

COUNTY S Interchange Fact Sheet



Welcome to the local stakeholder meeting for the County S interchange reconstruction project. At tonight's meeting you will see exhibits showing the preliminary design features of the interchange project. Wisconsin Department of Transportation (WisDOT) and Rock County representatives, as well as designers from AECOM and Batterman will be available to discuss the project on an individual basis. We appreciate your input and ask that you take a moment to complete the comment form and either drop it off before you leave or mail it to the address on the back of the form.

Project Background

The County S interchange is located northeast of the city of Beloit along the I-39/90 corridor, approximately two miles north of the I-39/90 and I-43 interchange. This interchange reconstruction project is a component of the I-39/90 South Segment improvement project, which extends 12 miles from the Illinois state line near Beloit to County O near Janesville.

County S, also known as Shopiere Road, is a collector road which provides access to I-39/90 for the city of Beloit. It serves as an important transportation link between the northeast side of the city of Beloit and the interstate, and provides the traveling public with an alternative to using the busy WIS 81/Milwaukee Road corridor to access I-39/90. Usage is expected to increase upon completion of the County BT (Inman Parkway) connector road in the next several years.

- 2010 Average Annual Daily Traffic (AADT) of 3,700 vehicles per day.
- Volumes expected to almost double to 7,200 vehicles per day by 2040 (assuming the completion of the County BT connector road).

The existing interchange configuration and bridge structure do not meet current design standards, and will not accommodate future Interstate lane expansions which are planned as a part of the I-39/90 South Segment improvement project. These factors point to a need to reconstruct the interchange to ensure a safe and efficient roadway for the traveling public.



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Proposed Improvements

The existing County S interchange will be completely reconstructed, but will remain as a diamond configuration. In order to provide desirable interchange access control, the horizontal alignment of County S will be shifted south on the east side of the Interstate which will allow for the construction of frontage roads to access the various residential and commercial properties. On the west side of the Interstate, backage roads will be developed to provide access to adjacent properties, and a closed median will be installed to restrict direct access to/from County S. Substandard vertical profiles along County S will be corrected by raising the overall County S profile, which will allow for improved sight distance and required vertical clearance for I-39/90. Other improvements will include:

- New bridge structure will have reduced skew angle, and will be constructed offline to minimize traffic disruption on the existing structure
- Ramps will be realigned and reconstructed down to the gores, and temporary pavement connections will be provided to existing I-39/90
- Ramp terminals will be designed to accommodate heavy trucks and oversize/overweight (OSOW) loads
- Paved shoulders will provide bike accommodations throughout the project
- Terrace areas will be graded for future sidewalk installation
- Right of way acquisition will be required for both mainline County S as well as the frontage and backage roads, and some ramps

Questions To Consider?

After you have had a chance to look at the exhibits and listen to the presentation, please take a moment to fill out the comment form. Here are just a few things you may want to consider:

- 1) Are there specific facilities, access locations, or farmland operations on your property that may be directly impacted by this project?
- 2) If during construction of the County S interchange, on/off ramps were closed for a duration to ease staging, would this have a significant impact to you?

If you have comments to any of the above questions, please share them with a member of the project team or fill out a comment form. If questions arise or comments come to mind after the completion of this meeting, please visit the I-39/90 project website at www.i39-90.wi.gov, and click on the "Provide your comments/feedback" link on the home page.

Once again, thank you for your participation in tonight's meeting and we encourage you to stay involved in all future public outreach as your comments and suggestions are appreciated.

Sincerely,

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