



I-39 Stevens Point Area Corridor Study and Improvement Projects

I-39/County B Public Involvement Meeting

February 25, 2014



Agenda

- Purpose of Study
- Project Goals
- Corridor Improvements
- I-39/County B Interchange





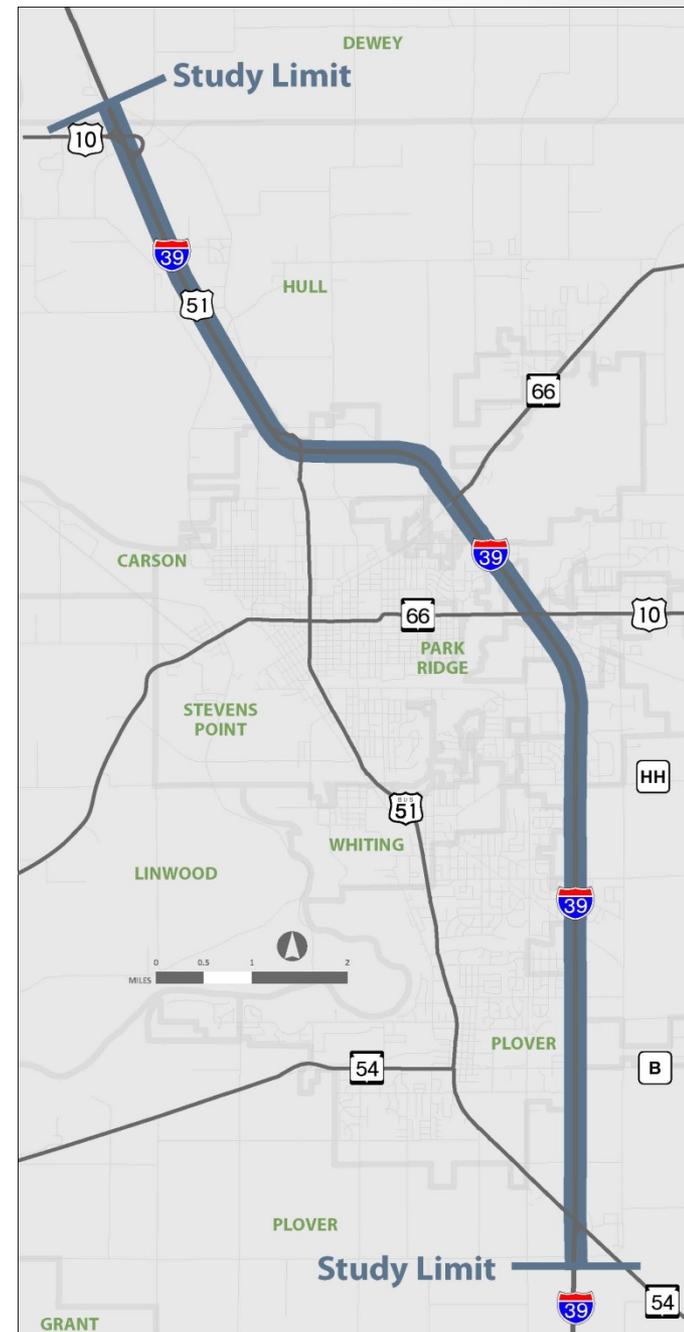
Study Area

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 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)

- County B – 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

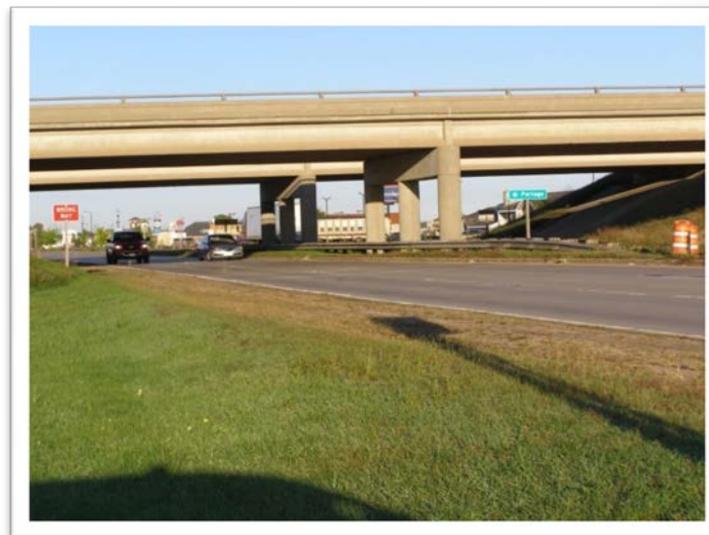




Corridor Improvements

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/Portage County B interchange





County B – Purpose and Need

- The I-39 bridge clearance over County B does not meet current design standards. The southbound bridge has been hit numerous times
- The I-39 southbound off-ramp to County B currently experiences significant delays and backups onto I-39 during peak travel hours. This creates a safety issue on I-39





County B – Purpose and Need

- Safety issues have been identified where the County B on-ramp merges with northbound I-39
- The I-39 bridges over the railroad do not meet current height requirements
- The Tomorrow River State Trail underneath I-39 encroaches on the railroad right of way





County B – Purpose and Need

- There is a lack of bicycle and pedestrian accommodations on County B





I-39/County B

Proposed Alternatives to Address Purpose and Need





County B

Alternative 1

Diamond
interchange/
County B
lowered





County B

Alternative 2

Diamond
interchange/
I-39
raised/new
railroad
bridges





County B

Alternative 3

Diamond interchange/
northbound entrance loop





I-39/County B

What We've Learned Through Outreach Efforts





County B – What We’ve Learned

- Conducted several meetings with stakeholders:
 - Village of Plover
 - Del Monte
 - Portage County
 - Environmental groups
 - Adjacent businesses





County B – What We’ve Learned

- All of the alternatives have major impacts to the Del Monte facility on the northeast corner
- Del Monte has specific access requirements for trucks, product in/product out, employees and vendors
- The vacant land around the Del Monte facility is used for wastewater treatment and there are specific environmental requirements that the company must meet; mitigation is necessary to ensure these requirements are met





County B – What We’ve Learned

- We will continue to work with local officials to determine access management that will best serve the short- and long-term needs of the local stakeholders and the state highway system
- Other opportunities for improvement include: the Tomorrow River State Trail, the Little Plover River and added bicycle and pedestrian accommodations





County B – What We’ve Learned

- Local officials, business leaders, and various stakeholder groups favor **Alternative 3** as the solution and agree that it addresses the interchange area’s challenges with safety, clearance and ramp operations





County B

Alternative 3

diamond
interchange/
northbound
entrance loop





County B – Proposed Improvements

- Replace I-39 bridges over County B and the railroad to increase bridge clearance
- Construct a new County B northbound on-ramp and bridges over County B and the railroad



County B – Proposed Improvements

- Reconstruct the interchange ramp terminal intersections at County B, including traffic signals and turn lanes
- Provide pedestrian and bicycle accommodations on the north and south sides of County B
- We anticipate some property acquisition will be required; work with the property owners is expected to begin in 2015*





County B – Schedule and Cost

- The proposed improvements to the County B interchange will cost approximately \$18 million to \$20 million
- An over-height vehicle detection system will be installed this year
- Work is currently scheduled to begin in 2017, and could take as many as three consecutive construction seasons to complete.





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