



**I-39/US 10 East
Interchange Area
Public Involvement Meeting
October 14, 2014**



Agenda

- I-39 Stevens Point Area Corridor Study
- US 10 east/WIS 66 west interchange area information
- Discussion of improvement concepts
- Obtain your input





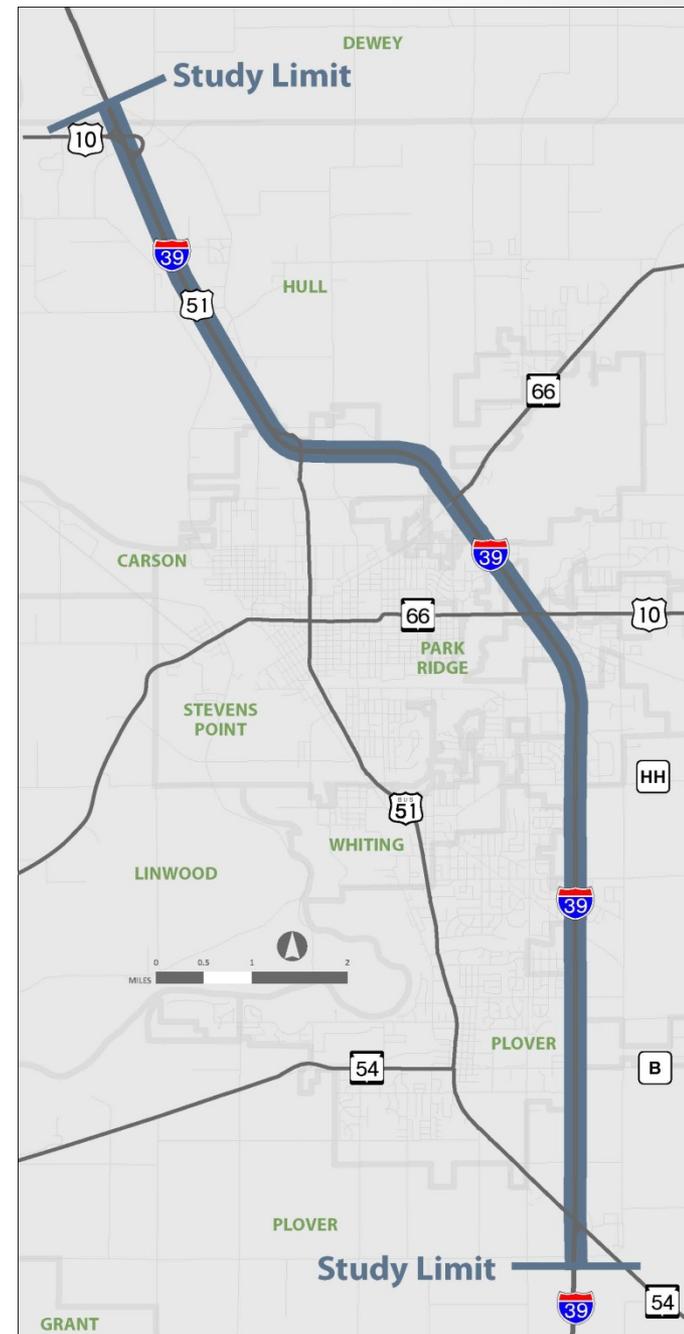
Corridor Study Area

I-39 Corridor:

- WIS 54 interchange to US 10 west interchange

Interchange Review:

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





Corridor Study Purpose

- Assess safety, operations, pavement, and bike/pedestrian accommodations 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
- Preserve the corridor and limit impacts to adjacent properties and the traveling public





Today's meeting objective

To provide information about the current operations of the I-39/US 10 east/WIS 66 west interchange and highway; discuss concepts to improve operations.





I-39/US 10 east /WIS 66 west Interchange Area

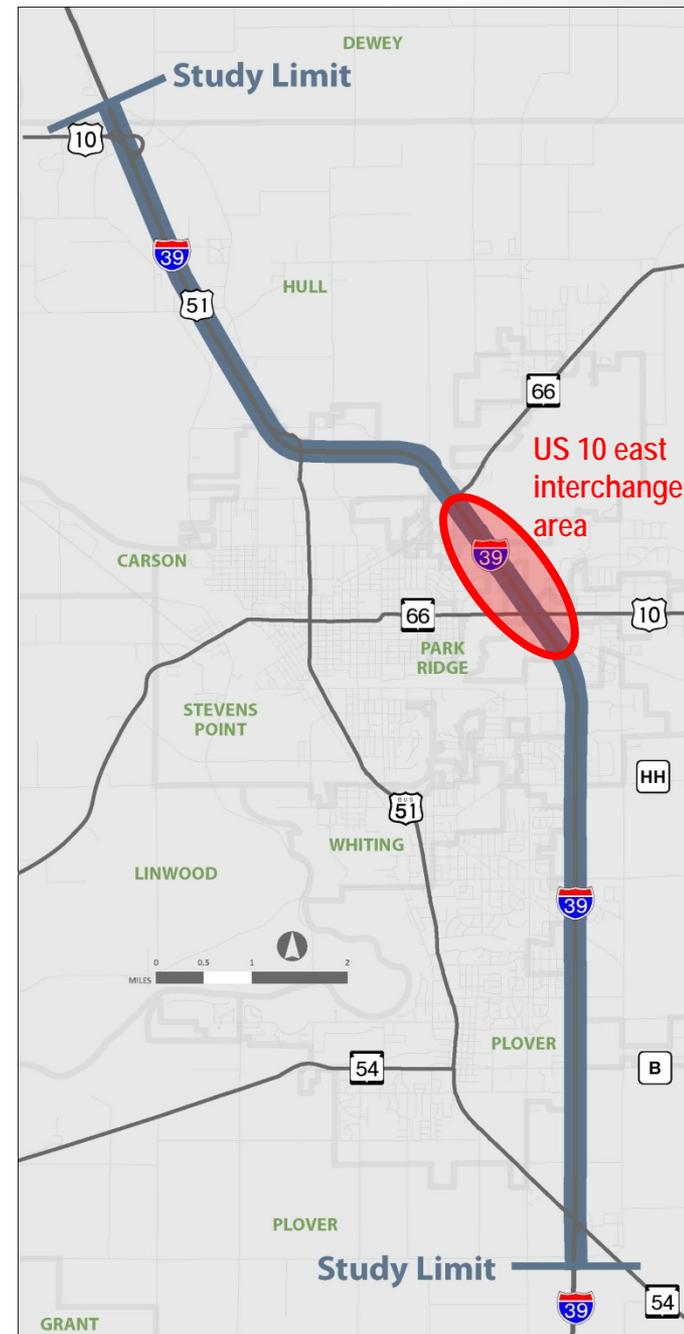




Project Area

Project includes:

- I-39 (US 10 east to WIS 66 east)
- US 10 east/WIS 66 west interchange





Interchange Area Information

- Intersection crash locations from 2008 to 2012
 - WIS 66/Country Club Drive – 39 total crashes
 - I-39/US 10 southbound ramps – 62 total crashes
 - I-39/US 10 northbound ramps – 26 total crashes
 - US 10/Maple Bluff Road – 38 total crashes
 - US 10/Brilowski Road – 56 total crashes





Interchange Area Information

- Current speed limits
 - Country Club Drive to Brilowski – 40 MPH
 - Northbound I-39 Exit 158 B (WIS 66 west) – 30 MPH (advisory)
 - Northbound I-39 entrance – 30 MPH (advisory)
 - Southbound I-39 Exit 158 (US 10 east/WIS 66 west) – 30 MPH (advisory)





Interchange Area Information

Current and projected traffic counts

Location	Existing ADT	Year 2020 ADT	Year 2030 ADT
US 10 between Country Club Drive and the I-39 interchange	23,700	27,400	29,000
US 10 between the I-39 interchange and Maple Bluff Road	32,700	38,900	42,100
I-39 between County HH and US 10	27,100	35,700	42,750
I-39 between US 10 and WIS 66	32,200	41,400	48,950





Interchange Area Information

- Signalized intersections
 - Country Club Drive/WIS 66 west
 - Southbound I-39 and US 10/WIS 66 interchange ramps
 - Maple Bluff Road and US 10





Interchange Area Information

- Unsignalized intersections on US 10
 - Northbound I-39 and US 10/WIS 66 interchange ramps
 - Wildwood Drive and US 10
 - Treder Avenue and US 10
- Driveway access on US 10
 - Number of driveways – 20 non-intersection driveways
 - Six properties with more than one driveway





Strategies/Tactics to Improve Interchange Operations





Strategies/Tactics to Improve Interchange Operations

- Geometric changes
- Intersection modifications
- Intersection spacing
- Traffic control changes



Strategies/Tactics to Improve US 10 East Operations





Strategies/Tactics to Improve US 10 East Operations

- Signing
- Pavement marking
- Traffic signal timing
 - Additional phasing
- Lane configuration





Strategies/Tactics to Improve US 10 East Operations

- Access modification
 - Combining driveways
 - Relocating driveways
 - Removing driveways
- Frontage/backage road system
- Relocated signalized intersection
- Raised median/right-in/right-out access





Interchange and US 10 East Draft Concepts





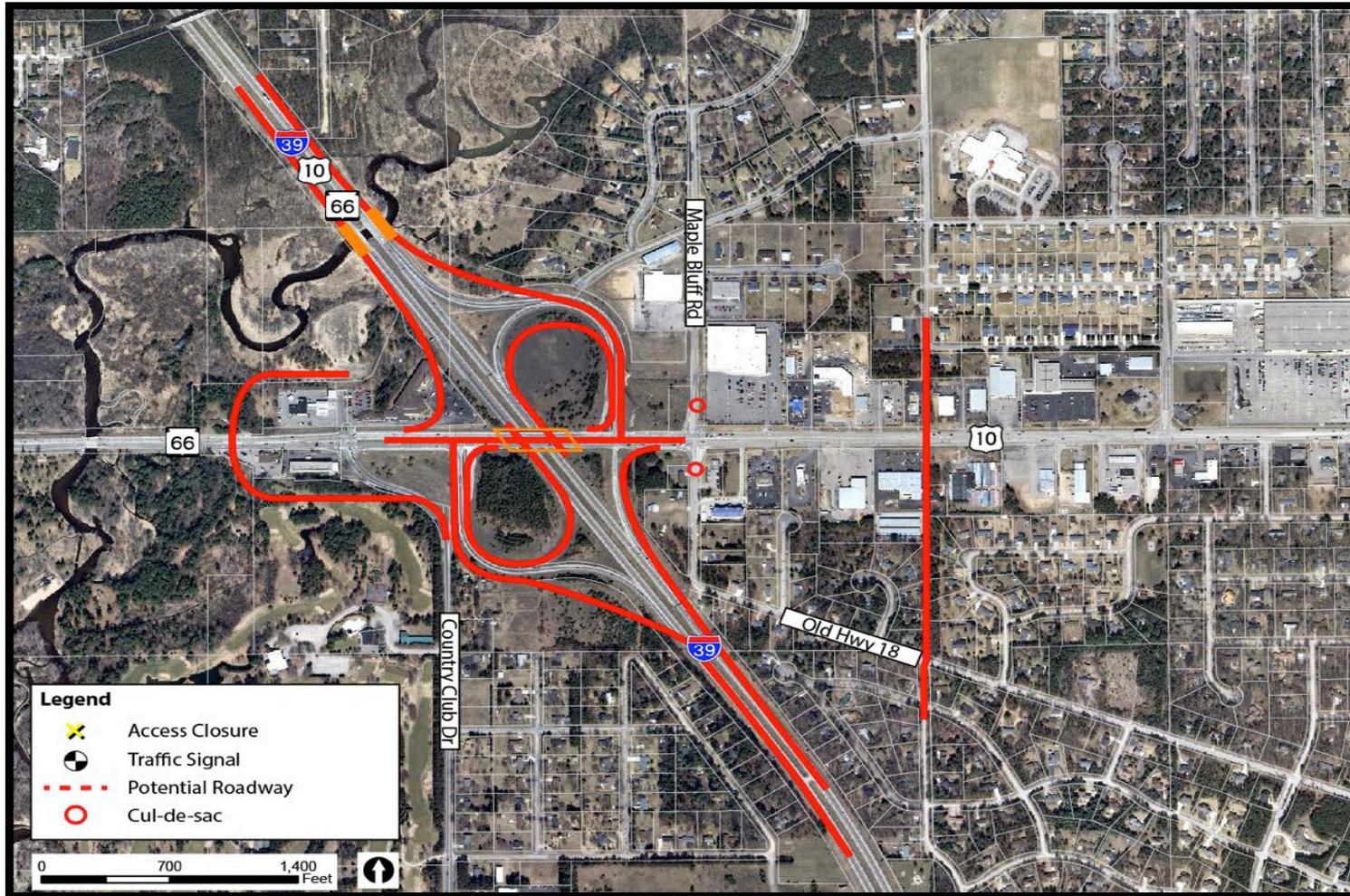
Interchange Draft Concept – No Build Alternative

- 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 substandard design will not be corrected; and the long-term operational needs of the corridor will not be met.



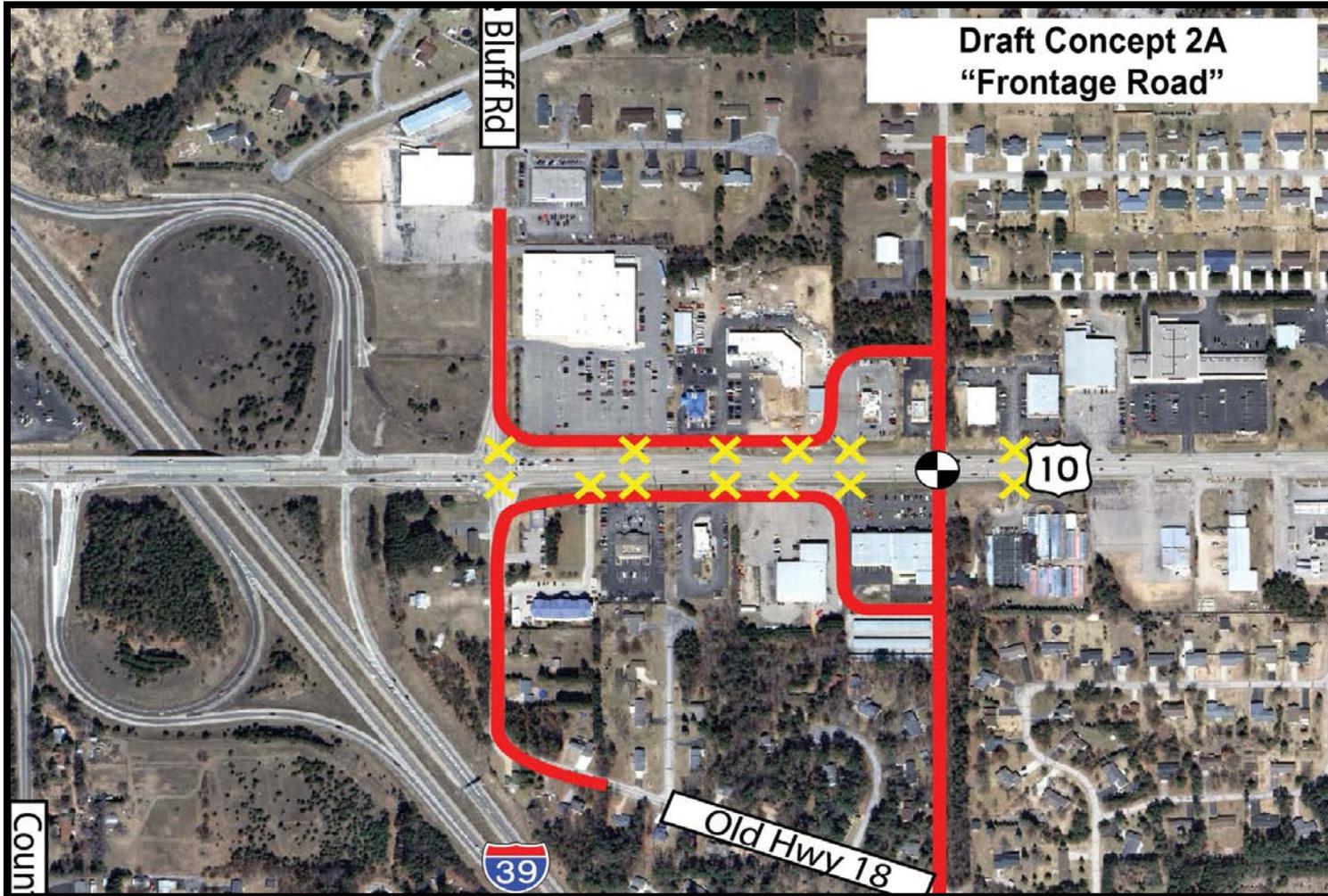


Interchange Draft Concept 2 – Partial Cloverleaf B



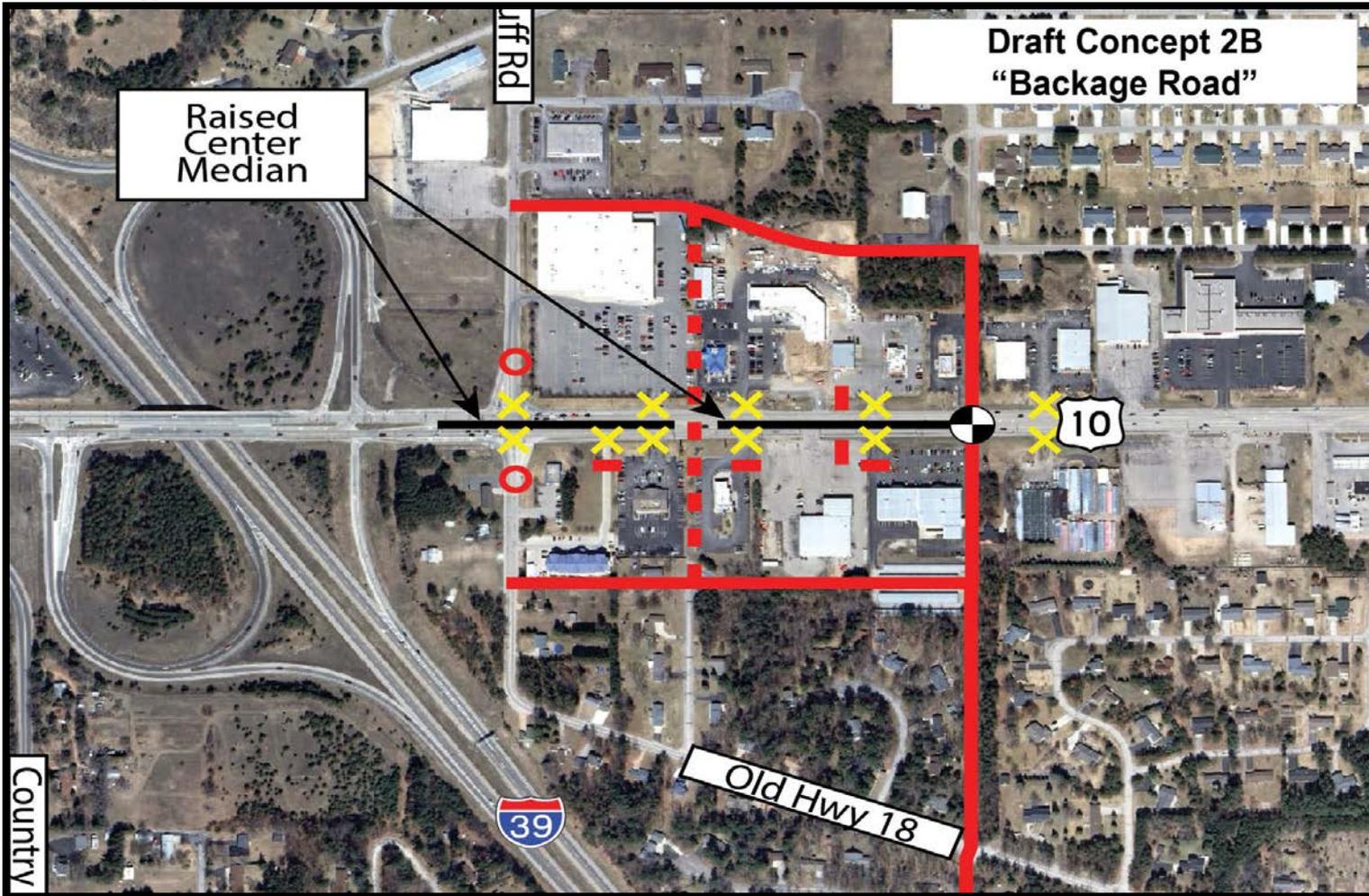


Concept 2A - Frontage Road



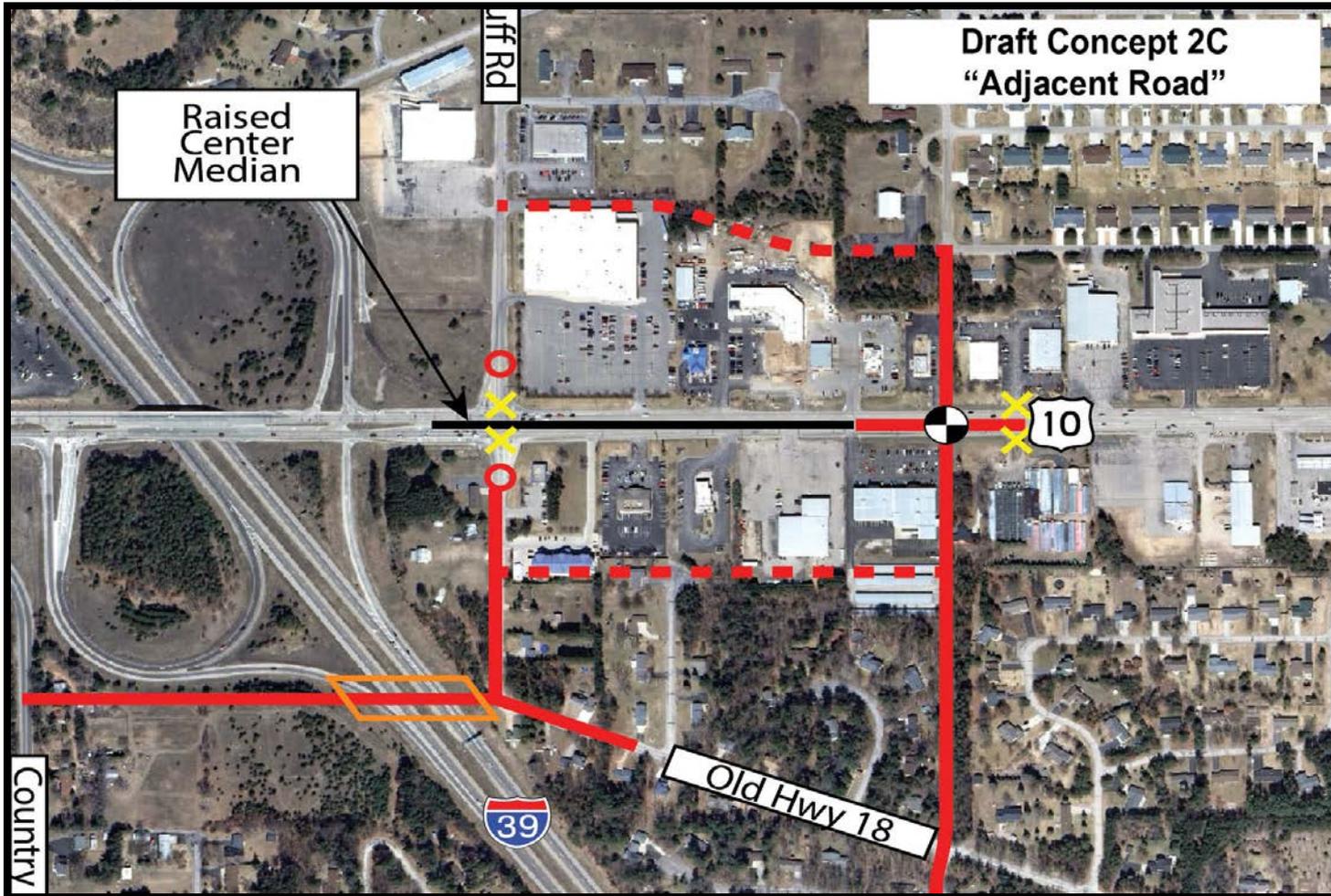


Concept 2B – Backage Road





Concept 2C - Adjacent Road



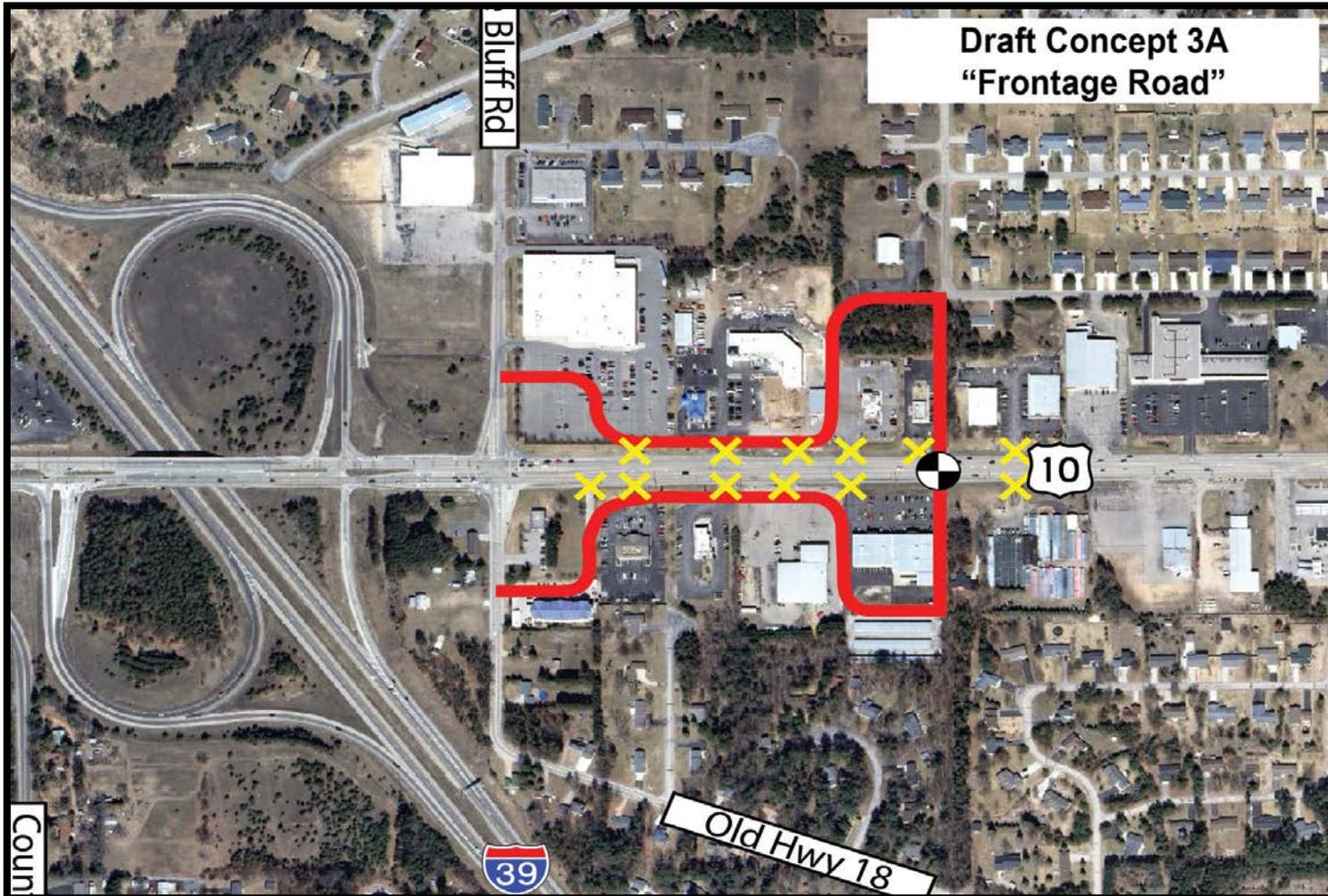


Interchange Draft Concept 3 – Single Point



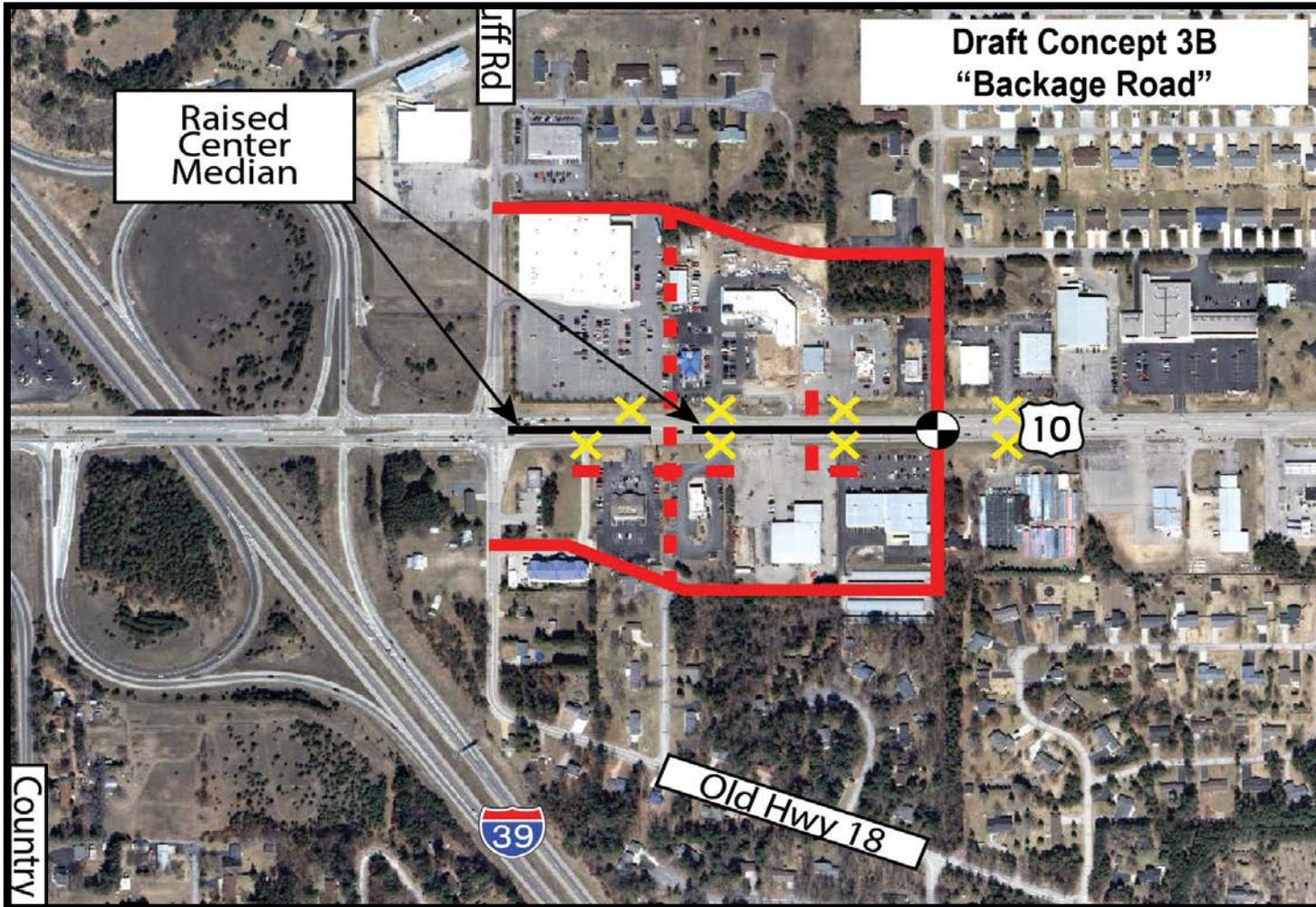


Concept 3A - Frontage Road





Concept 3B – Backage Road





Concept 3C – Adjacent Road



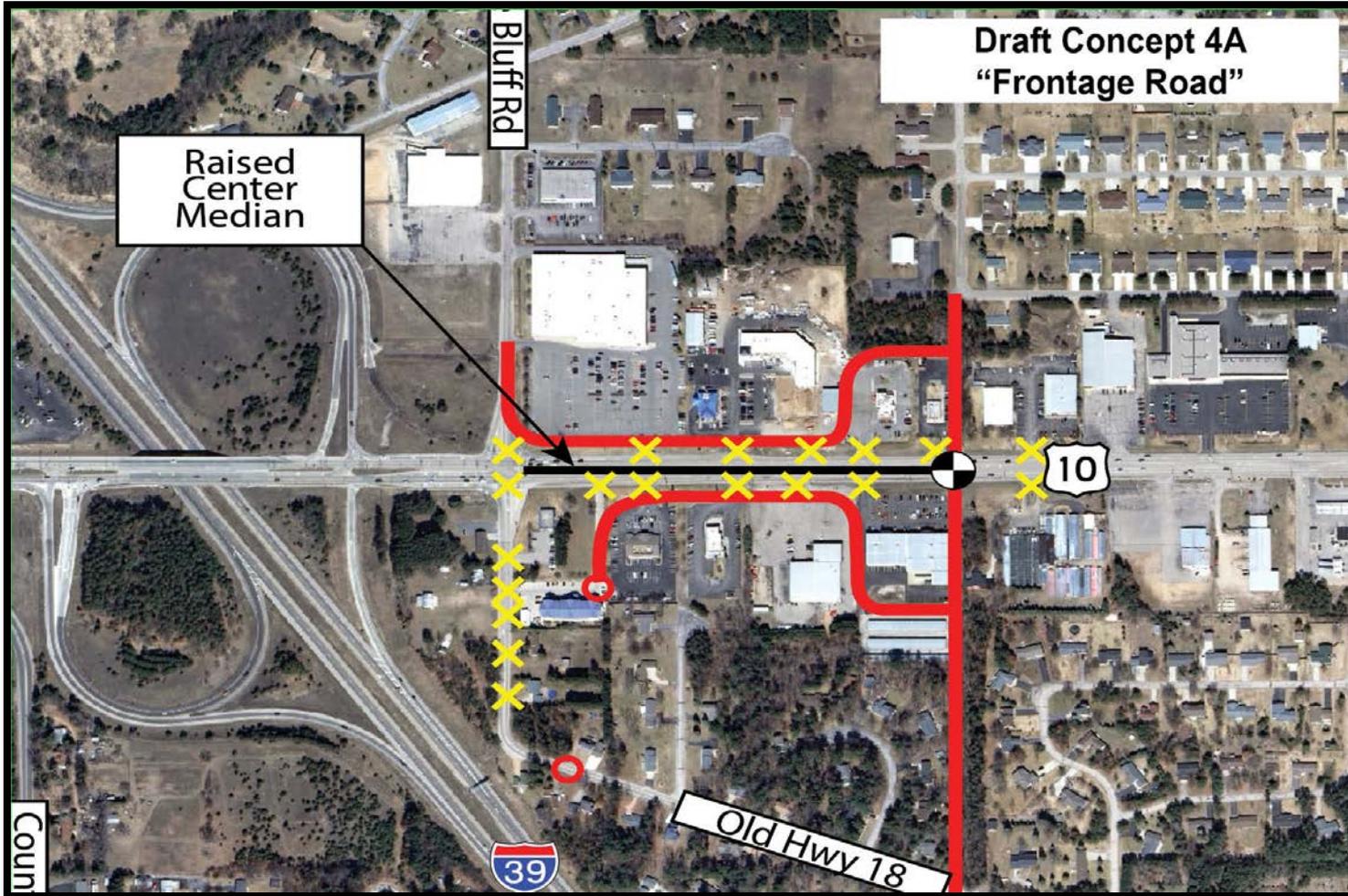


Interchange Draft Concept 4 – Partial Cloverleaf A



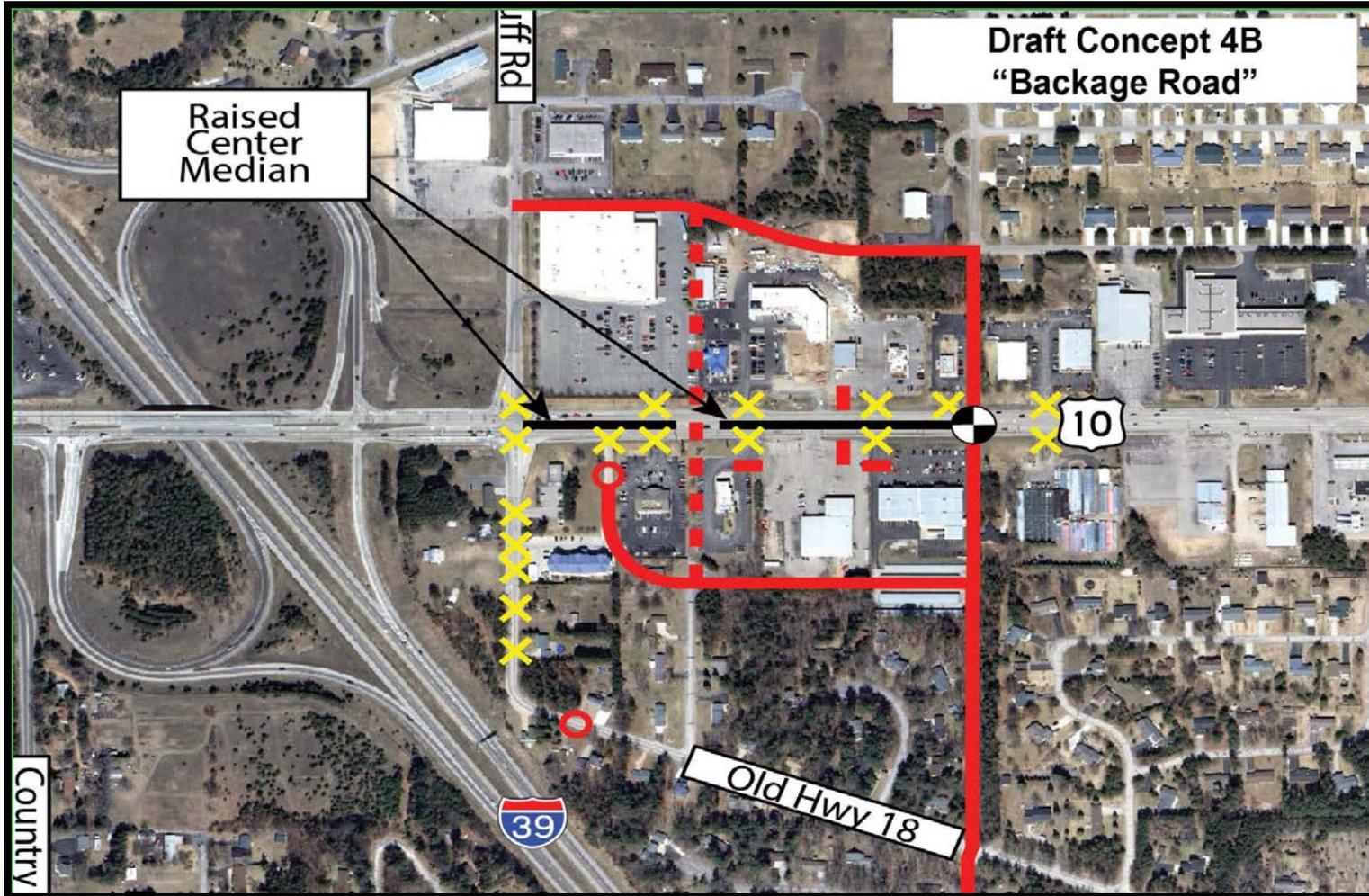


Concept 4A - Frontage Road





Concept 4B – Backage Road





Concept 4C – Adjacent Road



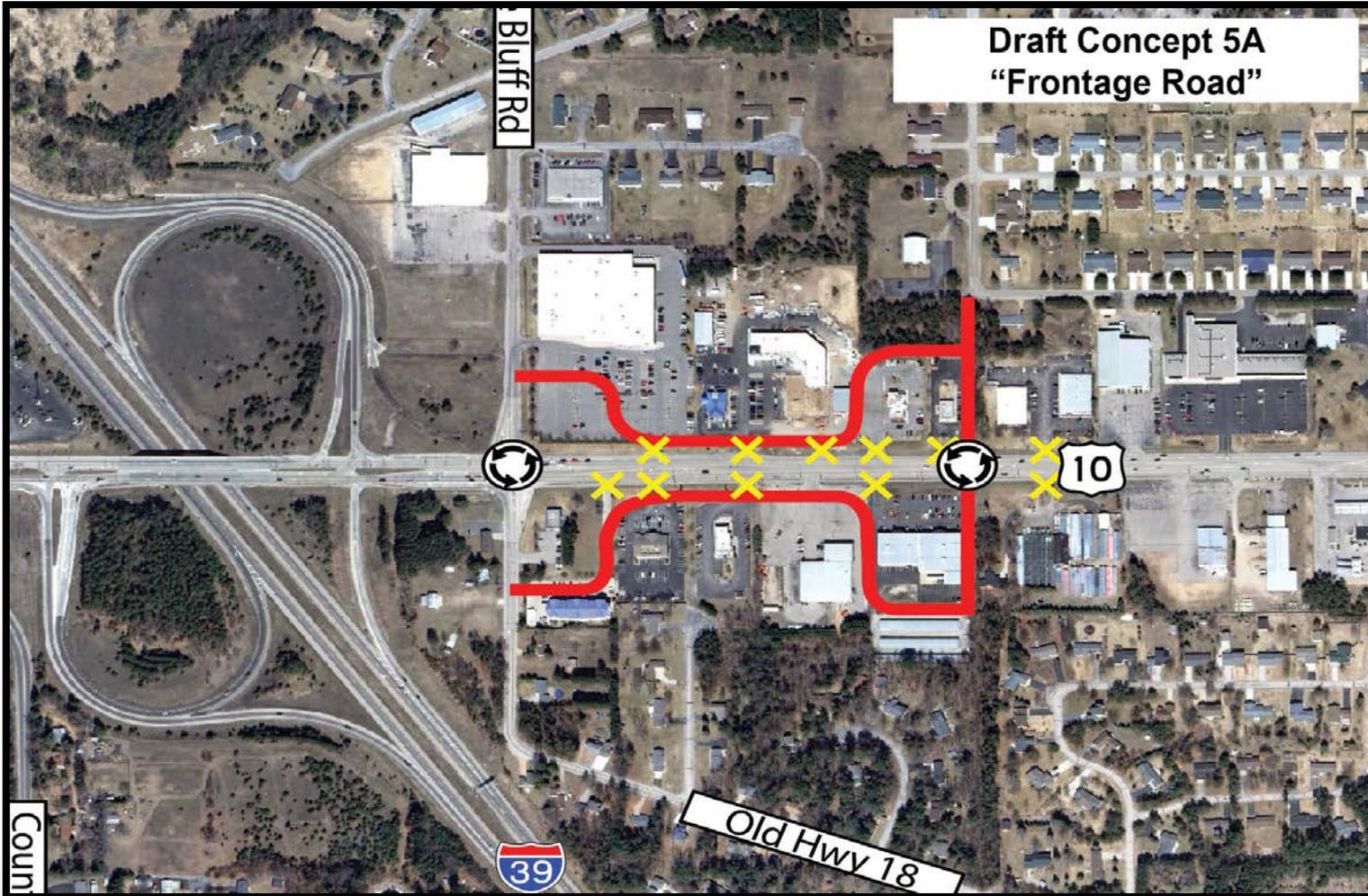


Interchange Draft Concept 5 – Diamond with Roundabouts





Concept 5A – Frontage Road





Concept 5B – Backage Road



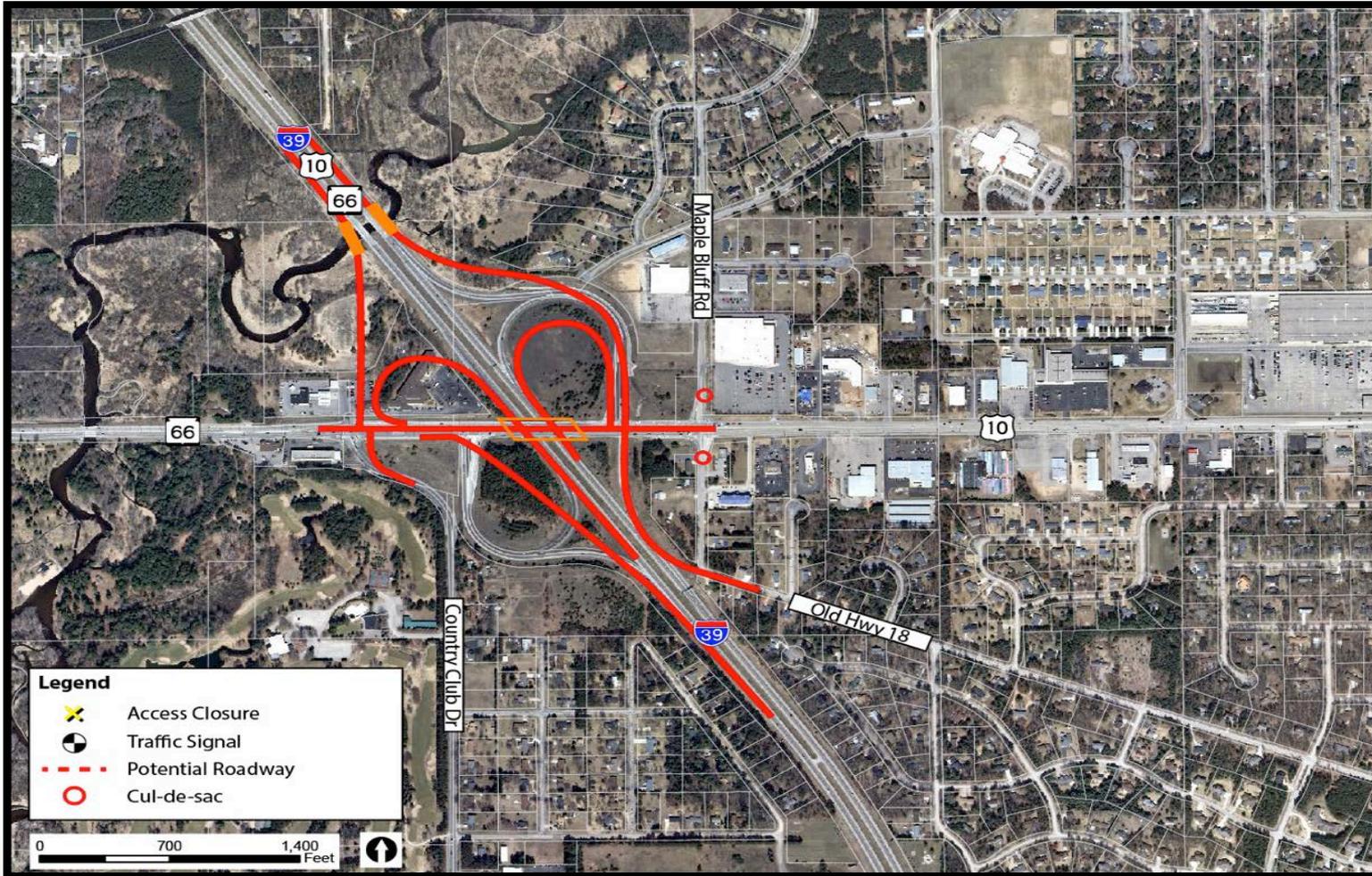


Concept 5C – Adjacent Road





Interchange Draft Concept 6 – Folded





Concept 6B- Backage Road





Concept 6C- Adjacent Road





I-39 Auxiliary Lanes

- All of the draft interchange concepts include the construction of northbound and southbound auxiliary lanes between I-39/US 10 east/WIS 66 west and I-39/WIS 66 east/Stanley Street. The auxiliary lanes are needed to provide safer merging for motorists and to provide sufficient capacity expansion to minimize delays.
- The addition of auxiliary lanes includes the replacement of the southbound I-39 bridge over the Plover River. The new bridge will be constructed to accommodate three lanes. The northbound bridge is currently wide enough and will not need to be reconstructed.



Bicycle/pedestrian access concepts

- Communities across the state are embracing bicycling and walking as viable transportation modes and great forms of recreation. Bicycling and walking also provide a means to support multiple objectives including:
 - Economic development
 - Maximizing transportation investments
 - Improving public health
 - Addressing transportation equity
 - Reducing environmental impacts



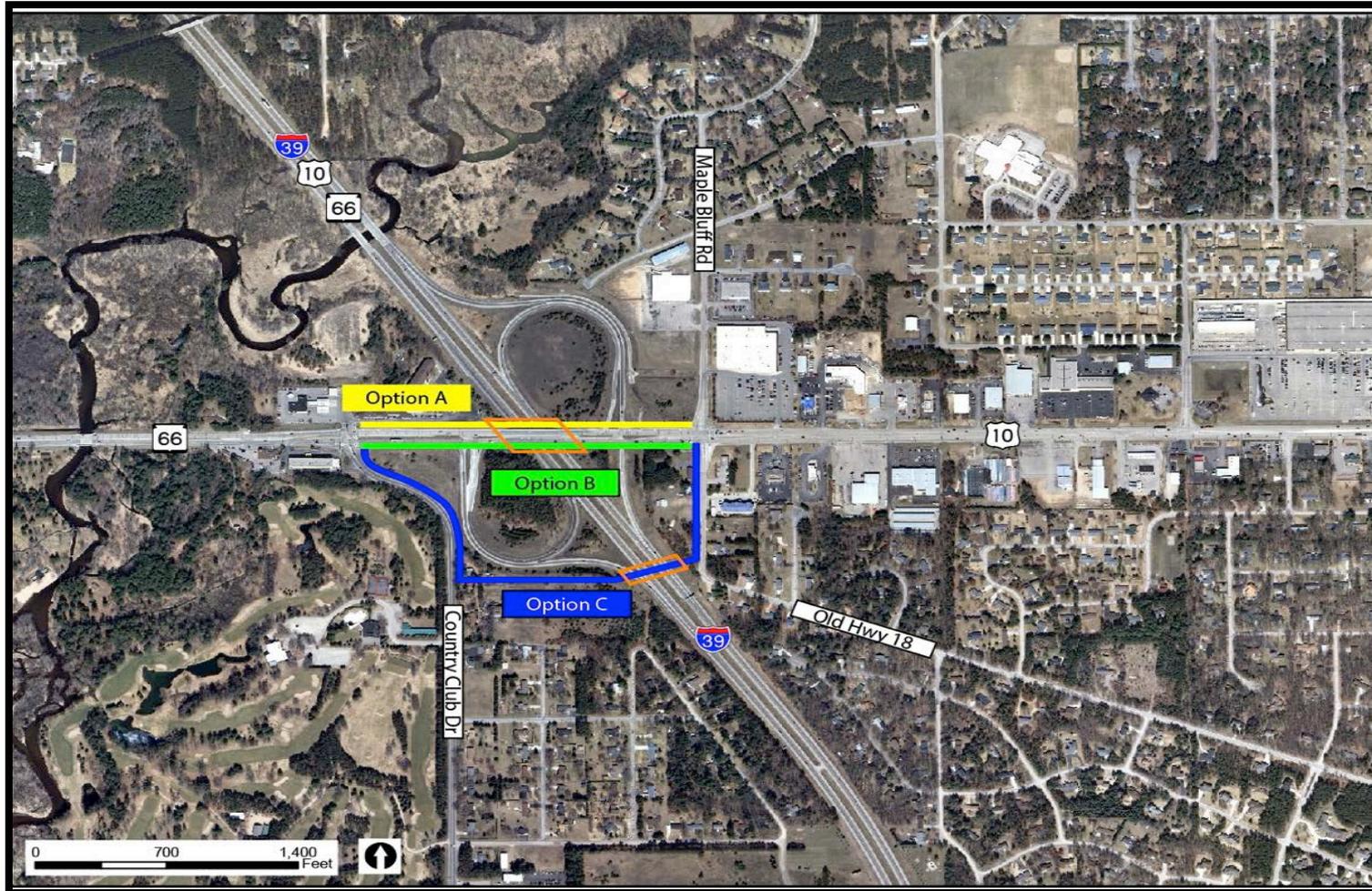
Bicycle/pedestrian access concepts

- The current bicycle and pedestrian accommodations present a significant safety concern for pedestrians, bicyclists and motorists.
- Improving the bicycle and pedestrian crossing at this interchange is identified as a high priority in the recently completed Portage County bicycle and pedestrian plan.
- We are considering the construction of a bridge over I-39 to accommodate bicycle/pedestrian traffic. Several possible locations have been identified and will be evaluated.





Bicycle/pedestrian access concepts





Project Schedule

- Environmental Assessment (EA) - scheduled for completion by fall 2015
- US 10 east bridges (deck overlay) - currently scheduled to begin in 2019
- Pedestrian bridge construction - currently scheduled to begin in 2019
- I-39 (US10 east to WIS 66 east) construction - currently scheduled to begin in 2020
- US 10 east/WIS 66 west interchange construction - currently scheduled to begin in 2021

**Schedule subject to change*





Contacts

Jeffrey Stewart, P.E.

WisDOT North Central Region

Project Manager

Phone: 715-421-8376

jeffrey.stewart@dot.wi.gov

Todd Polum, P.E. PTOE

SRF Consulting Group Inc.

Phone: 866-870-0773

tpolum@srfconsulting.com

