Public Involvement Meeting

I-39 Stevens Point Area Corridor Study

I-39/County B interchange

Portage County

Project ID: 1166-12-09

February 25, 2014
5:30 to 7 p.m.
Plover Village Hall
Plover

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/County B interchange, located in Plover.

Corridor study background

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 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.

For more information on regarding the objectives of the I-39 Stevens Point Area Corridor Study, please visit the study's Web site: www.i39stevenspointarea.dot.wi.gov

I-39/Portage County B interchange information

Bridges located along the I-39 corridor will be improved to ensure they meet current design, safety and clearance standards. The existing I-39 bridges over County B do not meet current design standards (Vertical clearance is currently 14 feet 9 inches and 16 feet 9 inches is desired). The southbound I-39 bridge has been hit numerous times.

Other needs identified at this interchange include:

- The I-39 southbound off-ramp to County B currently experiences significant delays and backups onto I-39 during peak travel hours. These backups create a safety issue on I-39.
- 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 encroaches on the railroad right of way.
- There is a lack of bicycle and pedestrian accommodations on County B.

WisDOT is proposing several improvements to the I-39/County B interchange:

- Replace the 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.
- Reconstruct the interchange ramp terminal intersections at County B to include traffic signals and turn lanes.
- Provide pedestrian and bicycle accommodations on the north and south sides of County B.

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 1: Diamond interchange with County B lowered

Alternative 1 includes reconstruction of the I-39/County B interchange as a standard diamond interchange. The profile of County B would be lowered to improve the bridge clearance between I-39 and County B. The interchange ramps would be reconstructed near their current alignment, with the southbound I-39 bridge over the Canadian National Railroad reconstructed to accommodate the lengthened exit ramp from southbound I-39 to County B. The ramp termini intersections would be reconstructed near their current location, maintaining the existing spacing between intersections (approximately 600 feet).

Alternative 1 will:

- Improve the bridge clearance
- Improve bicycle accommodations

Alternative 1 will not:

- Improve traffic operations between ramp terminals
- Improve the existing safety issues on the County B on-ramp where it merges with northbound I-39

Estimated cost = Approximately $19 million to $21 million

Alternative 2: Diamond interchange with I-39 raised and new railroad bridges

Alternative 2 includes reconstruction of the I-39/County B interchange as a standard diamond interchange. The I-39 bridges over County B would be replaced to meet vertical clearance requirements, and the I-39 mainline would be reconstructed to match the roadway profile with the bridges over County B. The ramp termini intersections would be reconstructed near their current location, maintaining the existing spacing between intersections (approximately 600 feet). However, Alternative 2 would also include reconstruction of the I-39 bridges over the Canadian National Railroad. The southbound I-39 bridge over the railroad would be constructed to accommodate the lengthened interchange ramp from southbound I-39 to County B. The northbound I-39 bridge over the Canadian National Railroad would also be reconstructed, and a new bridge would be constructed over the railroad to accommodate the lengthened entrance ramp and acceleration lane from County B to northbound I-39.

Alternative 2 will:

- Improve the bridge clearance
- Improve bicycle accommodations

Alternative 2 will not:

- Improve traffic operations between ramp terminals
- Improve the existing safety issues on the County B on-ramp where it merges with northbound I-39

Estimated cost = Approximately $20 million to $22 million

Alternative 3: Interchange with northbound entrance loop

Alternative 3 includes reconstruction of the I-39/County B interchange with a standard diamond configuration to the west of the interchange and a folded diamond configuration to the east of the interchange. The exit ramp from northbound I-39 to County B would be constructed to the east of its current location, and the entrance ramp from County B to I-39 would be constructed as a loop in the southeast quadrant of the interchange.

The Alternative 3 interchange configuration would increase the spacing between ramp intersections to approximately 1,000 feet. Under Alternative 3, the I-39 bridges over County B would also be replaced to meet vertical clearance requirements, and the I-39 mainline would be reconstructed to match the roadway profile with the bridges over County B. Alternative 3 would also include replacement of the I-39 bridges over the Canadian National Railroad.

The southbound I-39 bridge over the railroad would be replaced and constructed to accommodate the exit ramp to County B. The northbound I-39 bridge over the railroad would also be replaced, and a new bridge would be constructed to accommodate the entrance ramp and acceleration lane from County B to northbound I-39.

Alternative 3 will:

- Improve the bridge clearance
- Improve bicycle accommodations
- Improve traffic operations between ramp terminals
- Improve the existing safety issues on the County B on-ramp where it merges with northbound I-39

Estimated cost = Approximately $18 million to $20 million

Following several meetings with local officials, business leaders, and various stakeholder groups, Alternative 3 was identified as the favored option.

Proposed traffic impacts

Work is currently scheduled to begin in 2017, and could take as many as three consecutive construction seasons to complete.

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 construction project. Some lane closures may be necessary.

We are also working to keep County B open during construction; however motorists may encounter lane restrictions, lane closures and some delays.

We are working with local officials and environmental groups to minimize any impacts to the Tomorrow River State Trail during construction.

Real estate

Some real estate acquisition is anticipated for the reconstruction of the County B interchange. Work with property owners is expected to begin 2015.

Project update/next steps

Local officials meeting	November 7, 2013
Local officials/business meeting	November 13, 2013
Local officials follow-up meeting	February 13, 2014
Public Involvement Meeting	February 25, 2014
Final Environmental Report (County B interchange)	Spring 2014
Final Corridor Environmental Assessment	Summer 2015
Real estate acquisition	2015

Construction is currently scheduled to begin in 2017, 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 18, 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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Concept 1
diamond interchange/
County B lowered
LEGEND
CONCEPTUAL ALIGNMENT
BRIDGE REPLACEMENT
POTENTIAL TRAFFIC SIGNAL
Lake
Clar-Re
Tomorrow River State Trail
Disk Dr
Disk Dr
Comfort Inn
American Dr
Taco Bell
Plover Rd
Plover Rd
Plover Rd
Village Park Dr
Park Ave
Mark Toyota
and Scion
Park Ave
Menards Dr
Maple Dr
Worzella
Pines Park
Pacawa
Park
Lake
Pacawa
Plover-Whiting
Lions Club Park
39
51
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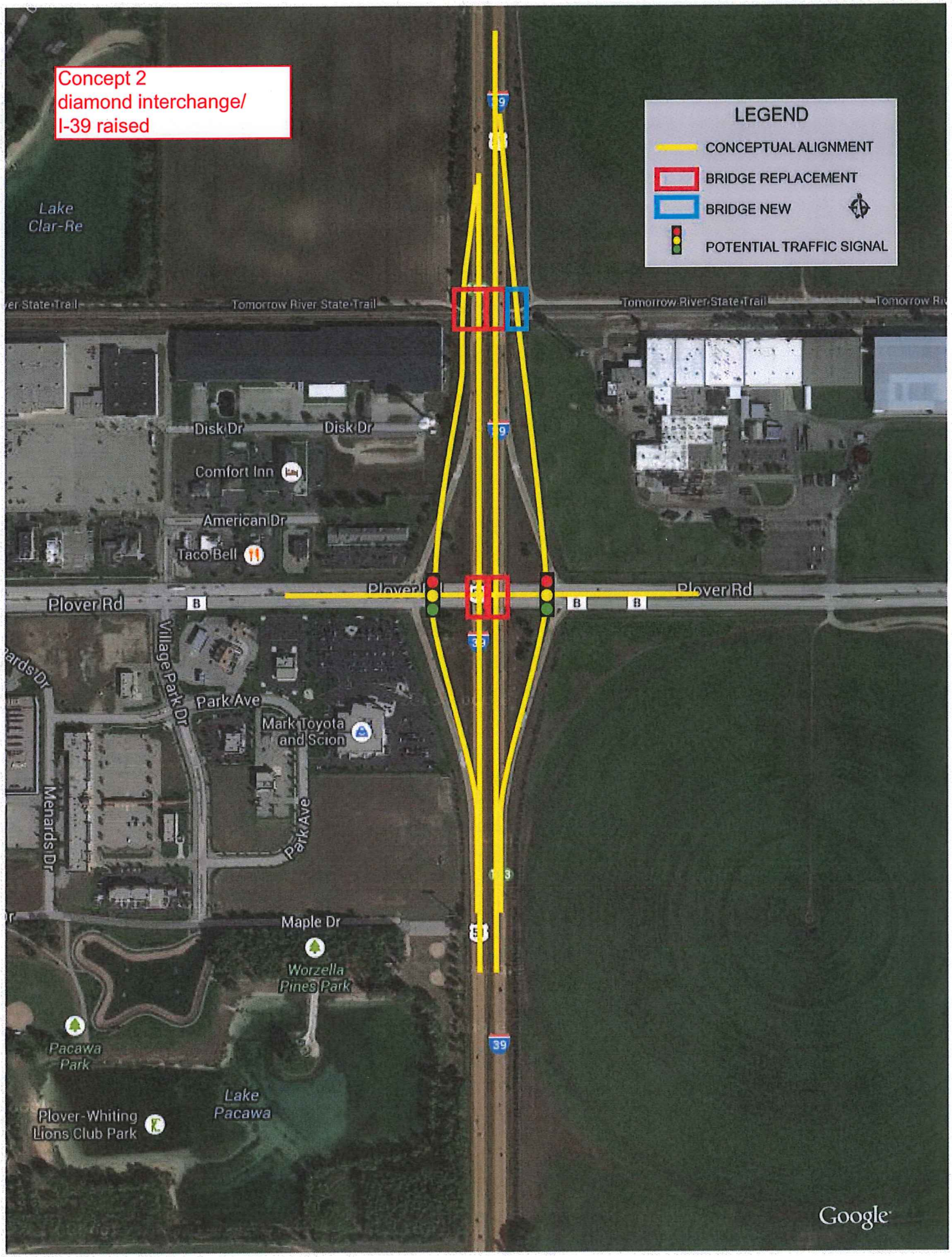
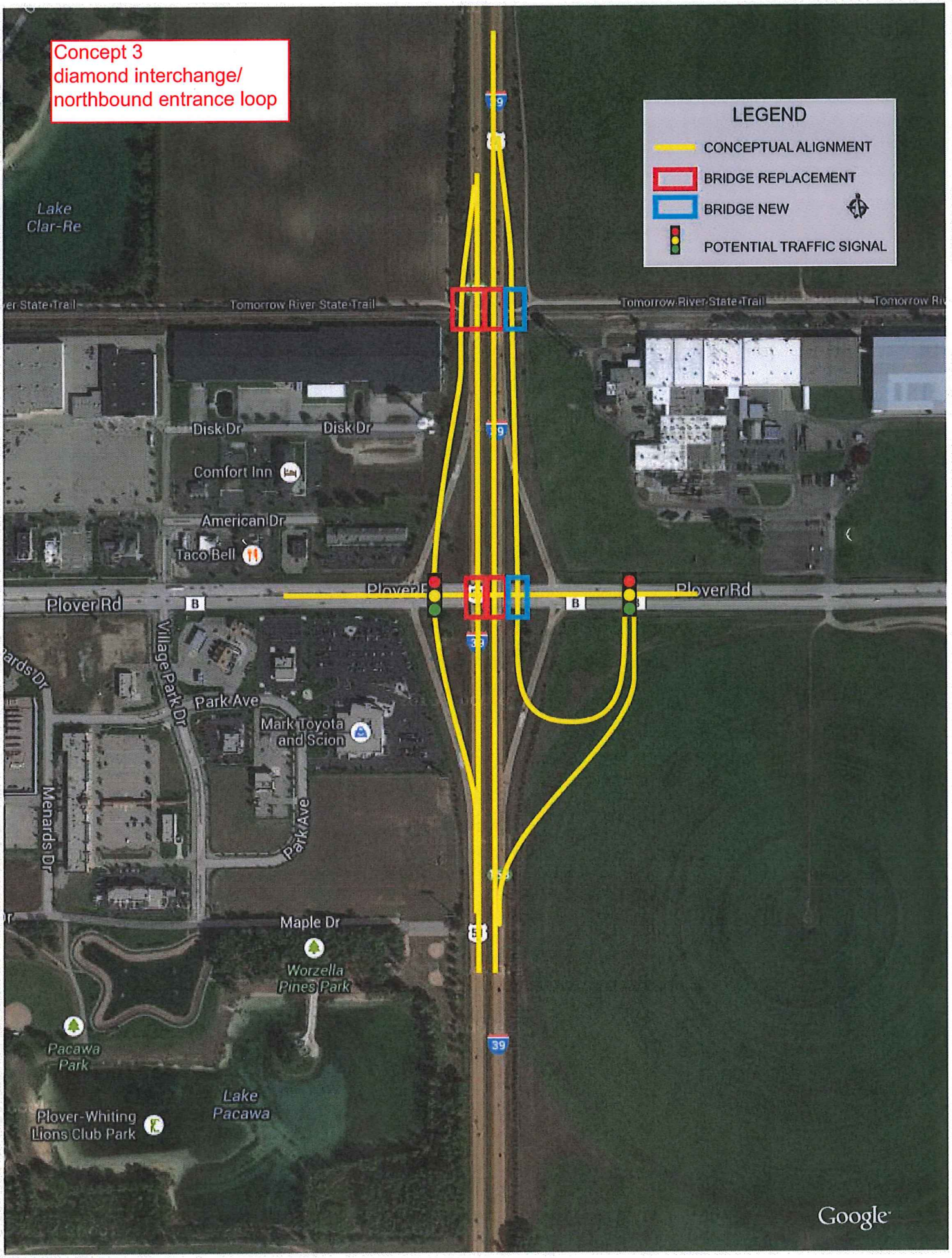

Concept 2
diamond interchange/
I-39 raised
LEGEND
CONCEPTUAL ALIGNMENT
BRIDGE REPLACEMENT
BRIDGE NEW
POTENTIAL TRAFFIC SIGNAL
Lake
Clar-Re
Tomorrow River State Trail
Disk Dr
Comfort Inn
American Dr
Taco Bell
Plover Rd
Village Park Dr
Park Ave
Mark Toyota
and Scion
Menards Dr
Maple Dr
Worzella
Pines Park
Pacawa
Park
Lake
Pacawa
Plover-Whiting
Lions Club Park
Google


Concept 3
diamond interchange/
northbound entrance loop
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Comfort Inn
American Dr
Taco Bell
Plover Rd
Village Park Dr
Park Ave
Mark Toyota
and Scion
Menards Dr
Maple Dr
Worzella
Pines Park
Pacawa
Park
Lake
Pacawa
Plover-Whiting
Lions Club Park
Google

Public Involvement Meeting Comment Form

Project ID 1166-12-09
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WIS 54 to US 10 west
Portage County

February 25, 2014

Please place this form in the comment box or mail by **March 18, 2014**. Comments can also be e-mailed to jeffrey.stewart@dot.wi.gov. 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.

Name: _____

Address: _____

Daytime Phone Number (optional): _____

E-mail Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

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The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.