39/90 IMPROVING a gateway to Wisconsin

I-39/90 Project

Illinois state line to Madison

Dane and Rock County

www.i39-90.wi.gov

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- Overview
- Why improve I-39/90?
- Segment overviews
- Stakeholder involvement

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I-39/90 and US 12/18 in Madison
Project Office
I-39/90 Corridor
Project overview/location
I-39/90 Wisconsin/Illinois State Line

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Project area
Madison
North Segment
Stoughton
Edgerton
Central Segment
Milton
Janesville
South Segment
Beloit
N
*MAP NOT TO SCALE
Divided into three segments
• North
– Dane/Rock County line to US 12/18
• Central
– County O to Dane/Rock County line
• South
– Illinois state line to County O
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Why Improve I-39/90?

Inadequate merge lanes at I-43 interchange

Improve safety through design features

- Built in 1958 – 1961
- Interchanges and roadways have substandard features compared to today's safer design standards

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Why Improve I-39/90?

Congestion and Increased Traffic

- Current Traffic:
  45,000 - 60,000 vehicles per day
- Projected 2040 Traffic:
  80,000 - 100,000 vehicles per day
- Higher volumes:
  Friday, Sunday & in summer

Traffic backup on I-39/90

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Why Improve I-39/90?

Fatal crash near Janesville

Enhance Safety for Traveling Public

- 608 Crashes/Year (2000 – 2005)
- 300 crashes in 2010

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Why Improve I-39/90?

Movement of Goods

- Trucks handle 90% of all freight shipped in Wisconsin
- Trucks account for 35% of total traffic on I-39/90

Heavy Truck Traffic on I-39/90

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Preparing for the future

Interstate Mainline Improvements

Reconstruct and expand 45 miles of I-39/90 from four to six lanes and reconfigure 11 interchanges

Four to eight lanes from WIS 11 (Avalon Rd.) to WIS 26

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North Segment

Traffic on I-39/90 near County N interchange

Project limits and length:

- Dane/Rock County line to US 12/18
- 22 miles

Project Scope

- Interchanges: Diamond US 51/STH 73 & County N, Trumpet US 51 and US 12/18 System Interchange
- Reconstruct and expand from four to six lanes (rural median)
- Replace under and overpass bridge structures

Traffic projections:

- 43,100-49,100 AADT (2009)
- 62,100-67,500 AADT (2040)

Major milestones:

- Several stakeholder meetings were held in the spring of 2012, including meetings with the Ho-Chunk Nation
- Local Officials Meetings (LOMs) and Public Information Meetings (PIMs) held April 2012
- PIM was held September 24, 2012 and scheduled for spring 2013
- 30% design plans in June 2012
- 60% design plans and the Design Study Report (DSR) in June 2013
- Design schedule: 2012 – 2016
- Construction schedule: 2015 – 2020
- Early LETs: 2013 ITS and 2014 alternate route (WIS 73)

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US 12/18 interchange
Alternative A – Semi-directional interchange
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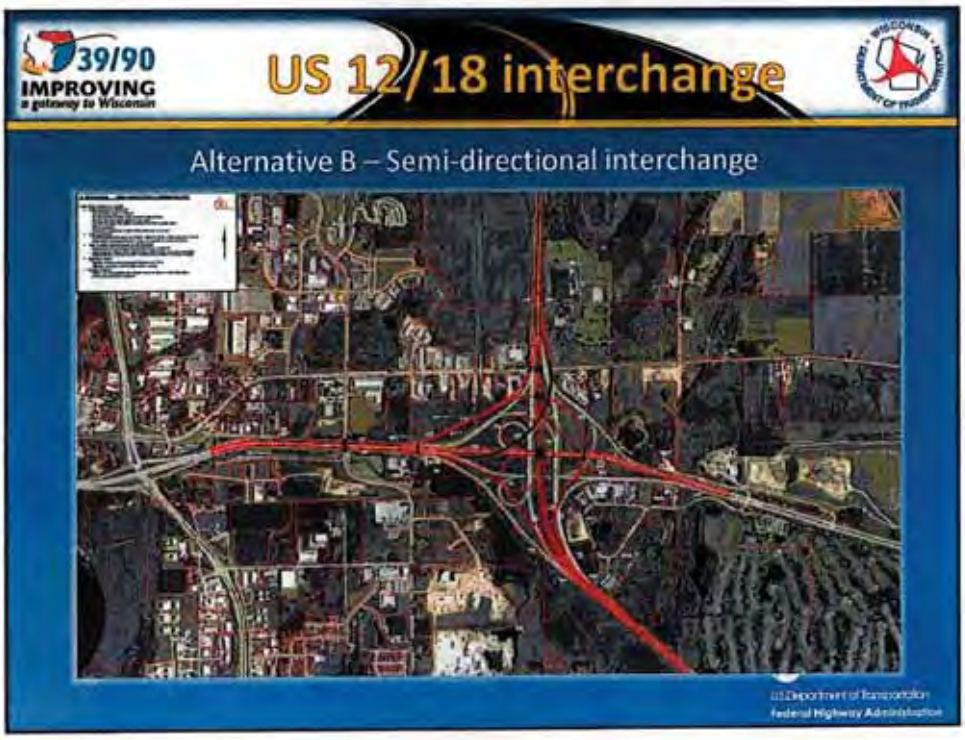
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US 12/18 interchange
Alternative B – Semi-directional interchange
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US 12/18 interchange
Alternative C – Directional interchange (flyover ramps)
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INSET: BACKAGE ROAD OPTION
COUNTY N
EXIT 147
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXISTING PROPERTY LINE
WETLAND AREAS
PROPOSED BRIDGE
PROPOSED ROADWAY
PROPOSED SIDEWALK
I-39/90
COUNTY N INTERCHANGE
OPTION 1 - SIGNALIZED DIAMOND
DANE COUNTY
SEPTEMBER 24, 2012
PROJECT DESIGN I.D. 1007-10-01
SCALE: 1 INCH = 100 FEET
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INSET: BACKAGE ROAD OPTION
COUNTY N
EXIT 147
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXISTING PROPERTY LINE
WETLAND AREAS
PROPOSED BRIDGE
PROPOSED ROADWAY
PROPOSED SIDEWALK
I-39/90
COUNTY N INTERCHANGE
OPT 2 - SIGNALIZED DIVERGING DIAMOND
DANE COUNTY
SEPTEMBER 24, 2012
PROJECT DESIGN I.D. 1007-10-01
SCALE: 1 INCH = 100 FEET
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INSET: BACKAGE ROAD OPTION
COUNTY N
EXIT 147
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXISTING PROPERTY LINE
WETLAND AREAS
PROPOSED BRIDGE
PROPOSED ROADWAY
PROPOSED SIDEWALK
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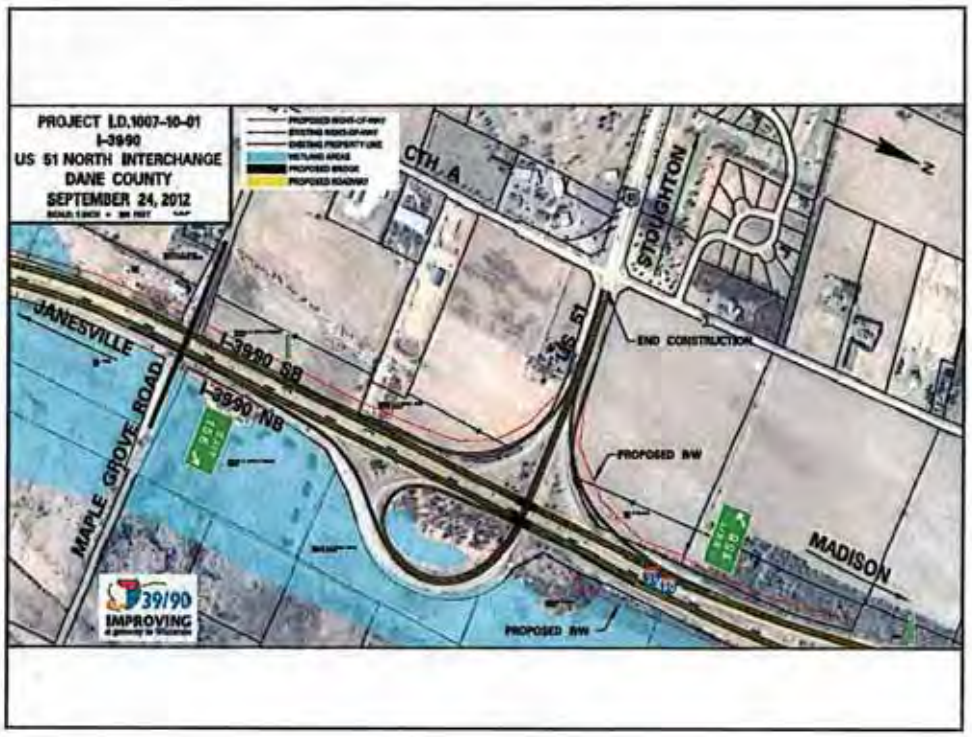
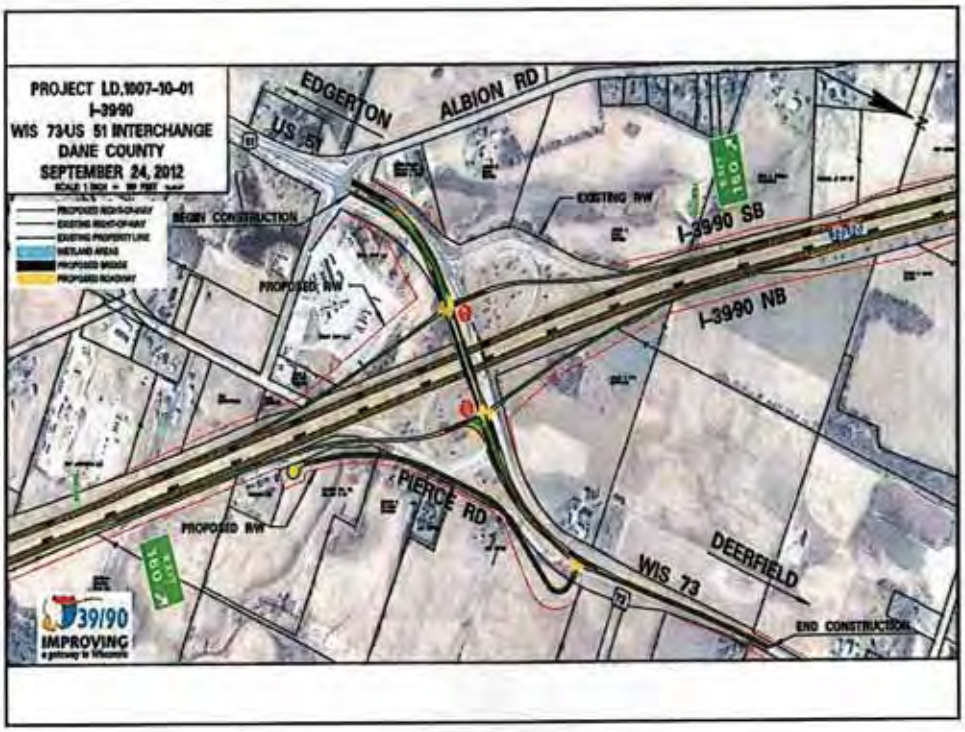
COUNTY N INTERCHANGE
OPTION 3 - ROUNDABOUT DIAMOND
DANE COUNTY
SEPTEMBER 24, 2012
PROJECT DESIGN I.D. 1007-10-01
SCALE: 1 INCH = 100 FEET


PROJECT I.D.1007-10-01
I-39/90
US 51 NORTH INTERCHANGE
DANE COUNTY
SEPTEMBER 24, 2012
CTH A
STOUGHTON
JANESVILLE
MAPLE GROVE ROAD
I-39/90 SB
I-39/90 NB
US 51
END CONSTRUCTION
PROPOSED R/W
MADISON
39/90
IMPROVING


PROJECT I.D.1007-10-01
I-39/90
WIS 73/US 51 INTERCHANGE
DANE COUNTY
SEPTEMBER 24, 2012
EDGERTON
ALBION RD
US 51
BEGIN CONSTRUCTION
EXISTING RW
I-39/90 SB
I-39/90 NB
PROPOSED RW
PIERCE RD
DEERFIELD
WIS 73
END CONSTRUCTION
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Central segment
Congestion on I-39/90 northbound near WIS 59 interchange
Project limits and length:
County O to Dane/Rock County line
13.4 miles
Project scope:
Interchanges: Diamonds at WIS 11 E (Racine St.) & WIS 59, CD System for US 14 / WIS 26
Reconstruct and expand to eight lanes from County O to WIS 26
Reconstruct and expand to six lanes from WIS 26 to Dane/Rock County line (rural median)
Replace under and overpass bridge structures, including Rock River bridges
Construct noise walls in the Janesville area
Build Ryan Road connection under interstate between Morse Street and Deerfield Drive
Traffic projections:
47,700 – 50,600 AADT (2009)
59,900 – 87,600 AADT (2040)
Major milestones:
WIS 11 (Racine St.) Interchange PIMs held in April and May 2012
Local Officials Advisory Committee in June 2012
First segment PIM held September 19, 2012 at Marshall M.S. in Janesville
Design schedule: 2012 – 2017
Construction schedule: 2014 – 2020
Early LETs: 2013 ITS & WIS 11 E (Racine St.)
and 2014/15 alternate route
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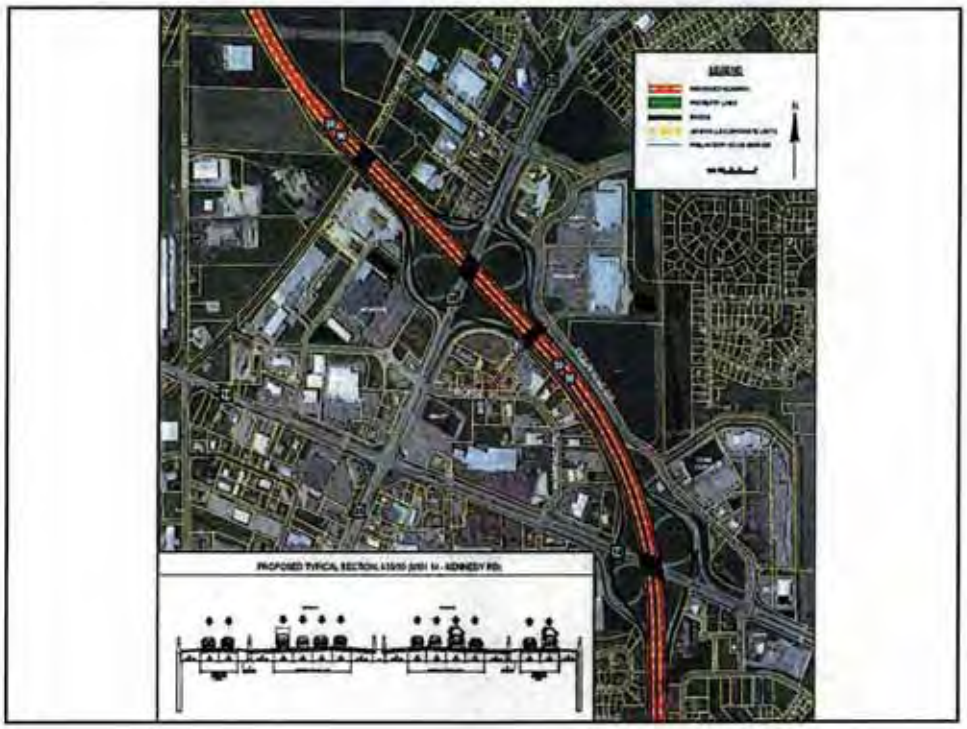
WIS 59
interchange
signalized
LEGEND

WIS 59
interchange
roundabouts
LEGEND



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WIS 11 (Racine St.) interchange
I-39/90 CENTRAL SEGMENT
COUNTY "O" TO ROCK/DANE COUNTY LINE
STH 11/RACINE ST INTERCHANGE

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South segment

Traffic on I-39/90 southbound before Illinois state line

Project limits and length:

- Illinois state line to County O
- 12.1 miles

Project scope:

- Interchanges: System at I-43/WIS 81, Diamond at County S (Shopiere Rd.) & WIS 11 West (Avalon Rd.)
- Reconstruct and expand to six lanes from Illinois state line to WIS 11 West (Avalon Rd.)
- Reconstruct and expand to eight lanes from WIS 11 West through Janesville (Central Segment)

Traffic projections:

- 40,800 – 50,400 AADT (2009)
- 73,000 – 88,000 AADT (2040)

Major milestones:

- Initial meeting with city of Beloit in March 2012
- Initial meeting with Towns of Turtle and La Prairie in April 2012
- First PIM held August 2012
- Design schedule: 2012 – 2016
- Construction schedule: 2015 – 2020
- Early LETs: 2013 ITS and 2014/15 alternate route (County G)

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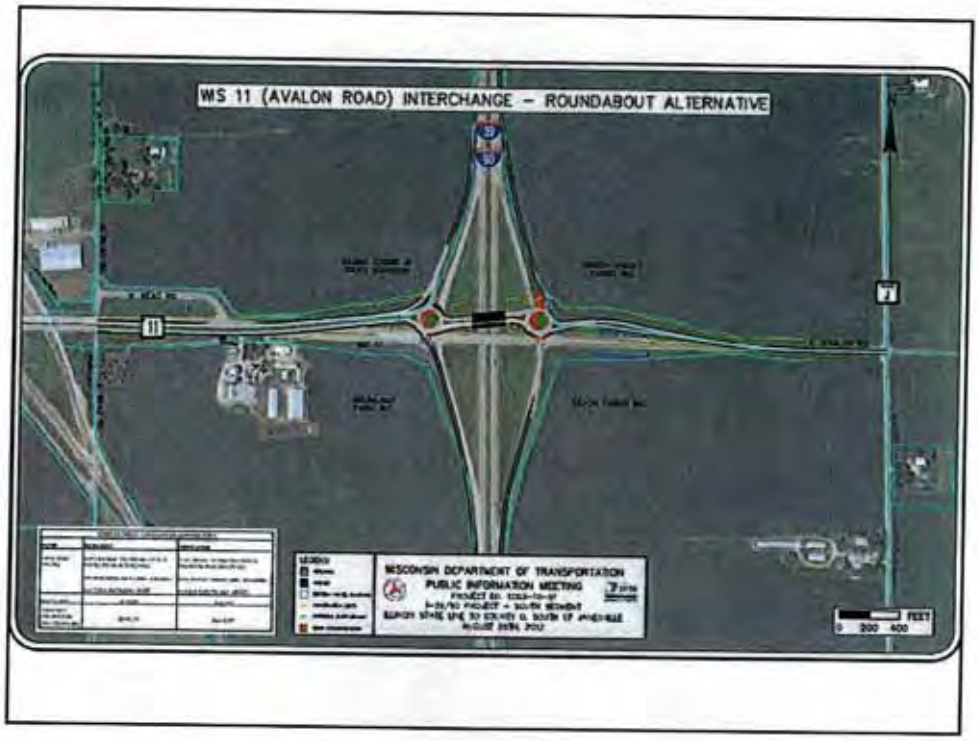
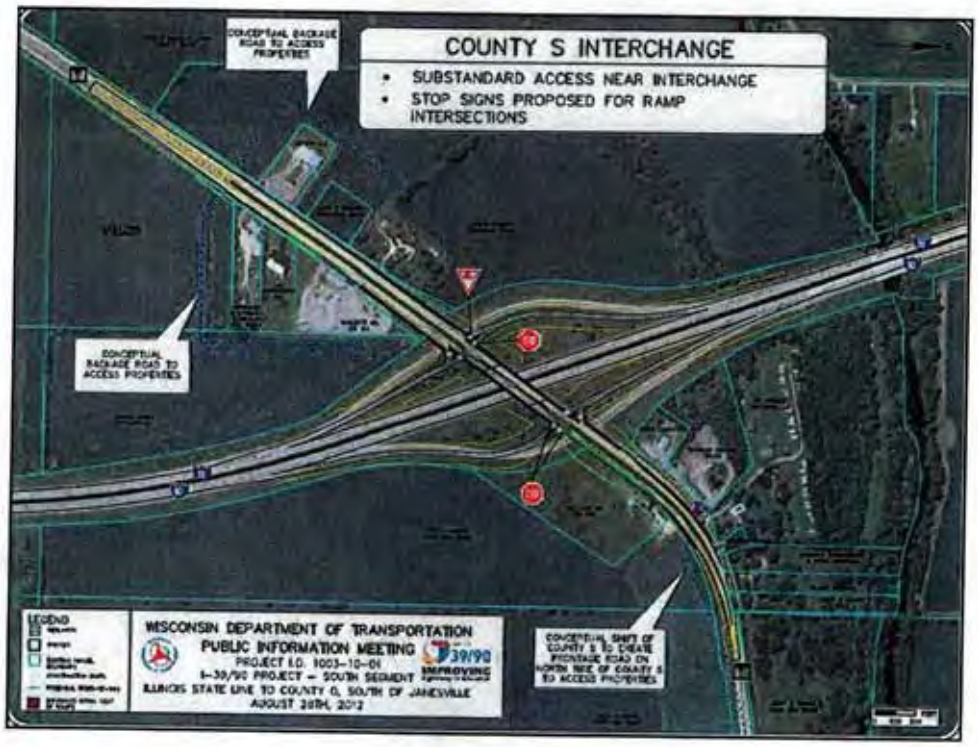
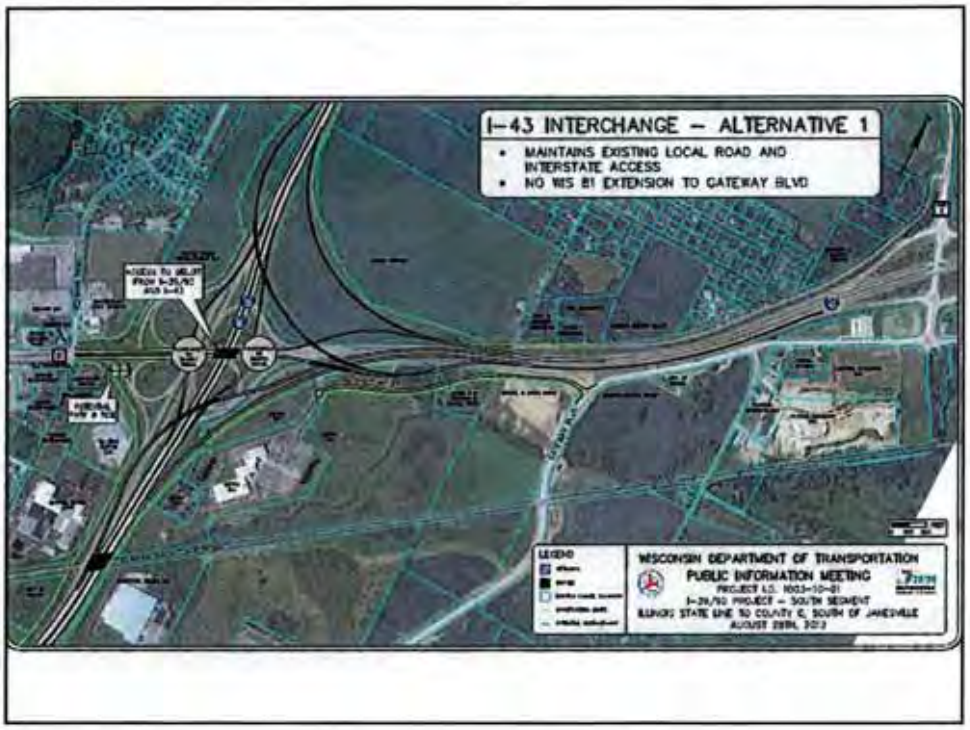
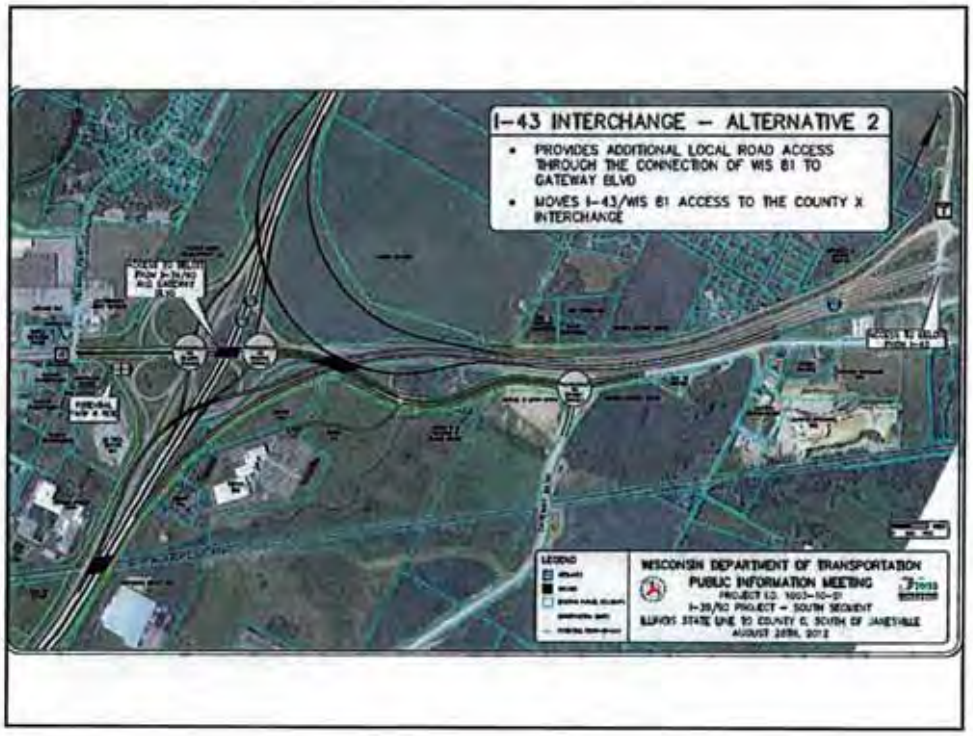
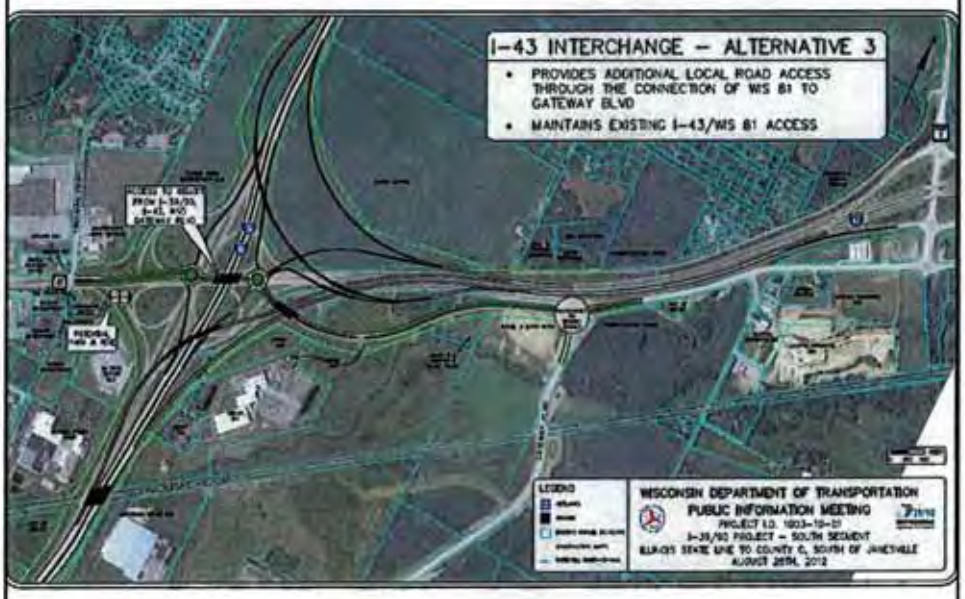

WS 11 (AVALON ROAD) INTERCHANGE – ROUNDABOUT ALTERNATIVE
WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING
FEET
0 200 400


COUNTY S INTERCHANGE
• SUBSTANDARD ACCESS NEAR INTERCHANGE
• STOP SIGNS PROPOSED FOR RAMP INTERSECTIONS
CONCEPTUAL BACKAGE ROAD TO ACCESS PROPERTIES
CONCEPTUAL BACKAGE ROAD TO ACCESS PROPERTIES
LEGEND
WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING
PROJECT I.D. 1003-10-01
I-39/90 PROJECT – SOUTH SEGMENT
ILLINOIS STATE LINE TO COUNTY G, SOUTH OF JANESVILLE
AUGUST 28TH, 2012
39/90


I-43 INTERCHANGE – ALTERNATIVE 1
• MAINTAINS EXISTING LOCAL ROAD AND INTERSTATE ACCESS
• NO WIS 81 EXTENSION TO GATEWAY BLVD
LEGEND
WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING


I-43 INTERCHANGE – ALTERNATIVE 2
• PROVIDES ADDITIONAL LOCAL ROAD ACCESS THROUGH THE CONNECTION OF WIS 81 TO GATEWAY BLVD
• MOVES I-43/WIS 81 ACCESS TO THE COUNTY X INTERCHANGE
LEGEND
WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING



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Maintaining traffic flow

- Alternate Routes
  - High Priority to Success of Project
- Temporary Pavement for staging
- Intelligent Transportation System (ITS) features installed early in corridor to communicate real time information to users
- Incident Management Plan
  - Freeway Service Patrol
  - Incident Clearing Procedures
- Public Outreach

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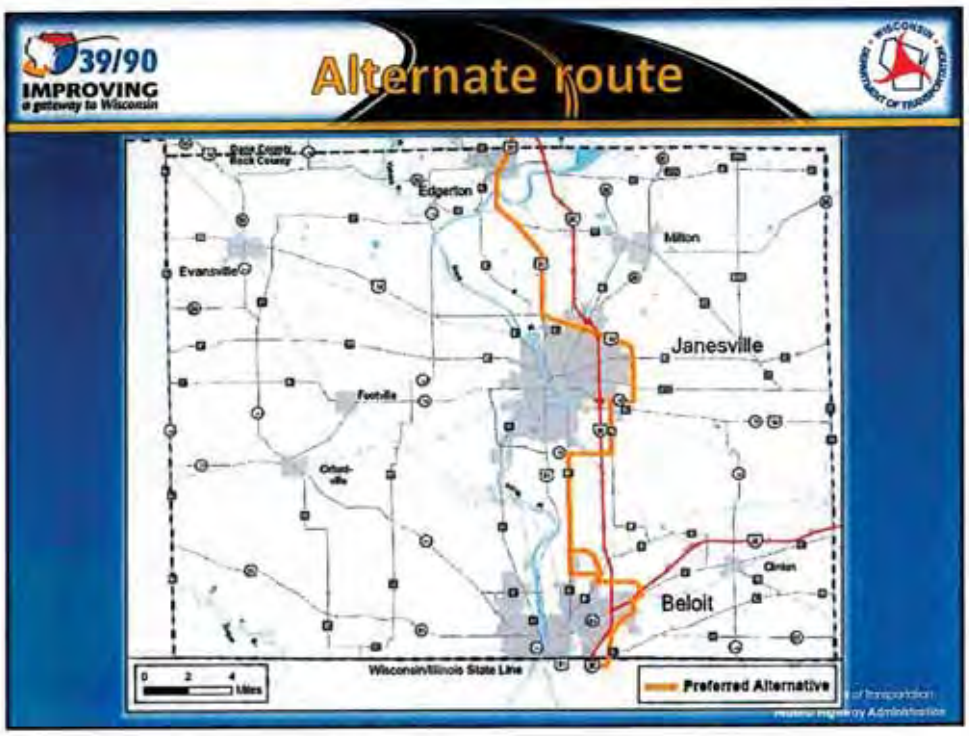
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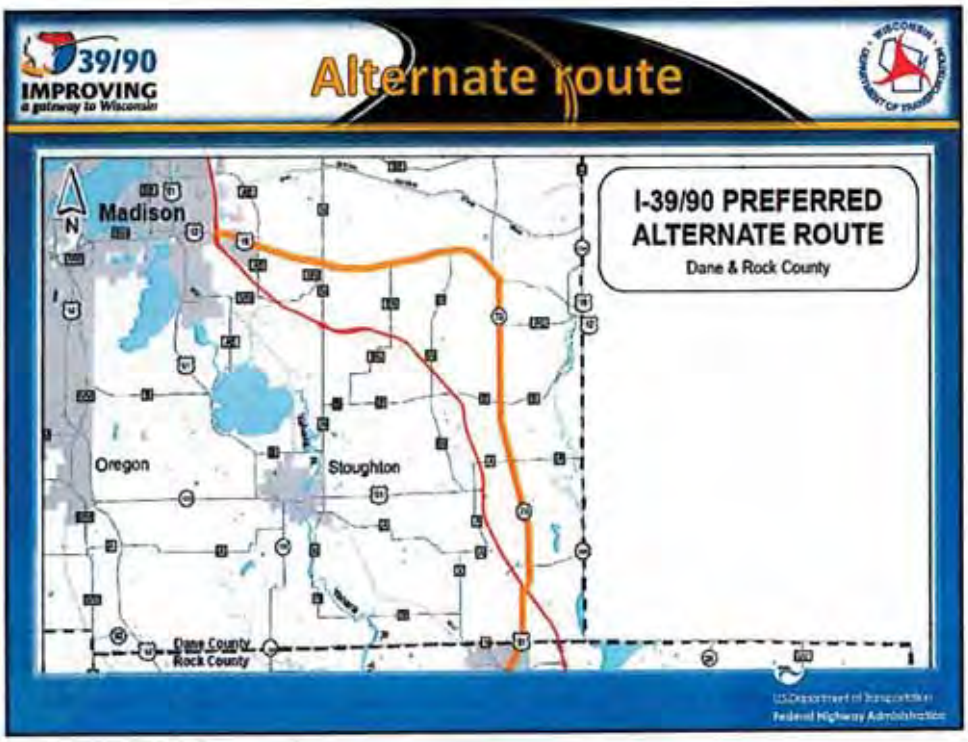
Alternate route
Edgerton
Milton
Evansville
Janesville
Footville
Orfordville
Clinton
Beloit
Wisconsin/Illinois State Line
0 2 4 Miles
Preferred Alternative


39/90
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Alternate route
N
Madison
I-39/90 PREFERRED
ALTERNATE ROUTE
Dane & Rock County
Oregon
Stoughton
Dane County
Rock County

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Intelligent Transportation Systems (ITS)

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Stakeholder involvement

- WisDOT I-39/90 Project Team coordination with:
  - Municipalities & Federal Highways Administration (FHWA)
  - MPO's for Madison, Janesville and Beloit
  - General Public
  - Property Owners
  - Businesses & Organizations (Forward Janesville, Others)
- Extensive Public Communication Plan during construction focusing on:
  - Continuous updates of traffic lane and ramp changes
  - Tourism traffic
  - Freight
  - Local Community access
  - Alternate routes

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I-39/90 Corridor Labor Hour Estimate

	North	Central	South
Construction Cost	$218 Million	$167 Million	$138 Million
Labor Costs (15%)	$33 Million	$25.0 Million	$21 Million
Average Hourly Rate	$38	$38	$38
Labor Hours	860,000	660,000	550,000

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Current funding

Current funding: $835.7 million (in 2012 dollars)

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What's next?

- Continued outreach and public information meetings
- Evaluation of alternate routes, including construction work to upgrade roadways as needed
- Interchange reconstruction scheduled to start at WIS 11/Racine Street interchange in June 2013
- ITS work scheduled to start in 2013 and will provide real-time traveler information along the corridor
- Reconstruction of County G and WIS 73 between I-39/90 and US 12/18 expected to start in 2014
- Construction on I-39/90 anticipated for 2015 and be completed in 2021

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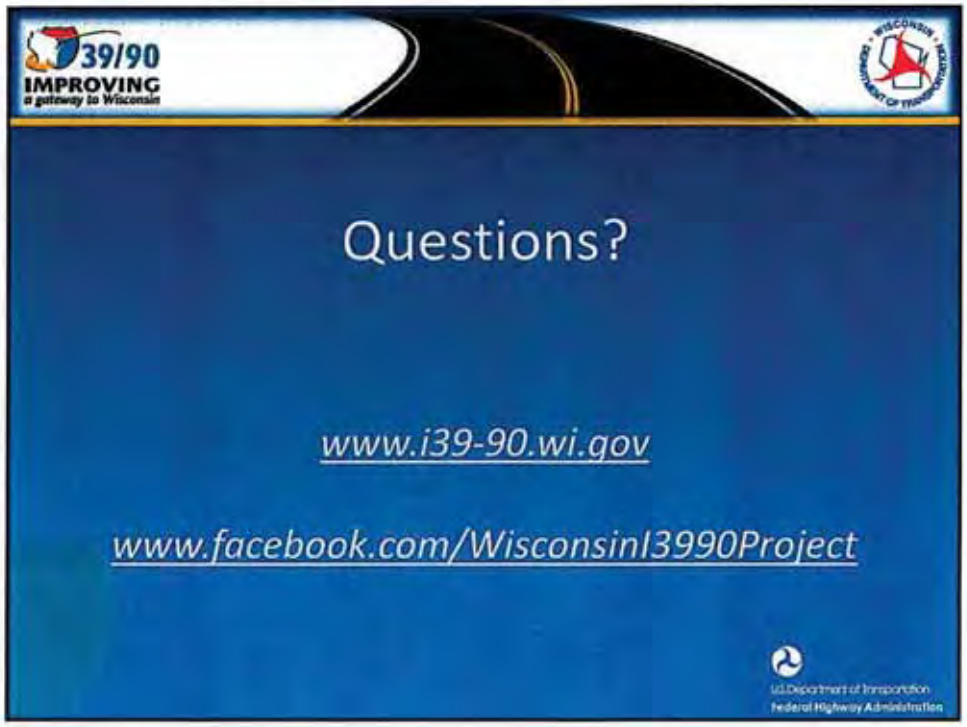
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