



Wisconsin Department of Transportation

2101 Wright Street, Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov



Project ID 1001-03-04
City of Janesville
WIS 11 North Junction Interchange
I-39/90
Rock County

Public Informational Meeting
March 28, 2012, 4:30 p.m. to 6:30 p.m.
City of Janesville, Municipal Building

I-39/90 Central Segment Project Team

John Vesperman, WisDOT I-39/90 Corridor Project Manager

John Steiner, WisDOT I-39/90 Corridor Project Supervisor

James Oettinger, WisDOT I-39/90 Central Segment Project Manager

Todd Hertz, KL Engineering, Inc., I-39/90 Central Segment Consultant Project Manager

Project Information and Schedule

The I-39/90 Corridor Team is in the process of preparing the plans for the reconstruction of the I-39/90 and WIS 11 (Racine Street) interchange in Rock County. There are two design alternatives being proposed; a diamond interchange with traffic signals, and a diamond interchange with roundabouts. These two alternatives are shown on the following page.

The construction of the interchange is scheduled to take place in 2013. This project is in the initial stages of the design but has an accelerated schedule to meet the final plans due date of November 2012.

Purpose of the meeting

The I-39/90 Corridor Team scheduled today's meeting to present the interchange alternatives and gather opinions, insights, and information from stake holders.

We encourage you to review the displays, visit with the project representatives and ask any questions you might have. A comment form is attached to this handout for providing written comments. You may leave your comment form at today's meeting or mail it before April 6, 2012. If you have questions or would like more information, contact WisDOT I-39/90 Central Segment Project Manager James Oettinger at (608) 246-3879 or James.Oettinger@dot.wi.gov.

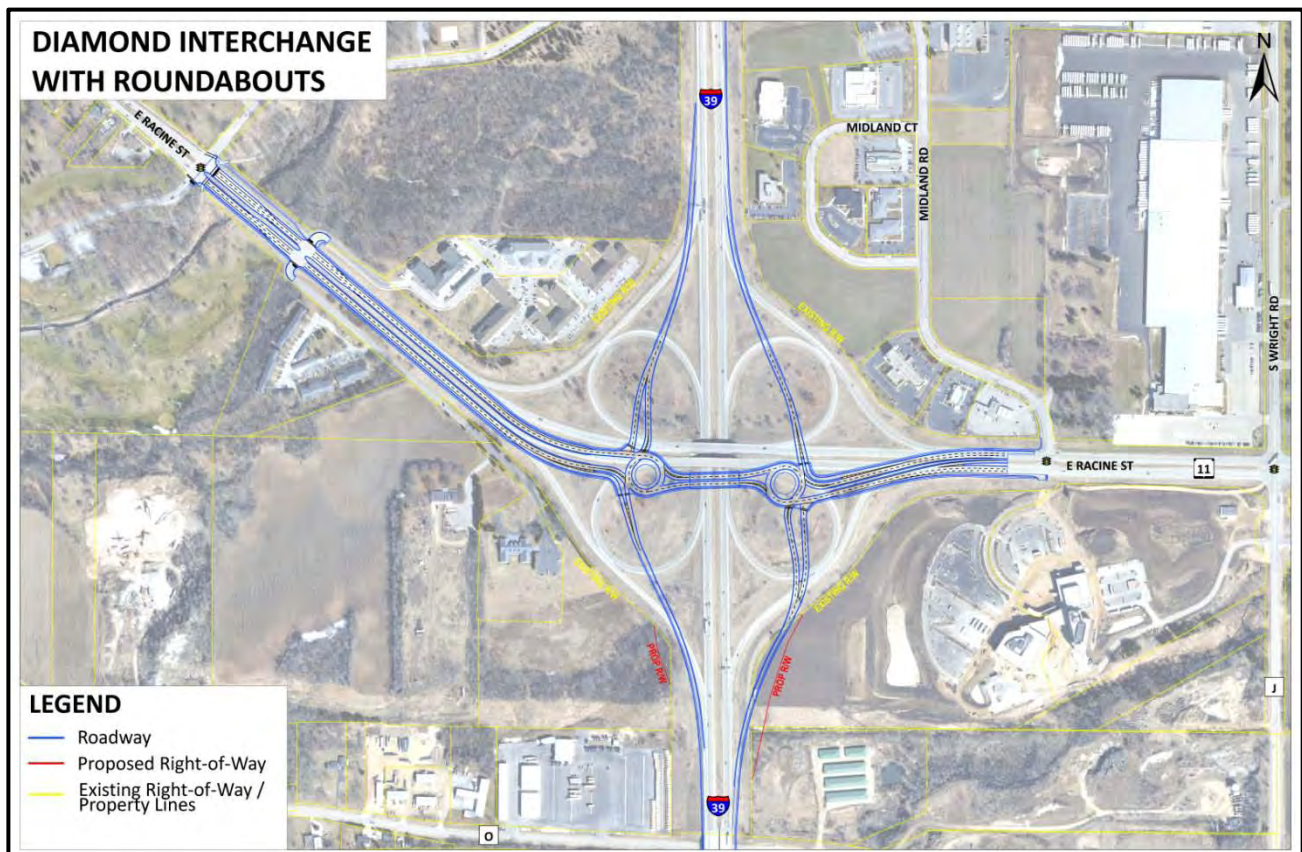
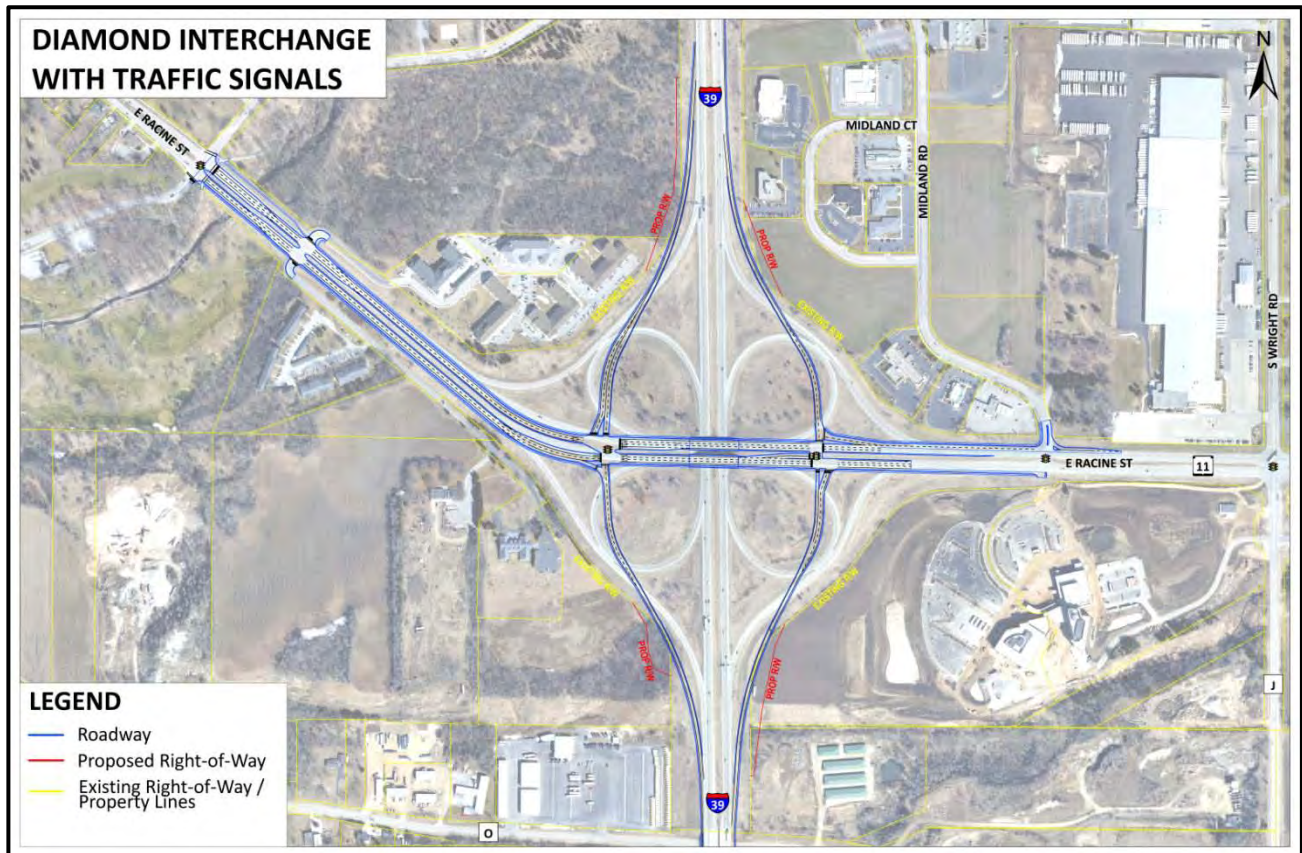
I-39/90 and WIS 11 Intersection Control Criteria

Criteria	Diamond Interchange w/ Traffic Signals	Diamond Interchange w/ Roundabouts (RAB)
Driver Delay (per vehicle)	20 – 35 seconds	0 – 10 seconds
Safety Factors	Slotted turn lanes Signalized left turn arrow Signalized pedestrian cross	Lower speeds through RAB (15 – 25 mph) No left turns Less Severe Crashes (90% reduced fatalities)
Estimated Costs	\$13.1 Million	\$12.1 Million



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