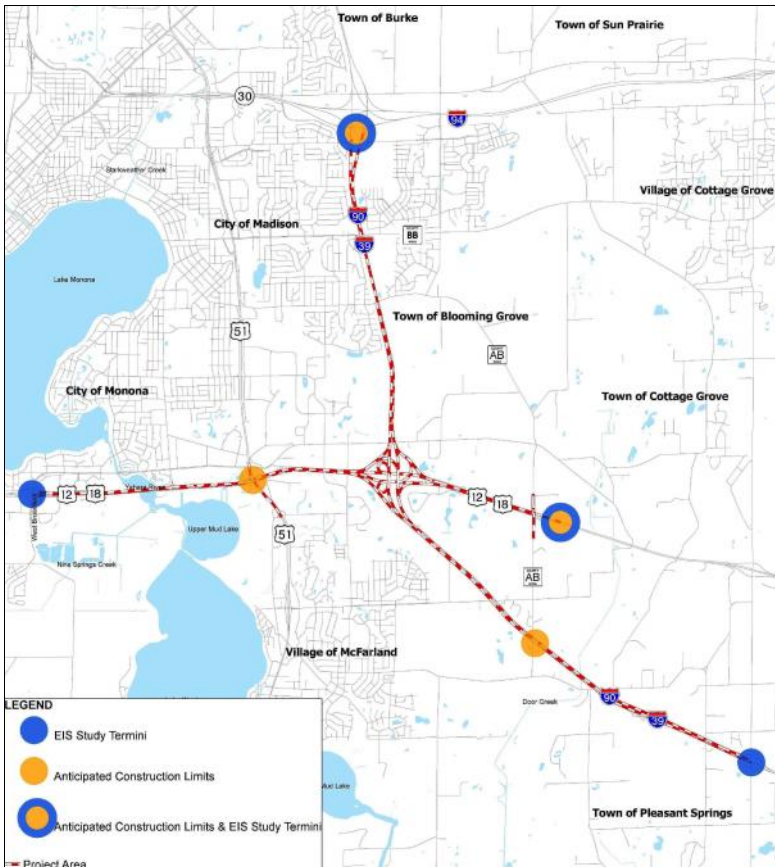


I-39/90 & US 12/18 Interchange (Beltline Interchange) Fact Sheet



Project Purpose and Need

- The purpose of the project is to improve the overall safety of the interchange by:
 - Eliminating substandard geometrics that have contributed to a higher than average number of crashes
 - Provide additional capacity to accommodate increased traffic volumes in the future
 - Improving traffic operations
 - Enhance connectivity with the evolving regional transportation network in the area
- The alternatives being developed will meet acceptable engineering standards, avoid or minimize harm to natural and cultural resources, and be compatible with adjacent development and land use to the extent practicable.

Project Limits and Length

- 6.6 miles on I-39/90; 4.1 miles on US 12/18
- North: I-39/90 and I-94/WIS 30 Interchange
- South: County AB
- East: County AB
- West: US 51 (Stoughton Road)

Project Scope

- The existing I-39/90 and US 12/18 (Beltline) Interchange will be completely reconstructed and reconfigured.
- A third lane will be added along I-39/90 in each direction through the core of the interchange to create a 6-lane interstate.
- A fourth lane will be added along I-39/90 in each direction north of the interchange between US 12/18 and the I-39/90 and I-94/WIS 30 interchange (the Badger Interchange) to create an 8-lane interstate.
- A collector-distributor system will be incorporated into the interchange that will collect and separate all traffic going to US 51 (Stoughton Road) thereby eliminating the weaving movements to and from the Beltline.

Project Background and Environmental Documentation

- The Beltline Interchange is part of the expansion and reconstruction of I-39/90 from the Illinois state line to US 12/18 on Madison's eastside in Dane County. The 45 miles of existing 4-lane divided interstate highway will be expanded to 6 lanes, except through the Janesville area where it will be expanded to 8 lanes.
- The Beltline Interchange was included in the 2010 Final Environmental Assessment/Finding of No Significant Impact (FONSI) for the I-39/90 corridor project; however, due to the expanded study limits and unique characteristics of the area that include a large wetland complex, multiple waterways, cultural and historic resources, as well as park and recreation areas, an Environmental Impact Statement (EIS) will now be prepared for the interchange. The EIS will discuss the recommended interchange design and identify potential environmental, physical, economic, and social effects related to its reconstruction.



Email us at
I39-90Project@dot.wi.gov



Visit us online at
www.i39-90.wi.gov



Find us on Facebook at
www.facebook.com/WisconsinI3990Project

Traffic Volumes and Safety

- Traffic volumes south of the Beltline Interchange are projected to increase from 56,300 to 77,800 vehicles per day by the year 2050; and north of the interchange from 86,100 to 127,100 vehicles per day.
- On US 12/18 east of the interchange, traffic volumes are projected to increase from 17,100 to 27,200 vehicles per day by the year 2050; and west of the interchange from 78,200 to 114,000 vehicles per day. Interchange ramp volumes are also expected to increase.
- The I-39/90 mainline and the section of US 12/18 from I-39/90 west to US 51 (Stoughton Road) are all below the statewide average crash rate. However, the section of US 12/18 from I-39/90 east to County AB has a crash rate substantially higher than the statewide average. This is primarily due to the at-grade intersection of US 12/18 and Millpond Road, where multiple fatalities have occurred in recent years.
- The left hand exit from I-39/90 northbound to US 12/18 westbound poses safety concerns since drivers slow down to exit while in the left lane, which generally has vehicles going at faster speeds than the right lane.
- Five of the eight interchange ramps have crash rates at or above the statewide average for interstates. Two of the ramps have a substantially higher crash rate than the state wide average (I-39/90 northbound to US 12/18 westbound and I-39/90 southbound to US 12/18 westbound).

US 12/18 and County AB

- Short-term, mid-term, and long-term improvements for US 12/18 and County AB between I-39/90 and Siggelkow Road/Femrite Drive will also be evaluated.

Anticipated Project Schedule (Beltline Interchange and I-39/90 Corridor)

- Spring 2016: Continue to develop and screen the full range of interchange alternatives and dismiss any alternatives that don't meet the project's purpose and need.
- Summer/Fall/Winter 2016: Begin detailed analysis of alternatives and hold a public involvement meeting to show the anticipated impacts associated with the project.
- Spring 2017: Prepare the Draft EIS and hold a public hearing to gather formal comment/testimony to ensure the project is consistent with the goals and objectives of federal, state, and local entities, Indian Tribes, and the public.
- Summer/Fall/Winter 2017: Complete the Final EIS and hold a public involvement meeting to show the preferred interchange alternative.
- 2017 – 2022: Ongoing construction on segments of I-39/90 south of the Beltline Interchange.
- 2020: Anticipated construction of the Meier Road bridge over US 12/18 east of the Beltline Interchange.
- 2022 or later – Reconstruction of the Beltline Interchange (dependent on funding).

Interesting Facts about I-39/90 and the Interstate System

- I-39/90 has national, state, regional, and local importance. The route is included in the National Highway System (NHS) and is part of the Interstate Highway and Defense System, also known as the Federal Highway Act of 1956.
- The NHS is a system of highways designated to ensure connectivity to national defense highways and other important regional highways. NHS routes serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS is expected to carry 40% of the nation's highway traffic, 75% of heavy truck traffic, and 80% of tourist traffic. NHS routes are also intended to provide a high level of safety, design, and operational standards.
- I-39/90 is a designated federal truck route. Approximately 35% of the I-39/90 total traffic volume consists of heavy trucks which is an increase from 30% truck traffic in 2007. It is also designated an oversize/overweight (OSOW) route and is an important connection to other, adjacent OSOW routes.
- I-90 is the longest east-to-west interstate highway in the United States. Starting in Seattle, Washington and ending at Logan International Airport in Boston, Massachusetts, this coast-to-coast route is 3,020 miles long.

Project Contacts

Craig Pringle
I-39/90 North Segment Project Manager
(608) 884-7132
craig.pringle@dot.wi.gov

Darren Fortney
Public Involvement Representative
(608) 620-6191
dfortney@sehinc.com