

Fall 2020



Newly completed I-39/90 lanes open to traffic

Crews continue to make good progress on the I-39/90 Expansion Project, between Beloit and Madison. In late October, a 6-mile segment of I-39/90, north of WIS 26/Milton Avenue in Janesville to the Rock River bridges in Edgerton, opened to three lanes of traffic each way.

Recently completed lanes also opened on a 12-mile segment of I-39/90 between County S/Shopiere Road near Beloit to just south of US 14/Humes Road in Janesville. A portion of the southbound Interstate in Janesville, between Mt. Zion Avenue and WIS 11/Avalon Road, is now open to four lanes. Then three lanes continue from Avalon Road to County S/Shopiere Road. The northbound Interstate within these limits will remain three lanes as crews continue work on the US 14/Humes Road and WIS 26/Milton Avenue interchanges.

At the end of the 2020 construction season, nearly 40 miles of the approximately 45-mile corridor will be complete.

The remaining work for the 2021 construction season will focus on interchanges in Madison, Janesville and Beloit. This work includes:

- The I-39/90 and US 12/18 (Beltline) interchange (Exit 142 A-B) near Madison. Visit the [Beltline interchange webpage](#) for more information.
- Both I-39/90 interchanges with WIS 26/Milton Avenue (Exit 171A) and US 14/Humes Road (Exit 171B) in Janesville. View the [exhibits of the Janesville interchanges](#).
- And the I-39/90 and I-43/WIS 81 interchange (Exit 185) in Beloit. Check out the planned improvements on the [South segment exhibits page](#).

The entire I-39/90 mainline project is scheduled for completion in fall 2021. In addition to the US 14 reconstruction in Janesville in 2022, some landscaping and restoration projects will occur along the Interstate.



A 6-mile segment of I-39/90 from north of WIS 26/Milton Avenue in Janesville to the Rock River bridges in Edgerton is now open to three lanes in each direction; pictured here looking north from Monogue Road in November.



In late October, 12 miles of additional Interstate lanes opened from Hart Road in Beloit to just south of US 14/Humes Road in Janesville; pictured here looking north from Racine Street in Janesville.

Don't "fall" behind on I-39/90 project updates.

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Beloit Rest Area ready to accommodate more parking

Improvements are complete for the parking areas at the Beloit Rest Area/Welcome Center (Rest Area 22), near the Illinois state line, which reopened in late October.

The improvements, which started in early August, included repaving the car parking area with new concrete and the addition of new curb ramps to meet current Americans with Disabilities Act (ADA) standards. Crews also completed concrete patch repairs in the overflow lot.

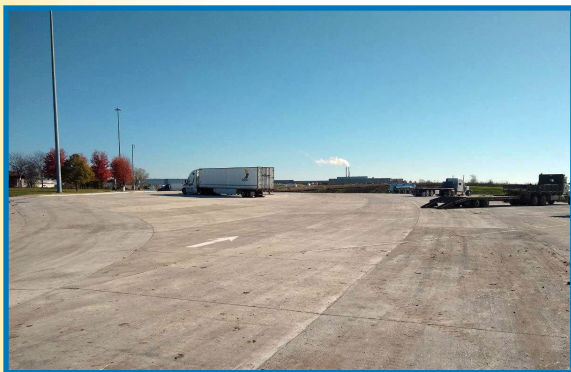
The rest area's truck parking has been expanded with an additional 22 stalls. This will help meet the growing demand by over-the-road truckers transporting goods to and from Wisconsin. This additional parking is important as the I-39/90 corridor is a designated federal truck route with more than 30 percent of the Interstate's total traffic volume consisting of heavy trucks. The extra stalls provide the space needed for trucks to take their breaks from driving.

The Beloit Rest Area/Welcome Center is one of 28 rest areas in Wisconsin that provide motorists and truckers a place to take a break from driving.

The rest area feature amenities such as:

- Clean restroom facilities
- Car and truck parking
- Drinking water
- Handicap accessibility
- Picnic areas
- Road maps and other traveler information
- Weather information at most locations
- Places to walk your pet
- Snacks and drinks from the vending services at most locations
- Recycling areas
- Wisconsin Historical Marker plaques commemorating historical facts and events

For a complete list of Wisconsin's rest areas, please visit this [webpage](#).



Newly expanded truck parking (above) and repaved car parking lot (on left side of aerial photo) opened at Rest Area 22 in Beloit in late October.

late July 2020

mid-August 2020

September 2020

October 2020

I-39/90 and US 12/18 (Beltline) interchange: A view from above



If you've driven I-39/90 near Madison, you have likely seen the construction activities happening at the I-39/90 and US 12/18 (Beltline) interchange (Exit 142 A-B). The reconstruction will improve mobility and safety in this area.

As shown in the aerial photo, crews are building the new I-39/90 northbound alignment adjacent to the southbound Interstate. This year, four new structures were built over US 12/18 and Femrite Drive.

With these interchange improvements, access from the I-39/90 northbound to westbound US 12/18 (Madison Beltline) will be a right exit compared to the existing left exit. The existing southbound Interstate structures will remain in place. The Interstate bridges over Femrite Drive are being widened to better accommodate the ramp movements.

When complete, the new lane configuration will address a unique traffic condition that exists along I-39/90 northbound, that has higher traffic volumes on the ramp from I-39/90 to US 12/18 (Madison Beltline) as compared to the northbound Interstate within the core of the interchange.

Reconstruction of this interchange began this past spring and will be completed in fall 2021. For more information on the Beltline interchange reconstruction, visit this [page](#).



Significant changes to the Beltline interchange will improve the transition of traffic between I-39/90 and US 12/18 (top). Crews make progress on the new I-39/90 northbound lanes (bottom left). The reconstruction project includes a new I-39/90 northbound bridge (bottom right) over US 12/18 eastbound, where the bridge deck was poured in mid-October.

Learn the process to opening new Interstate lanes

Many people see concrete being poured for the new lanes of I-39/90 and wonder when they will be open to travel on. Even though you may have seen concrete being poured, there is still other work that must be completed prior to opening the highway for traffic.

First, the concrete needs time to cure so it can handle the traffic volumes and loads. Once the cure is complete, inspectors drive on the new pavement to ensure it meets specifications.

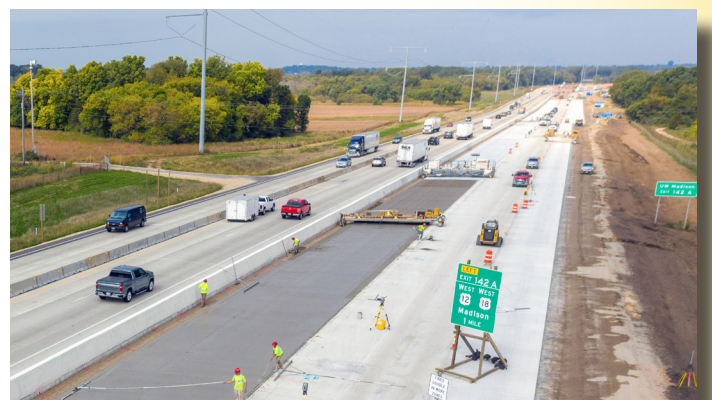
Crews also need to grind rumble strips along the outside lanes. These strips create noise and vibration designed to warn drowsy or inattentive drivers that they are straying off the road.

In addition, shoulder restoration is completed during this time frame. Crews also install beam guard and fencing, if required, along with side mount signs such as speed limit signs and signs highlighting the distance to the next municipality. Pavement markings are also added during this time frame.

All of these activities need to take place after the lane(s) are poured, but before the highway is open to traffic. Once completed, the new section of highway is ready for drivers.



Finishings like beam guards (above) and permanent side mount signage (below) must be installed after concrete is poured, but prior to motorists driving on the new lanes.



Restoration techniques are vital to a safe highway and protecting the environment

One of the final, yet important, components of any highway construction project is restoration. Implementing proper restoration techniques for areas along a highway project prolongs the life span of the new roadway, but also helps the environment.

Proper restoration techniques divert rainwater and snow melt away from the road, making it safer for motorists while preventing erosion and washout that may cause damage to the road.

However, restoration is much more than just smoothing out the dirt and planting grass seed. Roads are constructed in areas with a wide variety of different landscapes, along with physical and biological variables that are considered during the planning and design stages of a project. The plan closely reviews and evaluates these variables and restoration techniques are tailored to meet the needs of that area of the project with the goal of not only protecting the road and the drivers traveling the highway, but also preventing harm to the surrounding environment.

This is especially important where road construction occurs near or over a waterway such as a creek, stream or river to prevent sedimentation from entering area waterways.

Utilizing native grasses, constructing retention ponds and ensuring proper sloping are just a few of the measures designed to control water flow. This prevents water from directly running into areas where it may carry salt, sediment and debris that may harm native plants, wildlife and organisms.

The Wisconsin Department of Transportation (WisDOT) strives to avoid or minimize the impacts of transportation projects to the natural and human environment while delivering projects efficiently. Balancing the department's environmental responsibilities with transportation program needs requires regulatory process expertise and a thorough understanding of state and federal environmental requirements. WisDOT also partners with state and federal agencies, and other governmental, and non-government organizations to accomplish the transportation mission and meet environmental responsibilities.



Comprised of varying sizes of rock, riprap is used to prevent erosion from rainwater, typically along hillsides and embankments.



(Left) Planting trees is one of several highway restoration options, like these trees planted at the I-39/90 and US 51/WIS 73 interchange near Edgerton.



(Right) Box culverts help carry water under and away from the Interstate.

Connect with us!

Stay up-to-date on the I-39/90 Expansion Project. From construction updates to exhibits of the finished project, you can connect with us to get information in whichever way is most convenient.

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