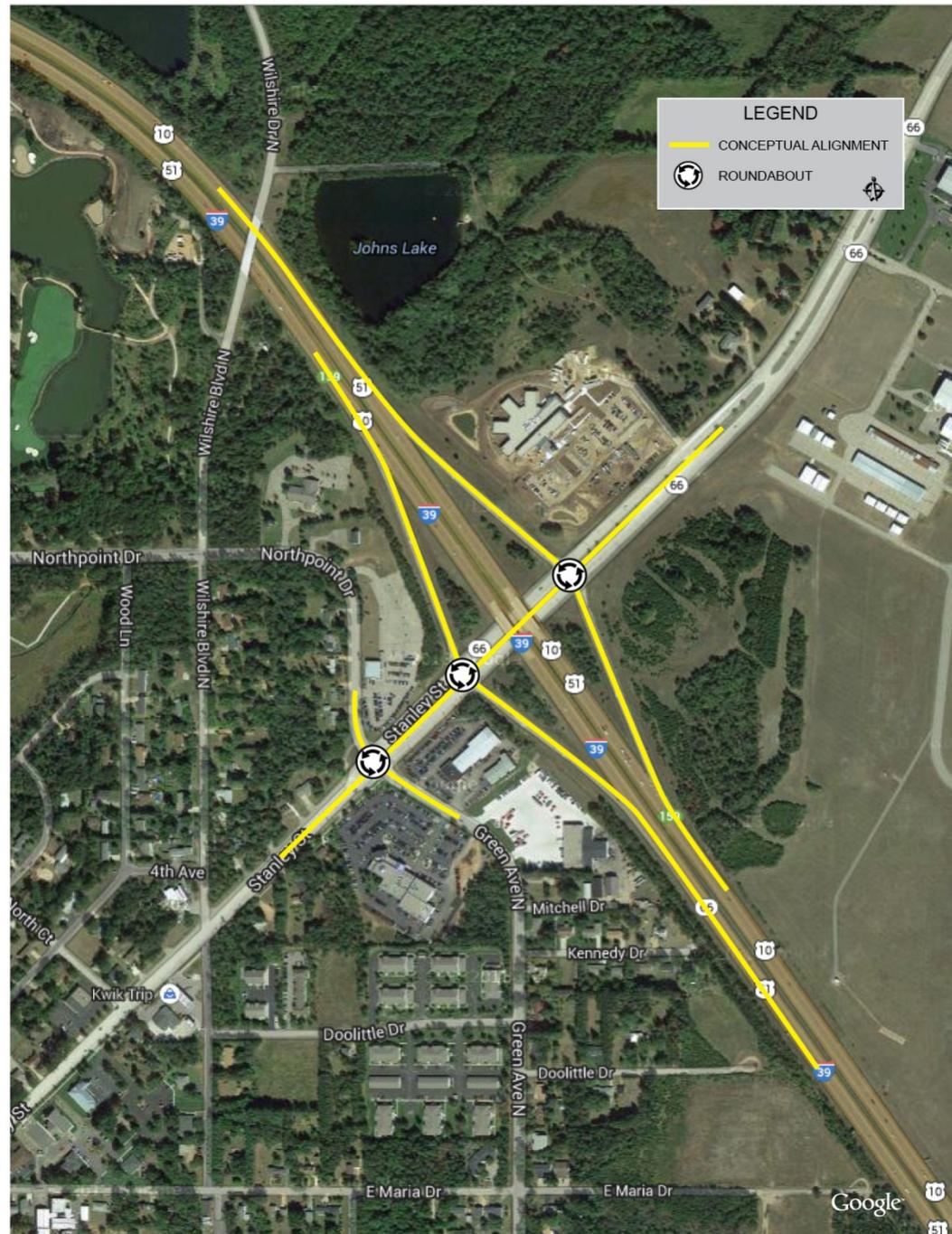




WIS 66/
Stanley Street

Alternative 1b

Diamond
interchange/
Stanley Street
lowered with
roundabouts





WIS 66/
Stanley Street

Alternative 2

Diamond
interchange/
I-39 raised





WIS 66/
Stanley Street

Alternative 3

Single point
urban
interchange/
I-39 raised





I-39/WIS 66/Stanley Street

What We've Learned Through Outreach Efforts





WIS 66/Stanley Street

What We've Learned

Conducted several meetings with stakeholders:

- City of Stevens Point
- Town of Hull
- UW-Stevens Point
- Municipal Airport
- Sentry Insurance
- Portage County
- Adjacent businesses





WIS 66/Stanley Street

What We've Learned

- Any changes to this location must address local concerns regarding groundwater
- Changes must address large truck traffic
- Access management will become costly if the ultimate configuration does not include roundabouts or the single point option
- Other opportunities for improvement include: bicycle and pedestrian accommodations, possible park and ride lot, and a potential frontage road on the northeast side





WIS 66/Stanley Street

What We've Learned

Local officials, business leaders, and various stakeholder groups favor Alternative 1b as the solution and agree that it addresses:

- Local access
- Clearance
- Ramp operations
- Speed differentials on WIS 66/Stanley Street
- Bicycle and pedestrian accommodations

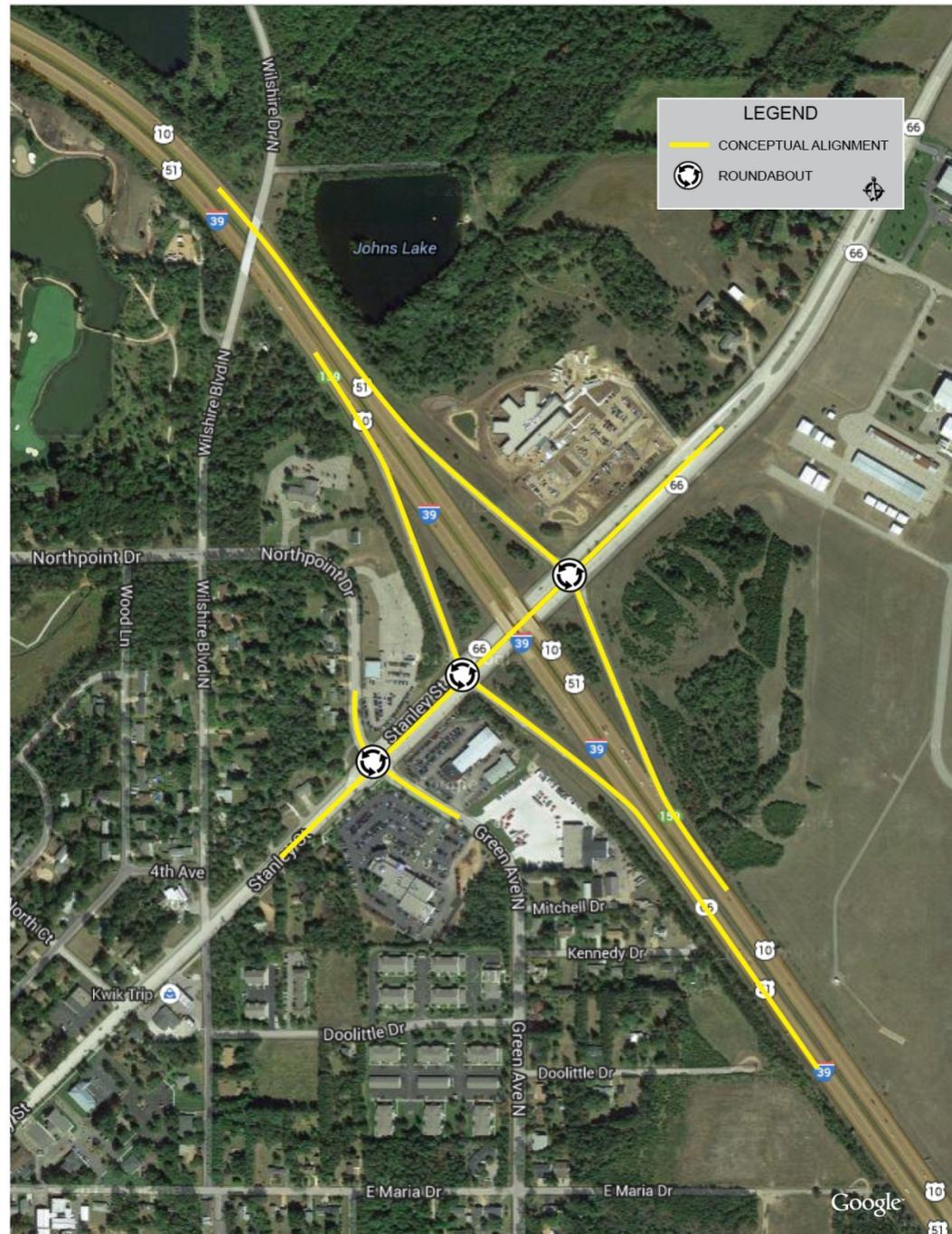




WIS 66/
Stanley Street

Alternative 1b

Diamond
interchange/
Stanley Street
lowered with
roundabouts





WIS 66/Stanley Street Alternative 1b Proposed Improvements

- Resurface the I-39 bridges over WIS 66/Stanley Street
- Increase bridge clearance by lowering WIS 66/Stanley Street



WIS 66/Stanley Street Alternative 1b Proposed Improvements

- Reconstruct the interchange ramp terminal and the Stanley Street/Green Avenue intersections as roundabouts to improve intersection operations and safety
- Provide pedestrian and bicycle accommodations on the north and south sides of WIS 66/Stanley Street
- We anticipate some property acquisition will be required; work with the property owners is expected to begin in 2016*



**Project schedule subject to change*



WIS 66/Stanley Street Alternative 1b Cost and Schedule

- The proposed improvements to the WIS 66/Stanley Street interchange will cost approximately \$5 million to \$6 million
- The resurfacing of the I-39 bridges is currently scheduled for 2016*
- The interchange and WIS 66/Stanley Street work is currently scheduled for 2019 but could occur as early as 2016*

**Project schedule subject to change*





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