



Welcome to the public information meeting for the Central Segment improvement of I-39/90. At today's meeting you will see exhibits showing the proposed improvements and Wisconsin Department of Transportation (WisDOT) representatives are available to discuss the project on an individual basis. We appreciate your input and ask that you complete the comment form and drop it off before you leave or mail it to the address on the back of the form.

Project Background

The I-39/90 project extends approximately 45 miles from the Illinois state line to the US 12/18 interchange near Madison and is divided into three segments – South, Central and North. The Central Segment is located in Rock County and extends approximately 13 miles from County O, south of Janesville, to the Rock/Dane County line (see map).

The I-39/90 corridor is a key link for transportation of people and commerce as well as a gateway to many tourism and recreational destinations across Wisconsin. In its present condition, I-39/90 cannot adequately handle existing or projected traffic volumes, thus resulting in poor traffic flow, congestion, and increasing safety problems.

In addition, aging pavements and bridges require replacement to meet current standards and ensure a safe and efficient roadway for the traveling public.

Proposed Improvements

The I-39/90 Central Segment will be completely reconstructed and expanded to eight lanes from County O to WIS 26 and six lanes from WIS 26 to the Rock/Dane County line. There will also be additional collector-distributor (CD) roadways on both sides of I-39/90 through the US 14 and WIS 26 interchange area. The CD roadways improve safety and traffic operations by removing traffic weaving movements from the I-39/90 freeway mainline.

Providing additional travel lanes from County O to Kennedy Road and from the Rock River to the Rock/Dane County line will involve widening in the existing freeway median and along both sides of I-39/90. From Kennedy Road to just south of the Rock River, the new travel lanes will be added outside the existing freeway lanes and the existing median will also be widened. Right of way needs will be required as part of the project.

All bridges along I-39/90, including the Rock River bridges will be replaced and the interchanges at WIS 11/East Racine Street, US 14, WIS 26, and WIS 59 will be reconstructed.

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- **WIS 11/East Racine Street interchange**—construction is underway at this interchange and will be completed in fall of 2013. The new interchange will be a diamond with roundabouts at the interchange ramp terminals. A multi-use path will also be constructed between Midland Road and Palmer Drive.
- **US 14 and WIS 26 interchanges**—alternative configurations are being evaluated for these closely-spaced interchanges.

The preferred alternative being considered at the US 14 interchange is a standard diamond with signals at the ramp terminals. The other considered alternative is a relatively new option called a Diverging Diamond Interchange (DDI) that uses “crossover lanes” at the ramp terminals to direct traffic and to allow making left turns without stopping or crossing oncoming traffic.

Alternatives being considered at the WIS 26 interchange are a standard diamond with signals and DDI.

Collector-distributor (CD) roads are proposed on both sides of I-39/90 through this area. Near the WIS 26 interchange, Ryan Road will be extended under I-39/90 to connect with Deerfield Drive and Morse Street.

- **WIS 59 interchange**—a diamond interchange will be constructed. The interchange ramp intersections and the existing Goede Road/WIS 59 intersection will have roundabouts. Richardson Springs Road in the southeast quadrant of this interchange will be extended to the Goede Road roundabout and there will also be a park and ride lot with access from the roundabout. A raised median on WIS 59 will allow only right turns to and from Mallwood Drive and existing Richard Springs Drive. The existing Goede Road Bridge over I-39/90 will be removed, and a new frontage road that connects to Hemenway Lane and WIS 59 will be constructed on the west side of the Interstate.

Alternate Travel Route

WisDOT has developed an alternate travel route for use during reconstruction of I-39/90. The alternate route will use US 51 and US 14 and several local road intersection improvements will be needed. Maps and information on the needed improvements is available at today’s meeting.

Noise Walls

Proposed noise wall locations and information on the decision process for noise walls is available at today’s meeting. For a noise wall to be considered for construction a required voting process for all benefitted receptors that includes a public meeting, must take place. The public meeting for voting on noise walls will be held on August 27, 2013 from 5 p.m. to 7 p.m. at the Marshall Middle School Cafeteria. A notice about this meeting and voting ballots will be sent to eligible voters by registered mail.

Environmental

Due to the recent design changes for safety and operations of I-39/90, an updated Environmental Evaluation will be completed to identify, analyze and address changes since the October 2010 document was approved and determine if the overall conclusions are still valid. More information is on display at today’s meeting.

Questions to Consider

After reviewing the exhibits, visiting with the project team and listening to the presentation, please fill out the comment form. Here are a few things you may want to consider in your comments:

- 1) What are your thoughts on the alternatives for the US 14 and WIS 26 interchanges?
- 2) What are your thoughts on the proposed alternative travel route and local road intersection improvements?
- 3) Are there specific facilities, access locations, farm operations or drainage concerns on your property that could be directly impacted by the project?

If you have any questions or comments, please share them with a project team member or fill out a comment form.

Thank you for your participation in the I-39/90 public meetings. We encourage you to stay involved in future public outreach as your comments and suggestions are appreciated.

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