

I-39/90 & I-43/WIS 81 INTERCHANGE FACT SHEET

Welcome to the public involvement meeting for the I-39/90 and I-43/WIS 81 interchange, part of the South segment improvements of the I-39/90 expansion project. At today's meeting, you will see exhibits showing the preferred interchange alternative and various intersection control options. Wisconsin Department of Transportation (WisDOT) representatives and designers from AECOM will be available to discuss the project on an individual basis. We appreciate your input and ask that you take a moment to complete the comment form and either drop it off before you leave or mail it to the address on the back of the form.

Due to the recent design changes for safety and operations of the I-39/90 and I-43/WIS 81 interchange, a separate Environmental Assessment (EA) is being completed specifically for the interchange. During this process, interchange alternatives were developed, evaluated, and presented to the public with the goal of determining a preferred interchange alternative.

The proposed I-39/90 and I-43/WIS 81 interchange improvements will upgrade the interchange to meet current design standards, improve overall safety, accommodate future traffic with acceptable operations, replace aging pavements and structures, and enhance local mobility to the city of Beloit. The project would provide a safe and efficient transportation system at the I-39/90 and I-43/WIS 81 interchange to serve existing and future traffic demands while minimizing disturbance to the natural and built environment.



A public meeting in December 2013 presented interchange alternatives (1A, 1B, 2A, 2B, & 3B) for discussion and input. The preferred alternative includes minor modifications of Alternative 2A to reduce right of way impacts and improve constructability. The preferred alternative is referred to as Alternative 2A Modified.

Once again, thank you for your participation in today's meeting, and we encourage you to stay involved in all future public outreach opportunities as your comments and suggestions are appreciated.



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Proposed Improvements

Alternative 2A Modified includes a free-flow, high-speed system interchange to connect I-39/90 to I-43, with an embedded diamond interchange to provide local access from I-39/90 to WIS 81 which serves the city of Beloit, WI. The I-39/90 alignment will be shifted slightly east for constructability purposes. WIS 81 will be extended east of I-39/90 to connect to Gateway Boulevard, providing a direct local connector road between the east and west sides of the Interstate, and improving access to the current development in the southeast quadrant of the interchange. Access to Beloit from I-43 will be provided through the County X/Hart Road interchange and WIS 81/Gateway Boulevard.

All bridges will be replaced, and multiple intersection types are currently being studied including roundabouts, traffic signals, and a diverging diamond configuration for the ramp terminals. A multi-use path along WIS 81 will provide bicycle and pedestrian accommodations between the east and west sides of the Interstate. Right of way acquisition will be required for properties adjacent to the Interstates, interchange, and local roads.

Questions To Consider?

After you have had a chance to look at the exhibits and listen to the presentation, please take a moment to fill out the comment form. Here are just a few things you may want to consider:

- 1) What aspects of Alternative 2A Modified do you like? What other improvements would you like to see?
- 2) Which intersection type do you prefer at WIS 81 & Freeman Parkway? A roundabout or traffic signal, and why?
- 3) Which intersection type do you prefer for the interchange ramp terminals at WIS 81? Roundabouts, traffic signals, or a diverging diamond configuration, and why?
- 4) Which intersection type do you prefer at WIS 81 & Gateway Boulevard? A roundabout or stop sign (future traffic signal), and why?

If you have comments regarding the presentation or any of the exhibits, please share them with a member of the project team or fill out a comment form. If questions arise or comments come to mind after the completion of this meeting, please visit the I-39/90 project website at www.i39-90.gov, and click on the "Project comments" section under the Resources tab.

Once again, thank you for your participation in today's meeting, and we encourage you to stay involved in all future public outreach opportunities as your comments and suggestions are appreciated.

Sincerely,

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