

Hearing Handout Packet

Public Hearing For

Environmental Assessment

I-39/90 at US 12/18 (Beltline) Interchange

Dane County

WisDOT Project ID 1007-10-02



<https://projects.511wi.gov/i-39-90/us1218-beltline/>

Hearing Location: Ho-Chunk Nation Teejop Hocira

4724 Tradewinds Parkway, Madison WI 53718

December 13, 2018

4:30 PM – 6:30 PM



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Welcome

Thank you for attending today’s public hearing for the I-39/90 and US 12/18 (Beltline) Interchange project. This public hearing provides you the opportunity to give testimony on the Environmental Assessment that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

Public Hearing Agenda

Time	Item
4:30 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions.*
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. Both options are available until the end of the public hearing.
5:00 p.m.	Project presentation in the Ho-Chunk Nation Teejop Hocira gymnasium
	Public Verbal Testimony* option begins upon completion of project presentation
	Opportunity to review exhibits and visit with project staff continues
6:30 p.m.	Public Hearing and Open House ends
	Written (mail in or email) testimony* available until January 11, 2019

*See the following “Options and Instructions for Providing Testimony”

Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **Testimony should be limited to tonight’s public hearing aspects and statements or opinions about the project.** Provide comments on the alternatives you support or oppose and your reasons. Questions related to the project can be directed to project staff during the informal discussions, but will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing from 4:30 p.m. to 6:30 p.m., although you are also encouraged to attend the project presentation starting at 5:00 p.m. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an

opening, provide the court reporter with your completed “Registration Slip for Verbal Testimony” included in this handout packet, state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your testimony.

Public Verbal Testimony

Following the project presentation at 5:00 p.m., public verbal testimony will be accepted. Complete a “Registration Slip for Verbal Testimony” included in this handout packet. Give it to designated project staff any time before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so. Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends at 6:30 p.m., whichever comes first.

Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the “Written Testimony Form” included in this handout packet. You may also use your own stationary. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are two options for submitting your written testimony as described below.

Submit Tonight: Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the table in the Ho-Chunk Nation Teejop Hocira.

OR,

Mail In: You may prefer this option if you would like additional time to organize your thoughts/ testimony. The Written Testimony Form is pre-addressed and does not require postage (see page 9 of this handout). You may also send written testimony via e-mail (see “WisDOT Contact Information” on Page 8 of this handout). Mailed or e-mailed testimony must be postmarked or received no later than January 11, 2019 to be included in the official public hearing record.

Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project aspects listed in this handout on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed project alternative. This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed I-39/90 and US 12/18 (Beltline) Interchange project:

- The location and design features of the proposed improvements.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document. The final environmental document prepared following this public hearing will be the decision document for the proposed improvements. Copies of the environmental document are available for review at this public hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.

Environmental Document Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The I-39/90 and US 12/18 (Beltline) Interchange project is currently at the Environmental Assessment stage. The Environmental Assessment documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The final environmental document will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Environmental Assessment.

Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. See page 7 of this handout for a complete listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than January 11, 2019.

Project Statement

Purpose & Need

The **purpose** of the I-39/90 and US 12/18 (Beltline) Interchange project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the US 12/18 interchange and to ensure compatibility with the I-39/90 reconstruction project south of US 12/18 to the Illinois State Line. Four components make up the need for the Beltline Interchange project.

1. Safety Issues
2. Interchange Traffic and Operations as they would affect I-39/90
3. Interchange Geometrics
4. Connection to the I-39/90 Project from south of the Beltline Interchange to the Illinois State Line

The **needs** for the Beltline Interchange project are inclusive to all needs within the project termini. It is not WisDOT and FHWA's intention to address all project needs within the project termini. Needs will be addressed within the Beltline Interchange traffic operations area of influence as well as any needs on US 12/18 as they impact safety and operations on I-39/90. The alternatives development focused on satisfying the purpose of the Beltline Interchange project.

Description of Alternatives Considered

Alternative A included a two-lane northbound cross section and a two-lane southbound cross section along I-39/90 through the core of the Beltline Interchange. Northbound I-39/90 would be shifted approximately 400 feet west through the core of the interchange with the roadway reconstructed to more closely align with southbound I-39/90. Southbound I-39/90 would remain in place and maintain two existing lanes through the core of the interchange. While both northbound and southbound I-39/90 were evaluated individually, Alternative A, as a whole, was eliminated from consideration because southbound I-39/90 does not meet the purpose and need for safety and operations through the core of the interchange.

Alternative B included a three-lane northbound cross section and a three-lane southbound cross section along I-39/90 through the core of the Beltline Interchange. As with Alternative A, northbound I-39/90 would be shifted approximately 400 feet west through the core of the interchange with the roadway reconstructed to more closely align with southbound I-39/90. Southbound I-39/90 would remain in place and be widened to the inside to allow a third lane through the core of the interchange. While both northbound and southbound I-39/90 were evaluated individually, Alternative B, as a whole, was eliminated from consideration because northbound I-39/90 does not meet the purpose and need for safety through the core of the interchange.

Proposed Action

The 2.37-mile proposed project consists of improvements to I-39/90 at the US 12/18 (Beltline) Interchange. The project is located in south central Wisconsin, Dane County on the east side of the city of Madison.

The **Proposed Action, Alternative C**, is a hybrid of Alternatives A and B will provide two lanes northbound (Alternative A) and three lanes southbound (Alternative B) through the core of the interchange. The reconstruction of northbound I-39/90 through the core of the interchange will be on new alignment and is compatible with a future expansion of the roadway. Since the foundation supports of new bridges are designed for a minimally expected life of 75 years, the new northbound structures and roadway embankment through the core of the Beltline Interchange will be constructed to accommodate a future third lane of traffic. By remaining in place, southbound I-39/90 will utilize the remaining life of the existing pavement and structures.

Drivers along I-39/90 will notice several improvements as they pass through the completed project area; most noticeably as they enter and exit the interstate coming from and going to US 12/18. With the northbound I-39/90 exit to westbound US 12/18 being reconfigured from the left to a right side exit, drivers should experience a more safe and comfortable exiting maneuver with less impact on the adjacent free-flow traffic. By providing an additional lane along southbound I-39/90 at the exit ramp to westbound US 12/18 and a third lane through the core of the interchange, the roadway at this location is expanded

from its current 3-lane section to 5 lanes, removing the existing either-or lane at the exit ramp and providing a safer exiting maneuver and improved traffic flow.

Insufficient acceleration and deceleration lane lengths will be improved at the following locations:

- Where the westbound to northbound ramp converges with the eastbound to northbound ramp,
- the southbound I-39/90 ramp merge with eastbound US 12/18,
- the northbound I-39/90 ramp merge with eastbound US 12/18 ramp, and
- the westbound US 12/18 diverge to northbound I-39/90.

Longer acceleration and deceleration lanes allow drivers to adjust their speeds on auxiliary lanes away from free-flow traffic which helps minimize interference with through traffic and reduces the potential for crashes.

Other improvements or aspects of the Proposed Action include the following:

1. The construction of wider shoulders which provide safer environments for emergency stops and more recovery area for driver errors.
2. The construction of four new bridges along northbound I-39/90 through the core of the interchange.
3. With the northbound I-39/90 to westbound US 12/18 exit ramp being reconstructed as a right-side exit, the existing I-39/90 roadway will be utilized as the exit ramp to westbound US 12/18.
4. Southbound I-39/90 would receive shoulder improvements, repairs to the existing concrete pavement as necessary, and the structure approach slabs would be replaced.
5. The box culvert under I-39/90 at Pennito Creek will be extended approximately 35 feet to the east of I-39/90 and approximately 30 feet to the west to accommodate deceleration/acceleration lanes to/from US 12/18.
6. The northbound I-39/90 structure over Femrite Drive, will be widened to the outside to accommodate the extension of an acceleration lane from the westbound US 12/18 ramp merge with the eastbound US 12/18 ramp to northbound I-39/90.

The Proposed Action ties into the expansion of the I-39/90 at the south end of this project to complete the 45-mile expansion of I-39/90 between the Illinois State Line and the US 12/18 Madison Beltline, which is consistent with the planned improvements to the adjacent transportation facilities identified in the project Purpose and Need.

The preferred alternative will be constructed to address the project's purpose and need consistent with Performance-Based Practical Design principles and current design standards, thus improving the overall safety and correcting the existing geometric deficiencies along I-39/90. I-39/90 will remain open to traffic during daytime hours and weekends. Nighttime single lane closures are anticipated between 8 p.m. and 5 a.m. Monday through Friday. Weekly construction notifications will be sent via the I-39/90 project email distribution list and via message boards on I-39/90. Register for project email updates at www.i39-90.wi.gov and click on the "Sign Up for Updates" tab. You can also follow the construction progress on the I-39/90 Project Facebook page at www.facebook.com/WisconsinI3990Project.

Preferred Alternative Summary of Impacts (Alternative C)

Summary of Impacts for the Preferred Alternative (Alternative C)	Anticipated Impact
Project Length (Miles)	2.37
Construction (LET) Cost (\$Million)	66
Utilities, Design/Construction Engineering (\$Million)	14
Real Estate Cost (\$Million)	2
Total Cost (\$Million)	82
Total Area Converted to Right of Way (Acres)	7.7
Permanent Fee Acquisitions Required (Acres)	4.0
Temporary Easements Required (Acres)	0.5
Building Acquisitions/Relocations Required	0
Number of Farms Affected	0
Total Wetlands Filled (Acres) – see additional information below table	Less than 5
Floodplain Encroachment – see additional information below table	Yes
Stream Crossings	1
Endangered Species (not likely to adversely affect)	1
Potentially Eligible Historic Properties	0
Archaeological Sites	0

The following are anticipated impacts to wetlands and floodplain within the project area.

- Approximately 4.0 acres of wetlands will be impacted with the realignment and reconstruction of northbound I-39/90, and with the proposed ramp improvements to and from US 12/18.
- Approximately 0.1 acres of wetlands will be impacted with the reconstruction and widening of the southbound I-39/90 shoulders, and with the addition of a dedicated “exit only” ramp lane and the lengthening of the deceleration lanes.
- Approximately 0.1 acres of wetlands will be impacted with the lengthening of the ramp acceleration lanes along eastbound US 12/18.

It has been agreed upon by the WisDOT and Wisconsin Department of Natural Resources (WDNR) to mitigate these impacts by debiting the impacts to the WisDOT World Dairy Wetland Mitigation Bank Site.

The box culvert under I-39/90 at Pennito Creek is located within the 100-year floodplain. Both ends of the existing box culvert will be extended with the project to accommodate longer ramp lanes along northbound and southbound I-39/90. It is anticipated that 0.9 acres of the 100-year floodplain will be impacted by the project.

Property Acquisition

Before any property acquisition activities are initiated, members of the Wisconsin DOT Southwest Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

It is not anticipated that any homes or businesses will need to be acquired as a result of this project. It is anticipated that approximately 4.5 acres of temporary and permanent right of way acquisition will be needed for this project. The acquisition of necessary right of way for this project is scheduled to begin in 2019. Depending upon the availability of funding, construction could begin in early 2020 if a build alternative is selected.

Next Steps

At the end of the document availability period, the project team will review and consider all public hearing testimony received on the Environmental Assessment. This input will assist the project team in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the I-39/90 and US 12/18 (Beltline) Interchange project include the following:

- Final Environmental Document – March 2019
- Final Design – 2019 and 2020
- Real Estate Acquisition – 2019
- Anticipated Construction Start – 2020
- Anticipated Construction Completion – 2021

Description of Public Hearing Exhibits

The following is a description of the public hearing exhibits on display:

- A **Project Area Map** showing features including municipal and neighborhood boundaries, tribal trust land, historic and public use recreation areas, streams and tributaries, and a wetland mitigation bank site.
- There are two **Preferred Alternative Exhibits** that show the preferred alternative selected in the environmental assessment and highlight the proposed improvements. There is a separate **Environmental & Right of Way Impacts Exhibit** showing the potential impacts associated with the proposed improvements with a summary matrix. The **Dismissed Design Alternatives** are also on display.
- There are several **Crash Analysis** and **Safety Improvement Exhibits** related to the “high-crash” locations identified at the Beltline Interchange and the improvements proposed at each location.

- There is an **I-39/90 Northbound Core Exhibit** showing the design year daily traffic volumes, unique traffic operations at the Beltline Interchange, and a comparison of 2-lane and 3-lane options through the Core.
- There is a **Construction Schedule Exhibit** and a **South Leg Exhibit** showing the 2-mile project located immediately south of the Beltline Interchange.

Video and PowerPoint Presentations

WisDOT is providing brief video and PowerPoint presentations as part of the traditional-style portion of this public hearing to update the public on the proposed project alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Project Statement.

Contact Information

Submittal of Written testimony or general project questions

Additional written public hearing testimony on the Environmental Assessment after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received no later than January 11, 2019.

Mark Vesperman
Southwest Region Project Office
Wisconsin Dept. of Transportation
111 Interstate Boulevard
Edgerton, WI 53534-9399
Mark.Vesperman@dot.wi.gov

Property acquisition/relocation questions

Questions specific to property acquisition and/or relocations of homes and businesses can be most efficiently answered by real estate staff.

Jamie Brud
Southwest Region Project Office
Wisconsin Department of Transportation
111 Interstate Boulevard
Edgerton, WI 53534-9399
Jamie.Brud@dot.wi.gov

Project website (project information, schedule and updates)

<https://projects.511wi.gov/i-39-90/us1218-beltline/>

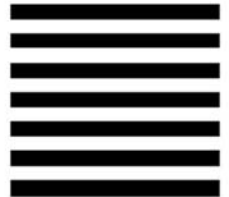
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ATTN: MARK VESPERMAN
DTSD SOUTHWEST REGION-EDGERTON OFFICE
WISCONSIN DEPARTMENT OF TRANSPORTATION
111 INTERSTATE BLVD
EDGERTON WI 53534-9907



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Registration Slip for Verbal Testimony



I-39/90 and US 12/18 (Beltline) Interchange
WisDOT Project ID 1007-10-02
Environmental Assessment Public Hearing
Hearing Location: Ho-Chunk Nation Teejop Hocira
4724 Tradewinds Parkway, Madison WI 53718
Hearing Date: December 13, 2018

This registration slip may be used for providing public or private verbal testimony. Following the project presentation at 5:00 p.m. , public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: _____

Address: _____

If applicable - group, organization, or business you are representing: _____

- Wishing to speak**
- Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Support, describe: _____

Do Not Support, describe: _____
