

Public Involvement Meeting

I-39 Stevens Point Area Corridor Study

I-39/US 10 east/WIS 66 west interchange
Portage County

Project ID: 1166-12-09



October 14, 2014
5 to 7 p.m.
Bannach Elementary School
Stevens Point

Purpose of the meeting

Welcome to the I-39/US 10 east/WIS 66 west public involvement meeting.

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

Our objectives for today's meeting are to:

- Provide you with background information about the I-39 Stevens Point Area Corridor Study
- Obtain your input on potential solutions to address the existing and future transportation needs of the travelling public, local community and adjacent businesses in the area of the I-39/US10 east/WIS 66 west interchange.

Corridor study background

WisDOT launched the I-39 Stevens Point Area Corridor Study in 2010 to assess safety, operations, pavement, and bike/pedestrian accommodations to meet existing and future transportation needs. One of the department's objectives 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.

We are evaluating four interchanges 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. Access to the state highways within the study area will be reviewed as part of the corridor study. Depending on the selected alternatives for improvement, access modifications may vary.

Improvement projects along the I-39 corridor are currently 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 website:

I-39/US10 east/WIS 66 west interchange information

This interchange connects two important, heavily traveled highways: I-39, which plays a key role in the ongoing economic development of Central Wisconsin; and US 10, which is a major east/west route that connects the Fox Valley to the Twin Cities. Currently, the interchange experiences significant operational problems during peak travel periods.

Based on an analysis of the existing and long-term operational and safety needs, several issues were identified:

- The interchange area operates near capacity under existing conditions and is expected to operate poorly in the future.
- Existing intersections along US 10 east and WIS 66 west near the interchange do not meet intersection spacing guidelines. The interchange ramps that intersect with US 10, on the east side of I-39, and the Maple Bluff Road intersection are too close to each other to maximize safety and operational efficiency. The standard for intersection spacing at intersections is approximately 1,300 feet; the intersections are currently 400 feet away from each other.
- The northbound and southbound I-39 off-ramps experience backups during peak travel hours. Safety is a concern with traffic queuing onto I-39.
- The on/off ramp configuration is considered substandard; specifically the northbound on-ramp to I-39 from US 10. The current configuration does not allow vehicles entering I-39 to accelerate to freeway speeds prior to merging with I-39 traffic.
- Based on traffic forecasts, capacity expansion and/or intersection spacing improvements will be needed at this interchange by approximately 2020.

Changes made to the I-39/US 10 east/WIS 66 west interchange will likely impact the operations of the US 10 east highway. As a result, modifications to US 10 may be necessary to ensure that the highway continues to safely serve the needs of the traveling public, local community and nearby businesses. Several modification concepts have been developed for consideration and are included in separate attachments at the sign-in table.

Interchange concepts

During the last year, we conducted several meetings with local officials, environmental representatives and business leaders. These meetings helped us gather information that assisted in development of improvement concepts for the interchange area.

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 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 (see separate attachments)

Modifications to the interchange under Concept 2 include:

- Lengthen and straighten the northbound and southbound I-39 on-ramps to improve the driver's ability to safely accelerate and merge onto I-39.
- Construct a new southbound I-39 off-ramp to WIS 66 west. The new ramp will reduce queuing on the southbound/eastbound ramps by separating east and west off-ramp traffic.
- Extend the northbound off-ramp to US 10 east to reduce queuing onto I-39.
- Improve traffic operations and queuing on US 10 east/WIS 66 west by increasing intersection spacing and improving I-39 ramp operations.
- Realign Country Club Drive to the west and close the US 10 east/Old Highway 18/Maple Bluff Road intersection to improve traffic signal operations by increasing the distance between intersections.
- This interchange concept may include property acquisitions, razing some structures and wetland impacts.

Modifications to US 10 east under Concept 2 include:

Three draft concepts have been developed to address changes to US 10 east associated with Interchange DRAFT Concept 2. The concepts will improve safety and operations of the highway, while maintaining access to adjacent properties.

- **Concept A** – Construction of a frontage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option potentially involves closing 13 current access points (11 driveways and two local road connections) and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions and razing some structures.
- **Concept B** – Construction of a backage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing 11 current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It replaces the existing two-way left turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect the backage roads between Sandy Lane and Maple Bluff Road.
- **Concept C** - Construction of an adjacent road that connects Sandy Lane to Old Highway 18 and Country Club Drive to Old Highway 18, including a new bridge over I-39. This option involves potentially closing four current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection.

This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access.

It replaces the existing two-way left turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect Sandy Lane to Maple Bluff Road and Sandy Lane to Old Highway 18.

Estimated cost (including construction and real estate) for Interchange DRAFT Concept 2 - Partial Cloverleaf = approximately \$18 million to \$22 million

Interchange DRAFT Concept 3 – Single Point (see separate attachments)

A single point interchange is an innovative design that helps move large volumes of traffic safely and efficiently through limited amounts of space. All traffic is controlled by a single set of traffic signals, located in the center of the intersection. For more information about single point interchanges, visit the WisDOT website:

Modifications to the interchange under Concept 3 include:

- Lengthen and straighten the northbound and southbound I-39 on and off-ramps to improve the driver's ability to safely accelerate and merge onto I-39 and to decelerate when existing onto US 10.
- Reduce the number of intersections near the interchange to reduce queuing on US 10 and to improve traffic operations.
- Improves intersection spacing, allowing the existing Country Club Drive and Old Highway 18/Maple Bluff Road intersections to remain in their current locations.
- This interchange concept may include property acquisitions, razing some structures and potential wetland impacts.

Modifications to US 10 east under Concept 3 include

Three draft concepts have been developed to address changes to US 10 east associated with Interchange DRAFT Concept 3. The concepts will improve safety and operations of the highway, while maintaining access to adjacent properties.

- **Concept A** – Construction of a frontage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing 12 current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions and razing some structures.
- **Concept B** – Construction of a backage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing eight current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. Concept B replaces the existing two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. It provides options to connect the backage roads between Sandy Lane and Maple Bluff Road.

- **Concept C** - Construction of an adjacent road that connects Country Club Drive to Old Highway 18; this includes a new bridge over I-39 and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. Concept C would replace the existing two-way, left-turn lane on US 10, (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect Sandy Lane to Maple Bluff Road and Sandy Lane to Old Highway 18.

Estimated cost (including construction and real estate) for Interchange DRAFT Concept 3 = approximately \$25 million to \$28 million

Interchange DRAFT Concept 4 – Partial Cloverleaf A (see separate attachments)

Modifications to the interchange under Concept 4 include:

- Separate all US 10/WIS 66 eastbound and westbound on-ramp movements to I-39 with independent ramps. This will improve the driver's ability to safely accelerate and merge onto I-39 and to reduce queuing on US 10/WIS 66.
- Remove access from Old Highway 18 to US 10 to improve intersection spacing.
- Realign the WIS 66 west/Country Club Drive intersection to improve traffic signal operations by increasing the distance between intersections.

Modifications to US 10 east under Concept 4 include:

Three draft concepts have been developed to address changes to US 10 east associated with Interchange DRAFT Concept 4. The concepts will improve safety and operations of the highway, while maintaining access to adjacent properties.

- **Concept A** – Construction of a frontage road that connects Sandy Lane to just east of Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing 14 current access points (12 driveways and two local road connections). This option removes Old Highway 18 (south of US 10) to the east/west section of Old Highway 18. New traffic signals would be installed at the US 10/Sandy Lane intersection. This option may include property acquisitions and razing some structures. It replaces the two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median.
- **Concept B** – Construction of a backage road that connects Sandy Lane to just east of Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing 12 current access points. This option removes Old Highway 18 (south of US 10) to the east/west section of Old Highway 18. New traffic signals would be installed at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access.

It replaces the two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. Concept B provides options to connect the backage roads between Sandy Lane and Maple Bluff Road.

- **Concept C** - Construction of an adjacent road that connects Sandy Lane to Old Highway 18 and Country Club Drive to Old Highway 18; includes a new bridge over I-39. This option involves potentially closing four current access points. It also removes Old Highway 18 (south of US 10) to the east/west section of Old Highway 18. New traffic signals would be installed at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It replaces the existing two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect Sandy Lane to Maple Bluff Road and Sandy Lane to Old Highway 18.

Estimated cost (including construction and real estate) for Interchange DRAFT Concept 4 = approximately \$17 million to \$20 million

Interchange DRAFT Concept 5 – Diamond with roundabouts (see separate attachments)

Modifications to the interchange under Concept 5 include:

- Roundabouts can operate efficiently with reduced intersection spacing. Construct multi-lane roundabouts at:
 - WIS 66 east/Country Club Drive intersection
 - Northbound and southbound I-39 on and off-ramp intersections with WIS 66 east
 - Intersection of US 10/Maple Bluff Road/Old Highway 18
- Lengthen and straighten the northbound and southbound I-39 on-ramps to improve the driver's ability to safely accelerate and merge onto I-39.

Modifications to US 10 east under Concept 5 include:

Three draft concepts have been developed to address changes to US 10 east associated with Interchange DRAFT Concept 5. The concepts will improve safety and operations of the highway, while maintaining access to adjacent properties.

- **Concept A** – Construction of a frontage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing 11 current access points and the construction of multi-lane roundabouts at the US 10/Sandy Lane and US 10/Maple Bluff Road/Old Highway 18 intersections. This option may include property acquisitions and razing some structures.
- **Concept B** - Construction of a backage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing seven current access points and the construction of a multi-lane roundabouts at the US 10/Sandy Lane intersection.

Concept B may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It also provides options to connect the backage roads between Sandy Lane and Maple Bluff Road.

- **Concept C** - Construction of an adjacent road that connects Sandy Lane to Old Highway 18 and Country Club Drive to Old Highway 18; includes a new bridge over I-39. This option involves closing three current access points and the construction of a multi-lane roundabout at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It replaces the existing two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median.

Estimated cost (including construction and real estate) for Interchange DRAFT Concept 5 = approximately \$14 million to \$16 million

Interchange DRAFT Concept 6 – Folded (see *separate attachments*)

Modifications to the interchange under Concept 6 include:

- Lengthen and straighten the northbound and southbound I-39 on and off-ramps to improve the driver's ability to safely accelerate and merge onto I-39 and to decelerate when existing onto US 10.
- Construct a new southbound I-39 off-ramp to WIS 66 west. This improvement also reduces queuing traffic onto the ramp and I-39.
- Realign Old Highway 18 to the new I-39 northbound ramp intersection with US 10. The realignment includes the installation of a new traffic signal.

Modifications to US 10 east under Concept 6 include:

Three draft concepts have been developed to address changes to US 10 east associated with Interchange DRAFT Concept 6. The concepts will improve safety and operations of the highway, while maintaining access to adjacent properties.

- **Concept A** – Construction of a frontage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option connects the existing north/south section of Old Highway 18 with the new connection of Old Highway 18 to the I-39 northbound ramp intersection. It involves potentially closing 13 current access points (11 driveways and two local road connections) and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions and razing some structures.
- **Concept B** – Construction of a backage road that connects Sandy Lane to Old Highway 18 and Sandy Lane to Maple Bluff Road to provide access to adjacent properties along US 10. This option involves potentially closing seven current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It replaces the existing two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect the backage roads between Sandy Lane and Maple Bluff Road.
- **Concept C** - Construction of an adjacent road that connects Sandy Lane to Old Highway 18 and Country Club Drive to Old Highway 18; includes a new bridge over I-39.

This option involves potentially closing four current access points and the installation of a new traffic signal at the US 10/Sandy Lane intersection. This option may include property acquisitions, razing some structures, driveway modifications and right-in/right-out access. It replaces the existing two-way, left-turn lane on US 10 (between the interchange and Sandy Lane) with a raised median. This concept provides options to connect Sandy Lane to Maple Bluff Road and Sandy Lane to Old Highway 18.

Estimated cost (including construction and real estate) for Interchange DRAFT Concept 6 = approximately \$16 million to \$19 million

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.

Pedestrian/bicycle accommodations

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

The current location of 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. (**see separate attachments**)

Real estate

Real estate acquisition is anticipated for the reconstruction of the I-39/US 10 east/WIS 66 west interchange. Work with property owners is currently scheduled to begin in 2017.

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

Public input/comments

We encourage you to talk to the project representatives and ask them questions. Included with this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project before **October 30, 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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