



Summer 2019

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Interactive Motorist Map now available on project website

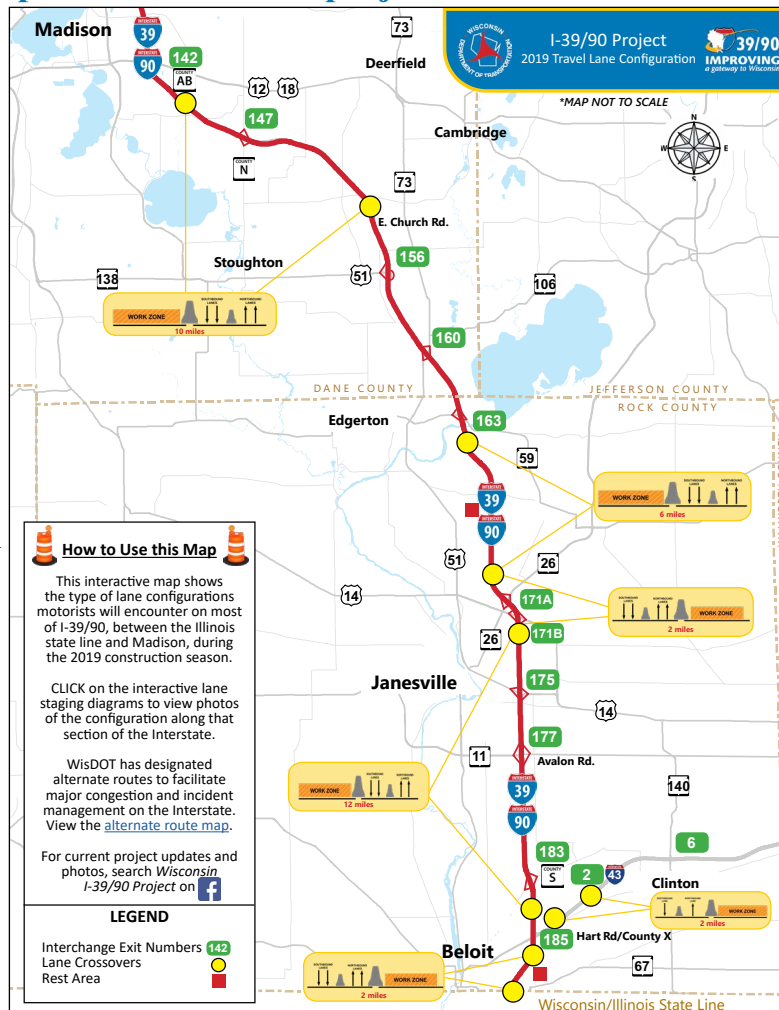
A new, [Interactive Motorist Map](#) is available to provide a better understanding of what motorists can expect when traveling the I-39/90 corridor between Beloit and Madison. The map is located on the homepage of the [project website](#) and highlights the various traffic staging configurations throughout the 45-mile corridor.

Traffic staging is the term used for the type of lane configurations used to maintain Interstate traffic through a construction zone.

On some projects, such as the I-39/90 Expansion Project, there are a several different traffic staging configurations. These configurations are determined by a variety of factors that are analyzed to determine how best to manage traffic within a construction zone (see articles on the following pages for details).

In addition to highlighting the lane configurations, the map allows visitors to click on each configuration graphic to see a current photo of the construction zone within that area of the corridor.

Providing a view of the construction zone gives motorists a better perspective of what they will encounter when traveling the corridor. This is especially helpful for motorists who don't feel comfortable driving in a busy construction zone. Using this map, they can prepare for their trip or choose an alternate route to reach their destination. These photos will be updated periodically as construction progresses.



This map provides motorists the opportunity to better understand what they will encounter traveling on I-39/90.

The map also indicates the locations of the crossovers used to direct traffic from one side of the Interstate to the other. There are 10 crossovers on the corridor for 2019. The number of crossovers and their locations will change year-to-year as construction progresses.

WisDOT encourages you to review the map prior to each of your travels on I-39/90 in Dane and Rock counties.

Construction kicks into full gear

I-39/90 reconstruction and expansion is well underway and crews are making good progress. Most of the 45-mile project area, between Beloit and Madison, is an active work zone and motorists are reminded to eliminate distractions and remain focused when driving through the area.

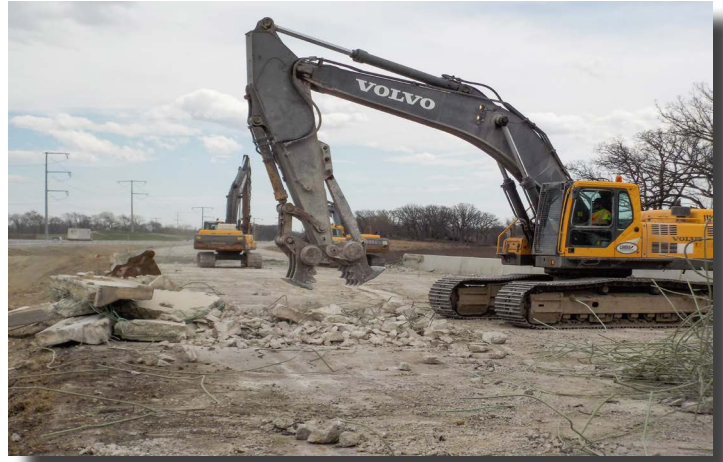
In the following work zones, Interstate traffic is shifted onto one side, and north and southbound traffic are separated by a median barrier wall.

On the northern segment of the project, all traffic is using the new northbound side of the Interstate while crews work to reconstruct and expand the southbound side between East Church Road, north of the US 51 interchange (Stoughton Exit 156), and County AB near Madison. Both County MN and Drotning Road are closed until fall as crews work to replace the Interstate bridges over both roadways. County W and County B will be closed periodically to complete the bridge reconstruction work. The north segment of the project, from Edgerton to County AB near Madison, will be completed this fall, besides the I-39/90 and US 12/18 (Beltline) interchange area.

In the central segment of the project, all motorists are using the northbound Interstate lanes just south of the Rock River, near Edgerton, to Townline Road, north of the WIS 26 interchange (Exit 171 A) in Janesville. This allows crews to reconstruct and expand the Interstate's southbound lanes in this area.



Crews removed the Kennedy Road overpass in Janesville, which will be closed to through traffic until later this month.



This spring, the southbound bridge over Drotning Road in Dane County was removed.

Near Kennedy Road in Janesville, a crossover switches all traffic onto the southbound side of the Interstate, while crews reconstruct and expand the Interstate's northbound lanes. This involves closing the WIS 26/Milton Avenue ramp to I-39/90 northbound until early August for realignment of the ramp for the final Diverging Diamond Interchange configuration.



Crews finished storm sewer work on US 14/Humes Road under I-39/90 in Janesville.

Just south of Janesville's I-39/90 and US 14 (Exit 171B) interchange, all traffic shifts back to the northbound side of the Interstate, until Hart Road near Beloit, which is part of the south segment of the project. This configuration allows crews to reconstruct and expand the southbound Interstate between Janesville and Beloit. *(continued on next page)*

Connect with us!

Stay up-to-date on the I-39/90 Expansion Project. From construction updates to meeting notices and handouts, you can connect with us to get information in whichever way is most convenient.



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📘 [Facebook.com/WisconsinI3990Project](https://www.facebook.com/WisconsinI3990Project)

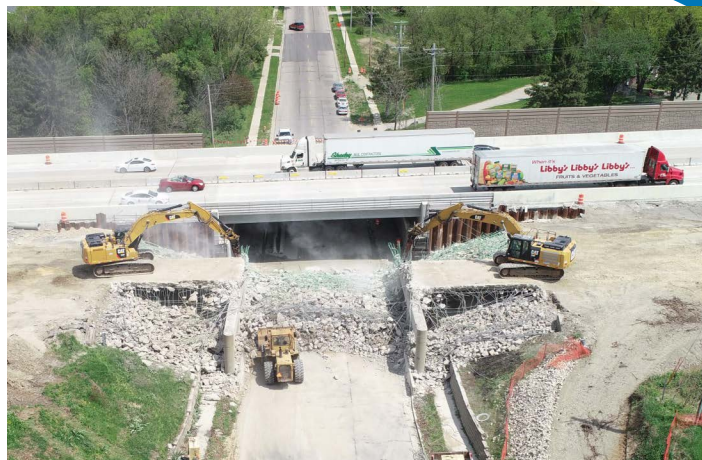
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Near Cranston Road in Beloit, all traffic is redirected onto the Interstate's southbound side and remains that way to the Illinois state line as crews reconstruct and expand the northbound side of I-39/90. Access to the Beloit rest area remains open via temporary ramp connections.

Reconstruction work is also taking place on I-43 near the interchange with I-39/90. All traffic is located on the southbound side of I-43 (one lane in each direction) between County X/Hart Road to I-39/90 until mid-August 2019. As a reminder, Colley Road under I-43 is closed until fall and an alternate route is required. Additional reconstruction activity in the area has reduced Gateway Boulevard to one lane in each direction between Hart Road and Millington Road.

Learn more about this year's work zones and alternate routes in the [2019 Construction Guide](#).



Demolition of the old southbound Interstate bridge over Mount Zion Avenue took place in May.



What's with all the crossovers?



Motorists traveling the I-39/90 corridor, between Beloit and Madison, will encounter eight crossovers that shift traffic from one side of the Interstate to the other side, as reconstruction and expansion of the Interstate continues. Two crossovers are also located on I-43, east of Beloit.

Many motorists wonder, 'Why not keep travelers on one side of the Interstate the entire length of the corridor and complete all work on the opposite side? Then when that's completed, shift all traffic over to the newly constructed side and complete expansion on the opposite side.'

The I-39/90 Traffic Unit explains why Interstate traffic is using the current configuration:

There are a variety of factors that go into determining traffic staging for a project, particularly on an Interstate where it's vital to maintain two lanes of traffic in each direction. Among them are safety (both to motorists and workers), the ability for crews to work efficiently, and costs. Additional factors considered include terrain of the area, constructability challenges, the type of reconstruction work taking place (whether it's expanding traffic lanes versus replacing a bridge), and the condition of the existing structure being replaced.

These factors, combined with other important items for consideration, are evaluated to determine lane configurations that maintain traffic flow while allowing crews to complete reconstruction activities.



Combating Winter: Living snow fences installed along I-39/90

Winter in Wisconsin can present significant challenges for motorists when snow drifts across roadways, creating treacherous driving conditions.

To combat the problem of drifting snow, WisDOT strategically places temporary barriers and permanent living snow fences in areas where drifts across state-managed roads and Interstates are common.

As part of the I-39/90 Expansion Project, WisDOT is installing living snow fences in several locations along I-39/90 where drifting may occur.



A living snow fence was recently installed along the southbound lanes of I-39/90, just north of the I-39/90 and WIS 59 interchange in Edgerton, as well as other locations along the corridor.

These living snow fences are comprised of shrubs strategically planted on the side of roadways to prevent snow drifts. They can help maintain clearer roadways by capturing blowing snow upwind in a problem area. Living snow fences have proven to be effective throughout the state with problem locations typically seeing between 50 and 75 percent fewer winter-related crashes.

They also reduce roadside maintenance costs caused by drifting snow which can create subsurface freeze, damaging the subgrade below the pavement and reducing the life expectancy of the roadway.

For the I-39/90 Expansion Project, WisDOT has selected seven shrub species from the Wisconsin Department of Natural Resources – Division of Forestry Nursery Program and installing living snow fences as part of the roadside restoration. The bare root plants are between one and two years old at the time of planting and planted in two or three rows at even spacing with alternate species to create a natural final look. Landscape fabric is placed to control weeds.

They will take a few years to grow large enough to become established and effective. During that time, temporary wooden-slat snow fences are paired with the plantings at each location.

Janesville area high school students tour I-39/90 Expansion Project

More than 50 students from Janesville's Parker and Craig high schools participated in a tour of the I-39/90 expansion project to learn about the various skills needed to complete a large, multi-year highway construction project.

The students toured work zones in Janesville and Beloit and were provided an overview of paving operations, bridge work and how interchanges are reconstructed. They also saw what it's like working in a construction zone and to interact with crew members working on the project. Those men and women shared why they chose a career in the trades and their experience working on the major I-39/90 project.

One stop included the I-39/90 Project field office in Edgerton where students learned about the purpose of the expansion, the process involved in the design and construction phases of the project and also how a project of this size is managed.

During the field office visit, students were provided information regarding WisDOT's Transportation Alliance for New Solutions (TRANS) program. This program offers a free six-week course to those 18 and older who are interested in a career in the trades. Contractors working on the project shared information about the requirements they look for in prospective employees and how to apply to work in the trades.

A special thank you to WisDOT project staff and project contractors/consultants Rock Road Companies, Inc.,

Forward Services, Harkinson Consulting, JT Engineering, Inc., and R.H. Batterman and Co., Inc. who helped make the tour a success.

For more information about the TrANS program, please contact [Lorie Thompson](#) at Forward Services. You can also learn more by visiting [WisDOT's TrANS](#) website.



Students visit two construction sites on the I-39/90 Expansion Project to view the type of work being completed.

