



I-39/90 AND I-43/WIS 81 INTERCHANGE IN БЕЛОIT - JUNE 2021

GREAT PROGRESS IN FINAL MONTHS OF I-39/90 PROJECT

Crews are making excellent progress since work resumed this spring on the four remaining interchanges located in Madison, Janesville and Beloit.

In Madison, concrete paving work continues as crews work to connect the new I-39/90 northbound bridges over US 12/18 (Beltline) eastbound and westbound, connect the bridge over the I-39/90 northbound ramp to westbound US 12/18, and connect the Interstate structure over Femrite Drive. A recent traffic shift along I-39/90 northbound, from Femrite Drive to the Railroad Bridge, moved traffic to the outside lanes allowing crews to remove existing concrete pavement and complete grading in the Interstate median.

When complete this fall, I-39/90 southbound, in this area, will feature three lanes of traffic through the interchange and two dedicated exit lanes for the I-39/90 southbound ramp to US 12/18 westbound.

I-39/90 northbound will feature three lanes just prior to the core of the I-39/90 and US 12/18 interchange. Within the core, I-39/90 northbound will drop to two lanes, as a high volume of northbound motorists exit at the ramp to US 12/18 eastbound and westbound. A third lane is added back on the north side of the interchange to accommodate traffic entering onto I-39/90 northbound from the Beltline.

In Janesville, work is advancing on I-39/90 southbound between WIS 26/Milton Avenue and US 14/Humes Road. Crews are pouring the lanes for the new I-39/90 and WIS 26/Milton Avenue interchange which is being reconfigured as a [Diverging Diamond Interchange \(DDI\)](#). Portions of WIS 26/Milton Avenue, adjacent to the interchange, are also being reconstructed to accommodate the DDI.

Crews are also working to expand the Interstate to four lanes through the Janesville area and constructing the new southbound collector-distributor (C-D) lane system.

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In June, traffic shifted to the outside lanes along I-39/90 northbound from Femrite Drive to the Railroad Bridge near the Beltline Interchange.



See the Diverging Diamond Interchange (DDI) at the I-39/90 and WIS 26/Milton Ave interchange take shape from above.

WHAT YOU'LL FIND INSIDE

Upcoming Work

Janesville Noise
Barrier Walls
Complete

US 14/
Humes Road
Reconstruction
in 2022

FINAL MONTHS OF PROJECT (CONTINUED)

When complete, motorists traveling I-39/90 southbound will need to enter the C-D lane system after passing over Kennedy Road to reach the WIS 26/Milton Avenue (Exit 171A) or US 14/Humes Road (Exit 171B) interchanges. A brief video on how to navigate the new C-D system can be viewed on the [I-39/90 project website](#). The adjacent northbound section of Interstate and C-D lane system opened in July 2020.

Crews recently completed the new noise barrier along I-39/90 southbound in Janesville (see Page 3 story) and work is complete on the reconstruction of Kennedy Road under I-39/90. Kennedy Road, and the adjacent Ice Age Trail, opened to motorists on July 9. In addition, the US 14 ramp to I-39/90 southbound is now open in the permanent configuration.

On the south end of the corridor, crews continue to reconstruct the I-39/90 and I-43/WIS 81 interchange (Exit 185) in Beloit. Crews constructed the final support piers for the new I-43 southbound flyover ramp to I-39/90 southbound and set the final sections of steel girders. Crews will now construct falsework in preparation to pour the deck. When complete, the new flyover ramps will create free-flow travel transitioning between I-39/90 and I-43. In addition, the I-43/WIS 81 ramp to I-39/90 northbound is closed until early August. Drivers must use alternate routes, such as I-43 to Hart Road then Shopiere Road to the northbound Interstate.

The new I-39/90 and WIS 81 interchange is also taking shape with some of the pavement poured for the new Diverging Diamond Interchange (DDI) lanes. When complete, I-39/90 will have direct access to WIS 81/Milwaukee Road using this DDI. A short video on how a DDI operates can be viewed, [here](#). The project website also has [DDI materials](#) specific to the WIS 81 interchange.

The entire I-39/90 mainline project is on schedule for completion in late November. Thank you for continued patience as we finish “improving a gateway to Wisconsin!”



(Left) I-39/90 southbound motorists in Janesville will soon be using the C-D lane system to reach the WIS 26/Milton Avenue (Exit 171A) or US 14/Humes Road (Exit 171B) interchanges.

(Right) Can you spot the diamond in the rough? A Diverging Diamond Interchange that is! The new, free-flow interchange continues to take shape in Beloit at the I-39/90 interchanges with I-43 and WIS 81 (Exit 185).



OVER THE NEXT MONTH...



The new I-39/90 northbound and southbound lanes will continue to be paved near the US 12/18 (Beltline) interchange.



The WIS 26/Milton Avenue ramp to I-39/90 southbound remains CLOSED until late August as crews continue constructing the DDI. Drivers must use the US 14/Humes Road ramp to access the southbound Interstate.



The final steel girders were set in place for the I-43 southbound flyover ramp to I-39/90 southbound in Beloit (Exit 185). Deck pours will continue through the summer, as pictured here in May.

NOISE BARRIER WALLS COMPLETE IN JANESVILLE

Construction of the new noise barrier wall along I-39/90 southbound in Janesville, near Kennedy Road and between the US 14/Humes Road and WIS 11/Racine Street interchanges, was completed in early July. This noise barrier mirrors the northbound side, completed in 2019 during the reconstruction of that section of Interstate.

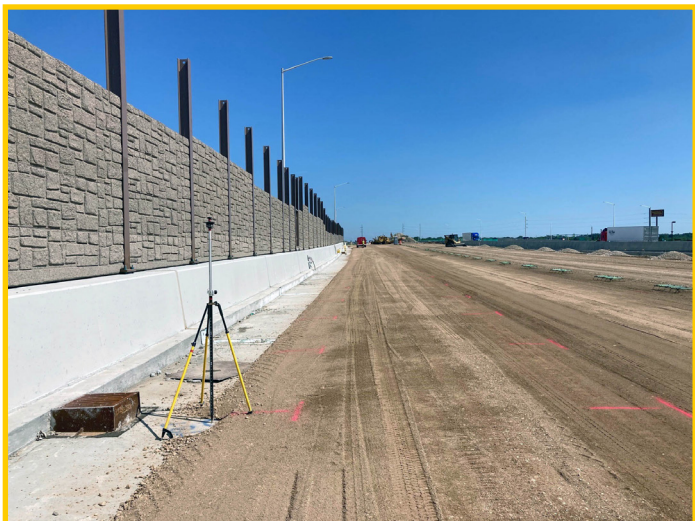
These walls are made of concrete and composite material, specifically designed to absorb sound. They are installed to reduce the amount of traffic noise in the adjacent residential area.

For a noise barrier wall to be considered as part of a project, traffic noise modeling must indicate there is a feasible and reasonable mitigation measure for an impacted receptor (residence) or common use area. Once

an area is identified as feasible and reasonable, it is presented as an option to impacted landowners in the areas identified. For the Janesville area, the majority of landowners voted in favor of the noise barrier.

As we wrap up various portions of the I-39/90 project, there has been positive feedback from residents regarding the noise barrier previously completed on the northbound side of the Interstate.

The new southbound noise barrier wall, pictured here during construction mid-June, along I-39/90 in Janesville is finished! The northbound noise barrier wall was completed in 2019.



US 14/HUMES ROAD RECONSTRUCTION PLANNED FOR 2022

Following the completion of the I-39/90 Expansion Project in late November, crews will set their sights on reconstructing US 14/Humes Road, between WIS 26/Milton Avenue and Deerfield Drive, in Janesville.

The project will convert US 14/Humes Road from a rural roadway to urban section and will include:

- Offset left turn lanes
- New curb and gutter
- Storm sewer replacement
- A 10-foot, multi-use path
- A five-foot sidewalk for pedestrians
- A new bus stop location at the intersection with Pontiac Drive

During construction, US 14/Humes Road, between WIS 26/Milton Avenue and Pontiac Drive, will be closed to all traffic. Businesses in this area have alternative access locations, and traffic can cross Humes Road at Pontiac Drive and Lexington Drive. From Pontiac Drive to Deerfield Drive, traffic will be reduced to one lane in each direction and shift on to the north side of US 14/Humes Road, allowing crews to reconstruct the south side. When complete, all traffic will be shifted to the new pavement on the south side as crews reconstruct the north side of US 14/Humes Road.

Reconstruction of US 14/Humes Road is expected to begin in April 2022 with completion in October 2022. For more information on this project, [click here](#).



I-39/90 southbound over US 14/Humes Road in April 2021.