

# I-39/90 and US 12/18 Beltline Interchange Reconstruction



**Public Involvement Meeting**

**April 17, 2014**

**5:30 – 7:30 pm**

**McFarland High School**



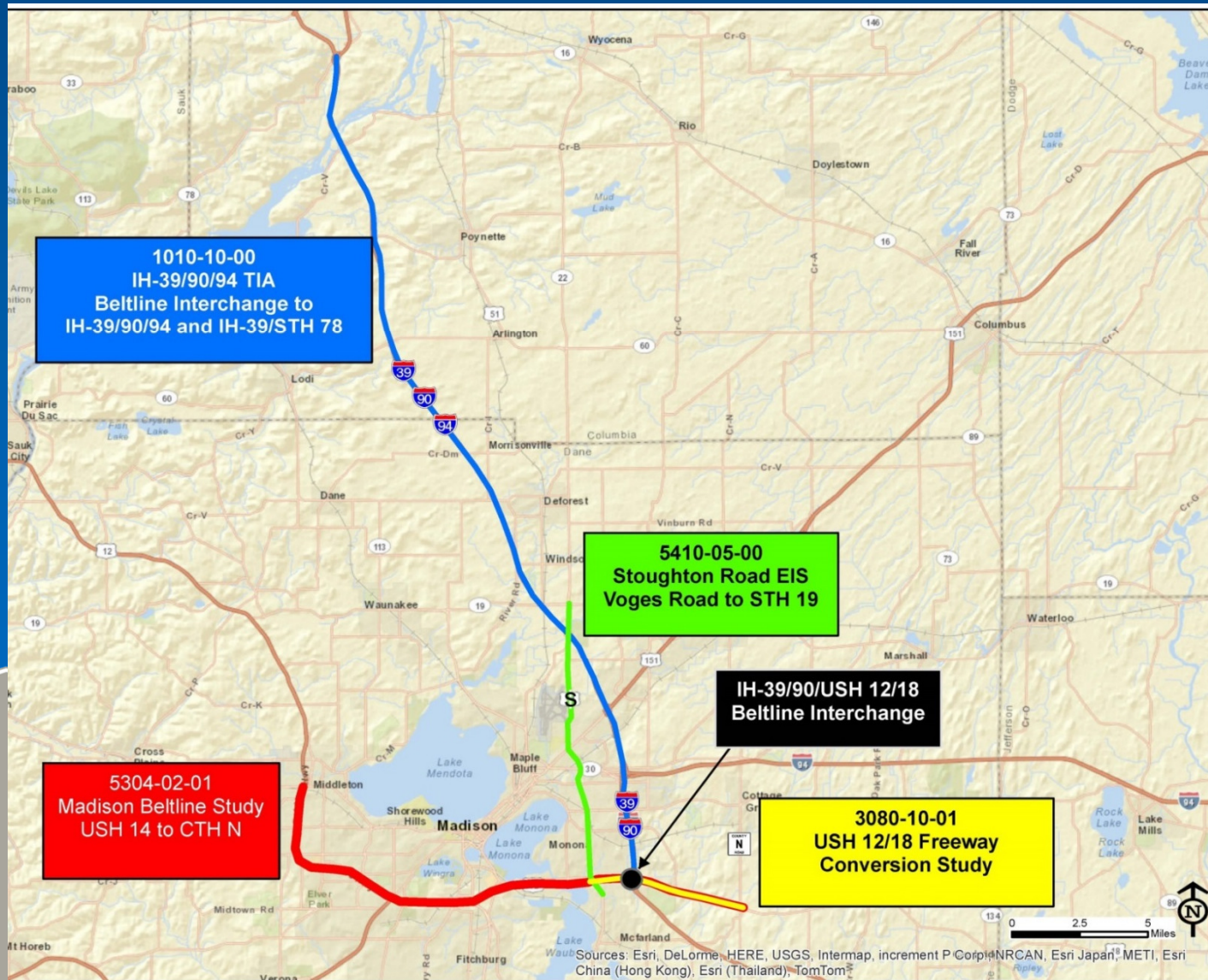
U.S. Department of Transportation  
Federal Highway Administration

# Introductions

- WisDOT Project Manager – Craig Pringle
- Consultant Project Manager – Jeff Hanson
- Deputy Project Manager – Lisa Dreifuerst
- Public Involvement/Environmental Leader –  
Darren Fortney





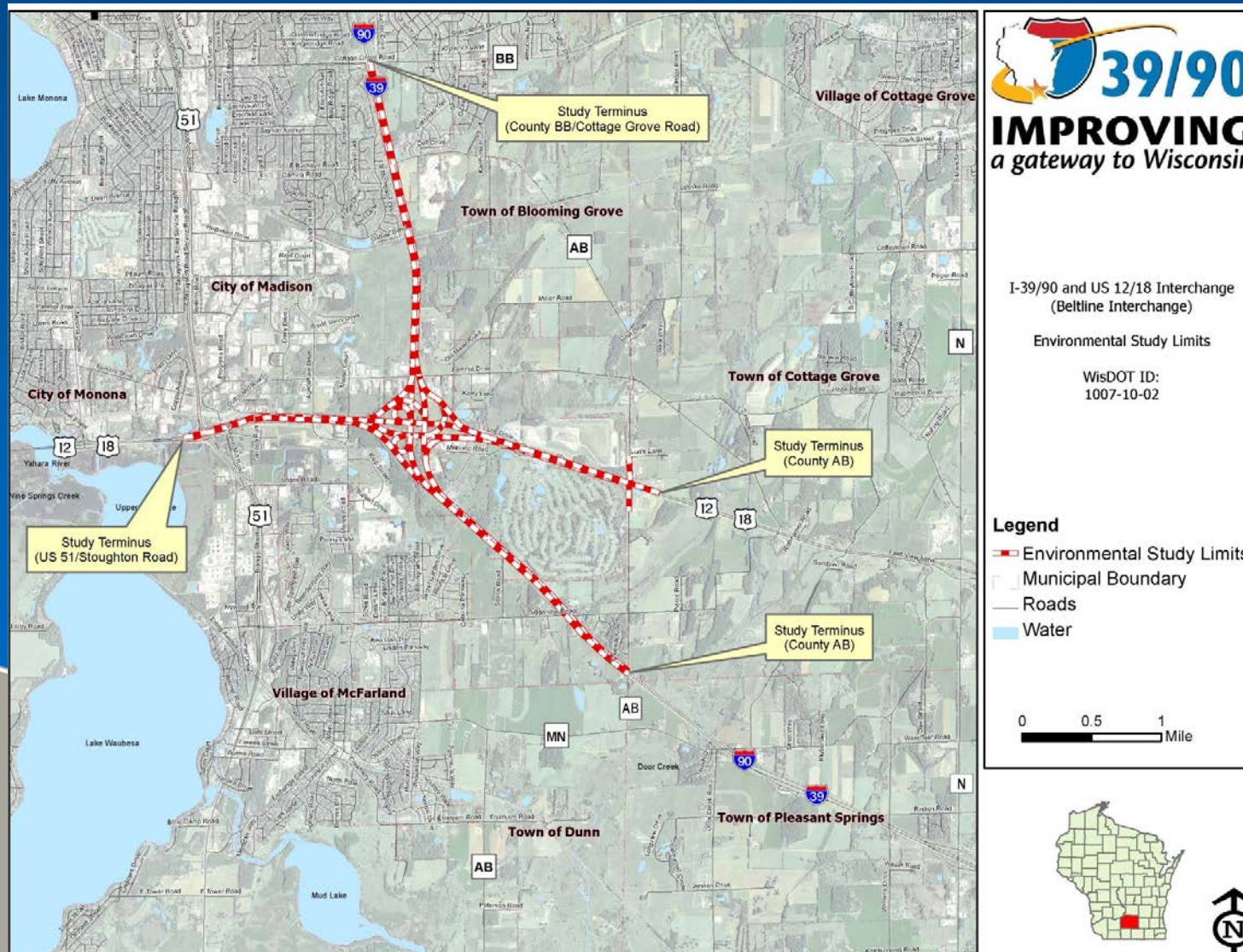


- **US 51/  
Stoughton  
Road**
- **Madison  
Beltline  
Study  
(West)**
- **US 12/18  
Freeway  
Conversion  
(East)**
- **I-39/90  
(North)**





# Project Location



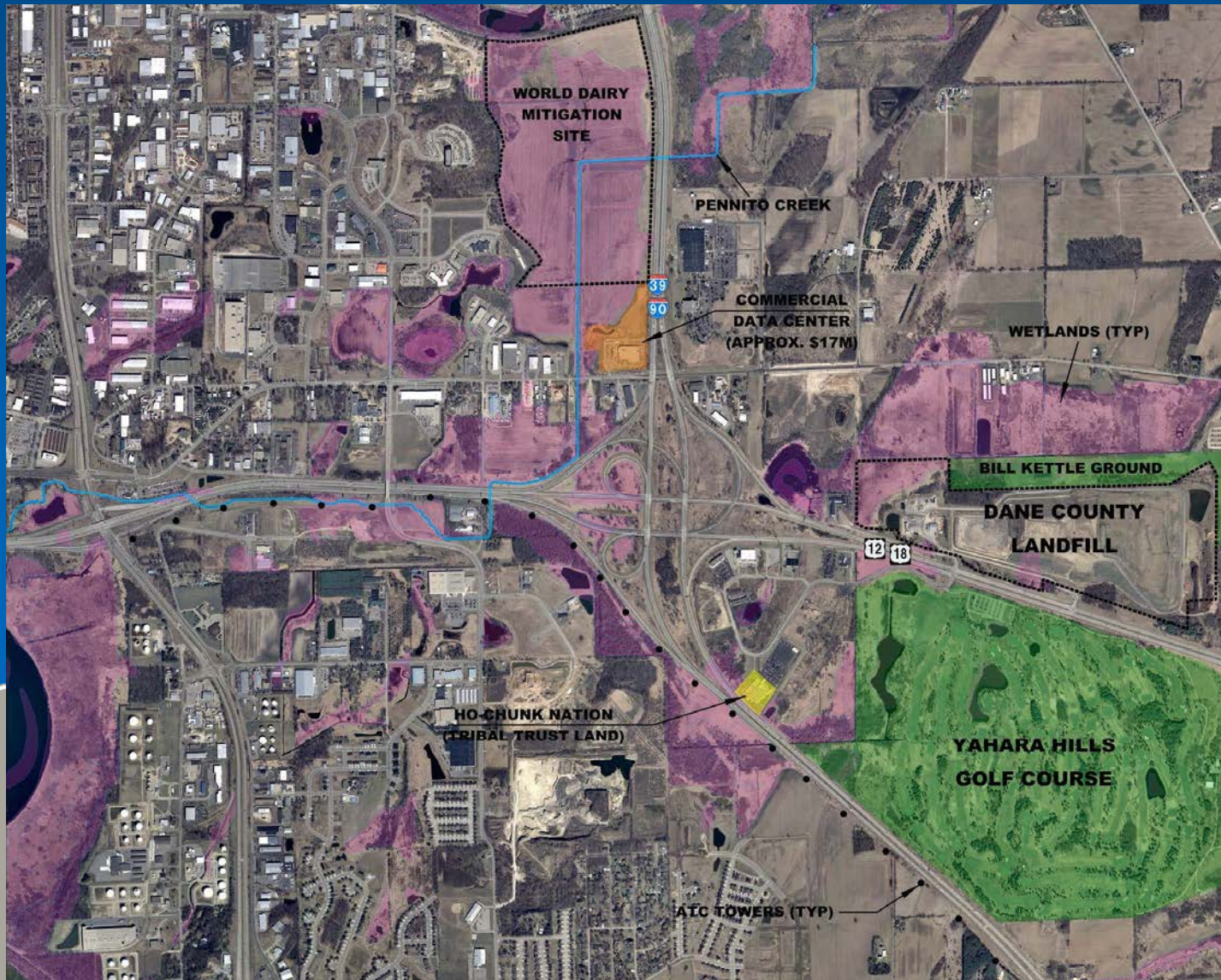
## System Linkage/Route Importance

- I-39/90 is a route of national, state, regional, and local importance
- Important to state's economy
- US 12/18 is an important link to the Beltline and city of Madison





# Environmental Issues



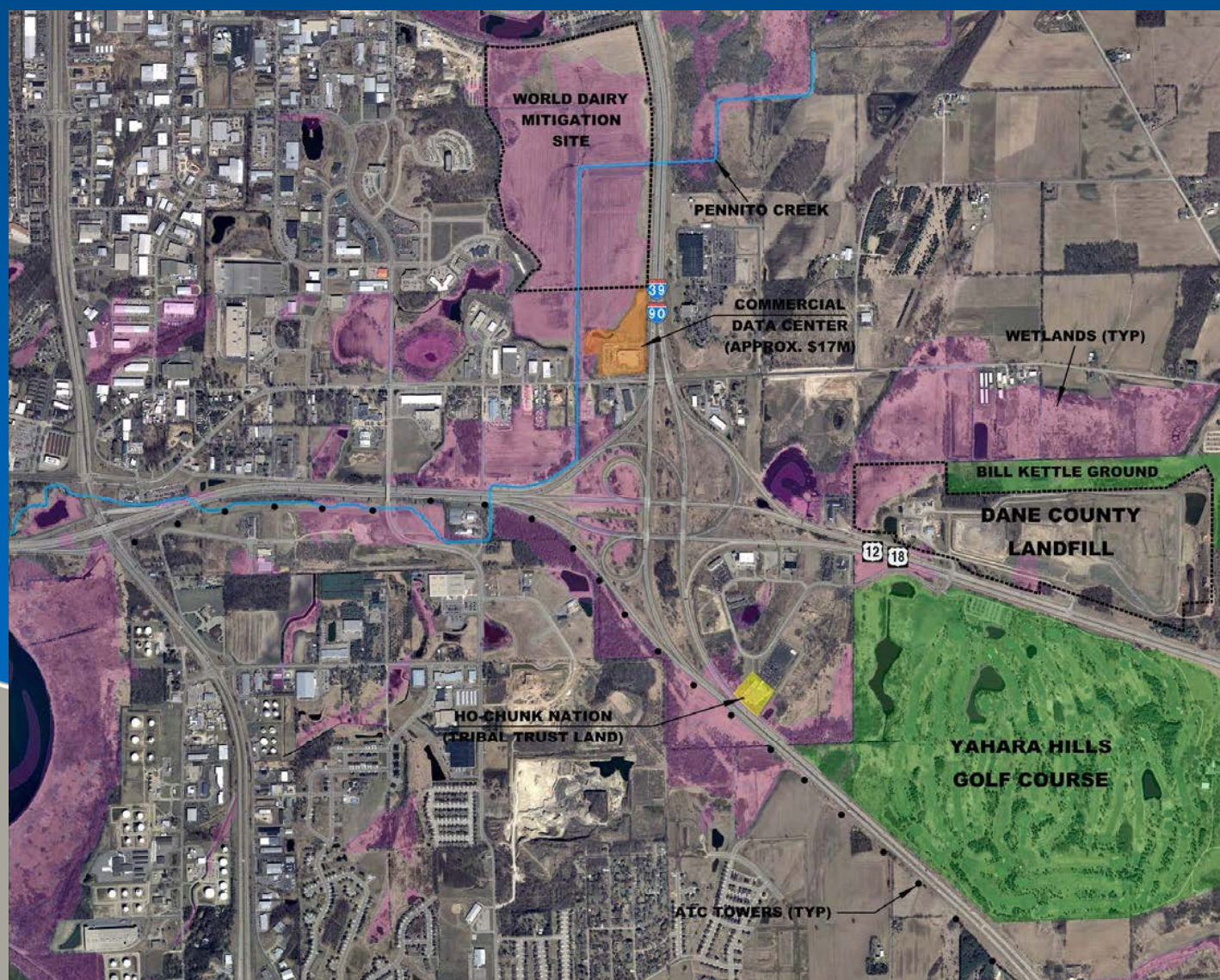
## Natural Resources

- Pennito Creek
- Ag Ditch #4
- Door Creek
- 2 unnamed streams
- Wetlands





# Environmental Issues



## Cultural Resources

- Ho-Chunk Nation

## Recreational Resources

- 4(f) parkland
- Yahara Hills Golf Course
- Bill Kettle Park



- Noise
  - Noise analysis conducted for original EA/FONSI (2010)
  - Evaluated in accordance with Federal Highway standards and Wis. state statutes
  - Sensitive receptors identified
    - Houses, schools, offices
  - Receptors included in traffic noise model used to predict future sound levels





- Noise
  - 2010 EA/FONSI noise model indicated that additional noise barriers are not warranted in Dane County
  - Building/housing density not enough to qualify for noise
  - New noise analysis being conducted
  - Additional information available

- Environmental Assessment (EA)
  - Discusses proposed improvements and alternatives
  - Documents social and environmental impacts
    - Right of way, farmland, wetlands, streams, relocations, etc.
  - Tentative schedule
    - Draft EA for review summer/fall 2014
    - Public hearing fall/winter 2014





# Activities to Date

- Coordination with local municipalities and agencies
- Right of way, arch/historic, hazardous materials surveys and investigations
- Agency coordination for wetland delineation, water crossings, drainage, etc.
- Public involvement



# Public Involvement

## Beltline Interchange

Local Officials Meeting	February 2, 2012
Local Officials Meeting	July 9, 2013
Public Informational Meeting	April 17, 2014
Additional meetings as needed	Fall 2014, Spring/Summer 2015
Public Hearing to comment on EA	Fall 2014

## I-39/90 North Segment (Mainline and BIC)

Local Officials/Public Information Meeting	April 24, 2012
Local Officials/Public Information Meeting	September 24, 2012
Local Officials/Public Information Meeting	July 23, 2013
Public Open House	January 29, 2014

## US 12/18 Freeway Conversion Study (County AB Interchange)

Local Officials/Public Information Meeting	July 31, 2012
Local Officials/Public Information Meeting	April 24, 2013
Local Officials/Public Information Meeting	November 19, 2013



# Design Objectives

## Design Objectives:

1. Improve overall safety
2. Address roadway deficiencies
3. Accommodate future traffic



## High Crash Rates on I-39/90

- I-39/90 NB to US 12/18 WB
  - Left hand exit
  - 3<sup>rd</sup> highest traffic volume ramp
- I-39/90 southbound to US 12/18 westbound
  - Either/or lane configuration (lane drop)
  - 2<sup>nd</sup> highest traffic volume ramp





## High Crash Rates on US 12/18

- US 12/18 at-grade intersection with Millpond Road
- US 12/18 between I-39/90 and County AB





# Interchange Deficiencies



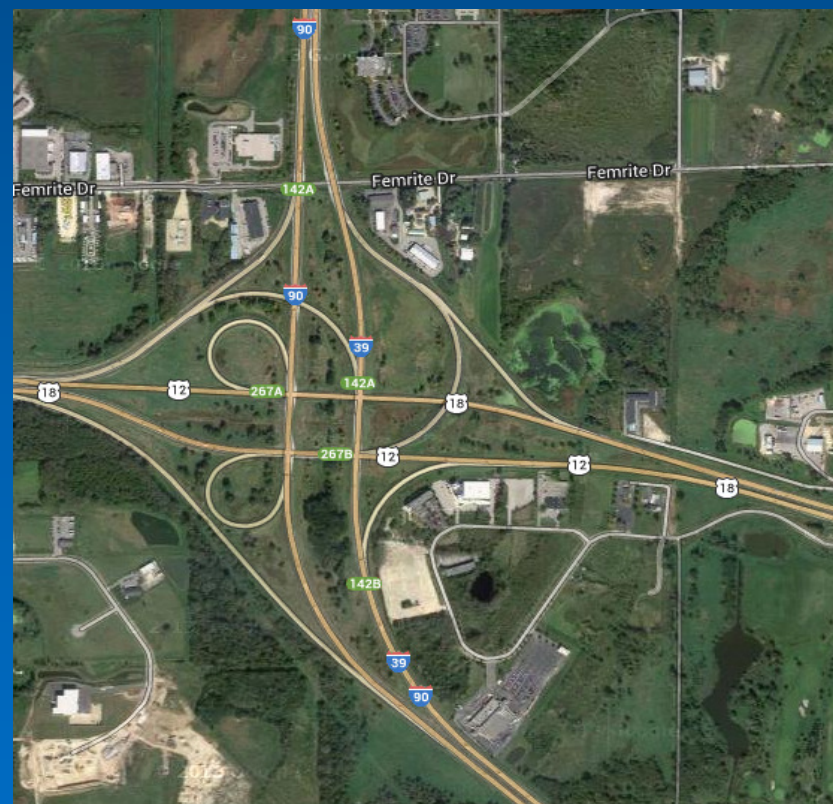
## Interchange Deficiencies

- Left lane exits
- Insufficient acceleration/deceleration lengths
- Insufficient weave distances
- Lane continuity problems



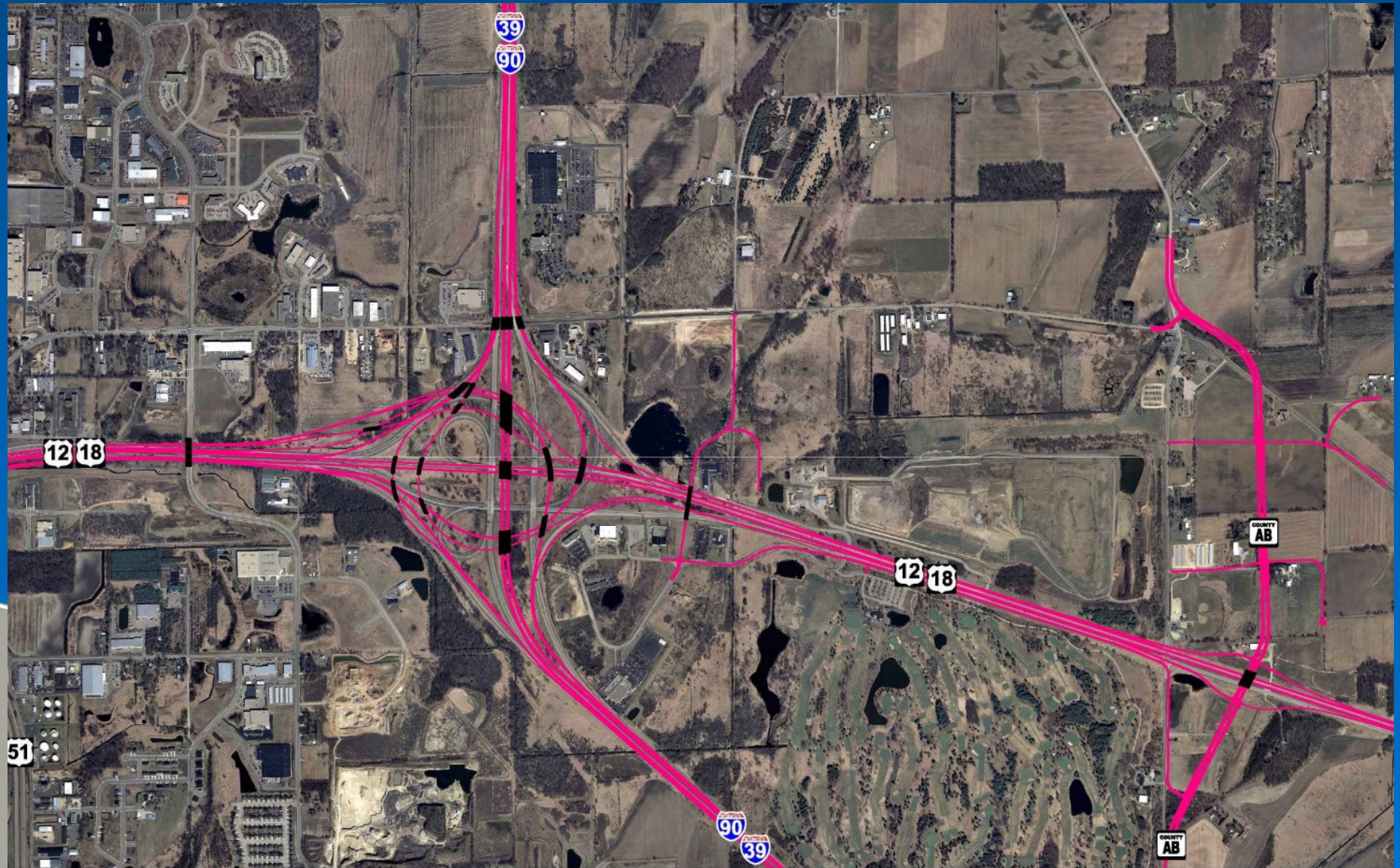


- I-39/90 just south of Beltline Interchange
  - 49,100 vehicles per day (currently)
  - 70,300 vehicles per day (design year 2040)
- I-39/90 north of the Beltline Interchange
  - 76,000 vehicles per day (currently)
  - 122,600 vehicles per day (design year 2040)
- Interchange ramp volumes are also expected to increase





# Recommended Alternative





# Collector-Distributor

WISCONSIN DEPARTMENT OF TRANSPORTATION

PROJECT I.D. 1007-10-01  
I-39/90  
(I-39/90 & US 12/18 INTERCHANGE)  
DANE COUNTY  
OCTOBER 23, 2013

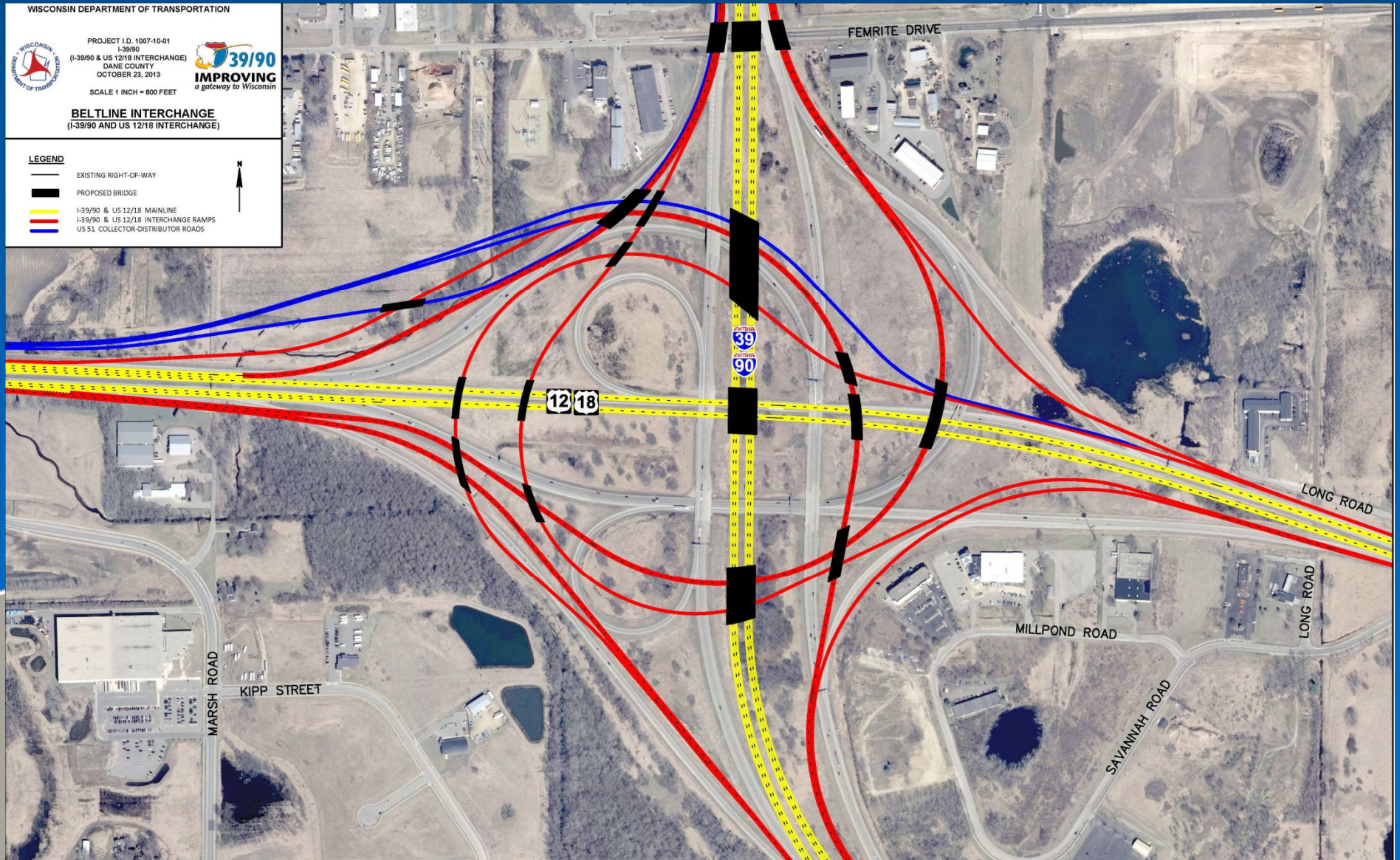
SCALE 1 INCH = 800 FEET

**BELTLINE INTERCHANGE**  
(I-39/90 AND US 12/18 INTERCHANGE)

**LEGEND**

- EXISTING RIGHT-OF-WAY
- PROPOSED BRIDGE
- I-39/90 & US 12/18 MAINLINE
- I-39/90 & US 12/18 INTERCHANGE RAMPS
- US 51 COLLECTOR-DISTRIBUTOR ROADS

N









# Preliminary Estimates

Factor/Resource	Recommended Build Alternative (Turbine)
Total New Right of Way Area (Acres)	127
Wetlands Impacted (Acres Filled)	33.66
Farms Affected	12
Buildings Required	6
Floodplain Encroachment	Yes
Stream Crossings	7
Endangered Species Affected	No
Potential Historic Properties Impacted	1
Section 4(f) Impacts	Yes



# Interim Improvement

- Interim improvement should funding be delayed for the full interchange reconstruction
- Adds new 3<sup>rd</sup> lane to the existing 2 lanes
- Only minor ramp modifications to accommodate the addition of a 3<sup>rd</sup> lane
- Eliminates short 2-lane bottleneck along I-39/90





# Anticipated Schedule

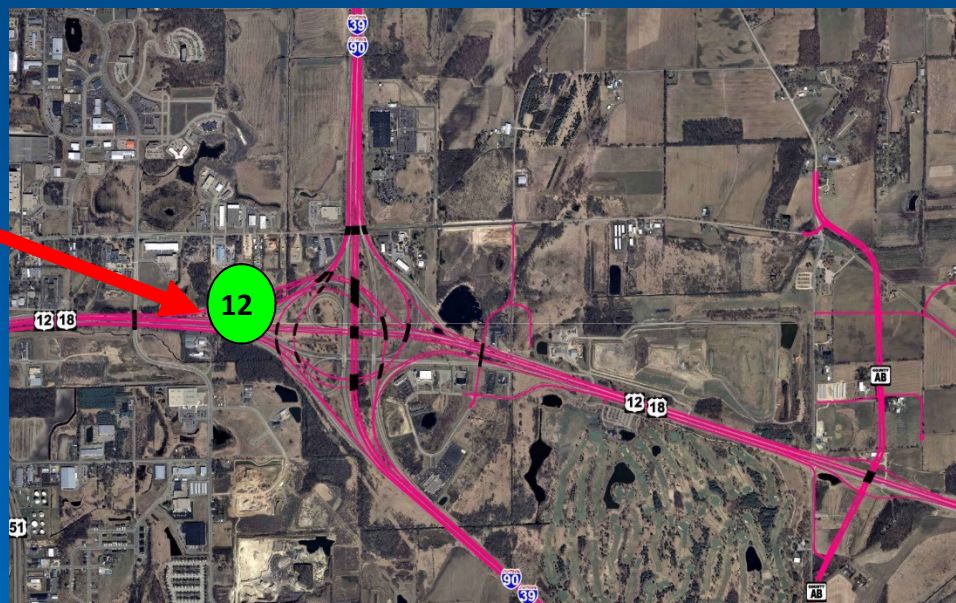
- Draft environmental document – Summer 2014
- Potential interim improvements – 2018  
(adding 3<sup>rd</sup> lane through Beltline Interchange)
- Full reconstruction – 2020 or later (dependent on funding)



# Input Exercise

**STEP 1** - Place  
number on the map.

**STEP 2** - Write number  
and comment on form.



13

14

Place a numbered sticker on the map near the location for which you would like to comment. Write the sticker number in the box below and comment in the adjacent spaces:

12



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# Questions?

Project website  
[www.i39-90.wi.gov](http://www.i39-90.wi.gov)

Project Facebook  
[www.facebook.com/WisconsinI3990Project](http://www.facebook.com/WisconsinI3990Project)

