

U.S. Department
of Transportation
**Federal Highway
Administration**

I-39/90/94 Corridor Study

Frank Pritzlaff, PE
WisDOT Project Manager

Public Involvement Meeting #2

April 2023



Presentation Topics

1. Study Overview
2. Study Purpose & Corridor Needs
3. Study Schedule
4. Interstate Alternatives
5. Interchange Alternatives
6. Next Steps
7. Contact Information



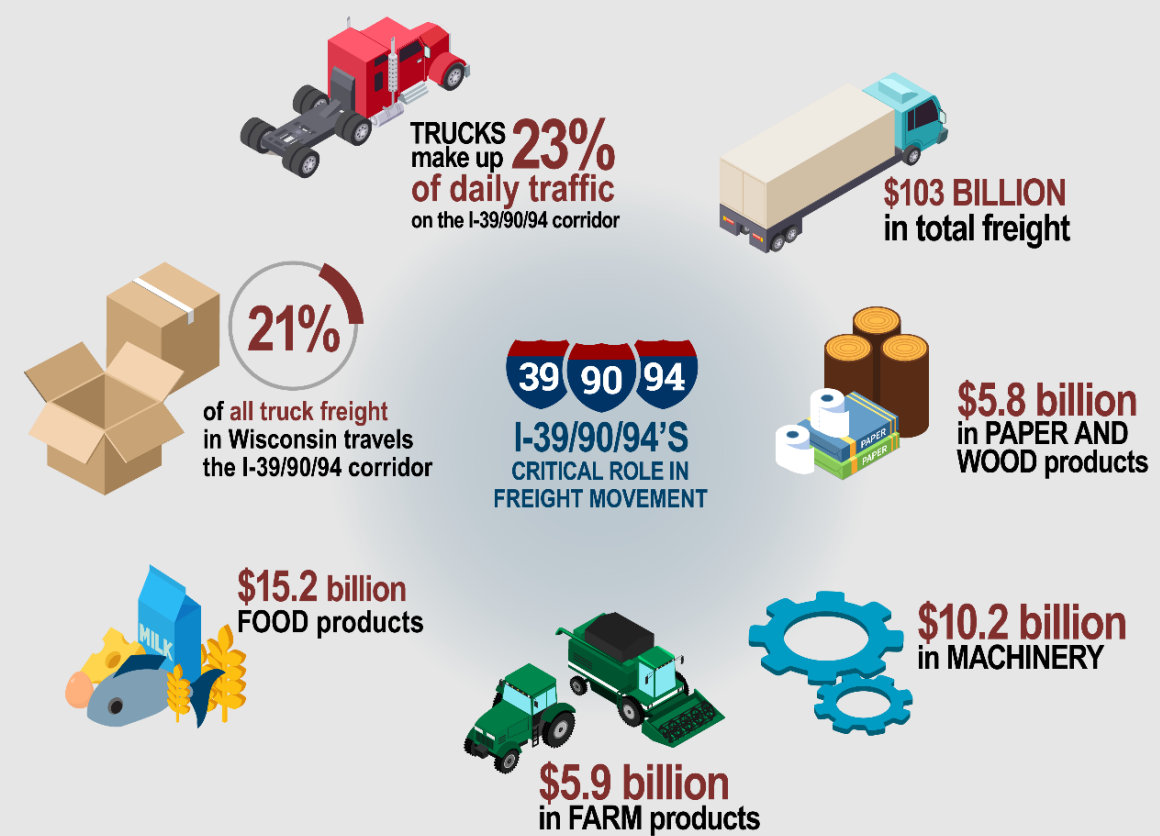
Study Overview

- 67 miles of I-39/90/94
 - From US 12/18 (Madison) to US 12/WIS 16 (Wisconsin Dells)
 - Spans Dane, Columbia, Sauk and Juneau counties
- Does **not** include:
 - Wisconsin River Bridges Project
 - WIS 60 interchange reconstruction
- Limited to on- and near-alignment alternatives (no bypass)



Study Overview

- Primary long-haul truck route and regional vehicle corridor through state
- Vitally important to economic health of the state and region



- Acts as a gateway from major population centers – Chicago, Milwaukee, Madison, Minneapolis – to popular outdoor recreation and tourist destinations

Study Overview – Project Team

- WisDOT Southwest Region
 - Dan Schave, P.E. – Supervisor
 - Frank Pritzlaff, P.E. – Project Manager
 - Brian Taylor – Environmental Coordinator
- WisDOT Central Office – Bureau of Technical Services
 - Mike Helmrick – NEPA compliance
- Federal Highway Administration (FHWA)
 - Bethaney Bacher-Gresock– Environmental Program Manager
 - Dave Platz, P.E. – Major Projects Oversight Engineer
 - Michelle Gehrke, P.E. – Transportation Engineer



Study Purpose and Corridor Needs

Study Purpose:

Address existing and future **traffic demands**, **safety** issues, **aging** and **outdated** corridor **infrastructure**, and corridor **resiliency**.



Study Purpose and Corridor Needs

Corridor Needs:

TRAFFIC



Traffic volumes along the study corridor are increasing, causing vehicle congestion and backups on the Interstate and decreasing travel time reliability

SAFETY



Crash rates along the study corridor, especially at interchanges, **exceed the statewide average crash rate**

Study Purpose and Corridor Needs

Corridor Needs:

PAVEMENT



Pavement maintenance projects are anticipated in **24 of the next 30 years** somewhere in the study corridor

BRIDGES



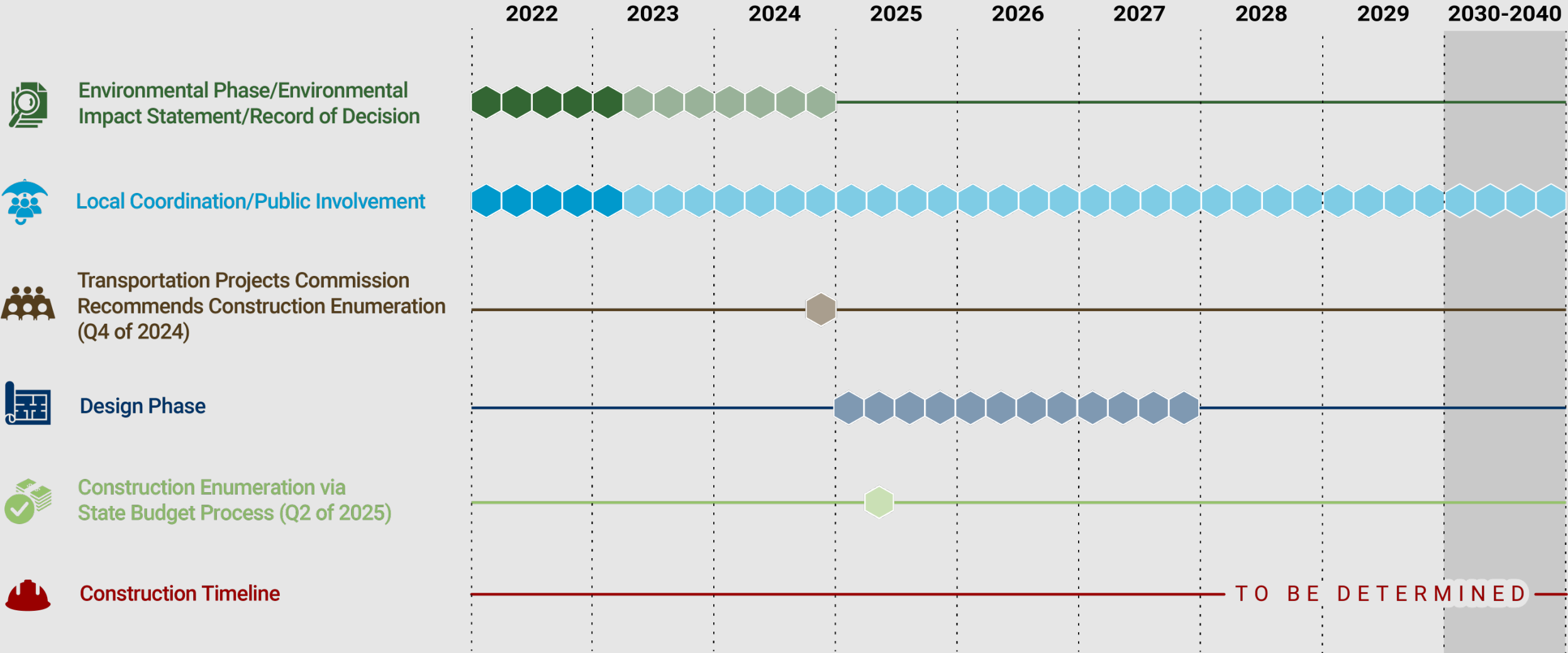
84 of 113 structures in the study corridor will be over 50 years old by 2030 and many bridges do not meet current design standards

FLOODING



Floods causing **Interstate closures** impact corridor resilience and disrupt vital commerce and emergency services connections

Study Schedule



Study Schedule

2022

2023

2024

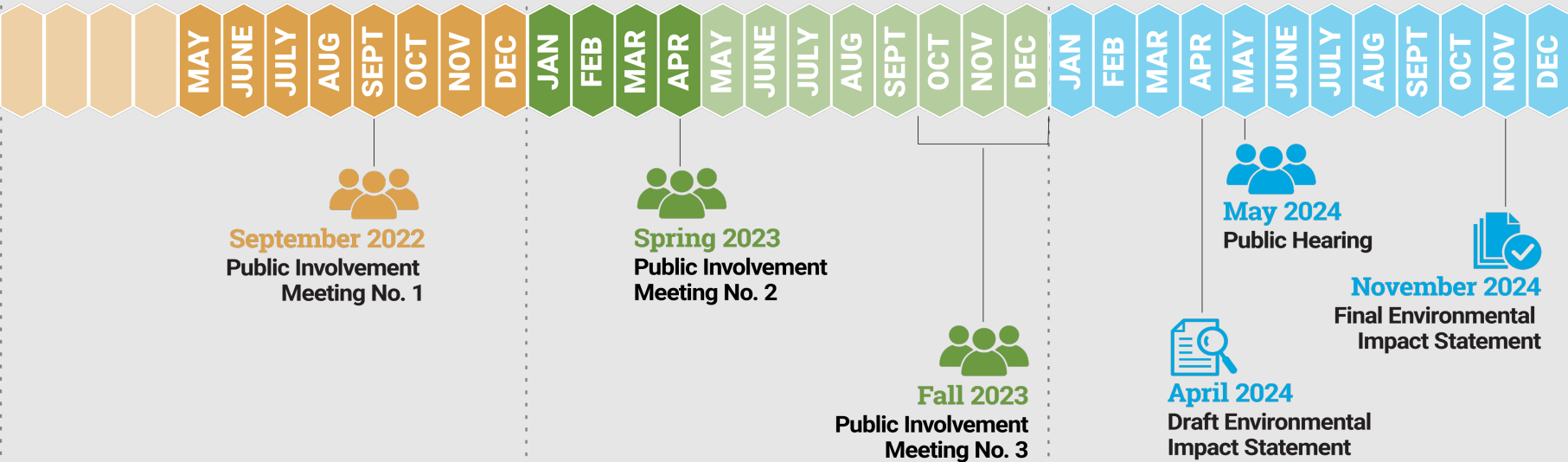


Corridor Study Tasks

- » Data collection
 - » Develop study purpose and need
 - » Develop transportation alternatives
 - » Coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee
- » Further develop transportation alternatives and study purpose and need
 - » Begin environmental impact analysis
 - » Continued coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee
- » Finalize environmental impact analysis
 - » Complete environmental document
 - » Continued coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee



Public Input Opportunities

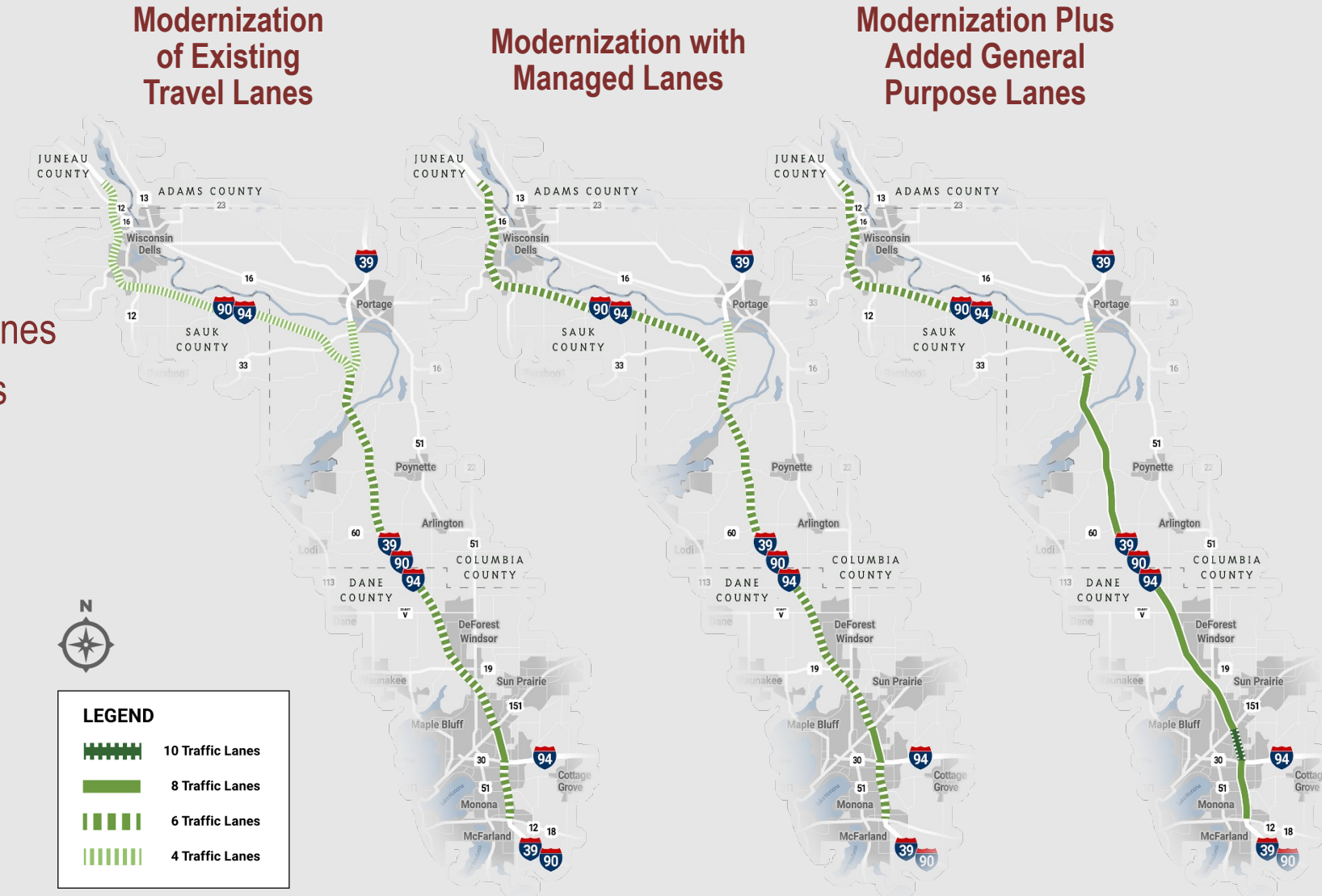


Interstate Alternatives

- No Build *[used as baseline]*
 - No improvements
- Traffic Demand Management/Traffic Systems Management & Operations *[partially eliminated]*
 - Public transportation, ramp metering, park and ride lots, traffic detectors, variable message signs, crash investigation sites, part-time hard shoulder running, reversible lanes
- Off Alignment – East Reliever *[eliminated]*
- Spot Improvements *[eliminated]*
 - Spot safety and operational improvements
- Interstate Modernization *[three alternatives – see next slide]*
 - Existing interchange reconstruction
 - Potential new interchange access

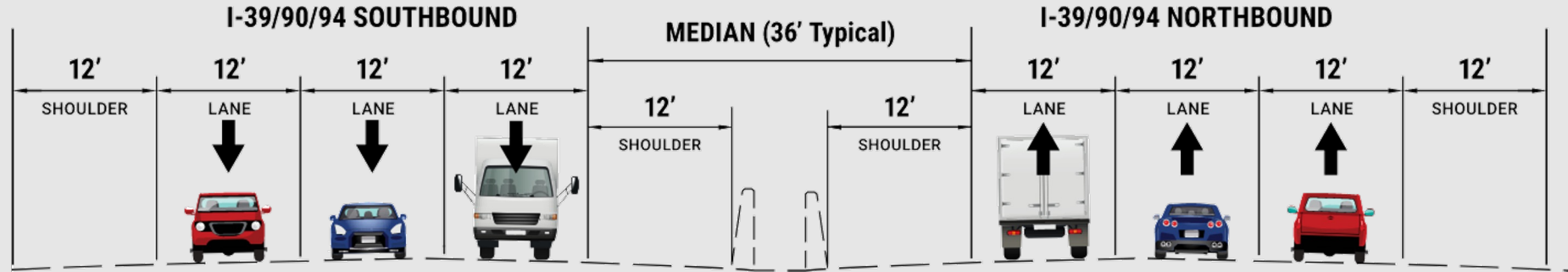
Interstate Alternatives

- Mainline build alternatives:
 - Modernization of Existing Travel Lanes
 - Modernization with Managed Lanes
 - Modernization Plus Added General Purpose Lanes
- Modernization:
 - Definition
 - Other Potential Operational Improvements
- Not a “one or the other” choice

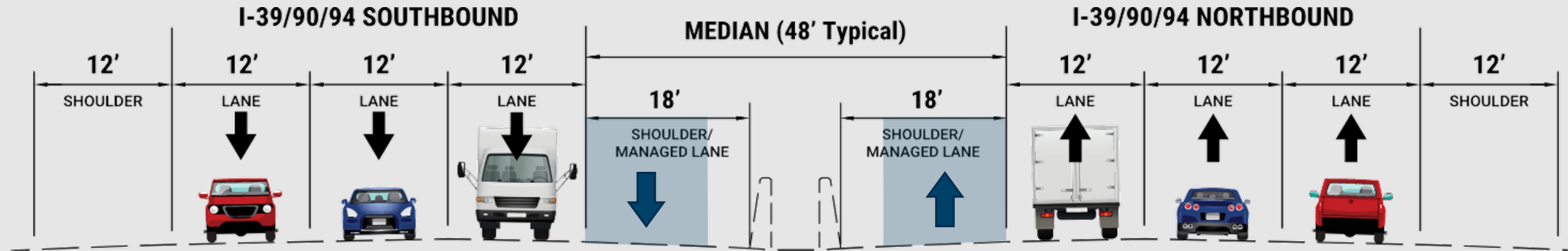


I-39/90/94 from US 12/18 to I-39 I-90/94 Split

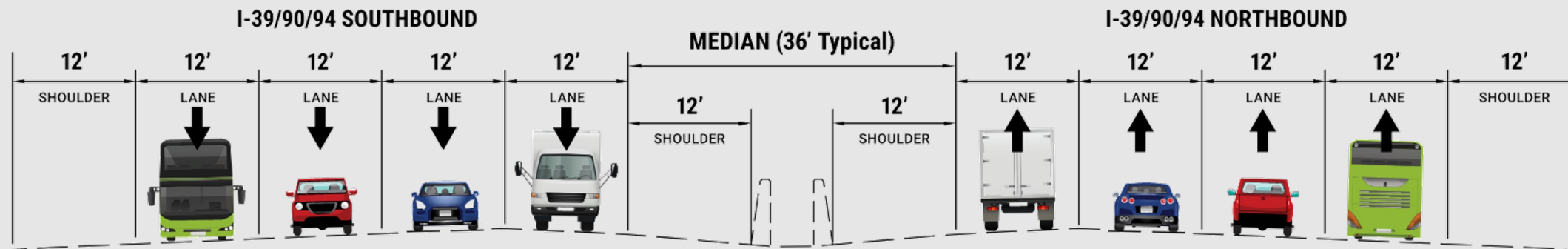
Modernization
of Existing
Travel Lanes



Modernization with
Managed Lanes

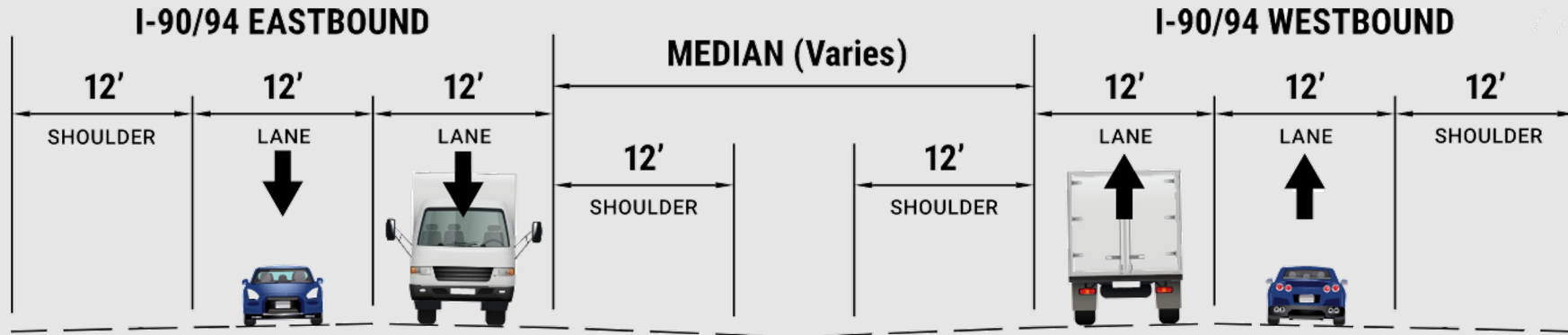


Modernization Plus
Added General
Purpose Lanes

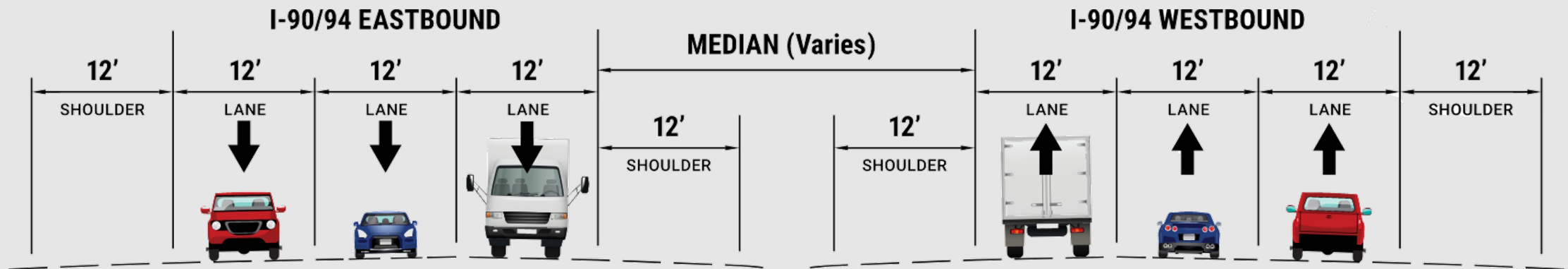


I-90/94 from I-39 I-90/94 Split to US 12/WIS 16

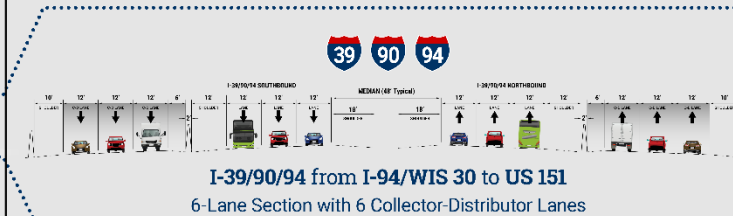
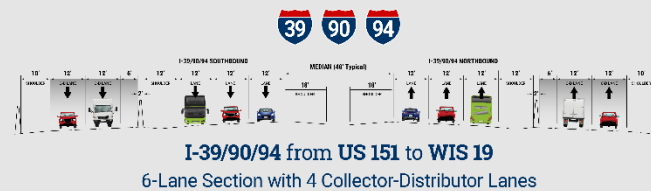
Modernization
of Existing
Travel Lanes



Modernization Plus
Added General
Purpose Lanes



Potential Collector-Distributor, Managed and Auxiliary Lanes



LEGEND

- 6 Traffic Lanes
- 6 Collector-Distributor Lanes
- 4 Collector-Distributor Lanes
- Collector-Distributor Lanes Not Considered
- Managed Lane(s) Considered
- Managed Lane(s) Not Considered



Managed lane(s) are NOT being considered for the study corridor north of the I-39 I-90/94 Split

Managed lane(s) are being considered from the US 12/18 Interchange to the I-39 I-90/94 Split



US 12/18 Interchange

- Will not be reconstructed as part of any future project from this study
- This study will tie into recently reconstructed I-39/90 project



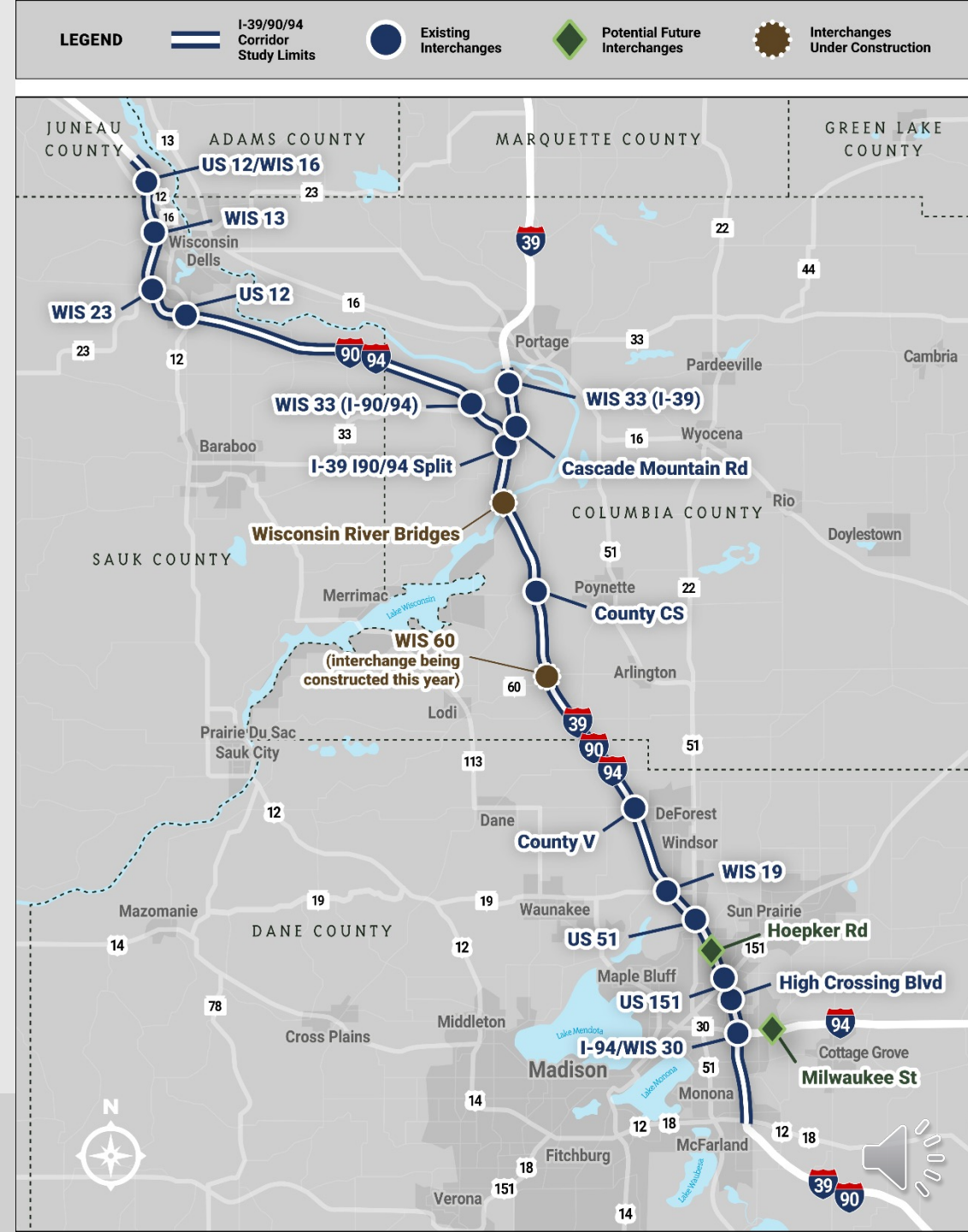
Interchange Alternatives

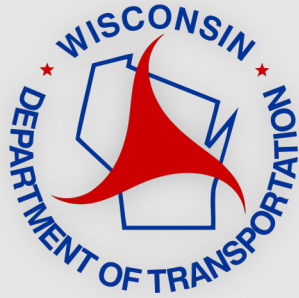
- **Existing Interchanges**

- I-94/WIS 30
- US 151
- WIS 19
- County CS
- WIS 33 @ I-39
- WIS 33 @ I-90/94
- WIS 23
- US 12/WIS 16
- High Crossing Blvd
- US 51
- County V
- I-39 I-90/94 Split
- Cascade Mountain Rd
- US 12
- WIS 13

- **Potential New Interchanges**

- Hoepker Rd
- Milwaukee Street

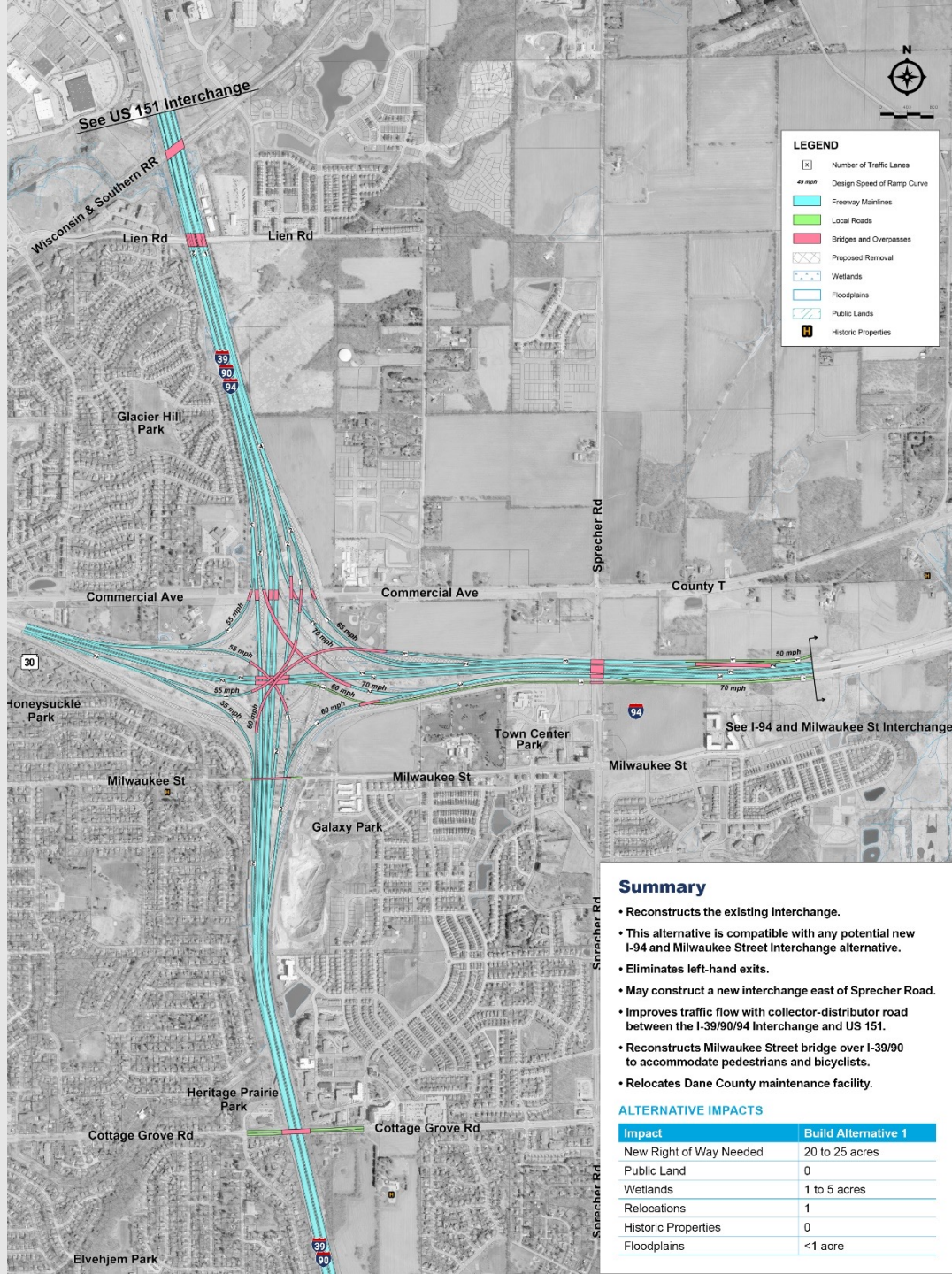




U.S. Department
of Transportation
**Federal Highway
Administration**

I-94/WIS 30 Interchange



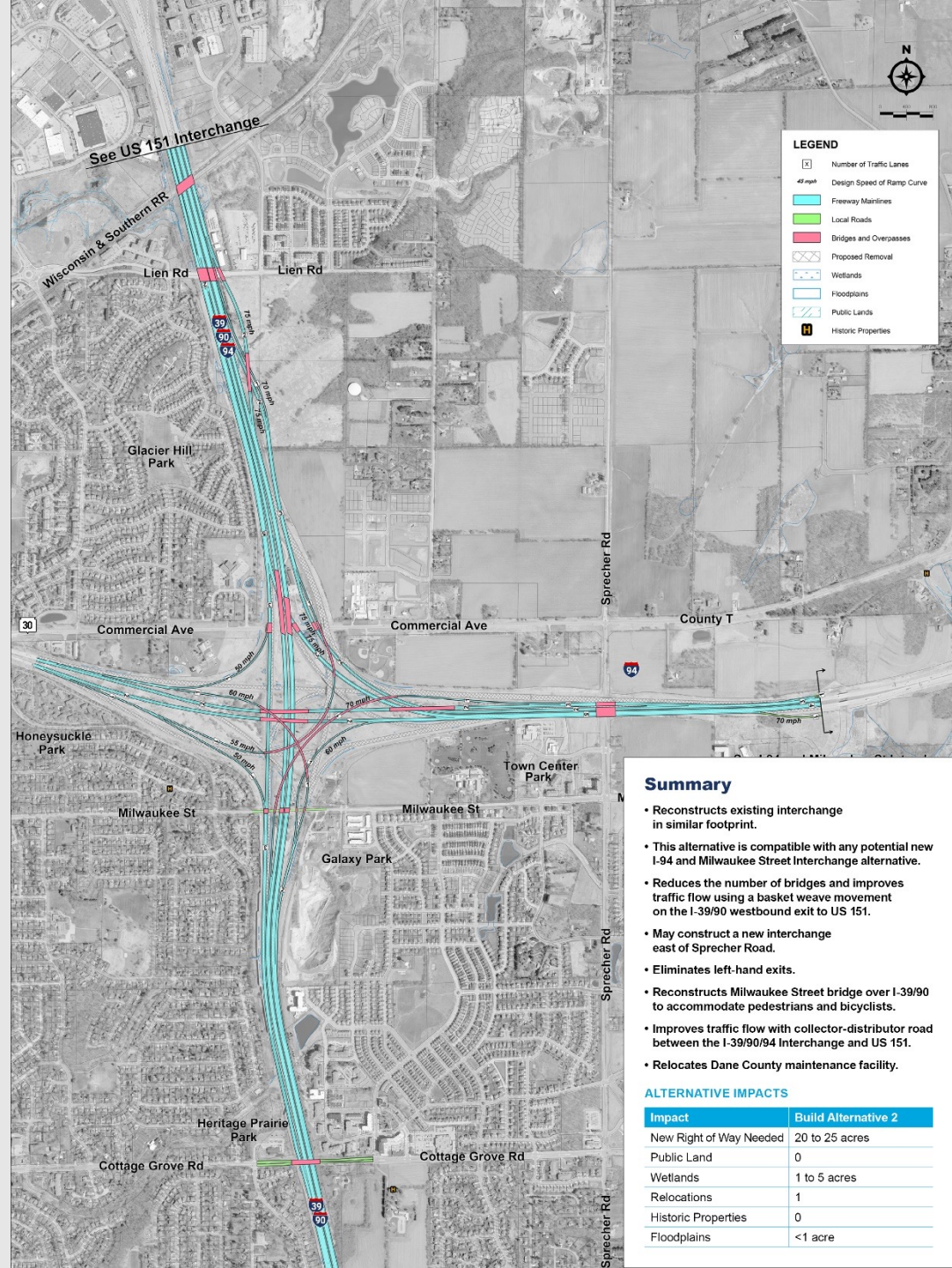


Summary

- Reconstructs the existing interchange.
- This alternative is compatible with any potential new I-94 and Milwaukee Street Interchange alternative.
- Eliminates left-hand exits.
- May construct a new interchange east of Sprecher Road.
- Improves traffic flow with collector-distributor road between the I-39/90/94 Interchange and US 151.
- Reconstructs Milwaukee Street bridge over I-39/90 to accommodate pedestrians and bicyclists.
- Relocates Dane County maintenance facility.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	20 to 25 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre



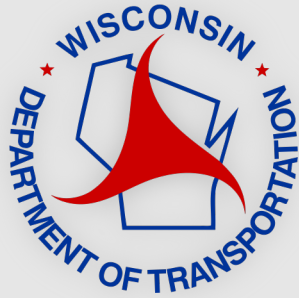
Summary

- Reconstructs existing interchange in similar footprint.
- This alternative is compatible with any potential new I-94 and Milwaukee Street Interchange alternative.
- Reduces the number of bridges and improves traffic flow using a basket weave movement on the I-39/90 westbound exit to US 151.
- May construct a new interchange east of Sprecher Road.
- Eliminates left-hand exits.
- Reconstructs Milwaukee Street bridge over I-39/90 to accommodate pedestrians and bicyclists.
- Improves traffic flow with collector-distributor road between the I-39/90/94 Interchange and US 151.
- Relocates Dane County maintenance facility.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	20 to 25 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre



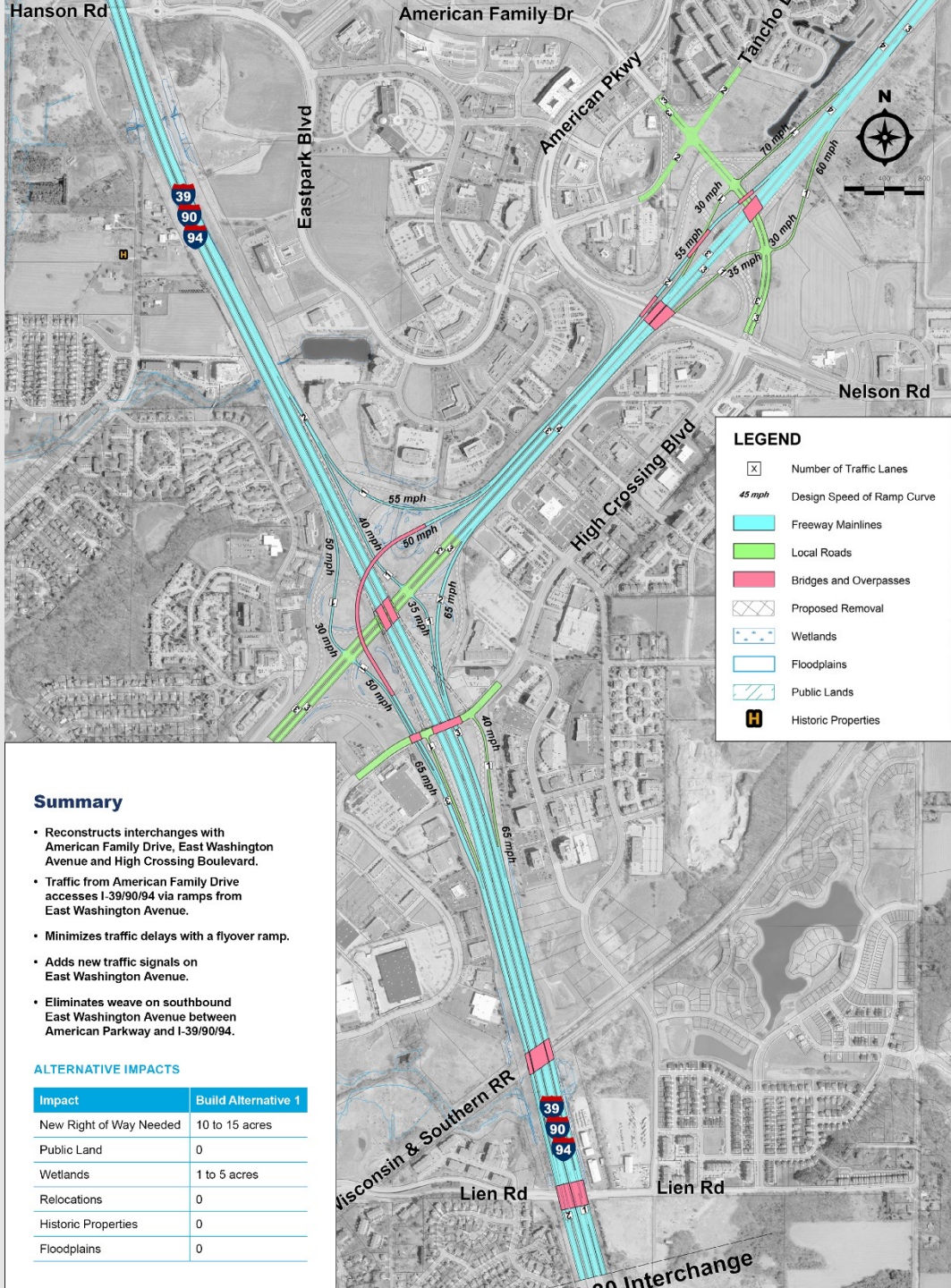


U.S. Department
of Transportation

**Federal Highway
Administration**

US 151 & High Crossing Boulevard Interchanges



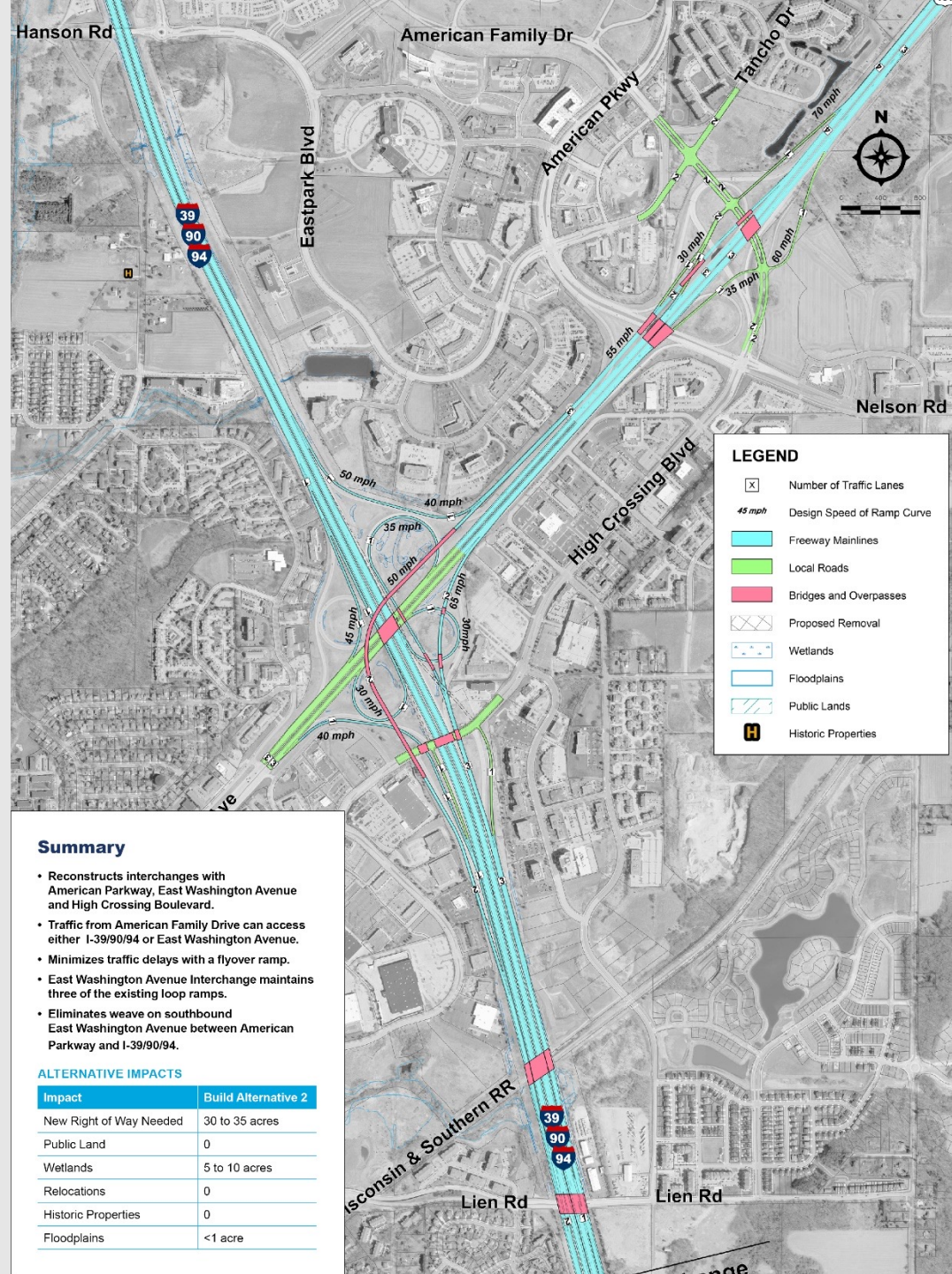


Summary

- Reconstructs interchanges with American Family Drive, East Washington Avenue and High Crossing Boulevard.
- Traffic from American Family Drive accesses I-39/90/94 via ramps from East Washington Avenue.
- Minimizes traffic delays with a flyover ramp.
- Adds new traffic signals on East Washington Avenue.
- Eliminates weave on southbound East Washington Avenue between American Parkway and I-39/90/94.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	10 to 15 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0



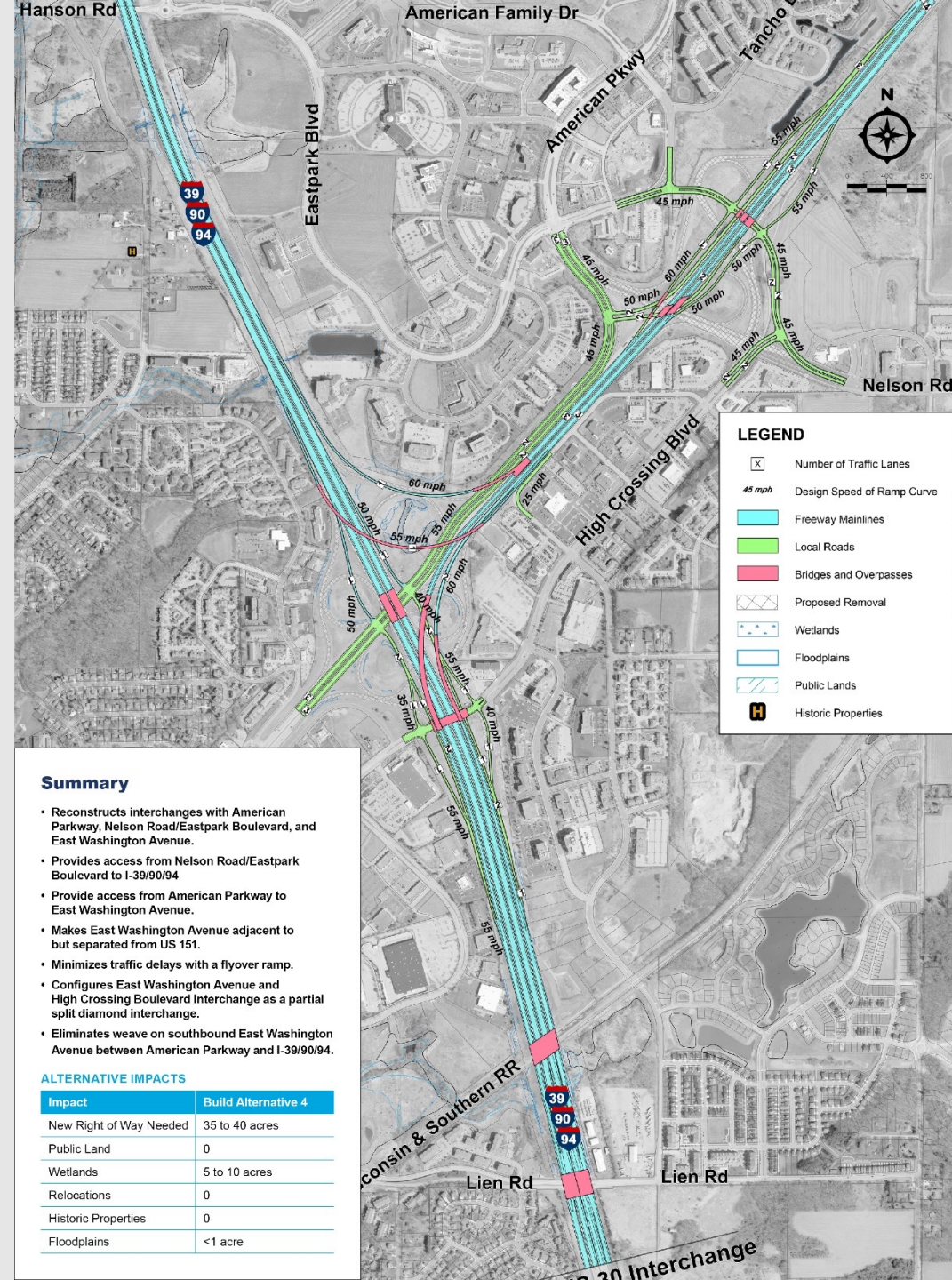
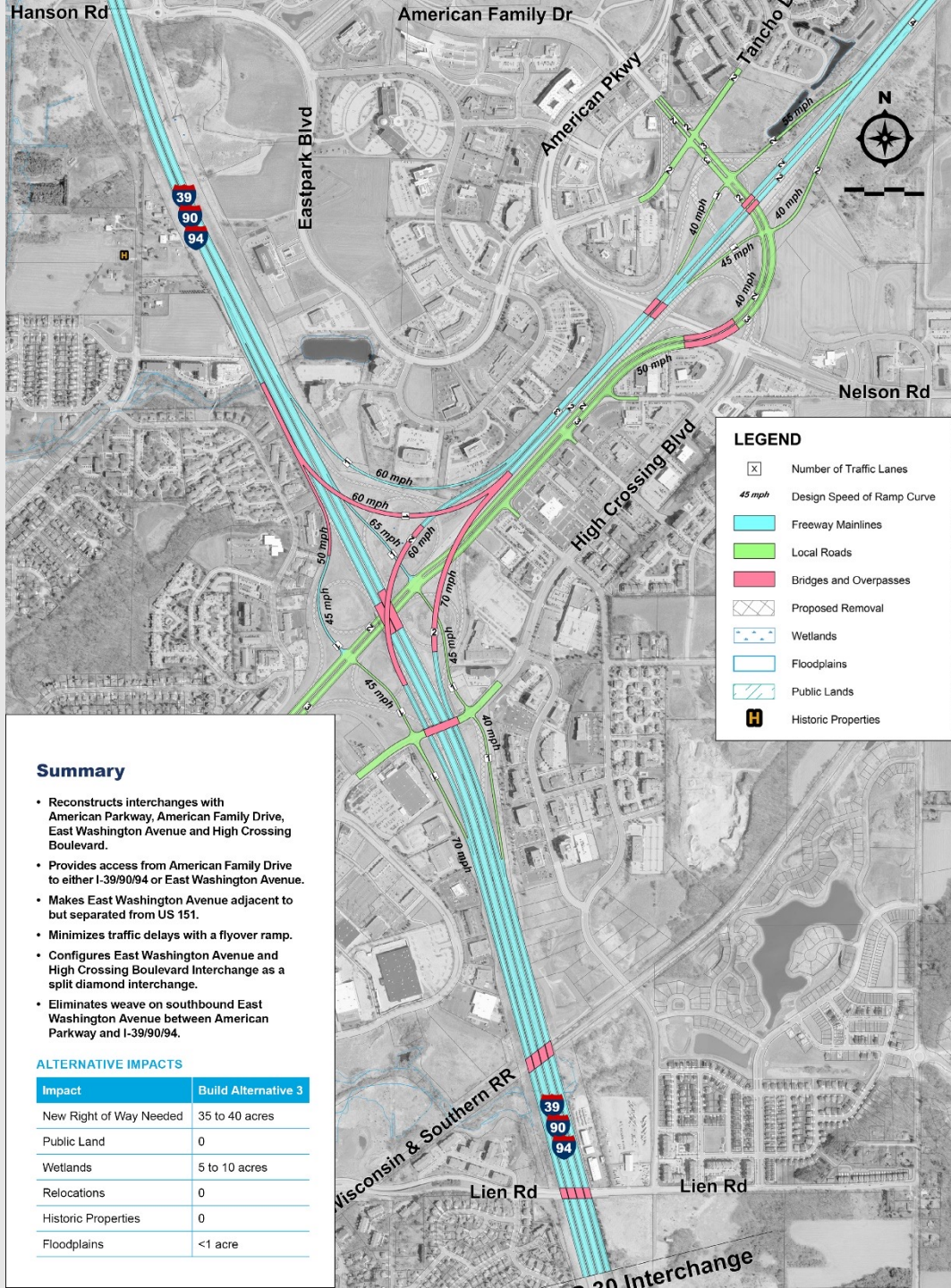
Summary

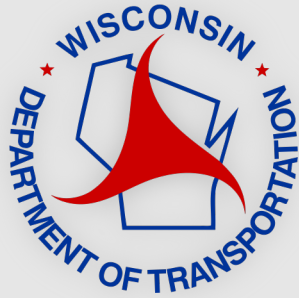
- Reconstructs interchanges with American Parkway, East Washington Avenue and High Crossing Boulevard.
- Traffic from American Family Drive can access either I-39/90/94 or East Washington Avenue.
- Minimizes traffic delays with a flyover ramp.
- East Washington Avenue Interchange maintains three of the existing loop ramps.
- Eliminates weave on southbound East Washington Avenue between American Parkway and I-39/90/94.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	30 to 35 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre





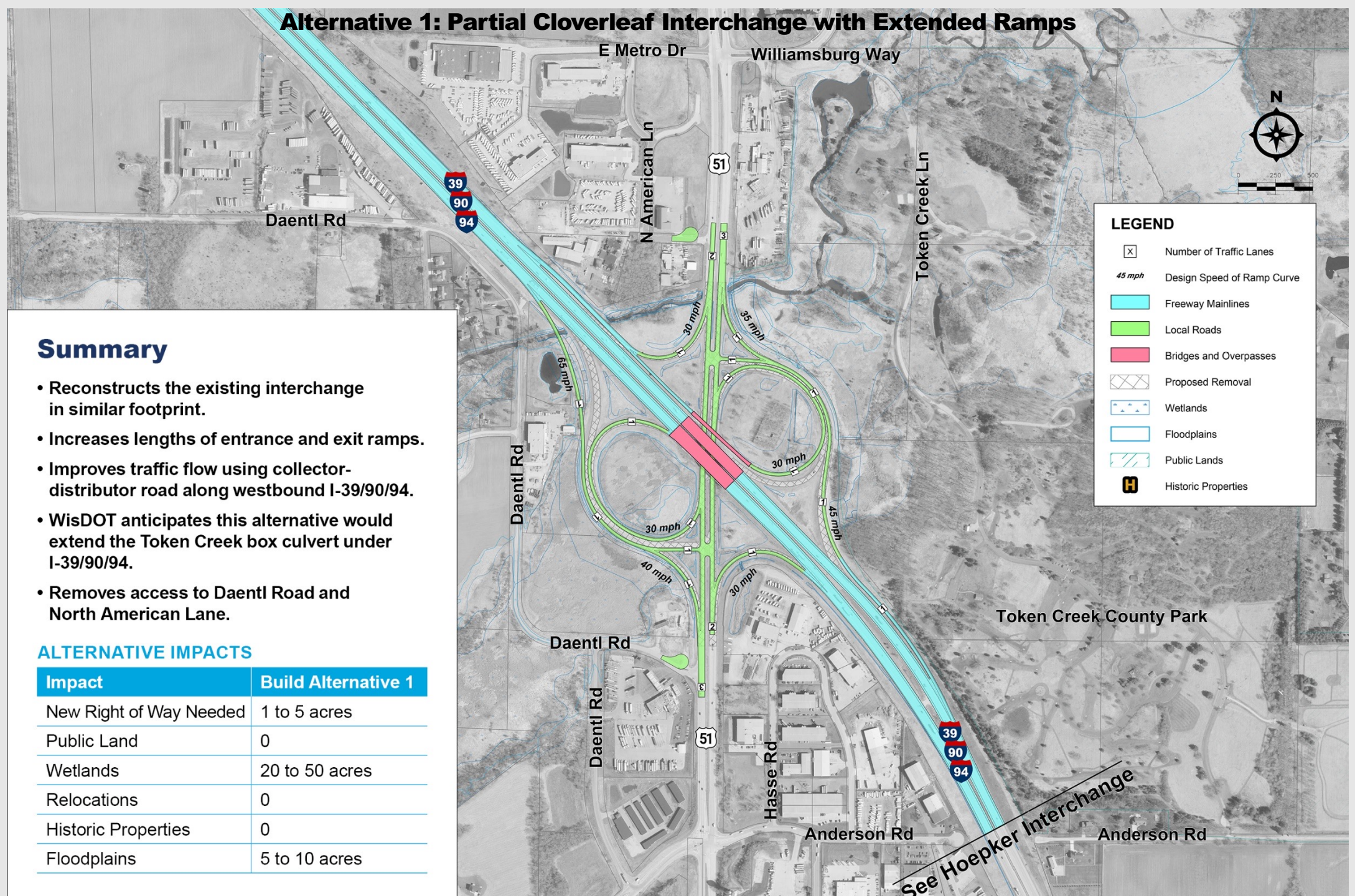


U.S. Department
of Transportation
**Federal Highway
Administration**

US 51 Interchange



Alternative 1: Partial Cloverleaf Interchange with Extended Ramps



Summary

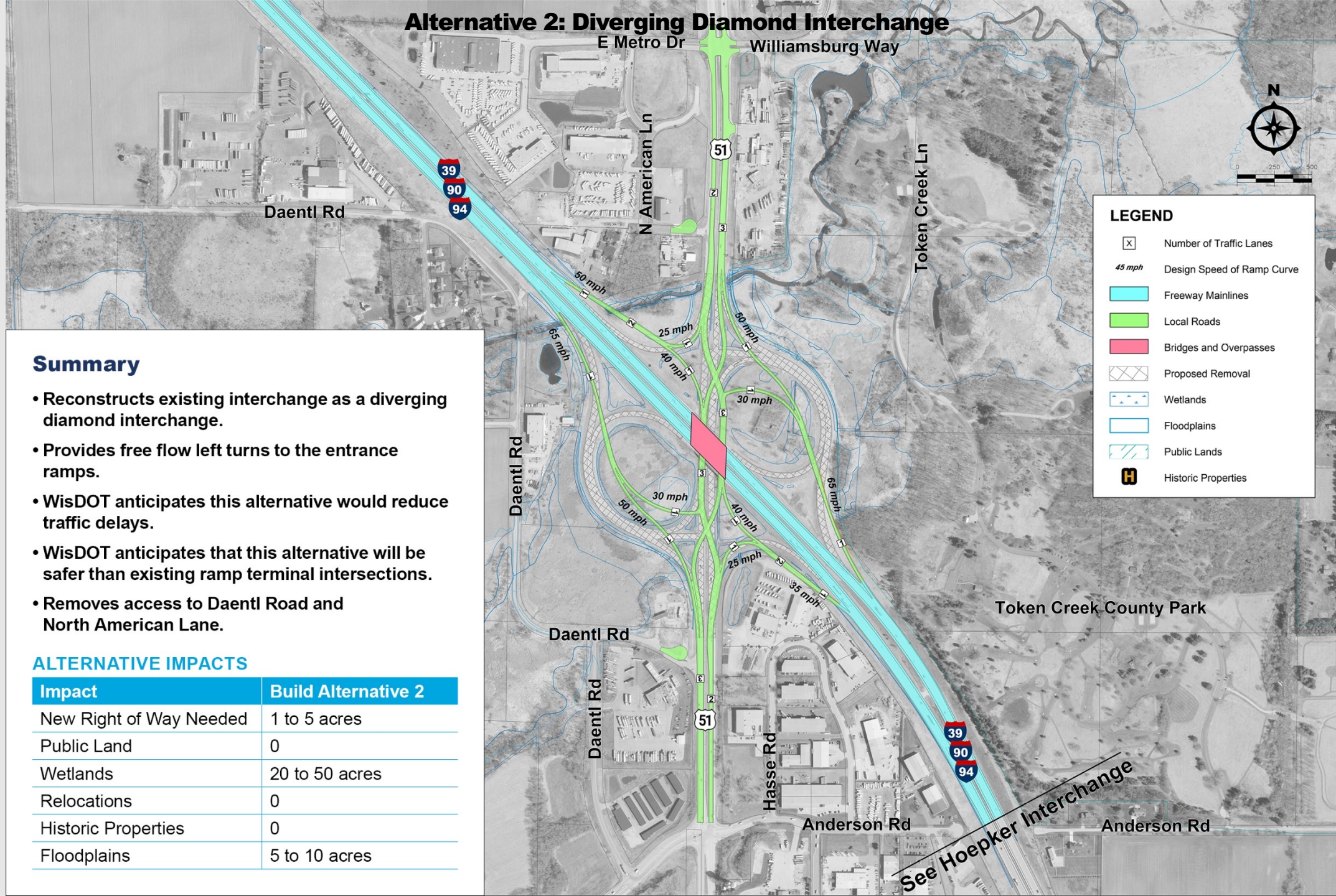
- Reconstructs the existing interchange in similar footprint.
- Increases lengths of entrance and exit ramps.
- Improves traffic flow using collector-distributor road along westbound I-39/90/94.
- WisDOT anticipates this alternative would extend the Token Creek box culvert under I-39/90/94.
- Removes access to Daentl Road and North American Lane.

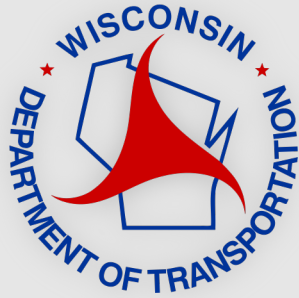
ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	20 to 50 acres
Relocations	0
Historic Properties	0
Floodplains	5 to 10 acres



Alternative 2: Diverging Diamond Interchange



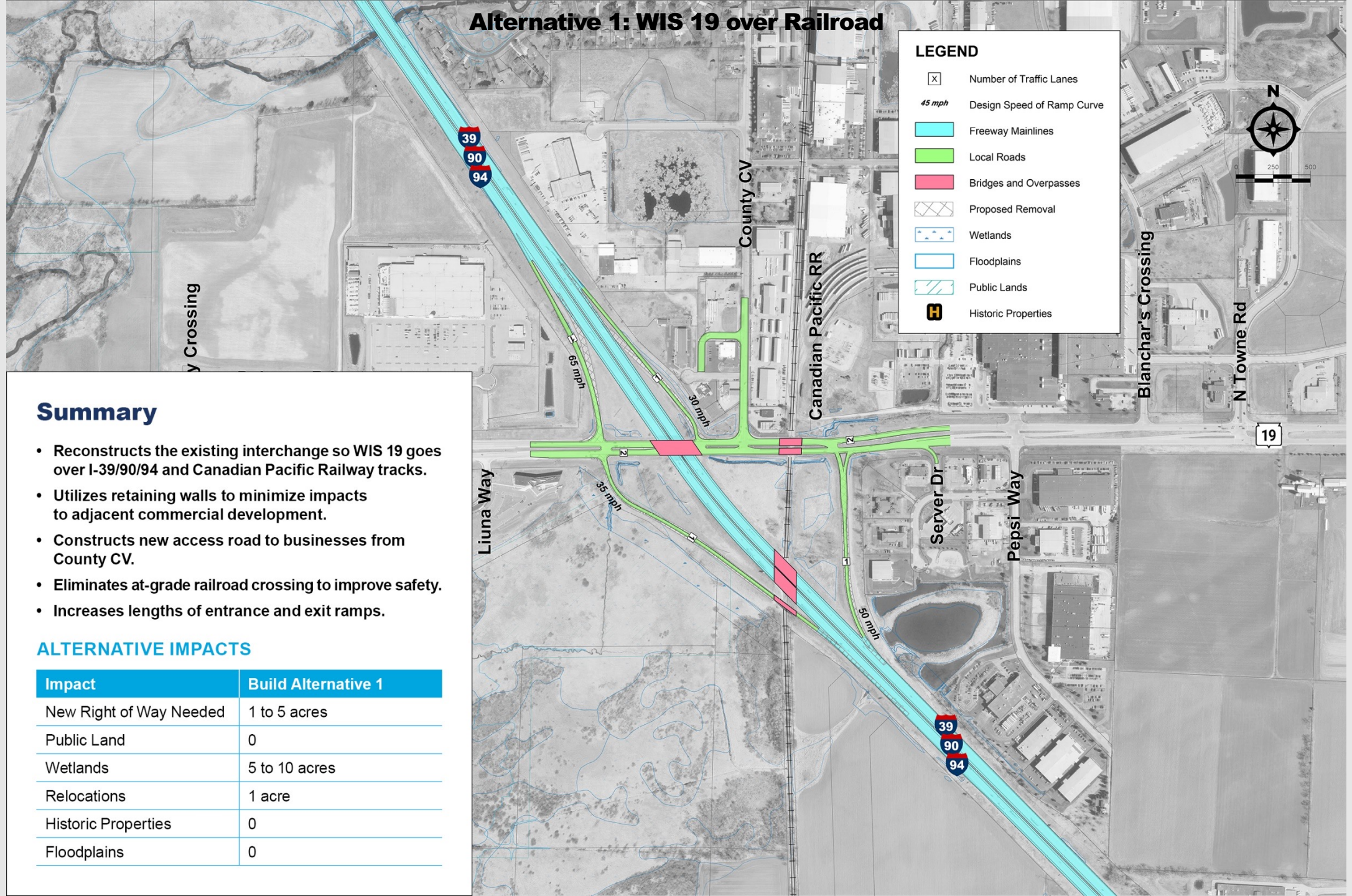


U.S. Department
of Transportation
**Federal Highway
Administration**

WIS 19 Interchange



Alternative 1: WIS 19 over Railroad



Summary

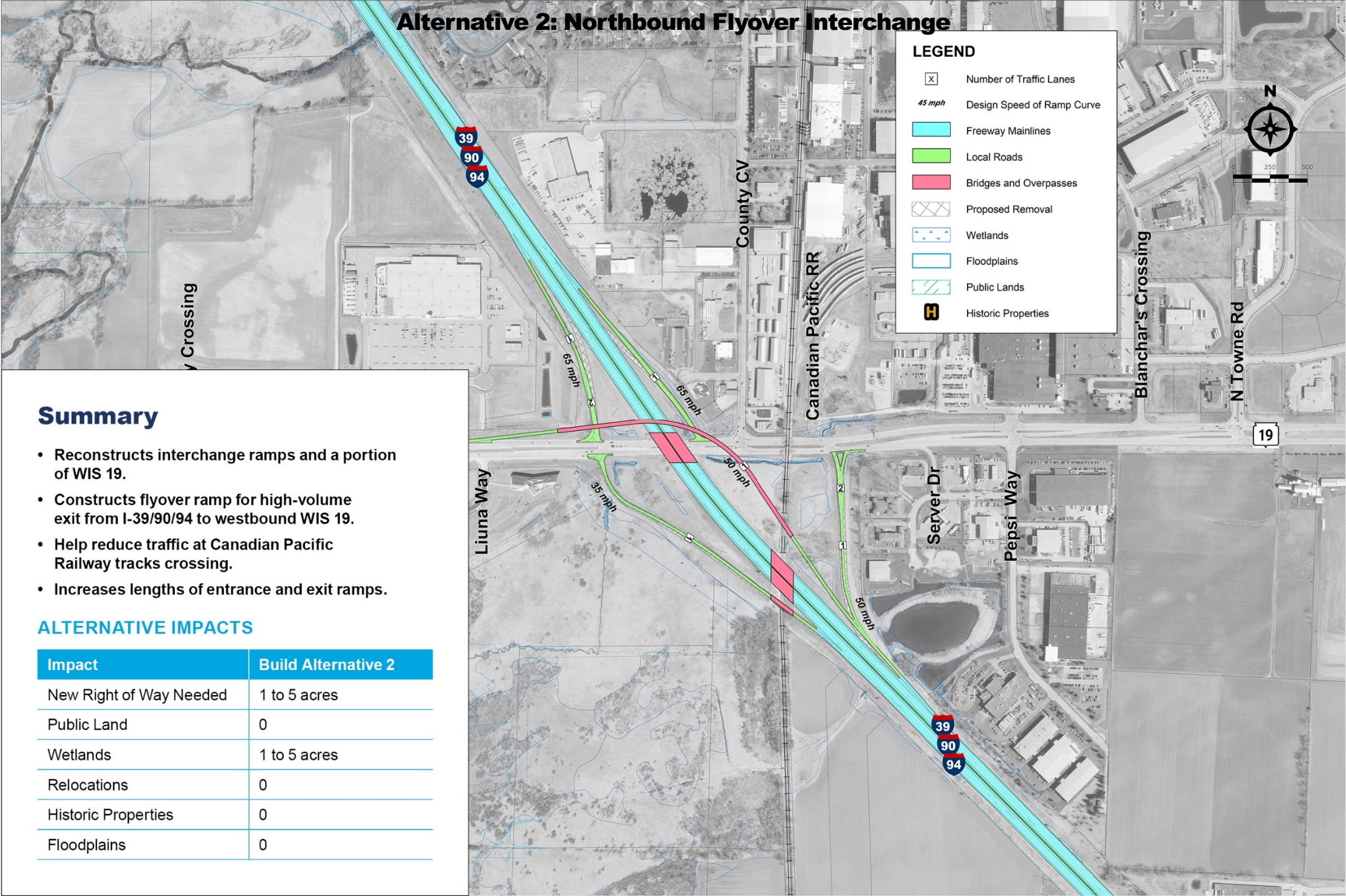
- Reconstructs the existing interchange so WIS 19 goes over I-39/90/94 and Canadian Pacific Railway tracks.
- Utilizes retaining walls to minimize impacts to adjacent commercial development.
- Constructs new access road to businesses from County CV.
- Eliminates at-grade railroad crossing to improve safety.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	1 acre
Historic Properties	0
Floodplains	0



Alternative 2: Northbound Flyover Interchange



Summary

- Reconstructs interchange ramps and a portion of WIS 19.
- Constructs flyover ramp for high-volume exit from I-39/90/94 to westbound WIS 19.
- Help reduce traffic at Canadian Pacific Railway tracks crossing.
- Increases lengths of entrance and exit ramps.











ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0



Alternative 3: U-Flyover Interchange

LEGEND

-  Number of Traffic Lanes
-  Design Speed of Ramp Curve
-  Freeway Mainlines
-  Local Roads
-  Bridges and Overpasses
-  Proposed Removal
-  Wetlands
-  Floodplains
-  Public Lands
-  Historic Properties



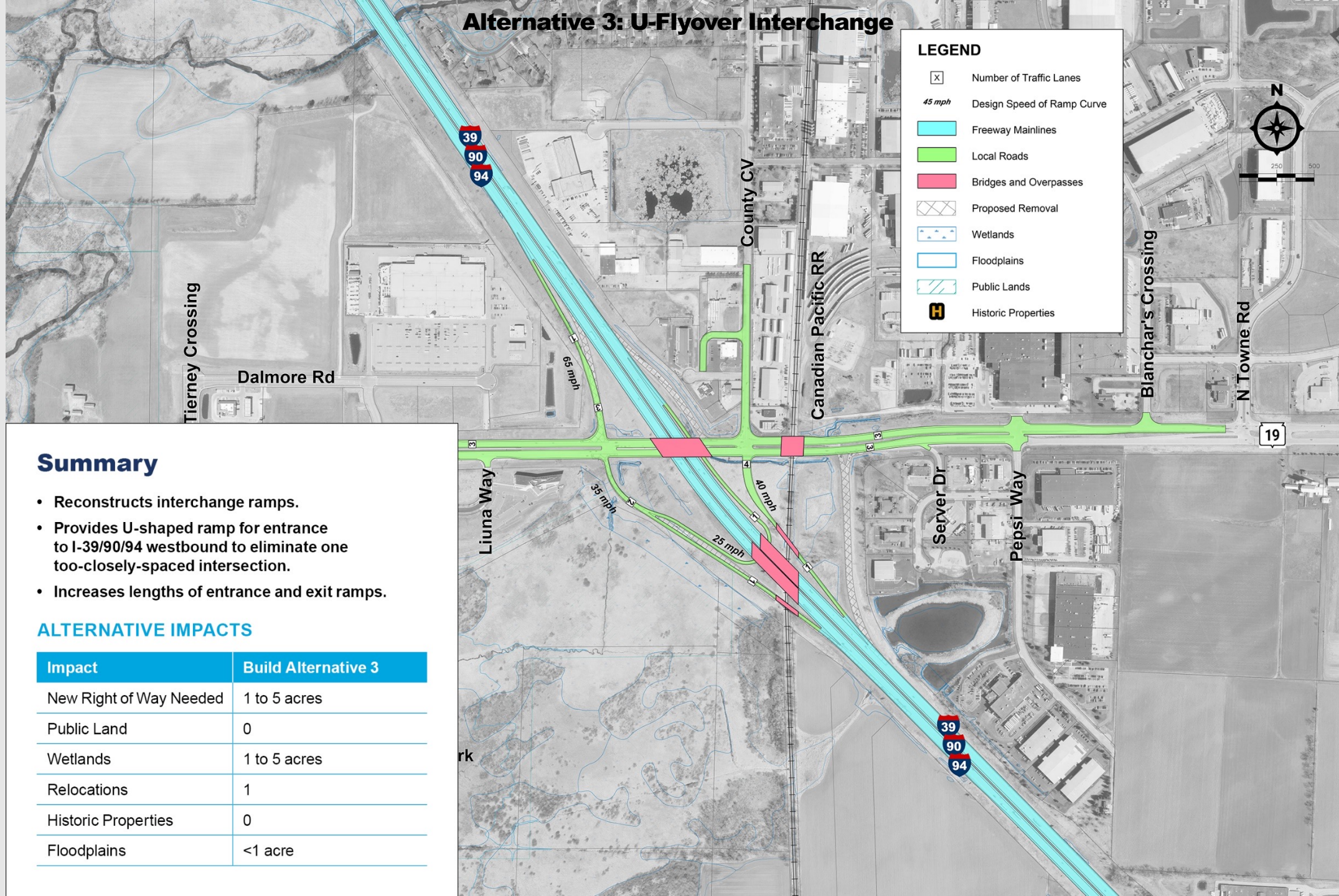
0 250 500

Summary

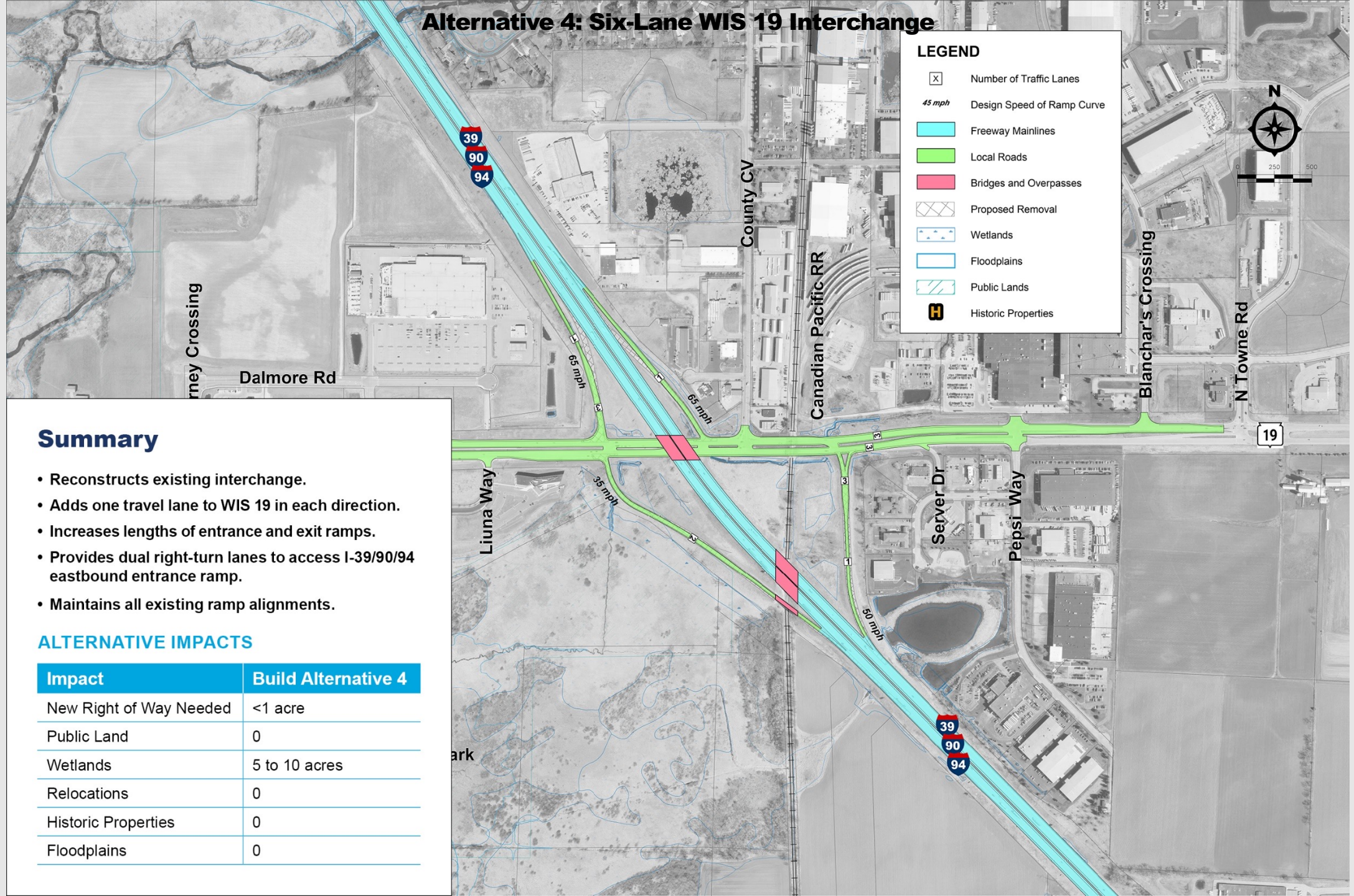
- Reconstructs interchange ramps.
- Provides U-shaped ramp for entrance to I-39/90/94 westbound to eliminate one too-closely-spaced intersection.
- Increases lengths of entrance and exit ramps.

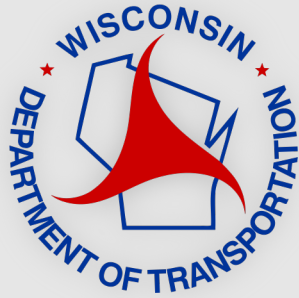
ALTERNATIVE IMPACTS

Impact	Build Alternative 3
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre



Alternative 4: Six-Lane WIS 19 Interchange

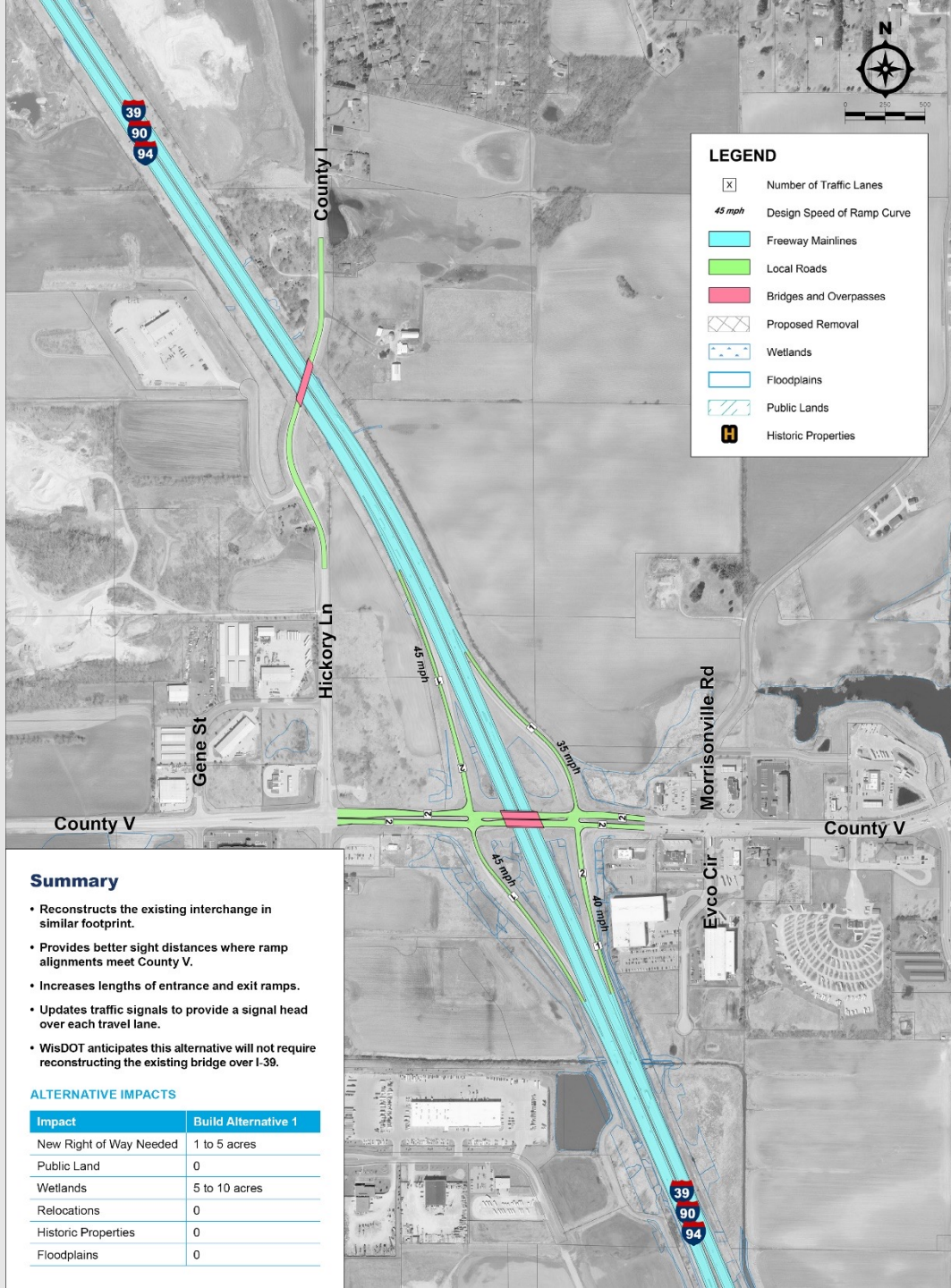




U.S. Department
of Transportation
**Federal Highway
Administration**

(Dane) County V Interchange



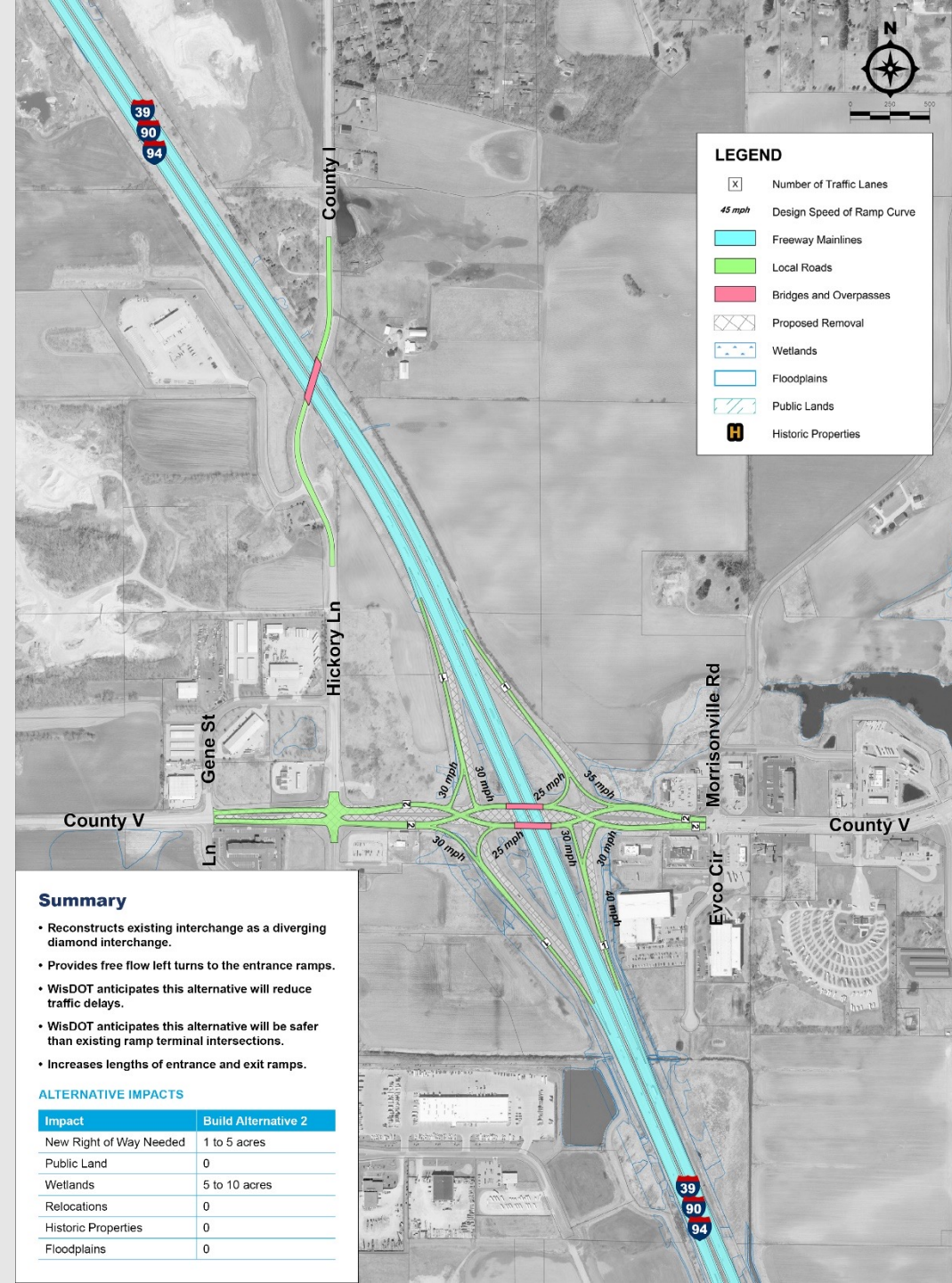


Summary

- Reconstructs the existing interchange in similar footprint.
- Provides better sight distances where ramp alignments meet County V.
- Increases lengths of entrance and exit ramps.
- Updates traffic signals to provide a signal head over each travel lane.
- WisDOT anticipates this alternative will not require reconstructing the existing bridge over I-39.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	0



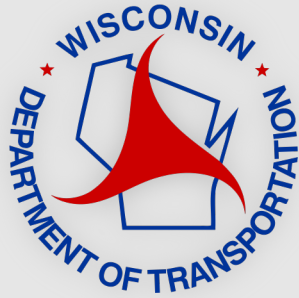
Summary

- Reconstructs existing interchange as a diverging diamond interchange.
- Provides free flow left turns to the entrance ramps.
- WisDOT anticipates this alternative will reduce traffic delays.
- WisDOT anticipates this alternative will be safer than existing ramp terminal intersections.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	0





U.S. Department
of Transportation
**Federal Highway
Administration**

(Columbia) County CS Interchange

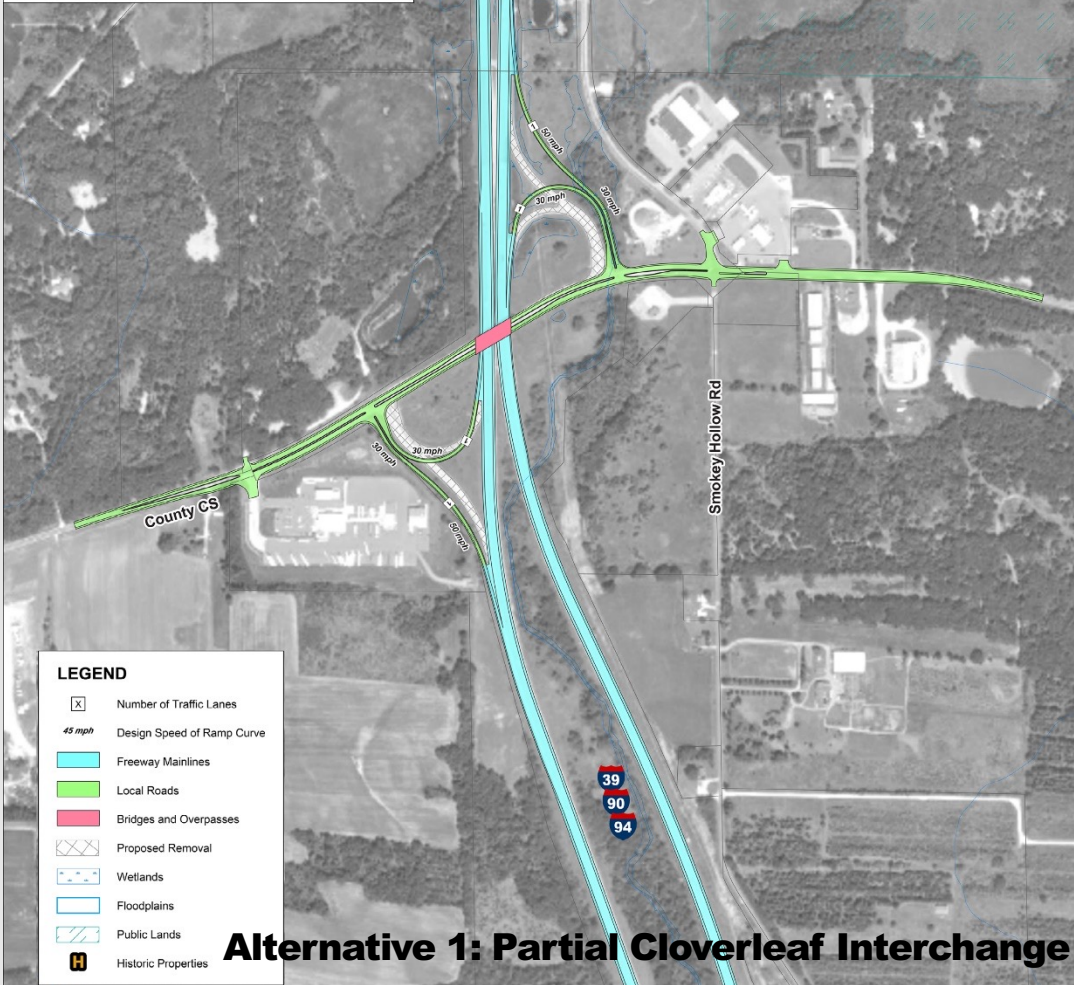


Summary

- Reconstructs existing interchange in similar footprint.
- Includes divided median for protected left turns.
- Improves ramp alignments to increase driver comfort.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	5 to 10 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre



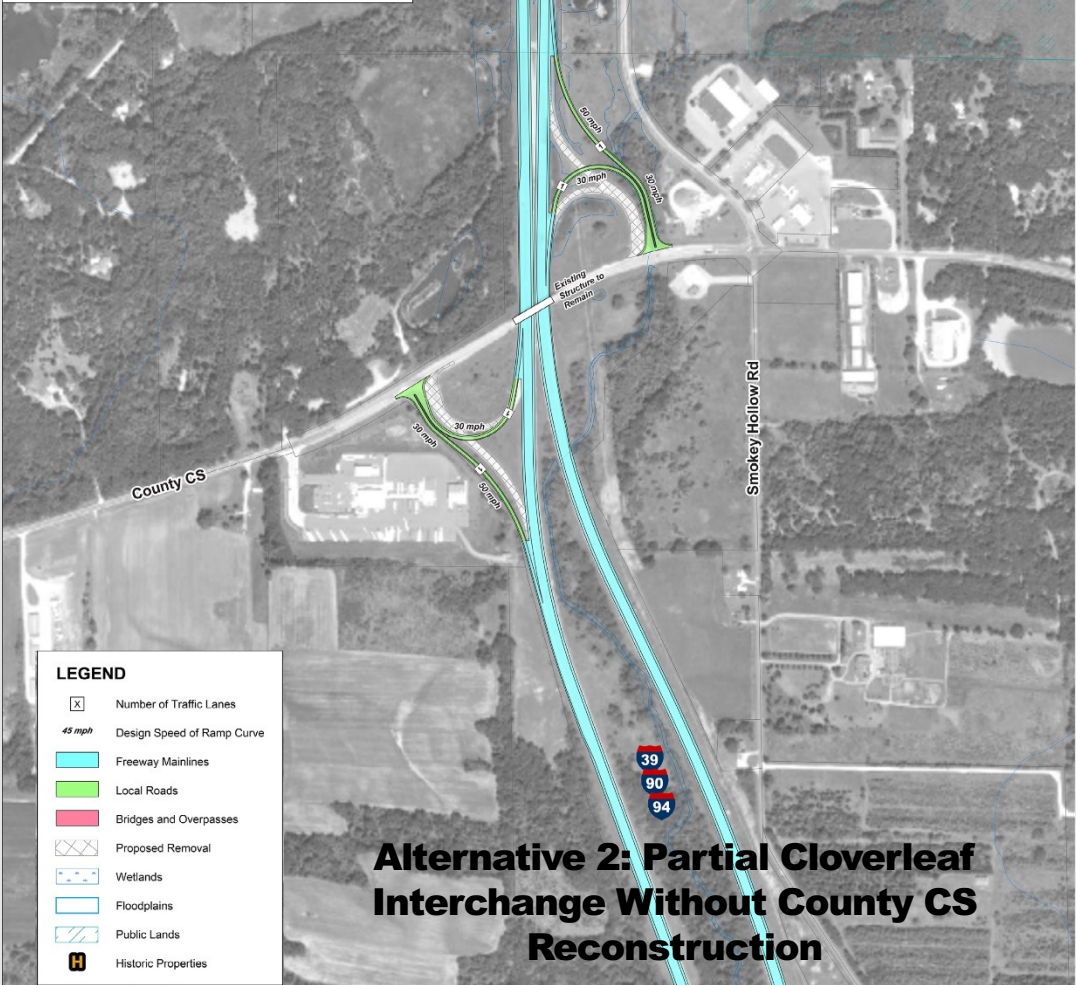
Alternative 1: Partial Cloverleaf Interchange

Summary

- Reconstructs existing interchange in similar footprint.
- Keeps existing County CS a two-lane roadway.
- Improves ramp alignments to increase driver comfort.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre



Alternative 2: Partial Cloverleaf Interchange Without County CS Reconstruction

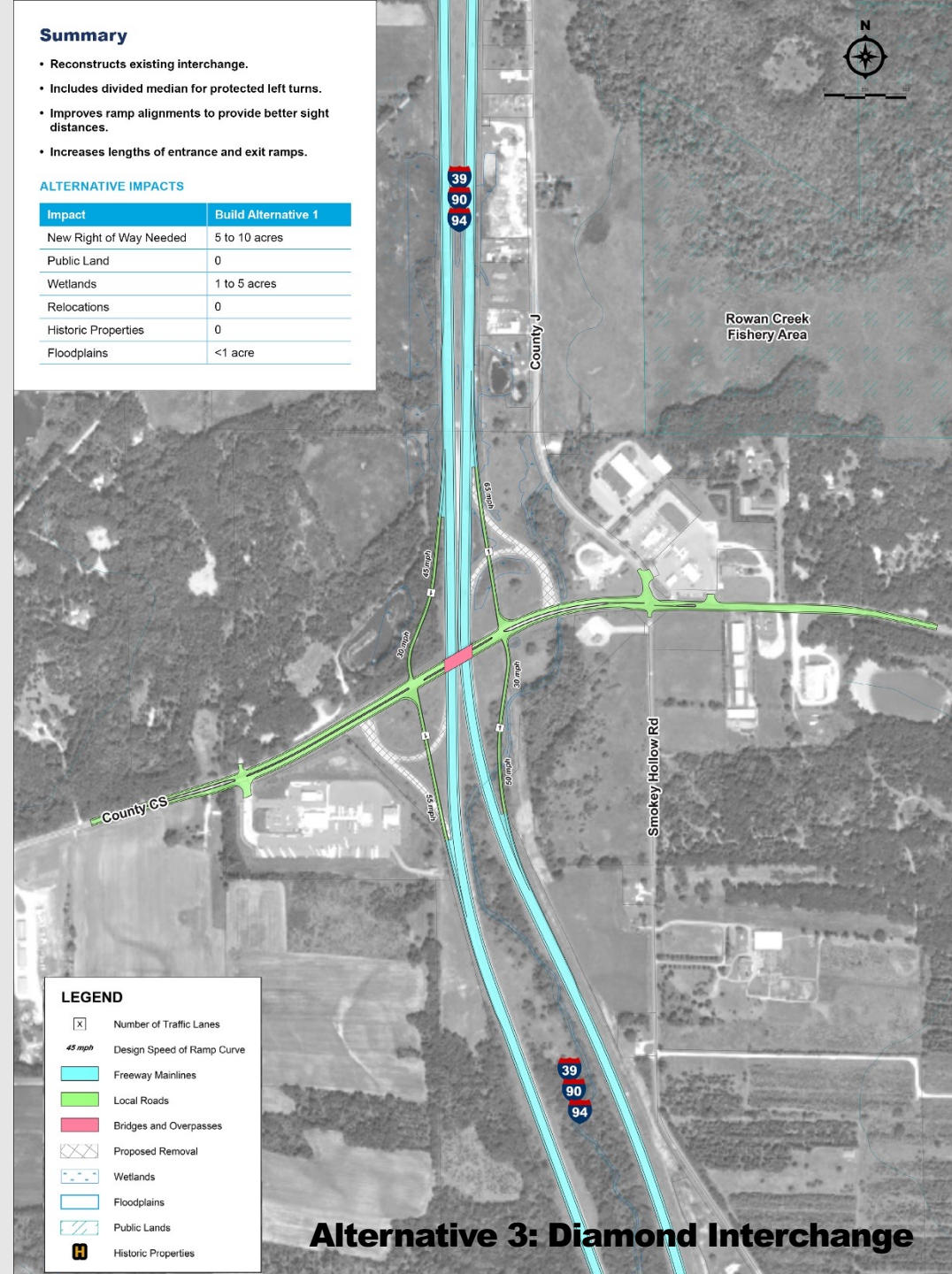


Summary

- Reconstructs existing interchange.
- Includes divided median for protected left turns.
- Improves ramp alignments to provide better sight distances.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	5 to 10 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre



LEGEND

X

Number of Traffic Lanes

45 mph

Design Speed of Ramp Curve

Freeway Mainlines

Local Roads

Bridges and Overpasses

Proposed Removal

Wetlands

Floodplains

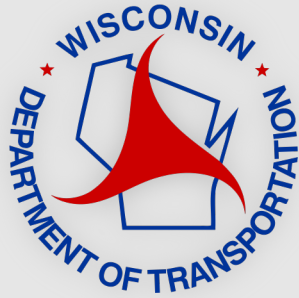
Public Lands

H

Historic Properties

Alternative 3: Diamond Interchange



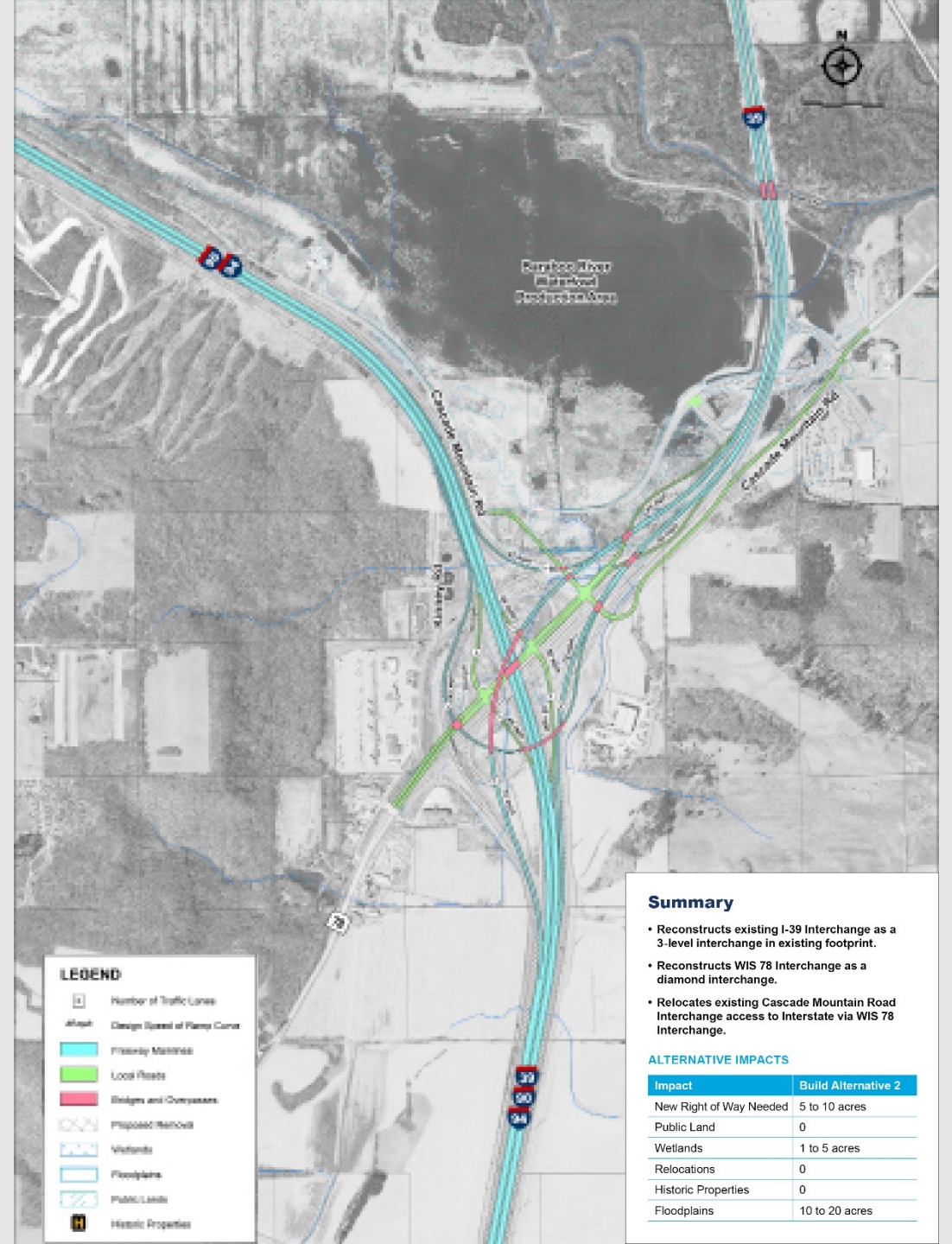
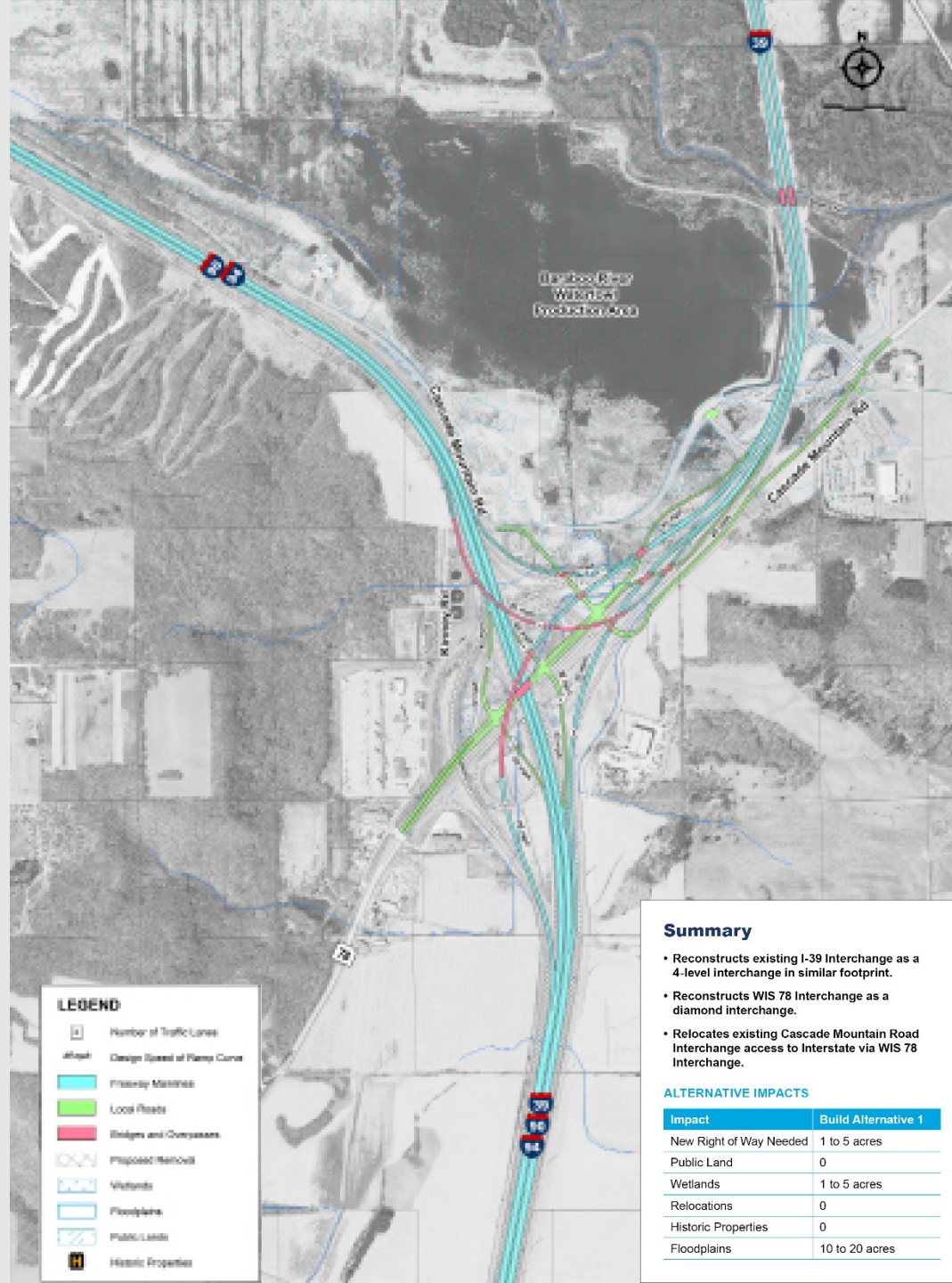


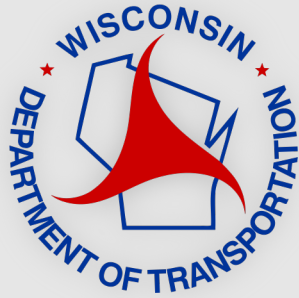
U.S. Department
of Transportation

**Federal Highway
Administration**

I-39 I-90/94 Split & Cascade Mountain Road Interchanges



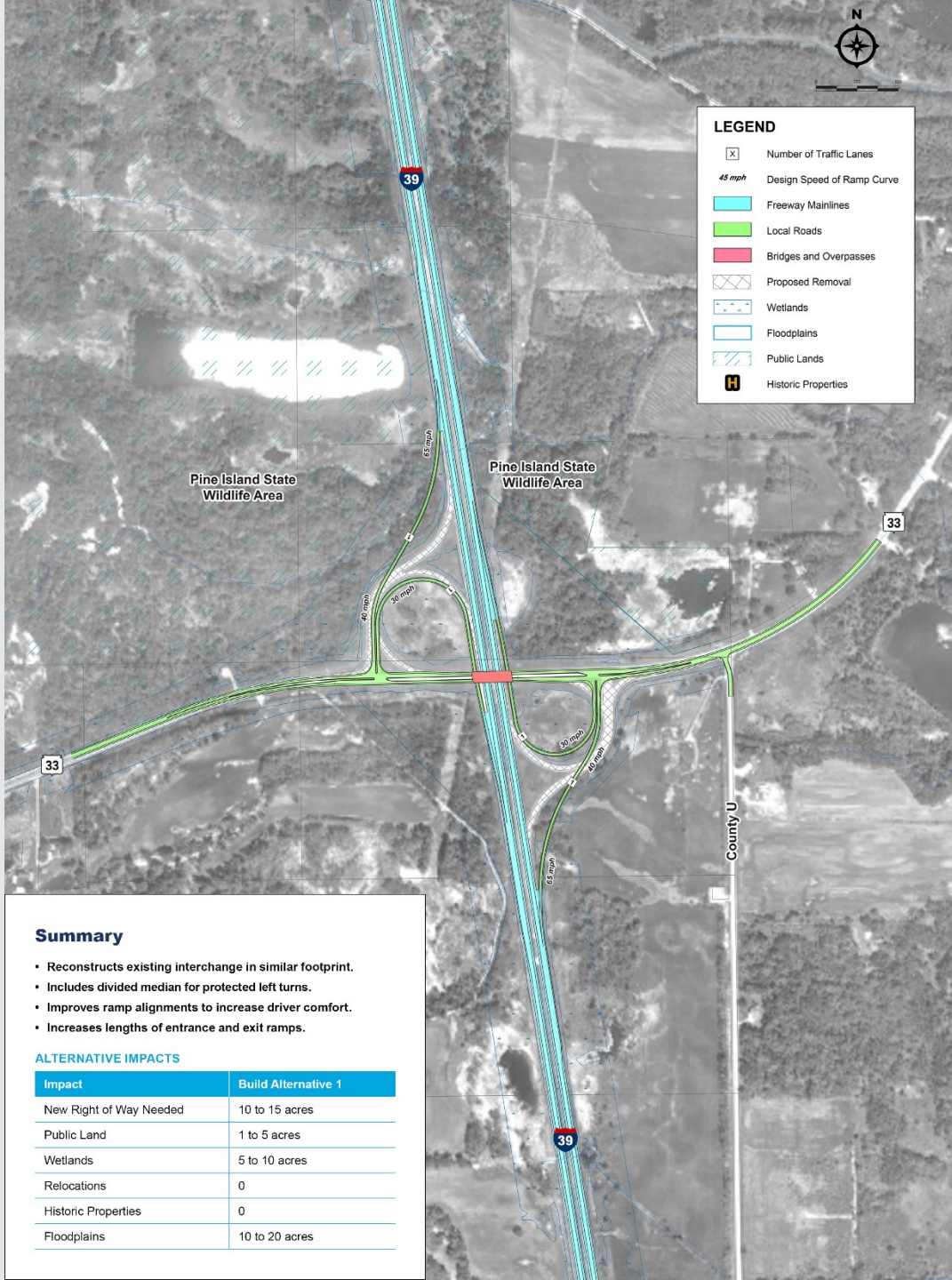




U.S. Department
of Transportation
**Federal Highway
Administration**

WIS 33 Interchange at I-39



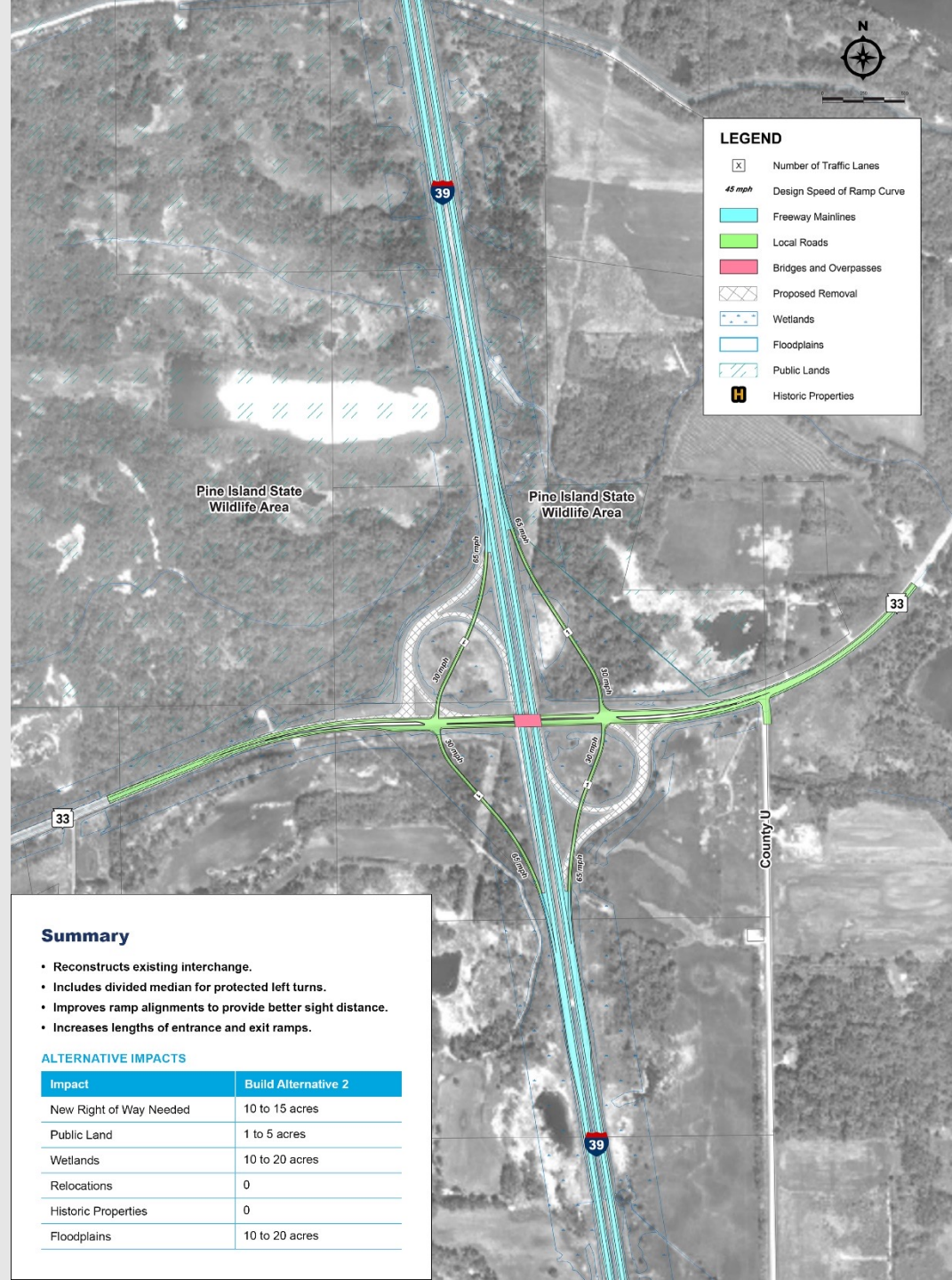


Summary

- Reconstructs existing interchange in similar footprint.
- Includes divided median for protected left turns.
- Improves ramp alignments to increase driver comfort.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	10 to 15 acres
Public Land	1 to 5 acres
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	10 to 20 acres



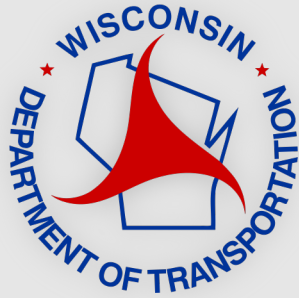
Summary

- Reconstructs existing interchange.
- Includes divided median for protected left turns.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	10 to 15 acres
Public Land	1 to 5 acres
Wetlands	10 to 20 acres
Relocations	0
Historic Properties	0
Floodplains	10 to 20 acres

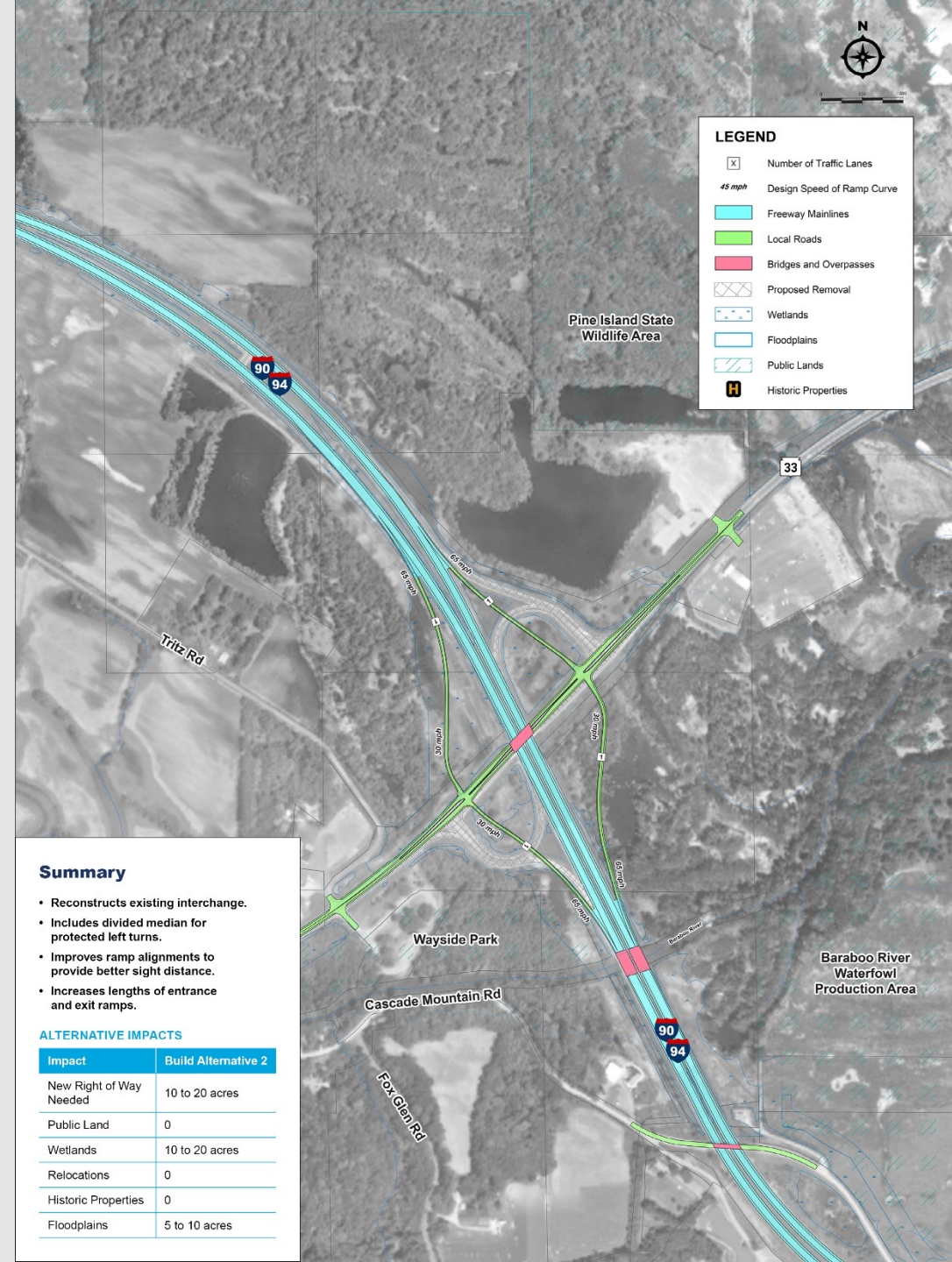
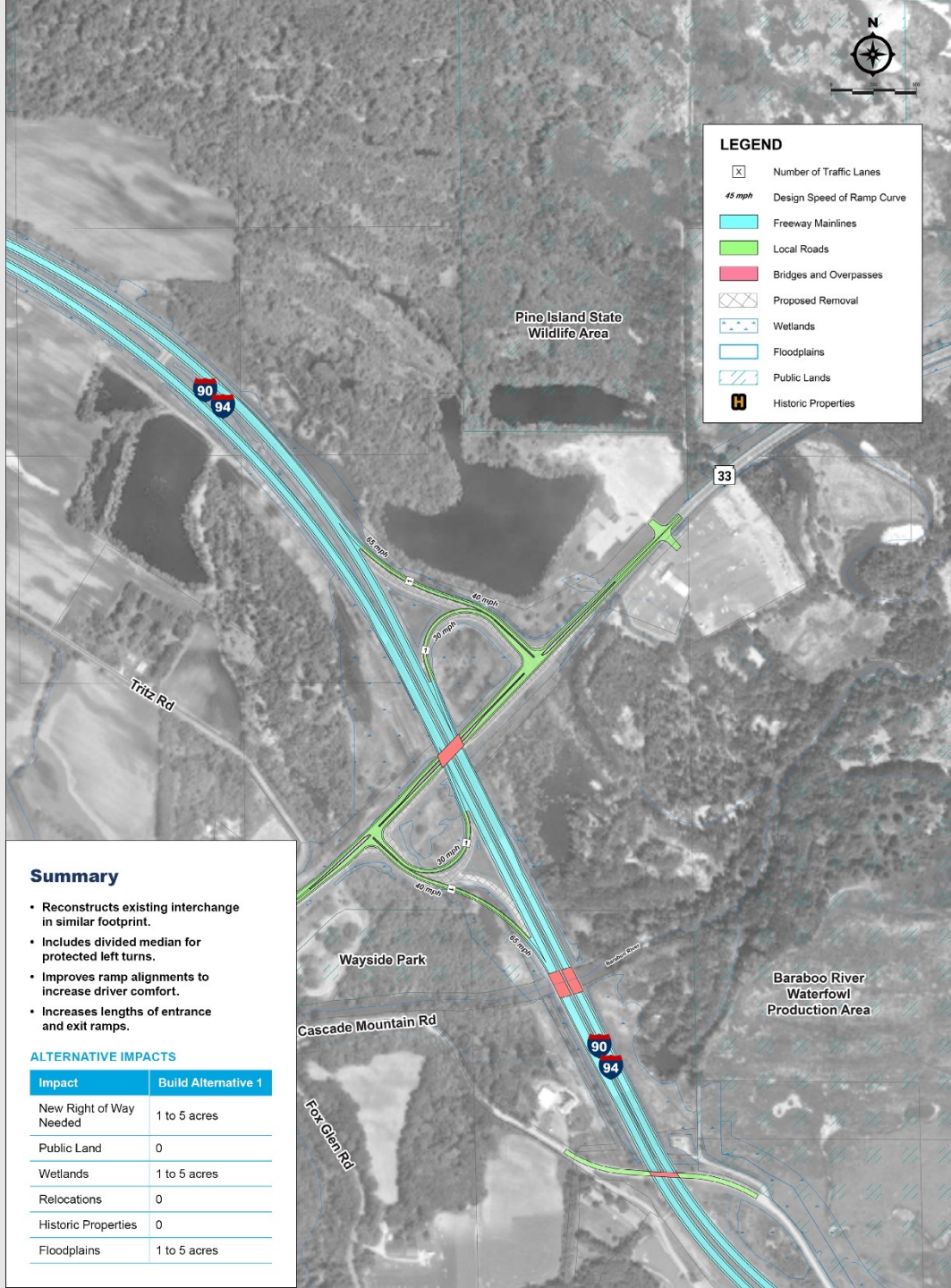


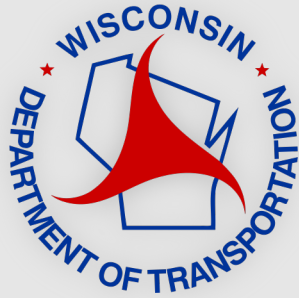


U.S. Department
of Transportation
**Federal Highway
Administration**

WIS 33 Interchange at I-90/94





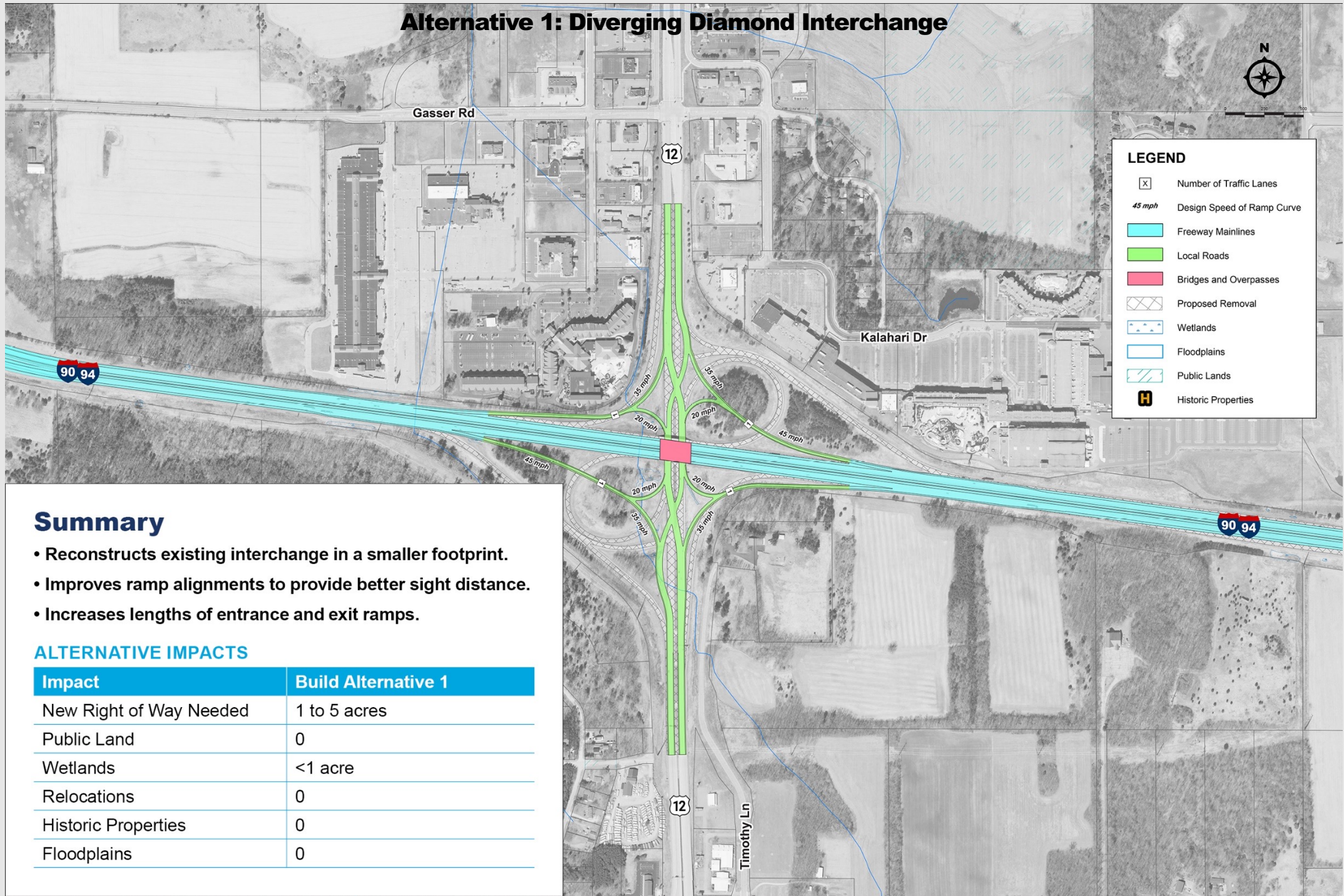


U.S. Department
of Transportation
**Federal Highway
Administration**

US 12 Interchange



Alternative 1: Diverging Diamond Interchange



Summary

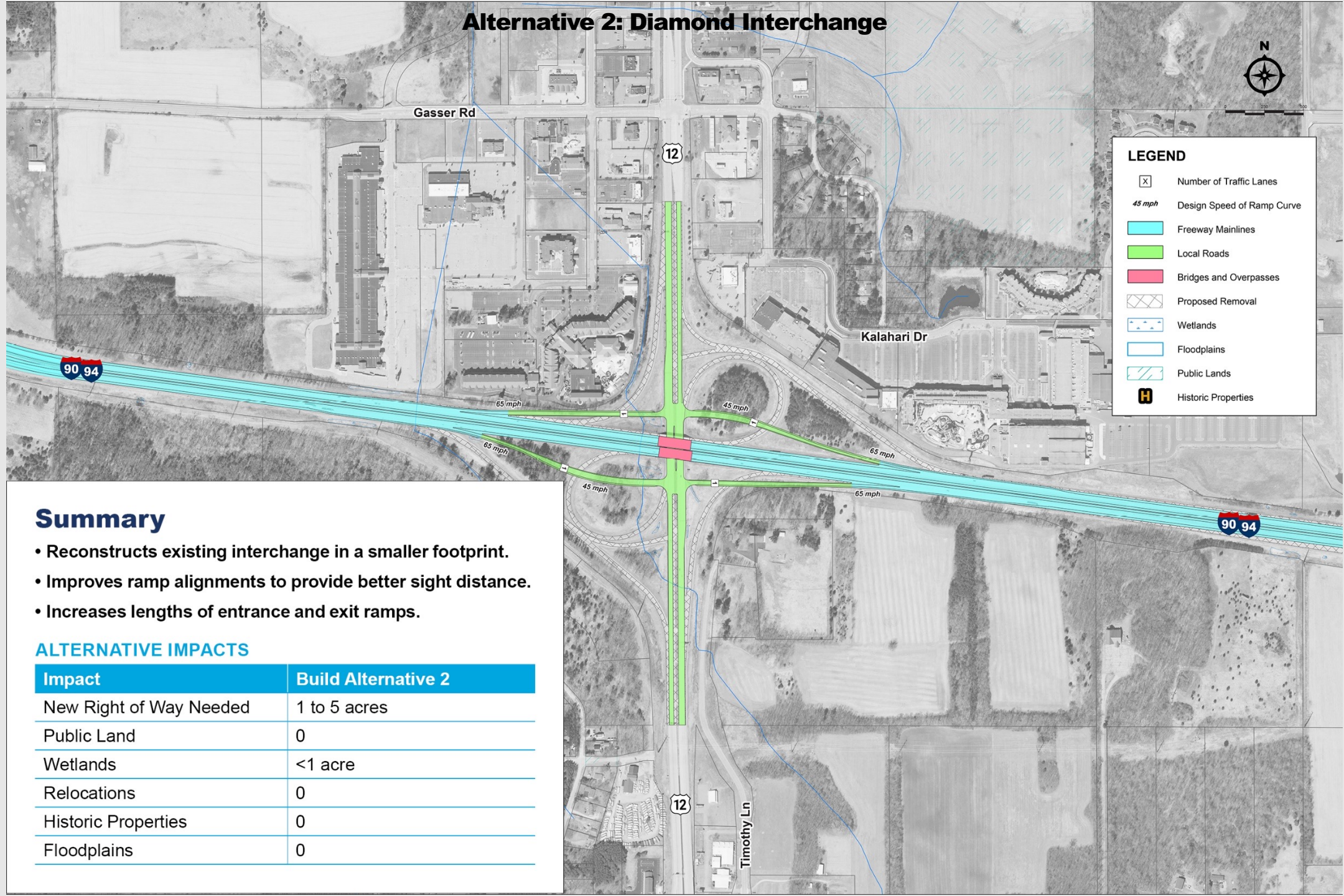
- Reconstructs existing interchange in a smaller footprint.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0



Alternative 2: Diamond Interchange



Summary

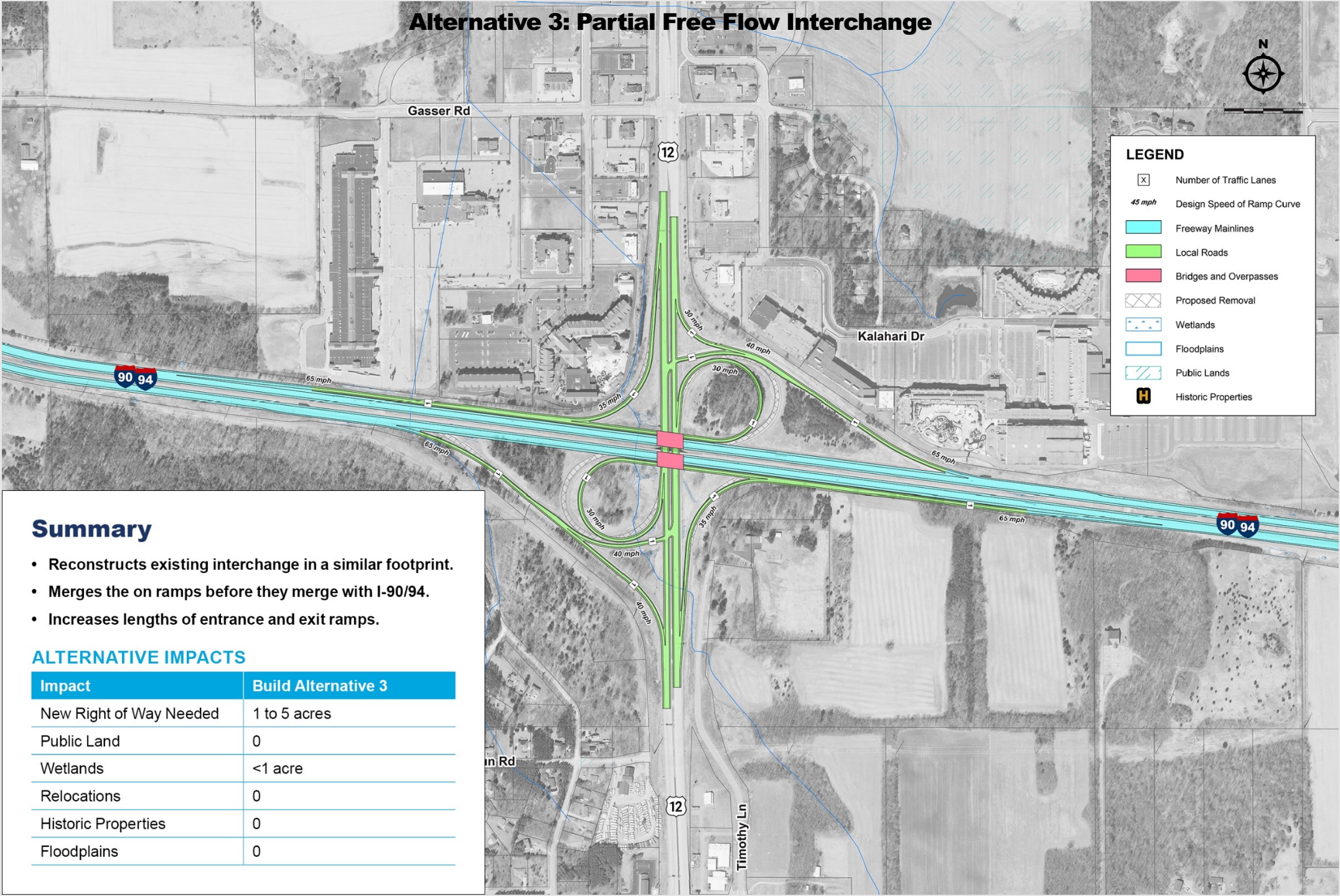
- Reconstructs existing interchange in a smaller footprint.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0



Alternative 3: Partial Free Flow Interchange



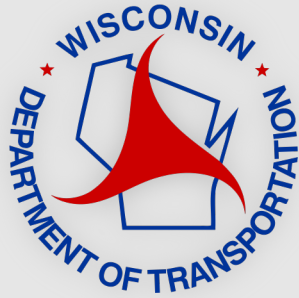
Summary

- Reconstructs existing interchange in a similar footprint.
- Merges the on ramps before they merge with I-90/94.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 3
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0

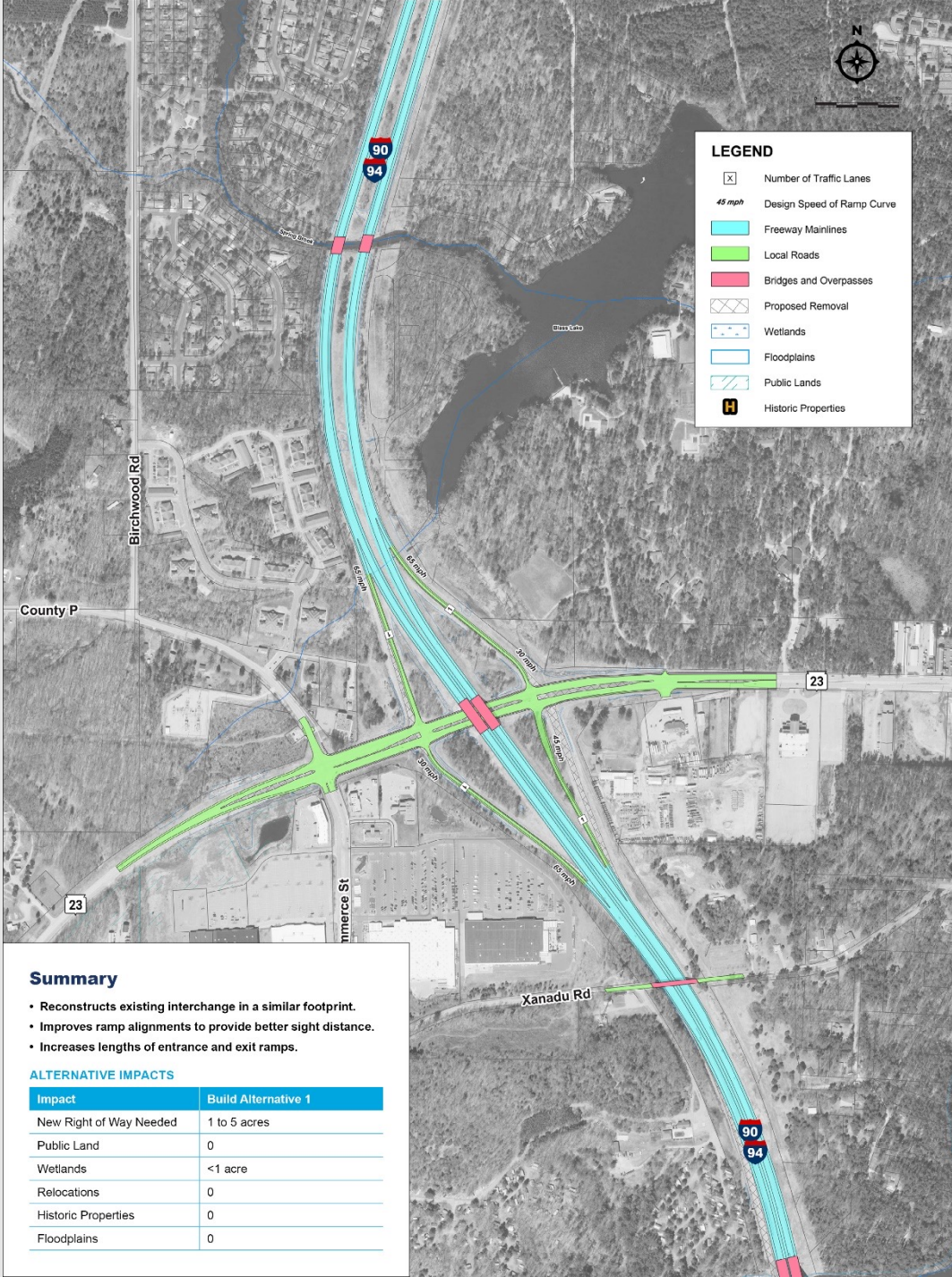




U.S. Department
of Transportation
**Federal Highway
Administration**

WIS 23 Interchange



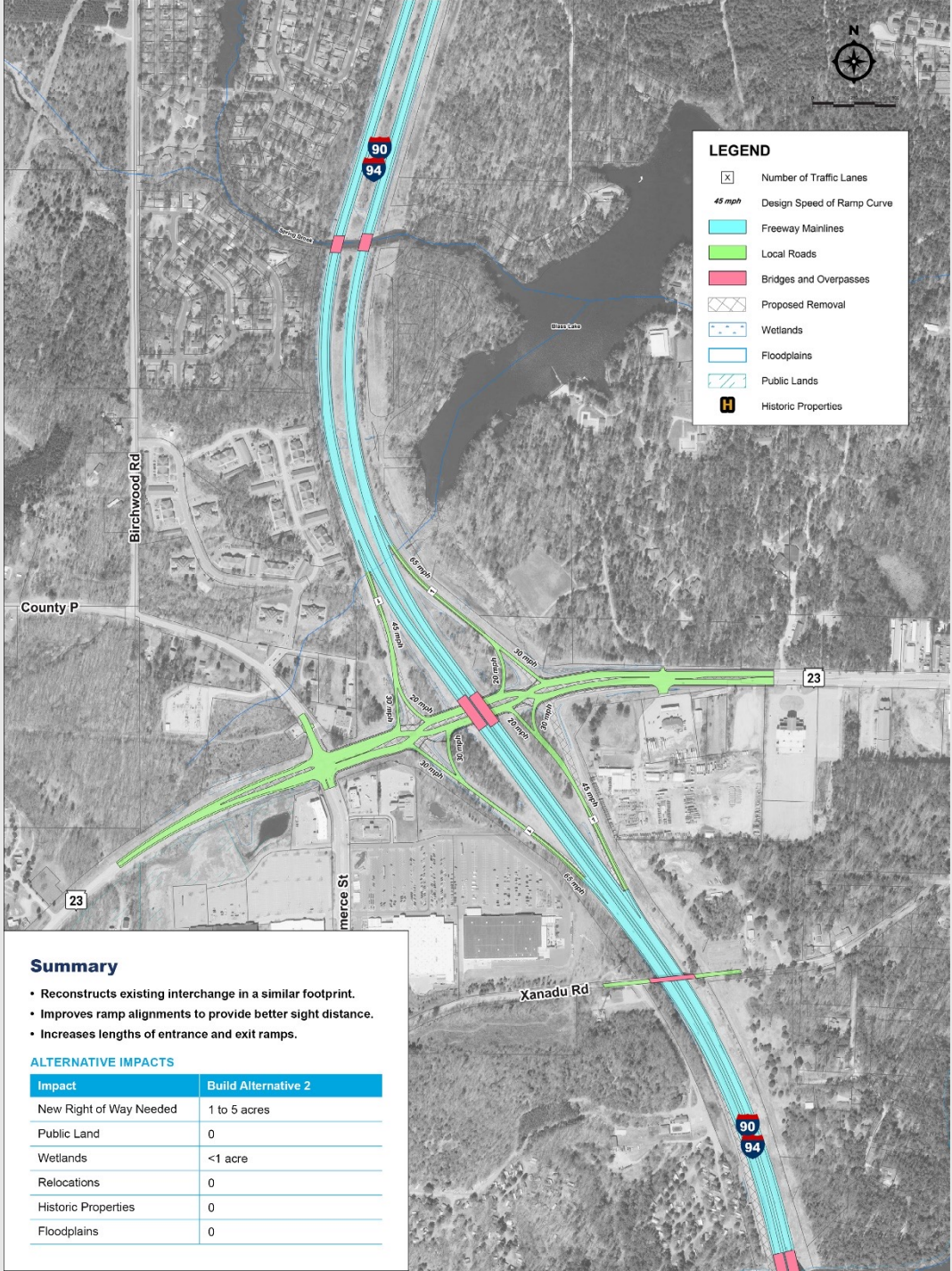


Summary

- Reconstructs existing interchange in a similar footprint.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0



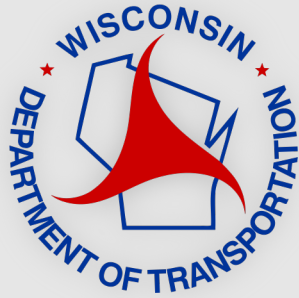
Summary

- Reconstructs existing interchange in a similar footprint.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0

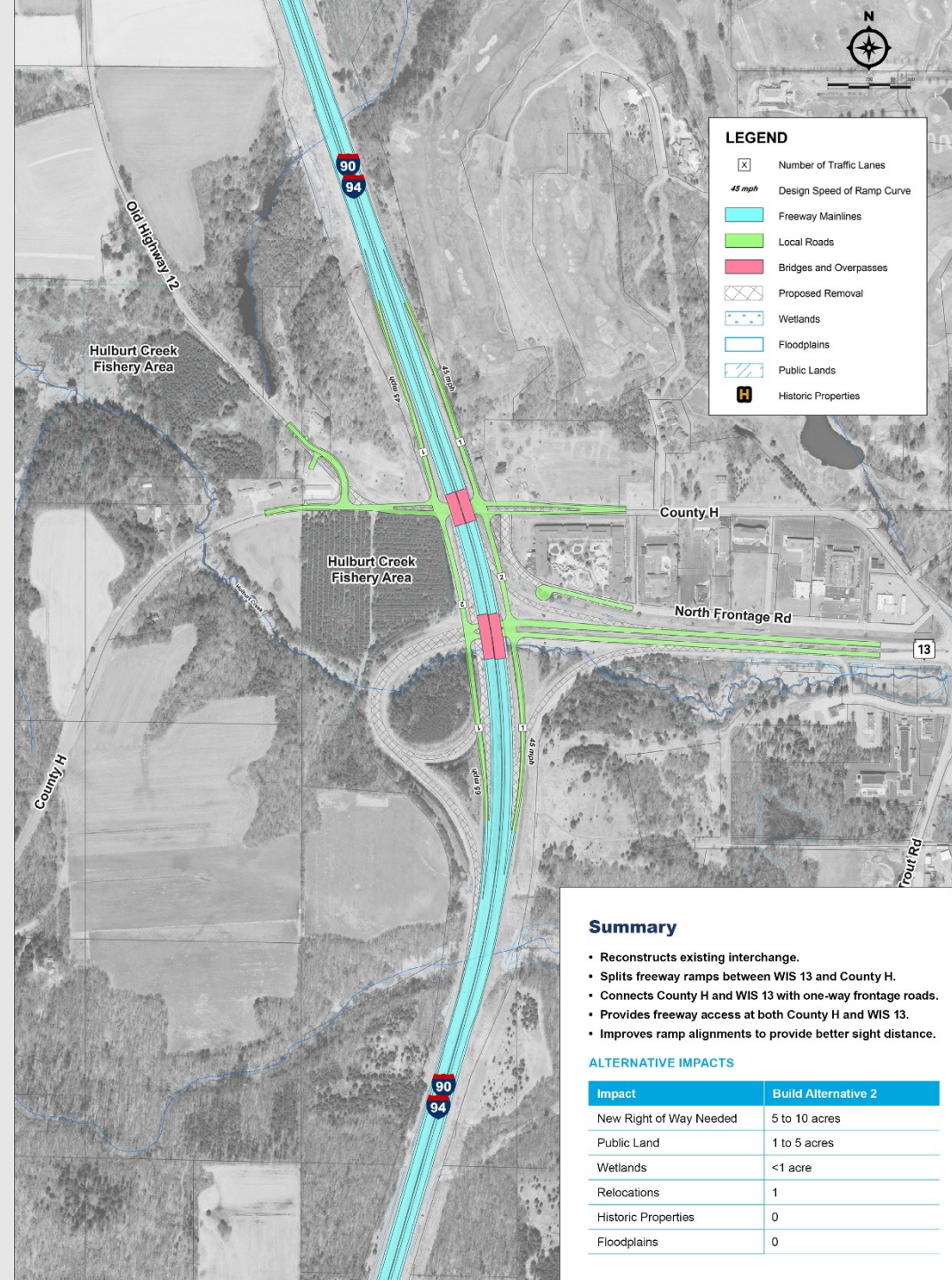
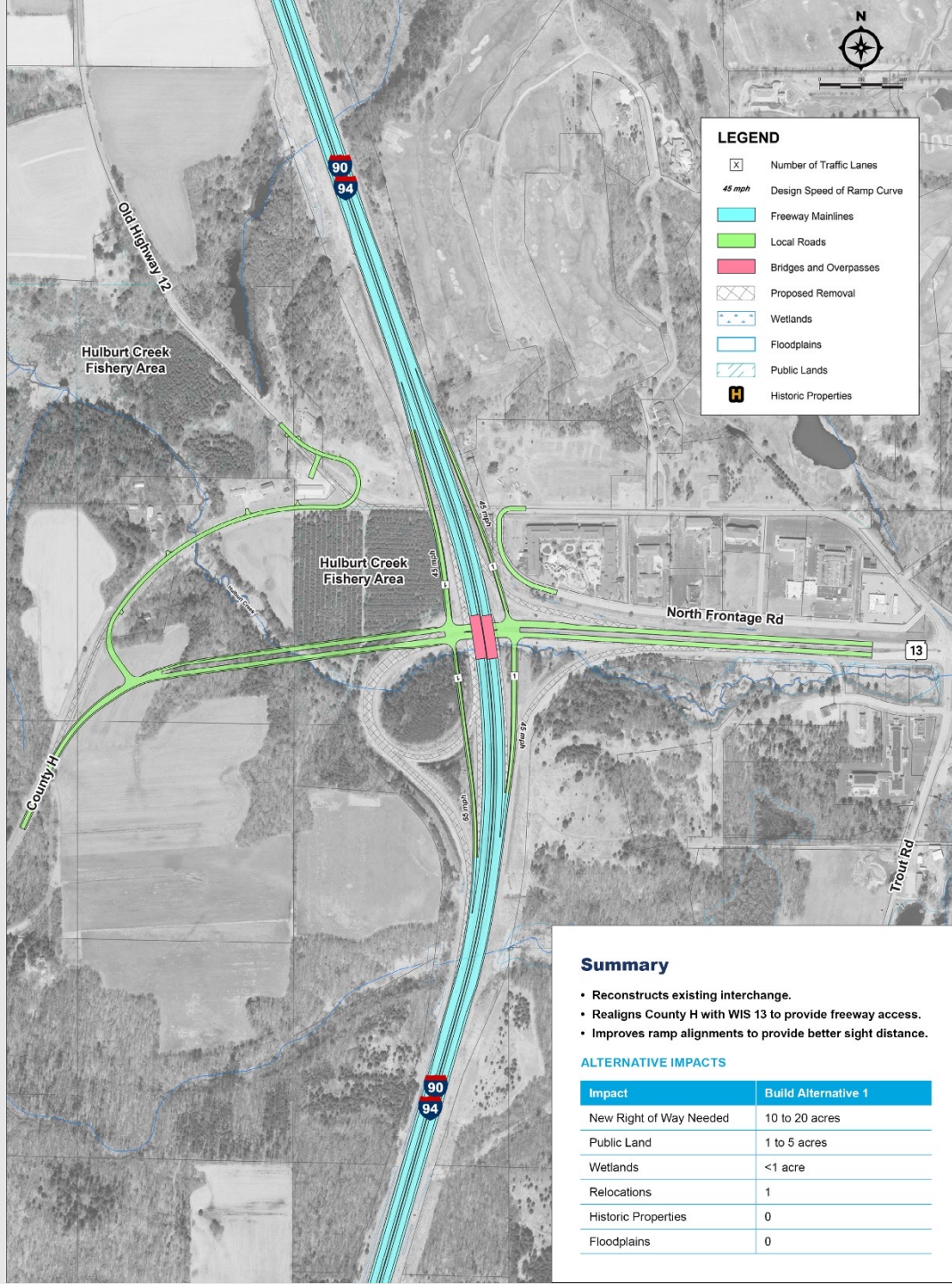


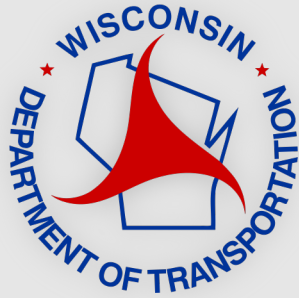


U.S. Department
of Transportation
**Federal Highway
Administration**

WIS 13 Interchange



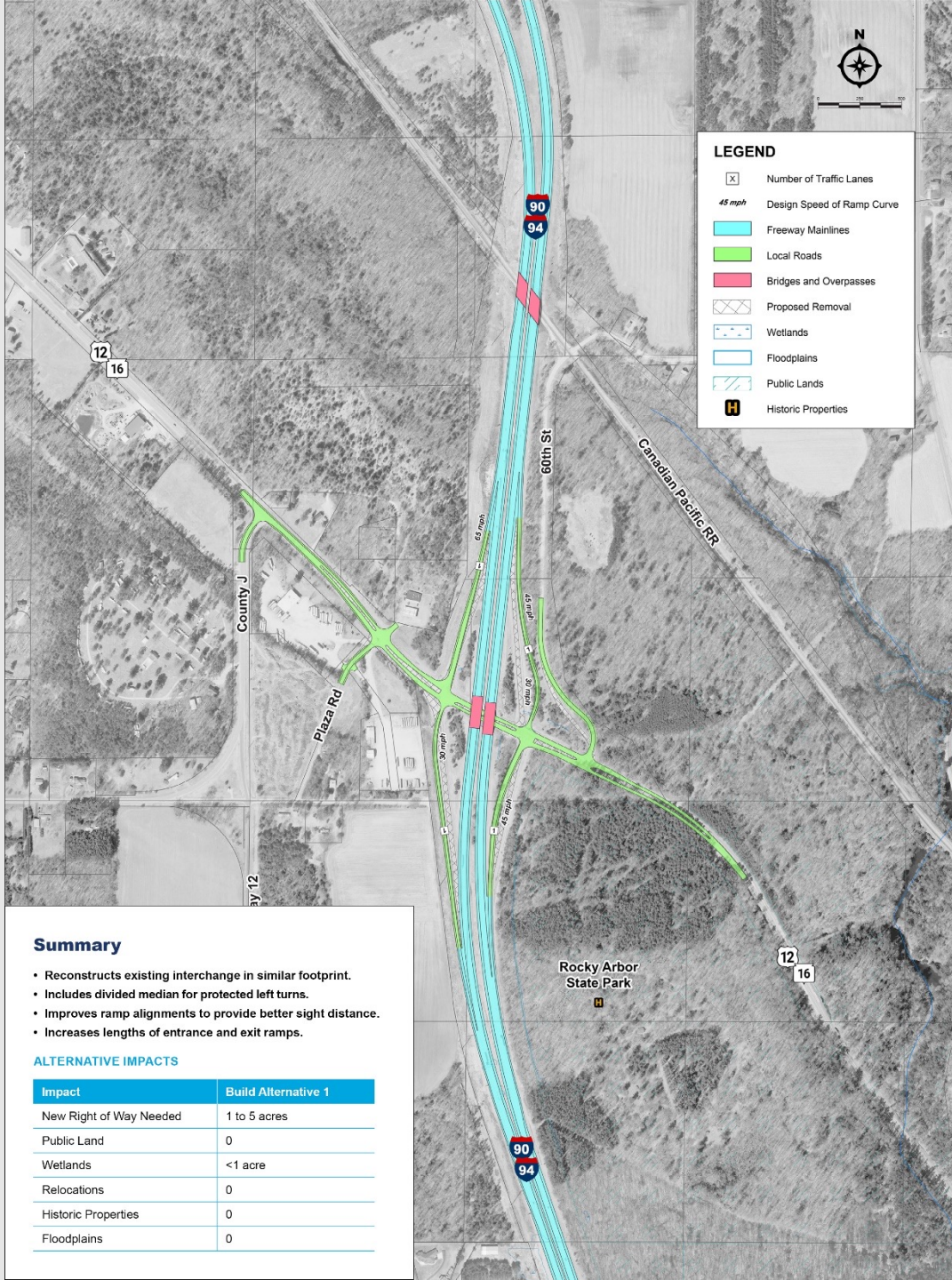




U.S. Department
of Transportation
**Federal Highway
Administration**

US 12/WIS 16 Interchange



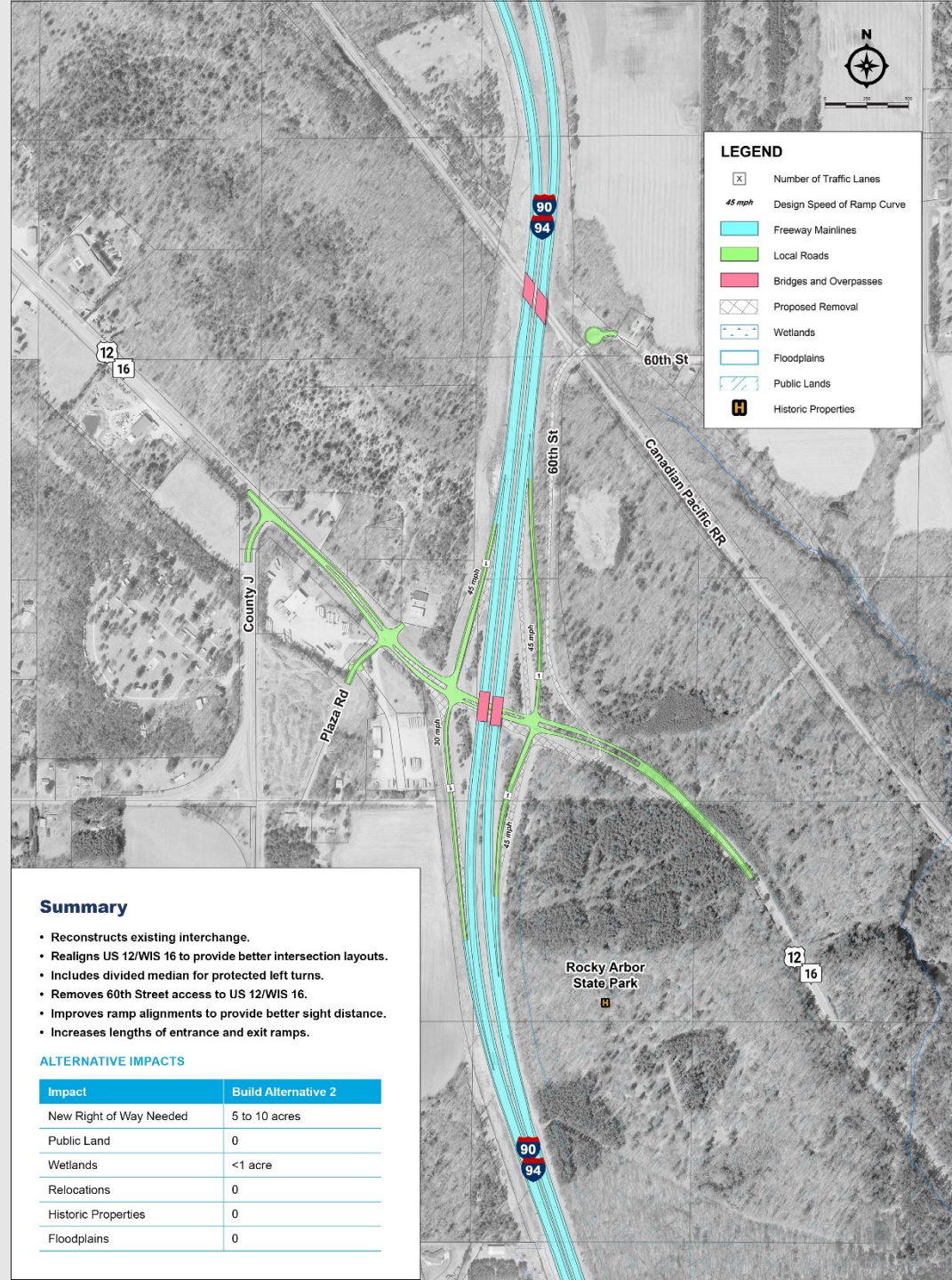


Summary

- Reconstructs existing interchange in similar footprint.
- Includes divided median for protected left turns.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	1 to 5 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0



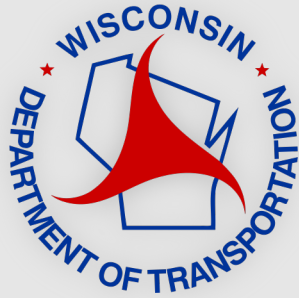
Summary

- Reconstructs existing interchange.
- Realigns US 12/WIS 16 to provide better intersection layouts.
- Includes divided median for protected left turns.
- Removes 60th Street access to US 12/WIS 16.
- Improves ramp alignments to provide better sight distance.
- Increases lengths of entrance and exit ramps.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	5 to 10 acres
Public Land	0
Wetlands	<1 acre
Relocations	0
Historic Properties	0
Floodplains	0





U.S. Department
of Transportation

**Federal Highway
Administration**

[Potential New] Milwaukee Street Interchange



Summary

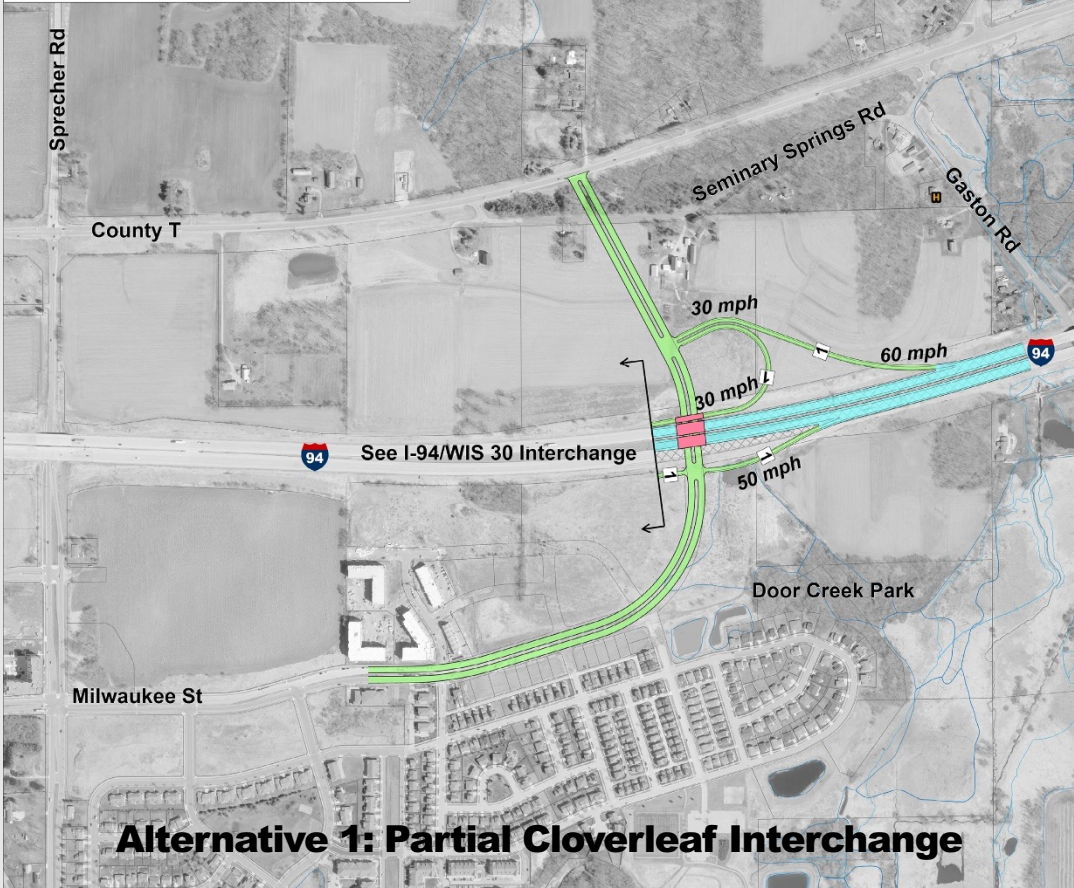
- Constructs a new interchange.
- This alternative is compatible with any I-94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 Sprecher Neighborhood Development Plan.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination with future development to determine interchange location and connection to County T.
- Requires local cost-share.
- WisDOT anticipates this alternative reduces traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	10 to 15 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0

LEGEND

- Number of Traffic Lanes
- Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- Historic Properties



Alternative 1: Partial Cloverleaf Interchange

Summary

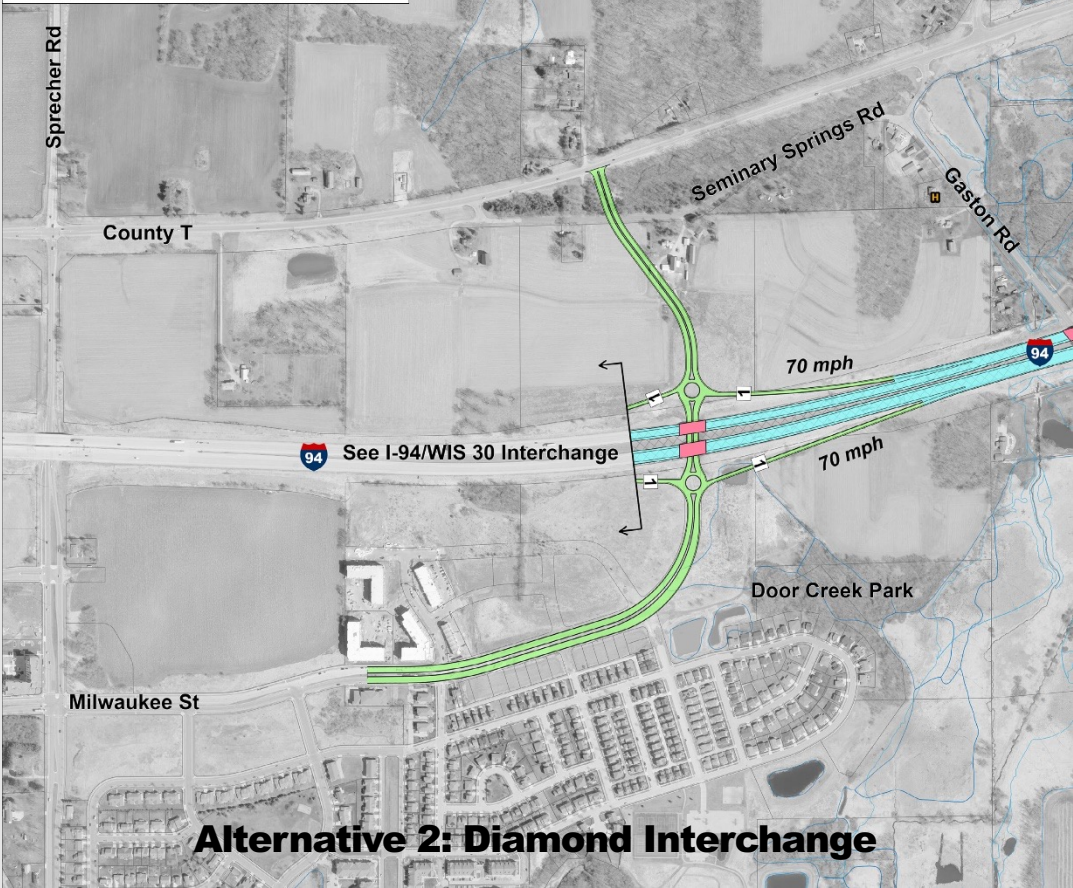
- Constructs a new interchange.
- This alternative is compatible with any I-94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 Sprecher Neighborhood Development Plan.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination with future development to determine interchange location and connection to County T.
- Requires local cost-share.
- WisDOT anticipates this alternative reduces traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	10 to 15 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0

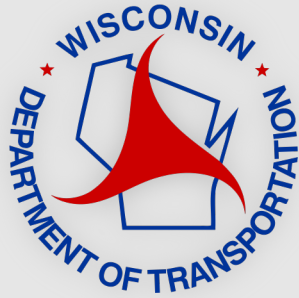
LEGEND

- Number of Traffic Lanes
- Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- Historic Properties



Alternative 2: Diamond Interchange

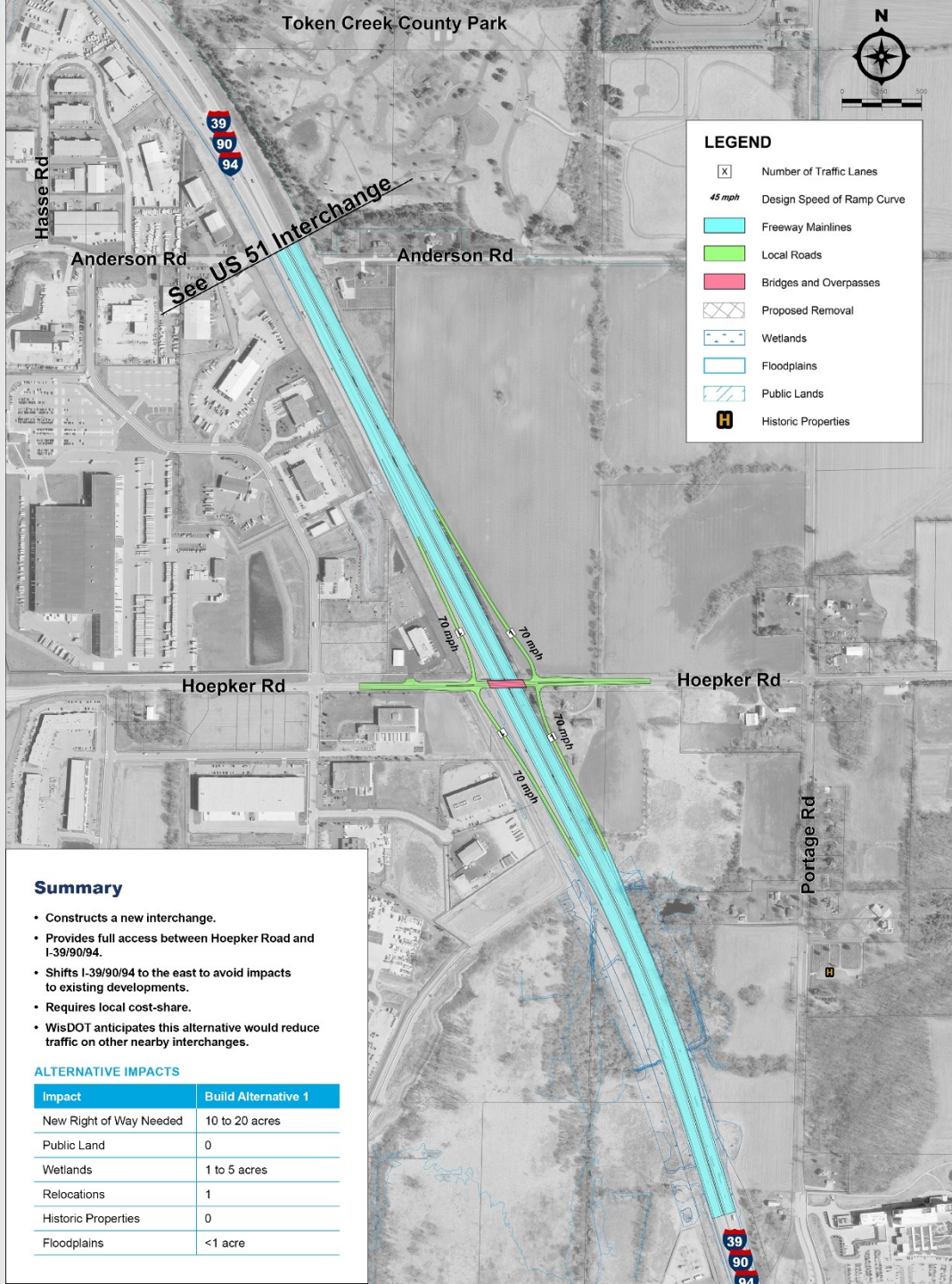




U.S. Department
of Transportation
**Federal Highway
Administration**

[Potential New] Hoepker Road Interchange



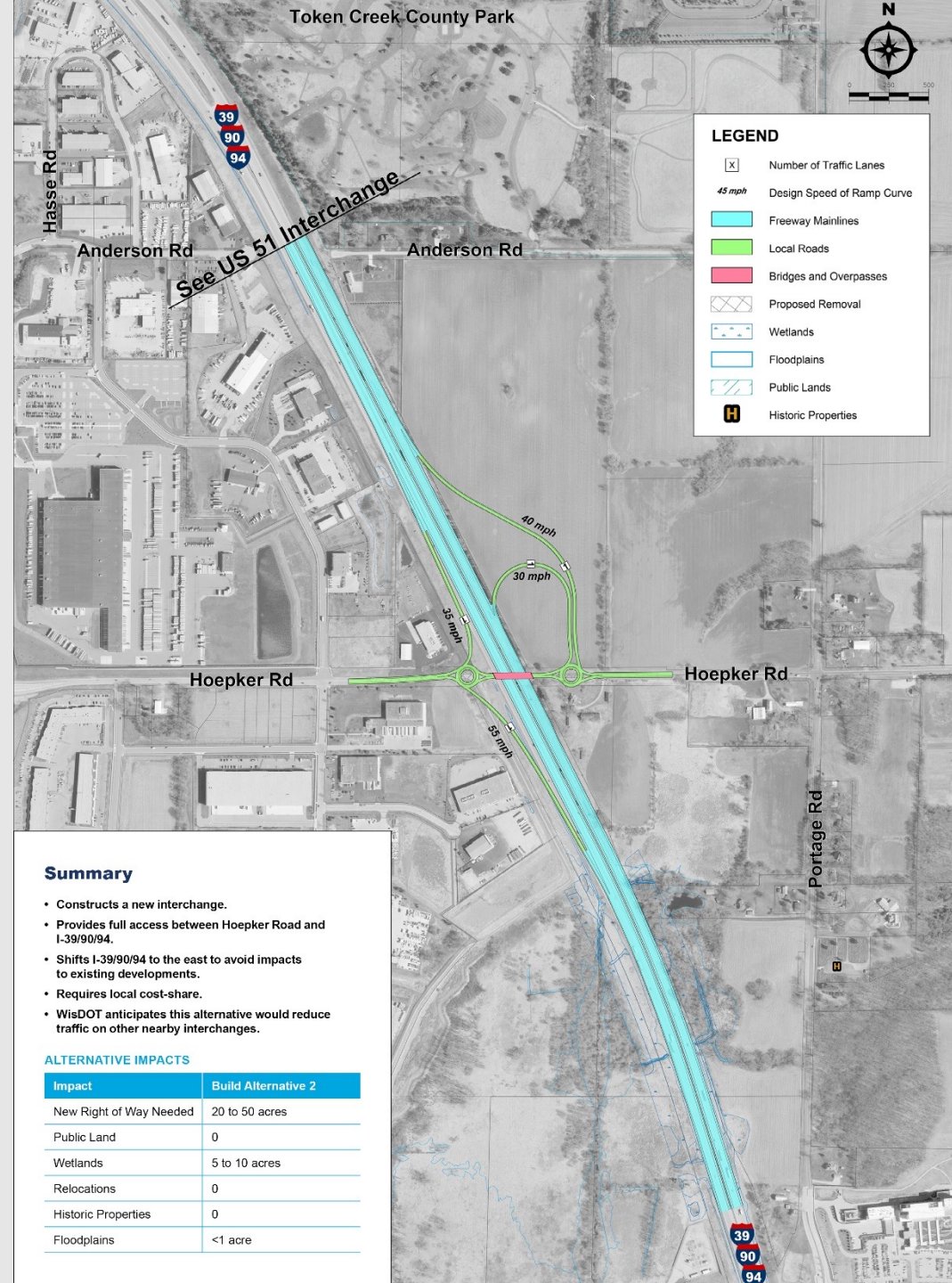


Summary

- Constructs a new interchange.
- Provides full access between Hoepker Road and I-39/90/94.
- Shifts I-39/90/94 to the east to avoid impacts to existing developments.
- Requires local cost-share.
- WisDOT anticipates this alternative would reduce traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	10 to 20 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre



Summary

- Constructs a new interchange.
- Provides full access between Hoepker Road and I-39/90/94.
- Shifts I-39/90/94 to the east to avoid impacts to existing developments.
- Requires local cost-share.
- WisDOT anticipates this alternative would reduce traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	20 to 50 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre

Evaluating Alternatives

- Purpose and Need
 - Traffic demand
 - Is Level of Service acceptable?
 - Safety
 - Would the alternative address identified safety concerns?
 - Pavement and bridge condition
 - Would pavement and bridges be improved?
 - Corridor resiliency
 - Will design reduce flood risk?
- Other screening factors:
 - Impacts, public/agency input, cost



Next Steps

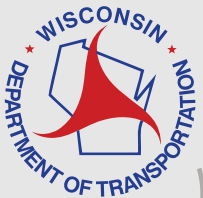
- Reduce alternatives:
 - Traffic & safety analysis
 - Environmental impacts & cost
 - Feedback from agencies & PIMs
- Publish a Notice of Intent to prepare a Draft Environmental Impact Statement/Public Scoping (Spring 2023)
- Develop remaining alternatives
- Determine a “Preferred Alternative”
- PIM #3 (late 2023)
- Draft EIS (April 2024)
- Public Hearing (May 2024)



Contact Information



Frank Pritzlaff, P.E.
WisDOT Project Manager



EMAIL

Frank.Pritzlaff@dot.wi.gov



PHONE

(608) 246-3803



WEB

tinyurl.com/InterstateStudy



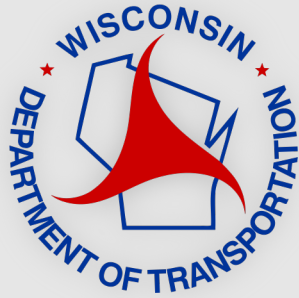
Contact Information

Study Webpage



PIM #2 Materials





U.S. Department
of Transportation
**Federal Highway
Administration**

I-39/90/94 Corridor Study

Frank Pritzlaff, PE
WisDOT Project Manager

Combined Advisory Committee Meeting
CAC, TAC, & LOAC

April 6th, 2023



Presentation Topics

1. Study Overview
2. Study Purpose & Corridor Needs
3. Study Schedule
4. Interstate Alternatives
5. Interchange Alternatives
6. Next Steps
7. Contact Information

