

I-39/90 Project



North Segment

July 23, 2013

LOM: 3:45 – 4:45 p.m.

PIM: 5:30 – 7:30 p.m.

Edgerton High School

Introductions

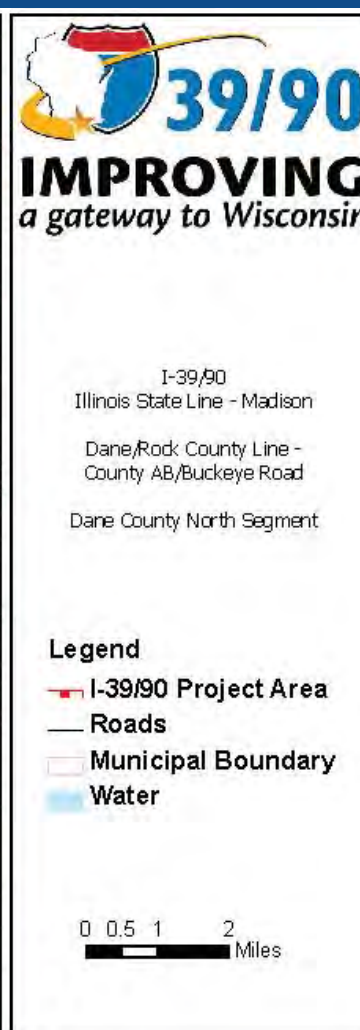
- WisDOT Project Manager – Craig Pringle
- Consultant Project Manager – Jeff Hanson
- Deputy Project Manager – Mike McCarthy
- Deputy Project Manager – Lisa Dreifuerst
- Public Involvement Leader – Darren Fortney

I-39/90 Project Segments



- North Segment
 - Dane/Rock County Line to County AB (Buckeye Road)
- Central Segment
 - County O to Dane/Rock County Line
- South Segment
 - WI/IL Stateline to County O

North Segment



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



- Re-Evaluation of original EA for 3rd lane expansion
 - Design changes for safety and operations
 - Design speed changed to 75 mph (*EA – 65mph*)
POSTED SPEED will be 65 mph
 - Minimum clear zone width changed to 44 feet (*EA – 34 feet*)
 - 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

Original Purpose and Need

- Meet current design standards
- Improve overall safety
- Accommodate future traffic with an acceptable level of service (LOS)



Proposed Improvements

- Reconstruction of existing freeway lanes
- Addition of a third lane in each direction to create 6-lane facility
- Reconstruction of interchanges
- Reconstruction of over/underpasses



Activities To Date

- Right of way, arch/historic, hazardous materials surveys and investigations
- Bike/pedestrian planning and coordination with local municipalities
- Agency coordination for wetland delineation, water crossings, drainage, etc.
- Refined and detailed engineering
- Public outreach



Public Meetings To Date

Meeting	Date
Beltline Interchange Stakeholders Meeting	February 7, 2012
Ho-Chunk Nation	March 5, 2012 & April 16, 2012
Local Officials & Public Information Meeting #1	April 24, 2012
WIS 73 Interchange Stakeholders Meeting	August 28, 2012
County N Interchange Stakeholders Meeting	September 11, 2012
Local Officials & Public Information Meeting #2	September 24, 2013
Siggelkow Road Local Officials Meeting	March 8, 2013
County N Local Officials Meeting	March 13, 2013
Beltline Interchange Local Officials Meeting	July 9, 2013

Public/Agency Input

- PIM # 1 – over 50 ‘dots’/comments
- PIM # 2 – over 60 ‘dots’/comments
- Design team reviewed all public/agency input:
 - County AB interchange request
 - Noise barriers
 - Drainage issues
 - Property access (business, agricultural)
- WDNR – Wetland avoidance/minimization

Noise Barriers

- Noise analysis conducted during EA process
- 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 Barriers

- Noise model indicated that a noise barrier is not warranted in Dane County
- Building/housing density not enough to justify a noise barrier
- Model indicated barriers may be warranted for portion of Janesville/Beloit area where population is more dense

Right-of-Way Acquisition

- Some right-of-way acquisition required to accommodate addition of a third lane in each direction
- Design teams have refined right-of-way needs
- Reflected on display maps



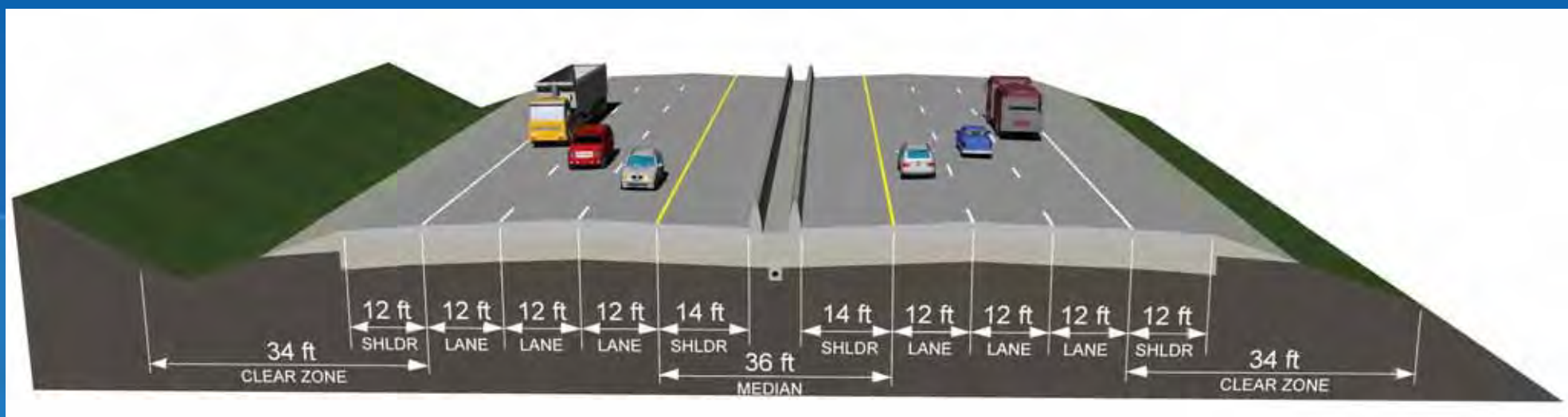
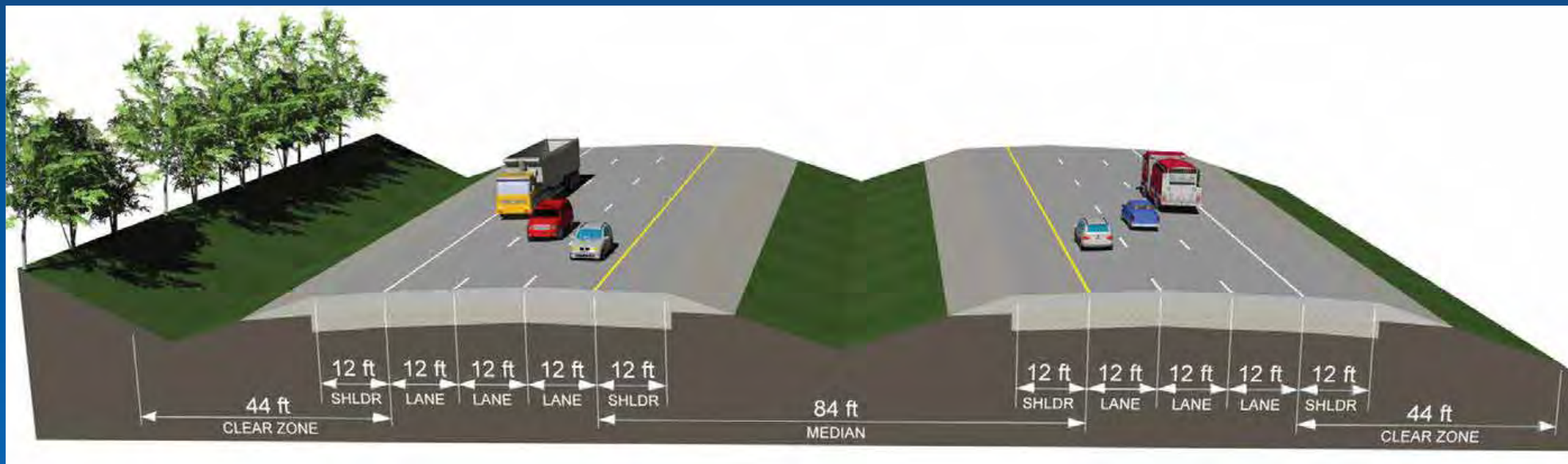
New Since Last PIM/LOM

- Design refinements on mainline
 - Minor right of way changes/refinements
- County N Interchange alternative selected
- Beltline Interchange concepts developed and analyzed

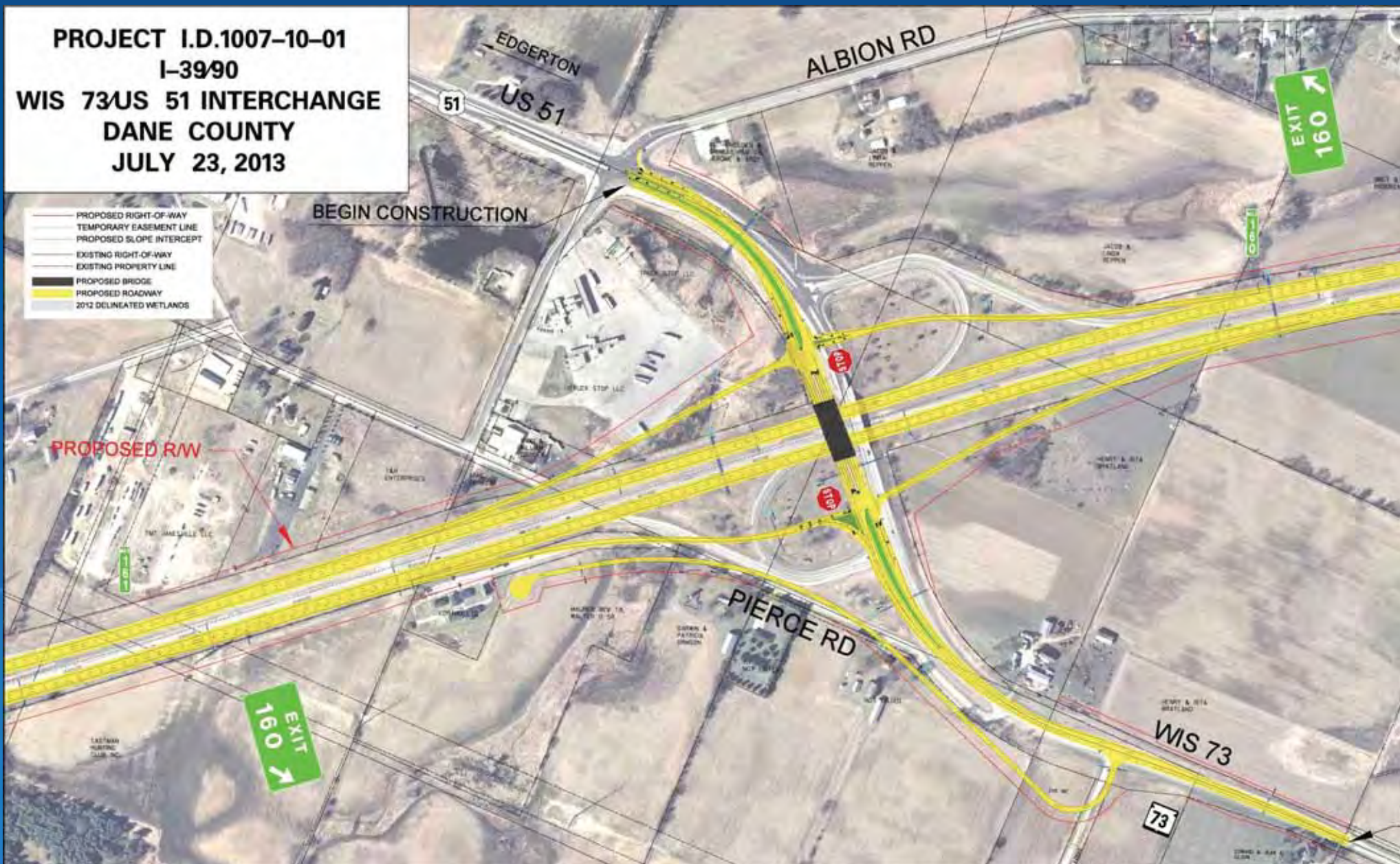
Mainline



Median Width



US 51/WIS 73 Interchange



US 51 Interchange

PROJECT I.D.1007-10-01

I-39/90

US 51 NORTH INTERCHANGE
DANE COUNTY

JULY 23, 2013

SCALE: 1 INCH = 100 FEET

- PROPOSED RIGHT-OF-WAY
- TEMPORARY EASEMENT LINE
- PROPOSED SLOPE INTERCEPT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED BRIDGE
- PROPOSED ROADWAY
- 2012 DELINEATED WETLANDS



County N Interchange

- Analyzed and reviewed alternatives
 - Signalized
 - Diverging diamond
 - Roundabout
- Met with local officials and area businesses



County N Interchange

- Preferred Alternative: Roundabout
 - Overall safety, efficiency, improved traffic flow and reduced delay
 - Includes bike/pedestrian accommodations



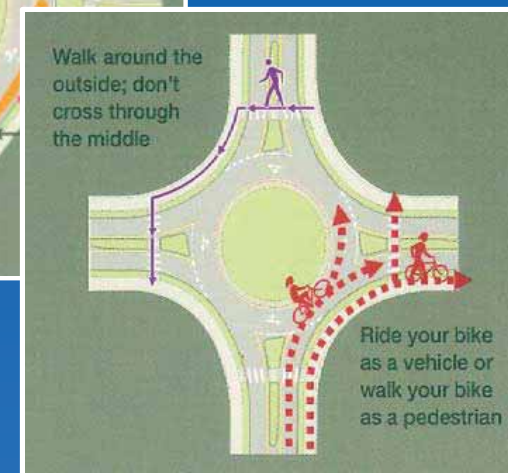
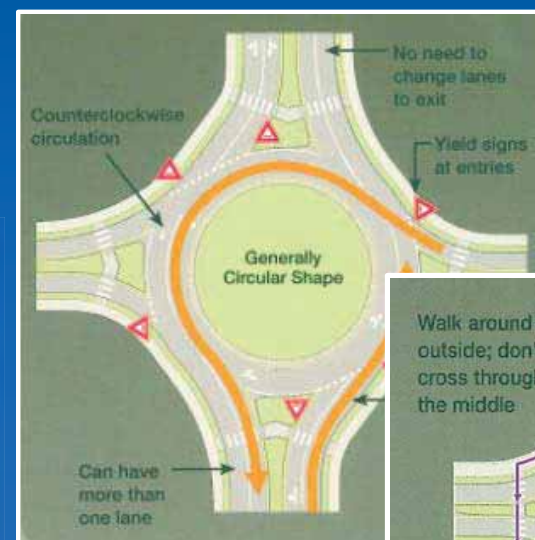
County N Interchange

- Access control guidelines at interchanges
 - No access points within 1,320 ft. from interchange ramps
 - Provides operational efficiency and safety
- Requires acquisition of business in NE quadrant
- Results in access changes to businesses



County N Interchange

- Roundabout Resources
 - Information table with resources and brochures



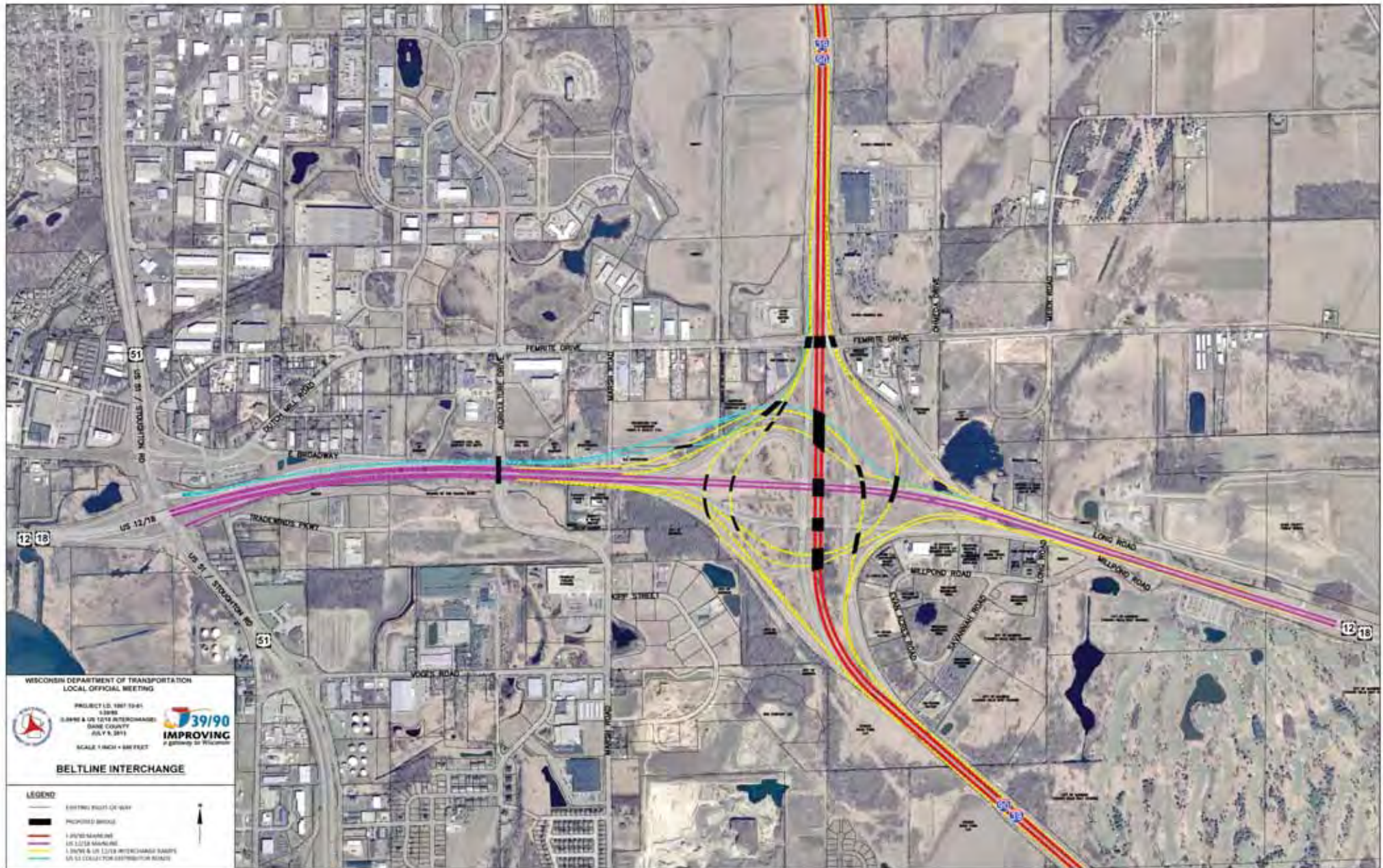
Beltline Interchange

- Separate Environmental Assessment (EA) will be conducted for Beltline Interchange to cover:
 - Revised limits
 - Noise evaluation (this section only)
 - Hazardous materials review
 - Wetland delineation
- Additional stakeholders added to outreach database
- EA approval anticipated in May 2014

Beltline Interchange

- Further analyzed and reviewed concepts
- Developed additional concept
- Turbine concept addresses:
 - Projected traffic growth
 - Safety and efficiency

Beltline Interchange



Construction

- Likely to occur in segments over several years
- Could begin as early as 2015; completed by 2021
- Dependent on funding and construction staging
- I-39/90 will remain open during construction
- Two lanes in each direction during construction
- Lane restrictions may be needed during off-peak travel hours



Schedule

- Mainline:
 - 30% design plans – Completed Fall 2012
 - 60% design plans and Design Study Report (DSR) - Summer 2013
 - Environmental Assessment update/Design Refinement Report – Summer/Fall 2013
 - Local Official, Public Information, and Stakeholder meetings as needed

Schedule

- Beltline Interchange:

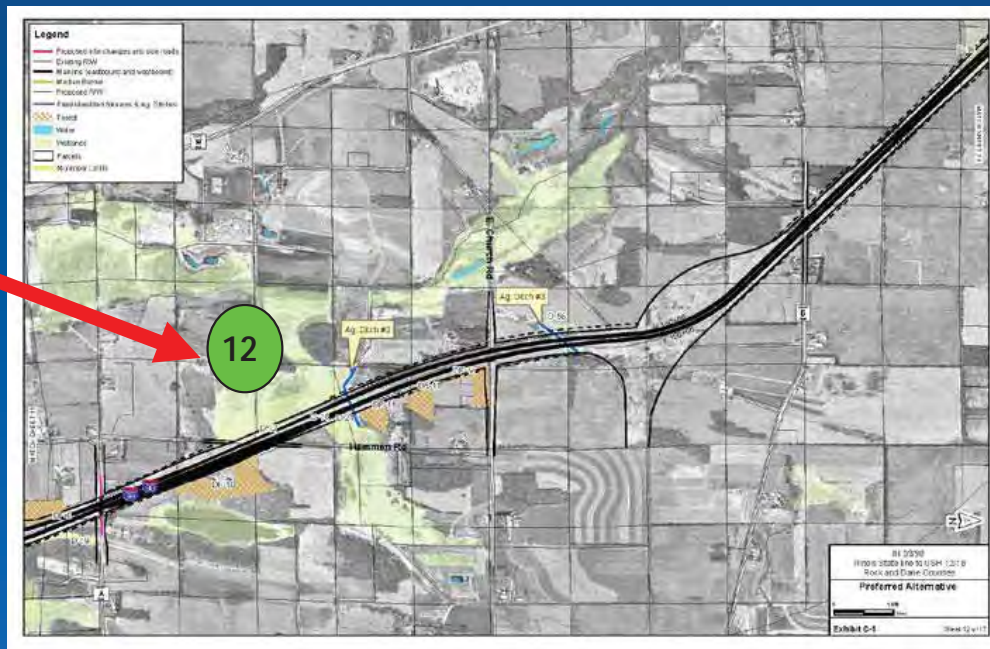
- Separate from mainline
- Separate Environmental Assessment (EA) – May 2014
- May include additional Local Official/Public Information Meetings
- Property owners and stakeholders in this area will receive meeting notifications



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

Contacts

Craig Pringle

WisDOT Project Manager

608-242-8058

craig.pringle@dot.wi.gov

Jeff Hanson

Dane Partners Project Manager

608-827-8810

jhanson@emcsinc.com

Darren Fortney

Public Involvement Leader

Dane Partners

608-620-6191

dfortney@sehinc.com

Mike McCarthy

Deputy Project Manager

Dane Partners

608-827-8810

mmccarthy@emcsinc.com

Lisa Dreifuerst

Deputy Project Manager

Dane Partners

608-243-6478

ldreifuerst@otie.com

NEW! Project Website
www.i39-90.wi.gov

Project Facebook
www.facebook.com/WisconsinI3990Project



WISCONSIN DEPARTMENT OF TRANSPORTATION
39/90 IMPROVING a gateway to Wisconsin
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I-39/90 Expansion Project **Overview** **Map** **Travel Times** **News** **Resources** **Sign Up for Updates**

Overview
About
Purpose
Schedule
Project team

Construction projects
WIS 11 (Racine St.) interchange
ITS: traffic cameras and message boards
Temporary widening

Project segments
North segment
Central segment
South segment

The Wisconsin Department of Transportation (WisDOT) is overseeing a major reconstruction and expansion project in south-central Wisconsin. The I-39/90 Project extends approximately 45 miles along Interstate 39/90 from the Illinois state line to the US 12/18 Interchange near Madison.

Built in the early 1960s, all of the 11 interchanges along the corridor have outdated design features that contribute to safety concerns.

By the year 2030, with no corrective action, all sections of I-39/90 are expected to operate at unacceptable levels of service, meaning unstable traffic flow and stop-and-go conditions.

In order to address those safety and congestion concerns, WisDOT will:

- Reconstruct and expand I-39/90 from four to six lanes and reconfigure 11 interchanges.
- Expand the Interstate to eight lanes (four lanes in each direction), from WIS 11 (Avalon Rd.) north to the WIS 26 interchange, to accommodate projected traffic increases.

Construction on I-39/90 is scheduled to begin in 2015 and be completed in 2021. Some projects will start in July 2013; more information can be found under "Construction projects" to the left.

Stay informed and involved using this site and visiting our Facebook page.

Thank you for your patience as we "improve a gateway to Wisconsin."

Key
Project location Project limit

173 people like this. Be the first of your friends.

Map Sat Ter Earth

Madison
Ft. Dodge
Orford
Edgemoor
Janesville
Brookfield
Monroe
Jefferson
Tipton
Albion
Whitesboro
Delaware
Fond du Lac
Dodge
Sage River Forest Preserve

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Questions?

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