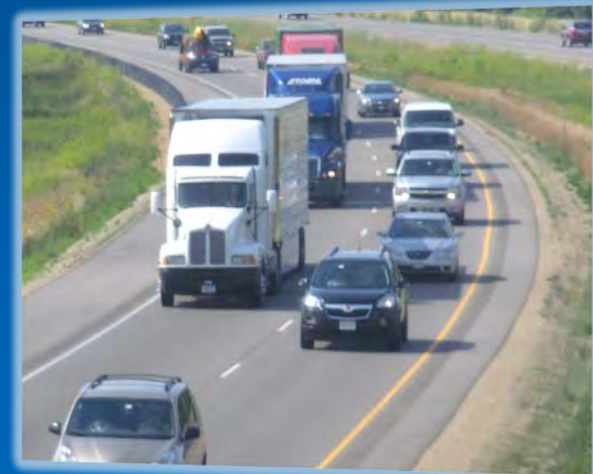


I-39/90 Project



Central Segment Public Information Meeting

August 1, 2013, 5:00 p.m.

Cafeteria – Marshall Middle School

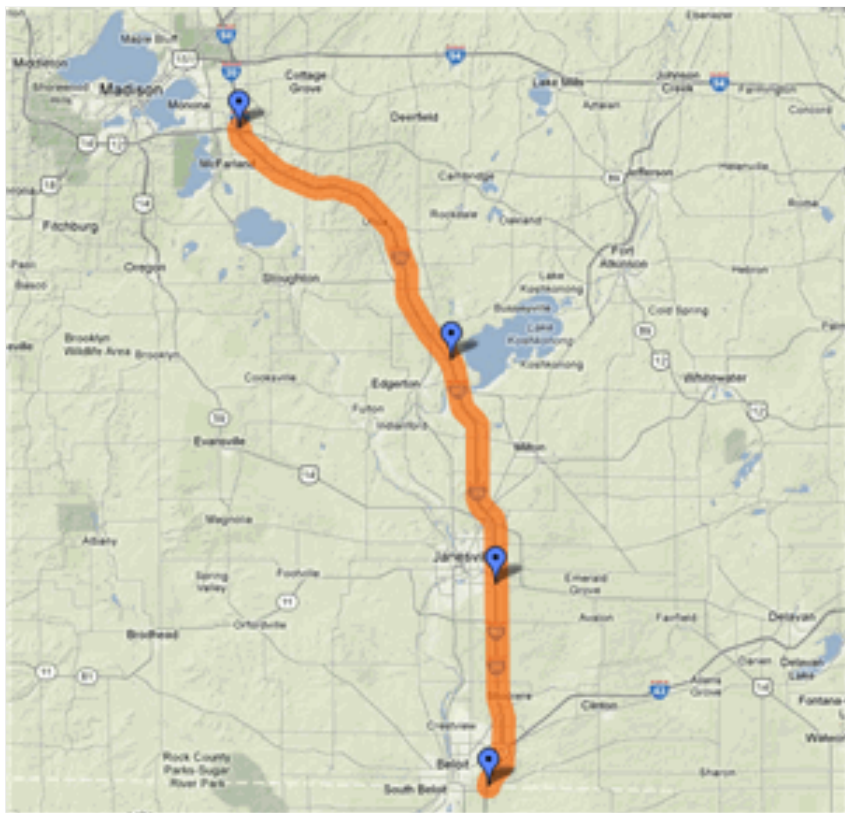
Central Segment Project Team

- John Vesperman P.E., WisDOT
Corridor Project Chief
- John Steiner P.E., WisDOT
Corridor Project Supervisor
- Derek Potter P.E., WisDOT
Central Segment Project Manager
- Todd Hertz P.E., KL Engineering
Central Segment Consultant Project Manager
- Craig Pringle, P.E., WisDOT
North Segment Project Manager
- Dan Ryan, P.E., AECOM
South Segment Consultant Project Manager

Central Segment Project Team

- Jay Waldschmidt P.E., WisDOT
State Noise & Air Quality Engineer
- Jennifer Grimes, WisDOT
Corridor Environmental Coordinator
- Steven Theisen, WisDOT
Corridor Communications Specialist
- Beth Smith, TerraVenture Advisors
Corridor Real Estate Lead
- Alicia Griffin, Serendipity Communications
Disadvantage Business Outreach

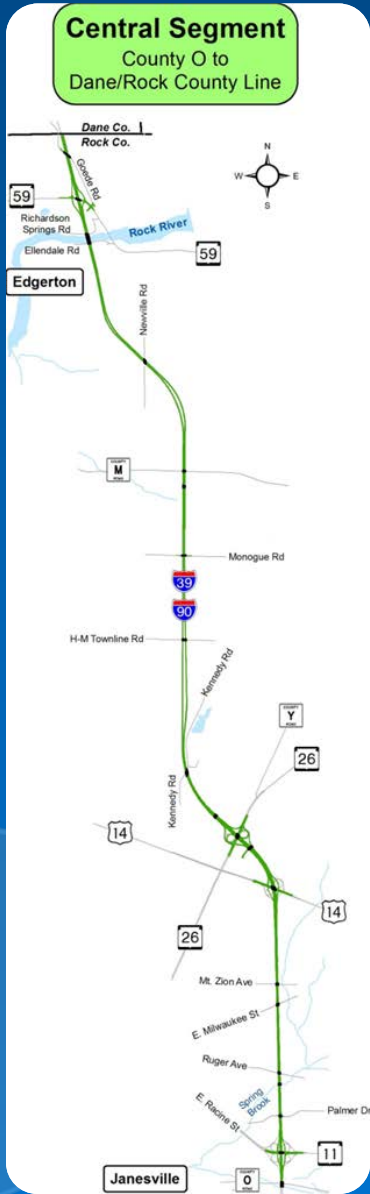
I-39/90 Project Corridor



- Illinois State Line to US 12/18
- Approximately 45 Miles
- Major Transportation Corridor
 - People
 - Commerce
 - Tourism

Central Segment

- County O to Dane/Rock County Line



Project Background

- Environmental Assessment (EA) signed on July 29, 2008 which identified and evaluated:
 - Purpose and need
 - Range of alternatives
 - Potential environmental impacts
 - Agency and public comments
- Finding of No Significant Impact (FONSI) signed on October 1, 2010
 - Allowed final design to begin in 2011/2012



Purpose and Need

- Improve Safety
- Reduce Congestion
- Replace Aging Pavement and Bridges
- Meet Current Design Standards

- Re-Evaluation of original EA for 3rd lane expansion
 - Design changes for safety and operations
 - Wider median - proper drainage, eliminate median cable guard to improve safety
 - Existing overpass profiles are deficient and require some structures to be replaced

- Changes resulted in:
 - Equivalent impacts in some areas
 - Increase in impacts in other areas
 - Property acquisition
 - Wetlands
 - Agricultural lands

- Opportunity for public comment during this process at PIMs or directly with the Project Manager
- Goal:
 - *Identify, analyze and address changes since the October 2010 document was approved*
 - *Determine if the overall conclusions are still valid*
- Anticipated Schedule:
 - I-39/90 Corridor EA Re-Evaluation signed – Summer 2014

New EA's

- New Environmental Assessments (EAs) will be completed for two locations:
 - The interchanges have independent utility and can be removed from the overall corridor expansion
 - The scope of work has had some changes
 - Design concepts are continuing to evolve and a preferred alternative has not yet been identified

New EA's

- New Environmental Assessments:
 - **Beltline Interchange (US 12/18)**
 - New projects have been initiated to the north, east and west of the interchange
 - Scope of what is needed with this Interchange has changed
 - **I-43/WIS 81 Interchange (Beloit)**
 - Meet current design standards
 - Ensure local access is maintained
 - Redesign to allow for higher design speeds

New EA's

- Update overall interchange impacts that have resulted due to the change in scope for these interchanges
- Analyze and address
 - Purpose and Need
 - Range of Alternatives
 - Environmental impacts
- Environmental resource agencies and local officials contacted for input

New EA's

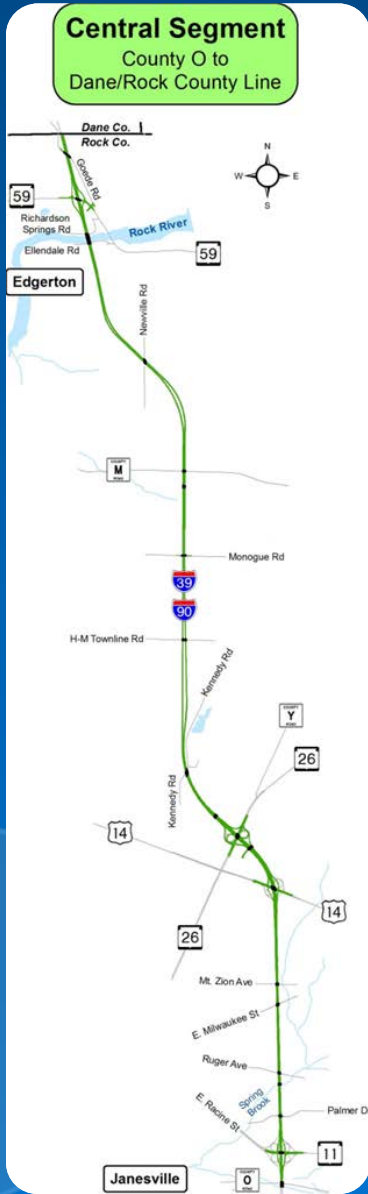
- Opportunity for public comment during this process and a public hearing will be held for each Interchange
- Goal: *Ensure operational efficiency and provide local access as well as compatibility with adjacent and future projects*
- Anticipated Schedule: Beltline & I-43 Interchanges
 - New Draft EAs signed – Summer 2014
 - Public Hearing – Summer/Fall 2014
 - Final Environmental Document– Winter 2014

Central Segment Improvements



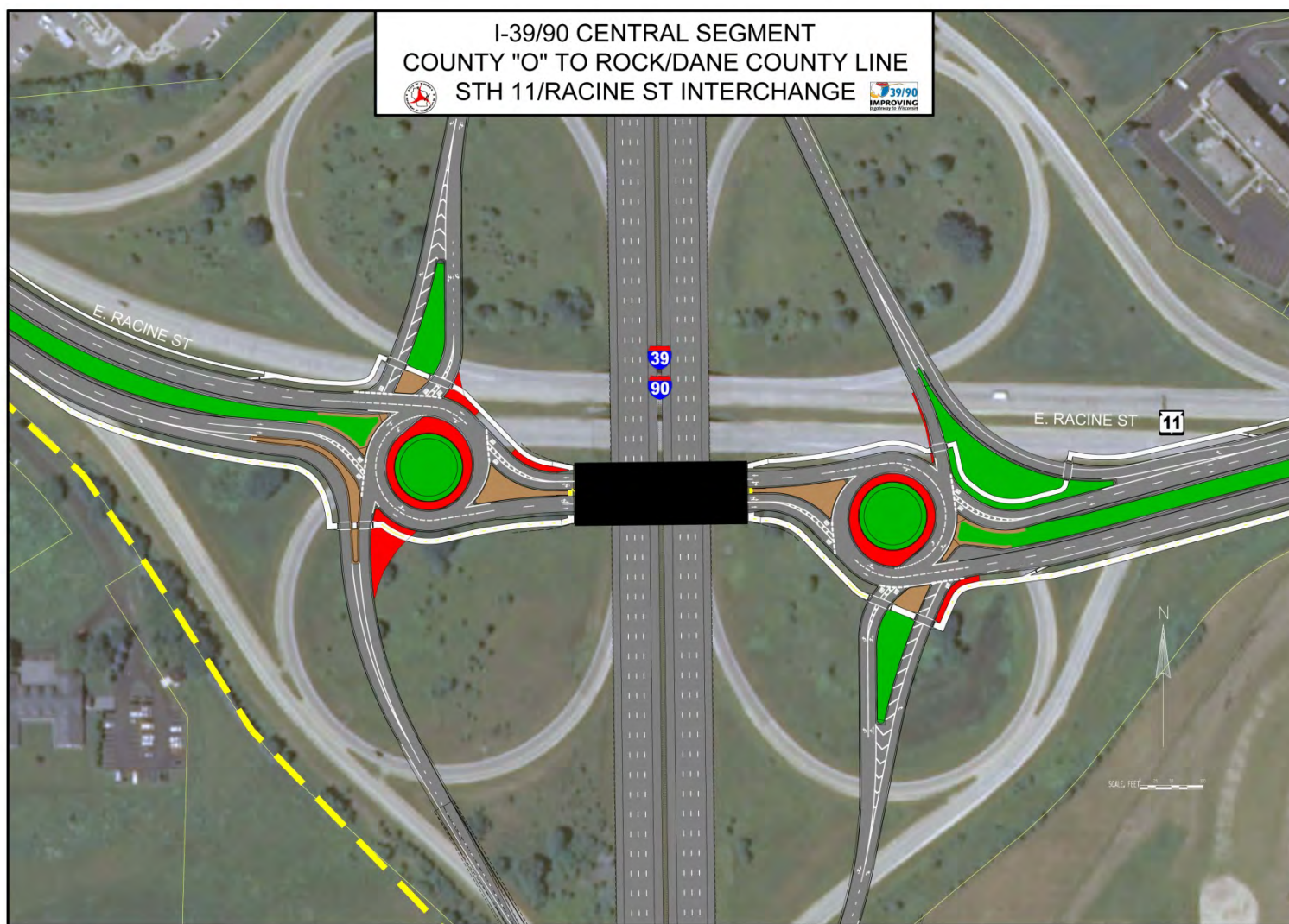
- 8-lanes County O to WIS 26
- 6-lanes WIS 26 to Dane/Rock Co. Line
- Collector/Distributor Roads at US14/WIS 26
- Bridges Reconstructed
- Park & Ride Lots
- Bike & Pedestrian Accommodations
- US 14/US 51 Alternate Route (Fall 2013 PIM)
- Noise Barriers
- Construction 2013 through 2020

Right of Way



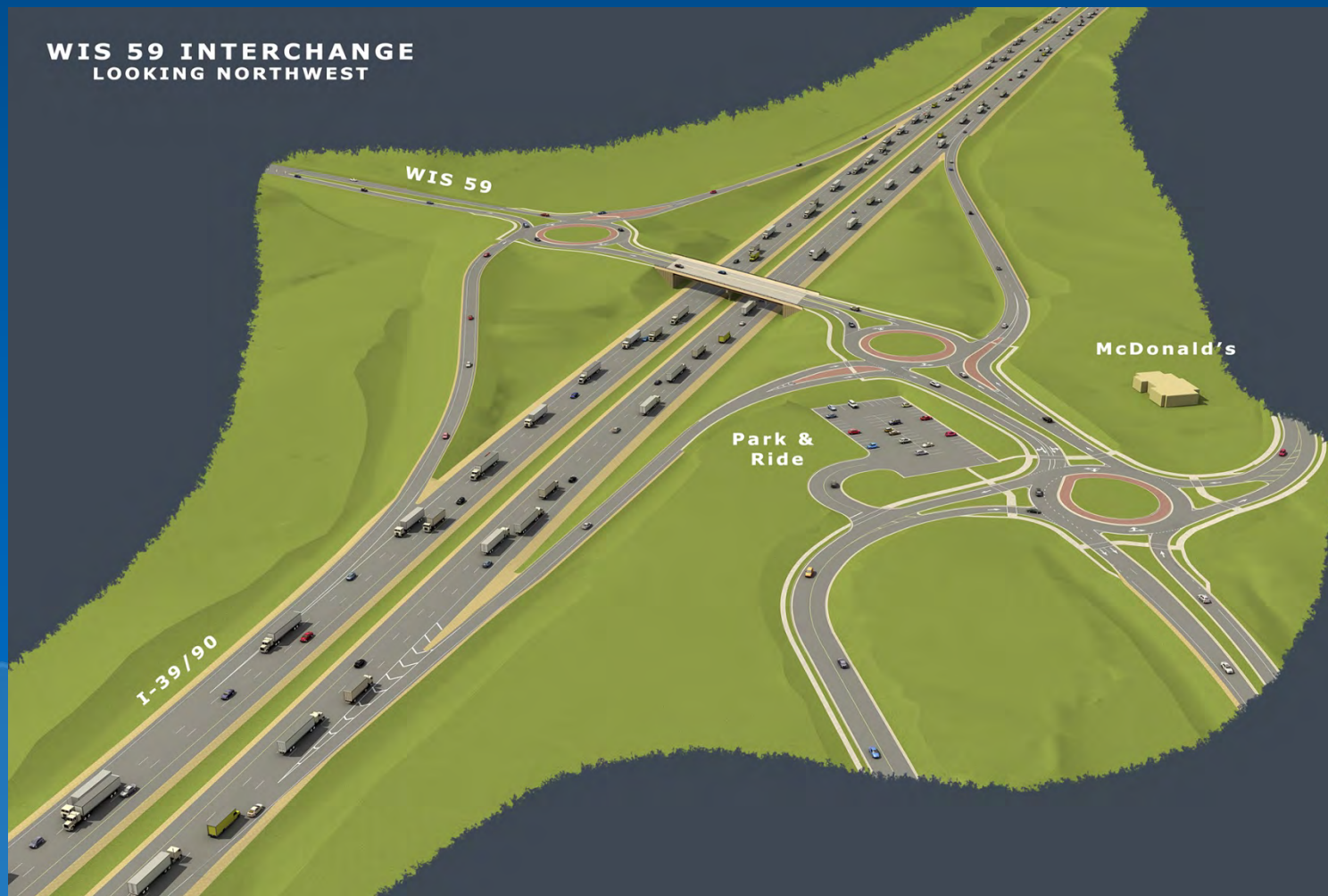
- Additional right of way will be required at various locations throughout the corridor
- Amount of right of way required will vary
- Project staff will contact affected property owners once right of way needs are better defined

Interchange Configurations



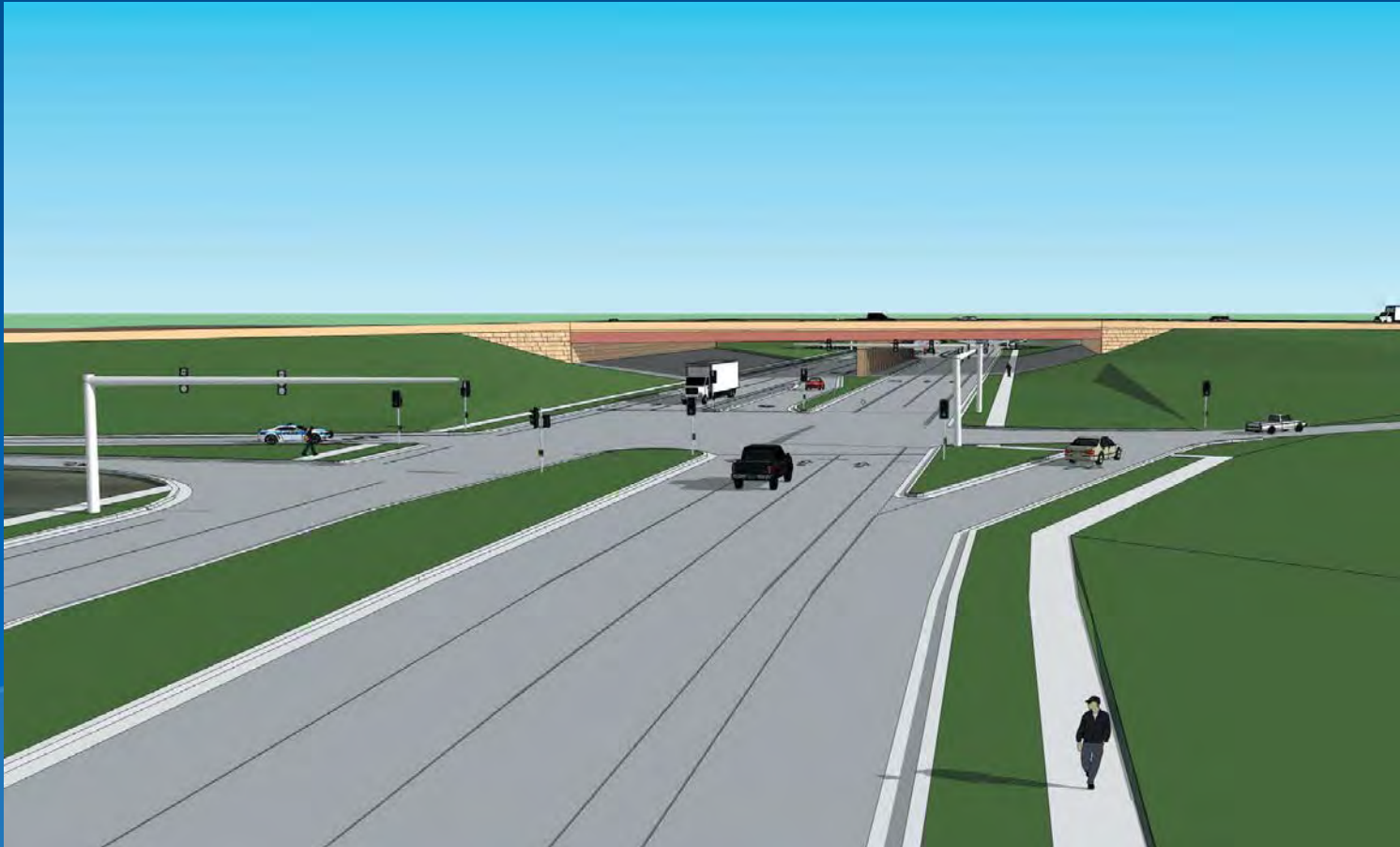
**WIS 11 /
East
Racine
Street
Diamond
with
Round-
abouts**

Interchange Configurations



**WIS 59
Diamond
with
Round-
abouts**

Interchange Configurations



**US 14
Diamond
with
Signal**

Interchange Configurations

WIS 26 Diamond with Signals



Interchange Configurations



WIS 26
Diverging
Diamond
(DDI)
with
Signals

Diverging Diamond Interchange



Noise Barrier Determination

For a Noise Barrier to be constructed it must be determined that construction of the noise barrier is:

- Feasible
- Reasonable
- receive a positive vote by a majority of those eligible voters returning ballots.

Noise Barrier Determination

Feasible

- A minimum of 1 impacted receptor shall achieve a 5 decibel noise reduction

Noise Barrier Determination

Reasonable

- A minimum of an 8 decibel reduction to be considered a benefited receptor.
- A minimum of a 9 decibel reduction for at least 1 benefited receptor within a noise barrier segment.
- An individual noise barrier cost may not exceed \$30,000 per benefited receptor unless located in a common noise environment.
- An individual noise barrier may not be included in cost averaging for a common noise environment if the barrier cost exceeds \$60,000 per benefited receptor.

Common Noise Environment

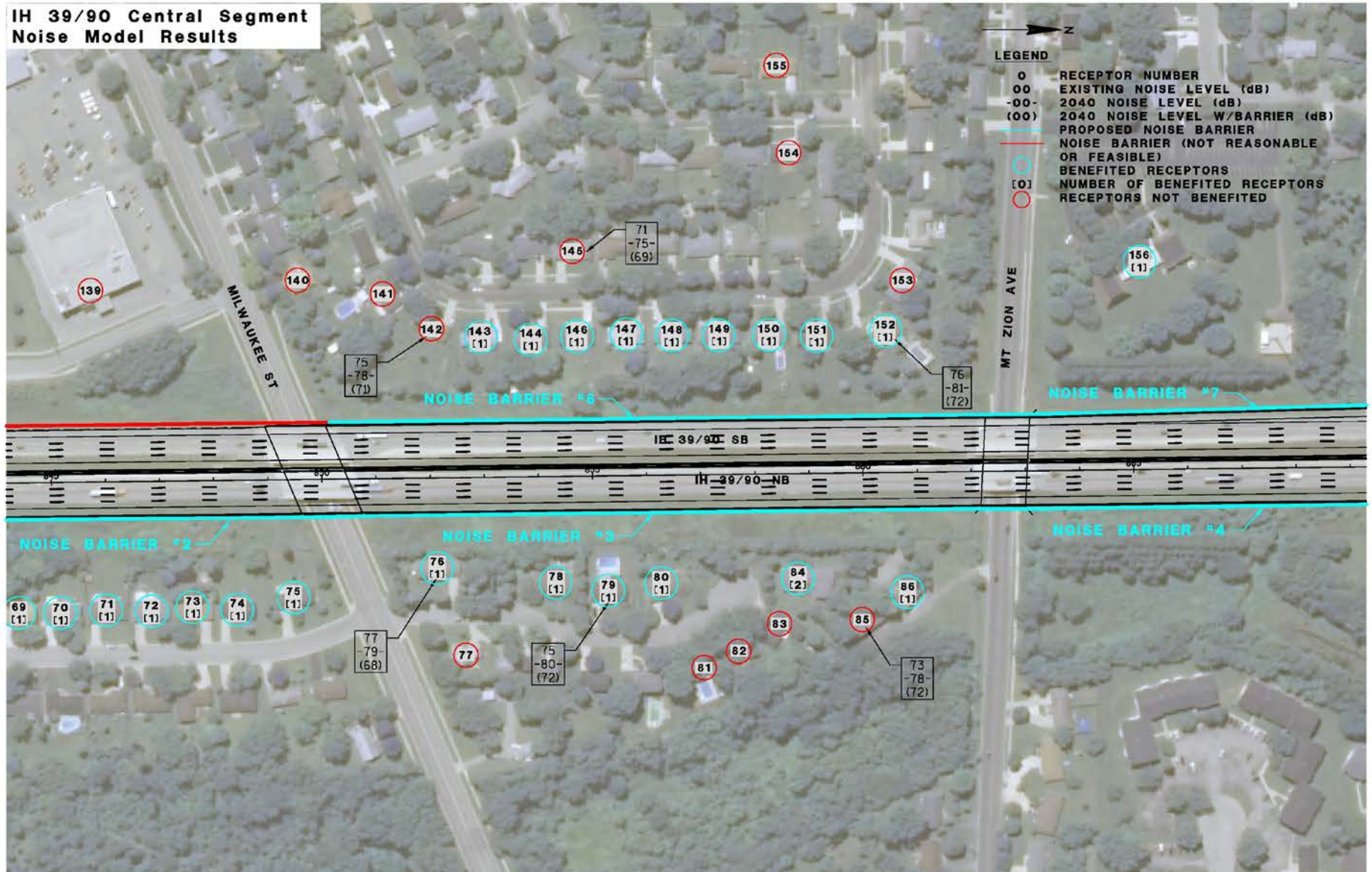


WIS 11 (E. Racine St.) to WIS 59

- Feasible
- Feasible & Reasonable

Noise Barrier Segments

IH 39/90 Central Segment
Noise Model Results

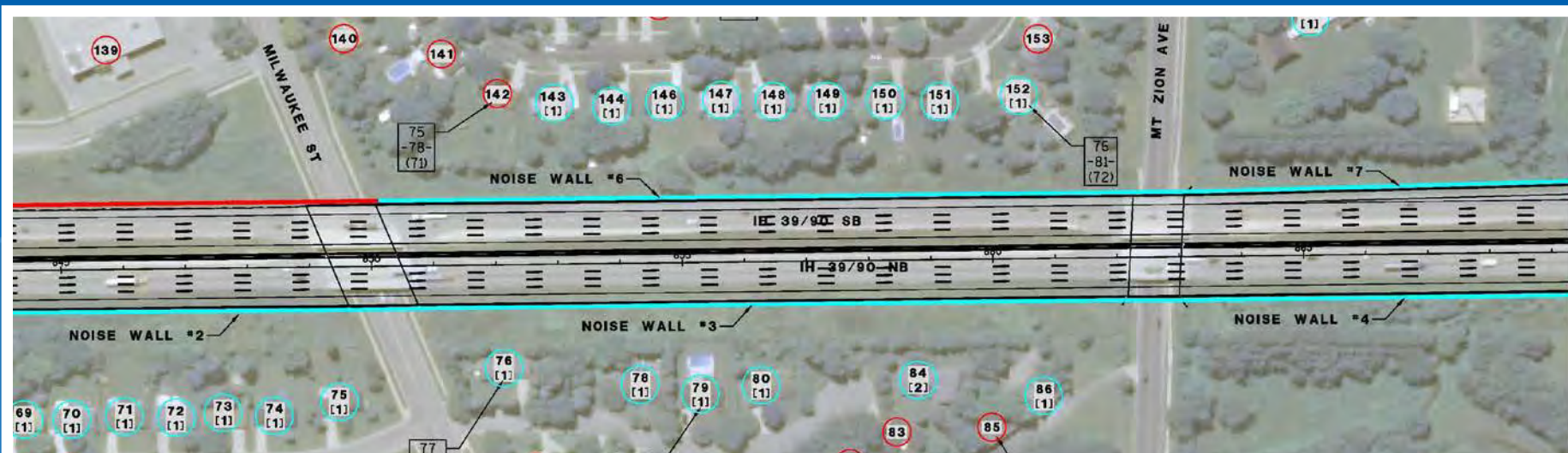


Noise Barrier Voting Process

- Only benefited receptors are eligible to vote
- Owner occupied residence
 - Owner gets 1 vote
- Non-owner occupied residence
 - Owner gets 1 vote for each benefited receptor
 - Resident gets 1 vote
- Voting packet sent registered mail mid August
 - Ballot
 - Self addressed stamped envelope
 - Cover letter
 - Noise Barrier Meeting invitation
 - Noise Barrier exhibits

Noise Barrier Voting Process

- Noise Barrier Meeting - **August 27, 2013**, 5 p.m. to 7 p.m. at the Marshall Middle School
 - Eligible voters and properties within 500 feet of the proposed noise barrier
- Ballots due back: **September 27, 2013**
- Ballots Talled
 - Majority of votes per noise barrier segment determines barrier outcome



- I-39/90 Mainline
- WIS 11 and WIS 59 Interchanges
- US 14 Interchange Preferred Alternative
- WIS 26 Interchange Alternatives
- Noise Barrier
- Alternate Route Improvements
- Diverging Diamond Interchange (DDI)
- Manogue Road Plat

Project Website
www.i39-90.wi.gov

Project Facebook
www.facebook.com/WisconsinI3990Project

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Questions?