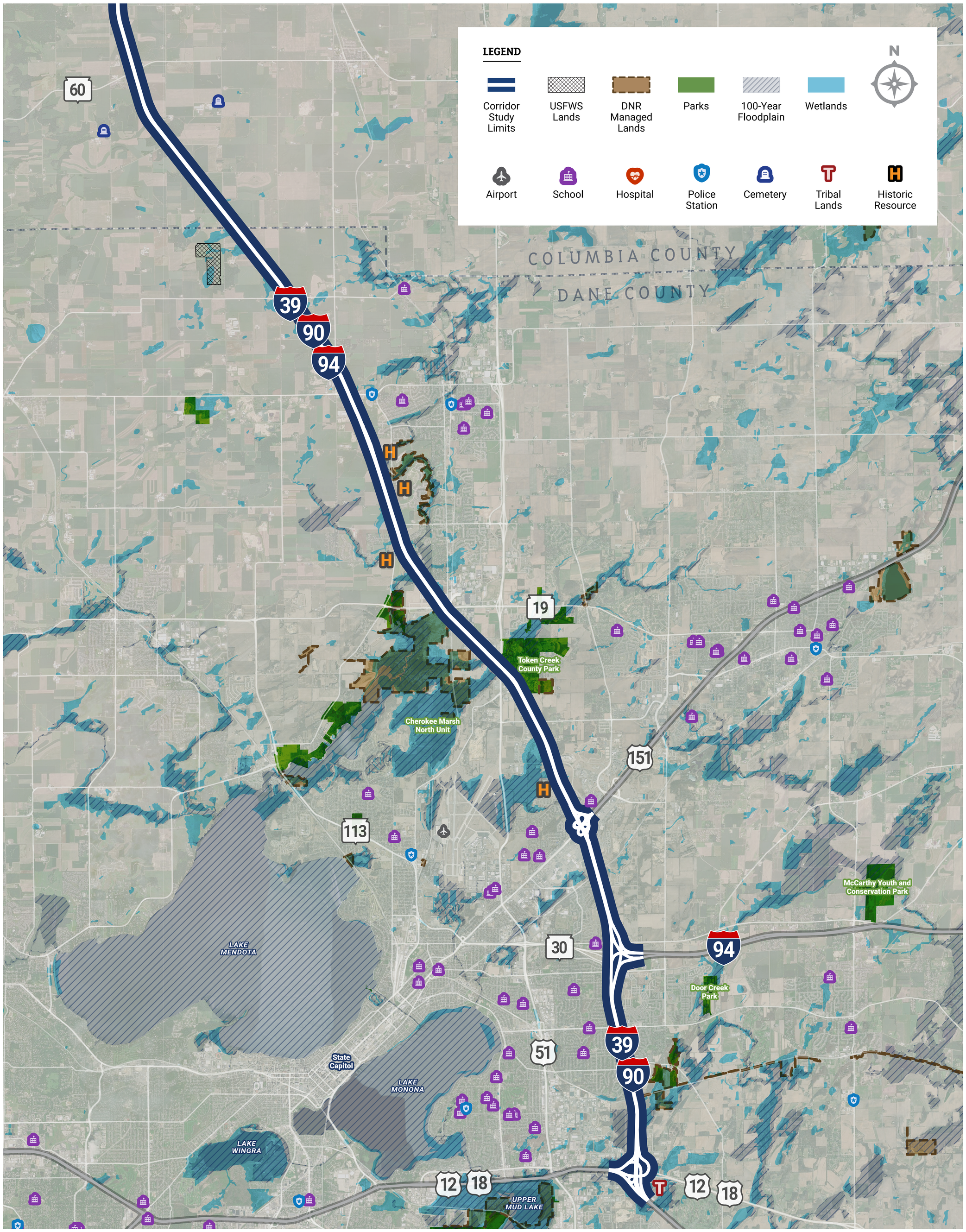
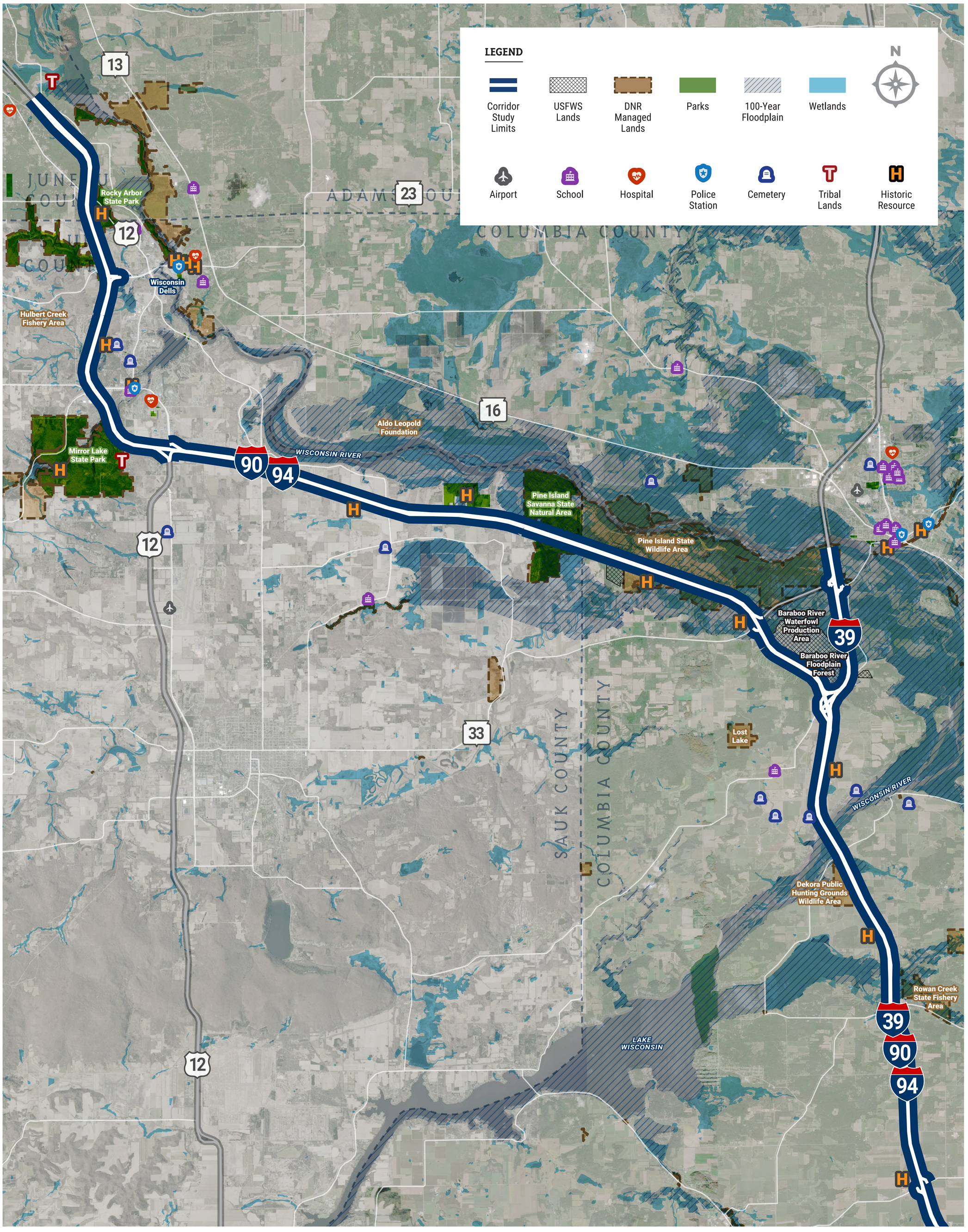
Environmental Constraints (South)



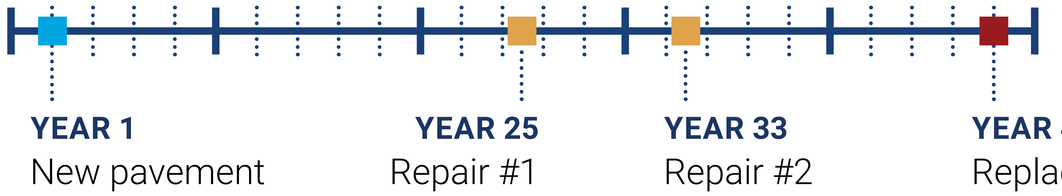
Environmental Constraints (North)



Pavement and Bridge Condition Overview

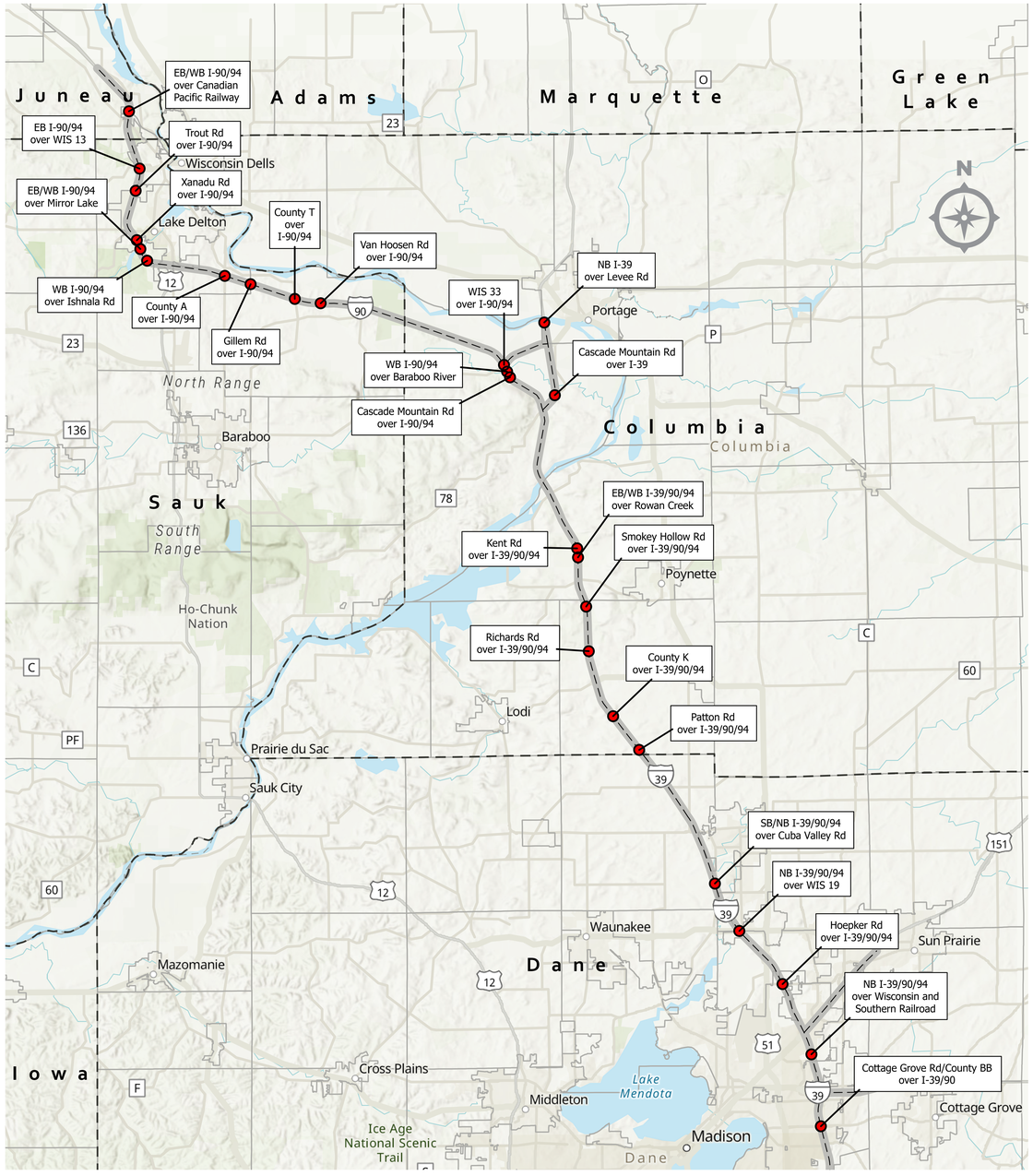
If the I-39/90/94 Corridor Study does not move forward as a project, WisDOT anticipates that the corridor will need 16 rehabilitation/maintenance projects over the next 30 years, causing regular travel delays and congestion.

I-90 and I-94 are Wisconsin's two original Interstate routes. Much of this corridor was originally constructed in the early 1960s, and while maintenance cycles have varied throughout the years, several segments along the corridor are in need of reconstruction or major rehabilitation work.



BRIDGES OVER MIRROR LAKE

Like many bridges along this corridor, the bridges over Mirror Lake are reaching the end of their useful life. Repair and maintenance are a challenge on these bridges due to their narrow width and high recreational traffic volumes, especially in the summer.



Bridges requiring maintenance or replacement prior to 2040

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Maintenance Projects – Travel Delays

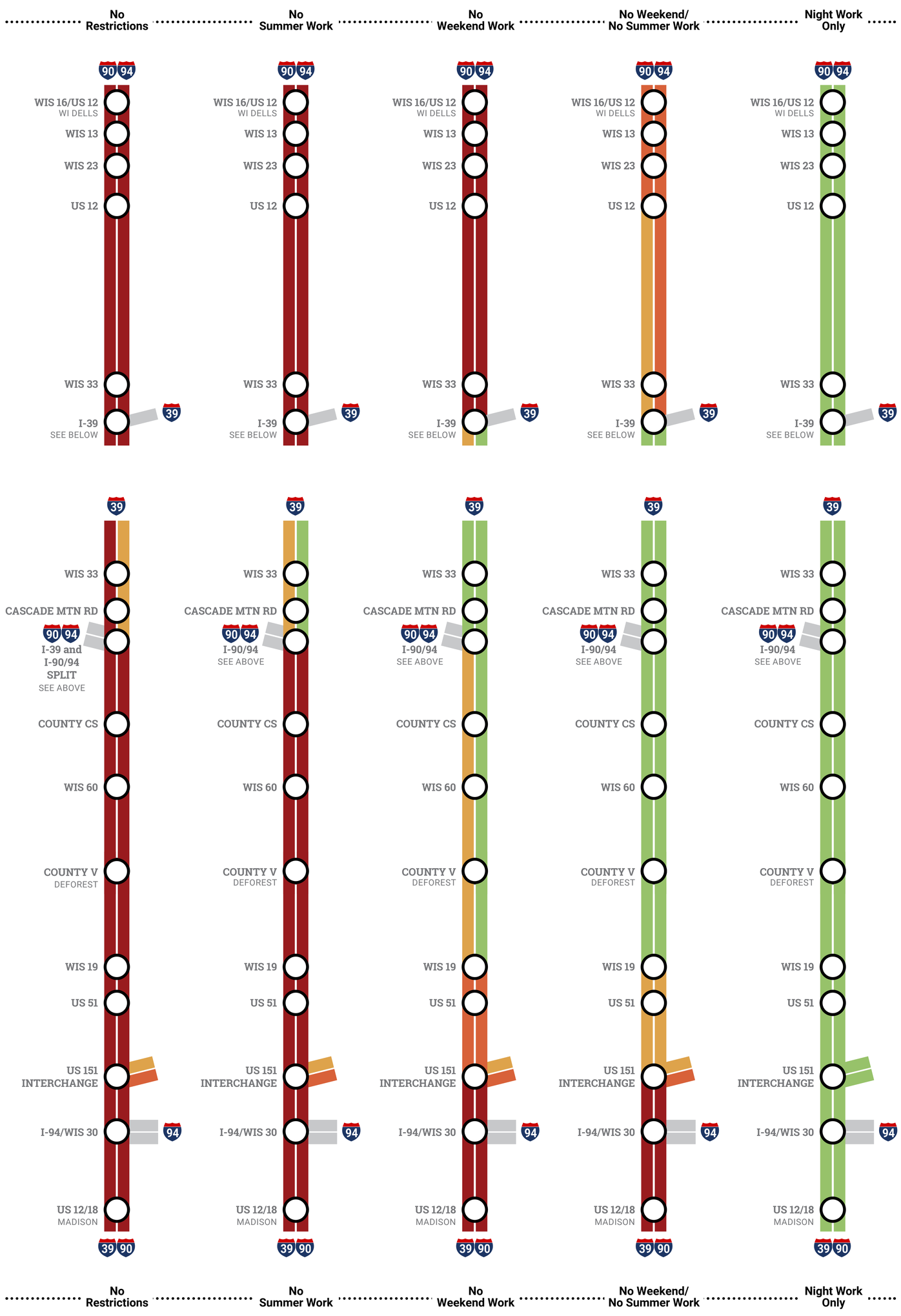
If the I-39/90/94 Corridor Study does not move forward as a project, WisDOT anticipates that the corridor will need 16 rehabilitation/maintenance projects over the next 30 years, causing regular travel delays and congestion. Construction work would need to occur at night to avoid delays greater than 15 minutes. Night work is more expensive and potentially more dangerous. Night work is also not possible for bridge rehabilitation/replacement.

TRAVEL DELAY

- >30 min delay
- 15-30 min delay
- 5-15 min delay
- 0-5 min delay

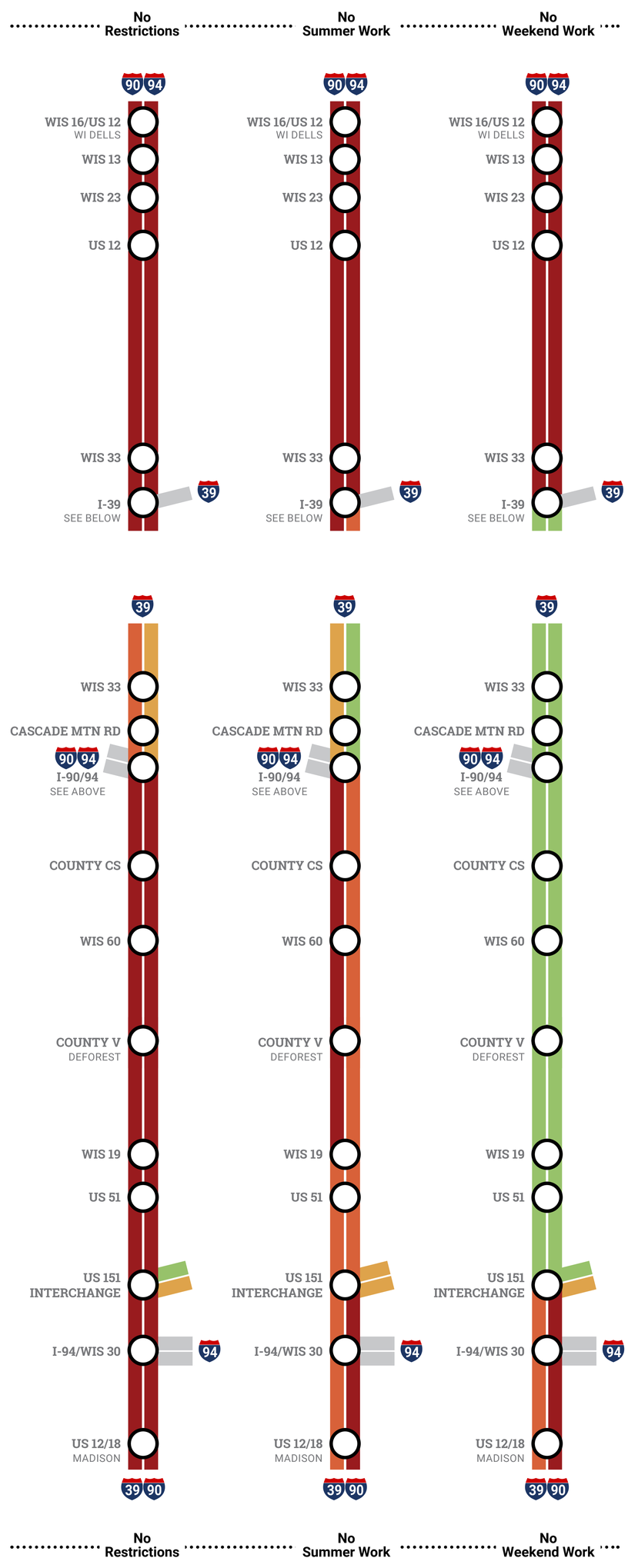
PAVEMENT PROJECT TRAVEL DELAYS

Night construction is the only scenario where there would be no travel delays in the Madison and Wisconsin Dells sections; but it is more costly, is potentially more dangerous, and is not possible in all areas of the corridor.



BRIDGE PROJECT TRAVEL DELAYS

All bridge project scenarios will result in travel delays of over 30 minutes in several parts of the study corridor.



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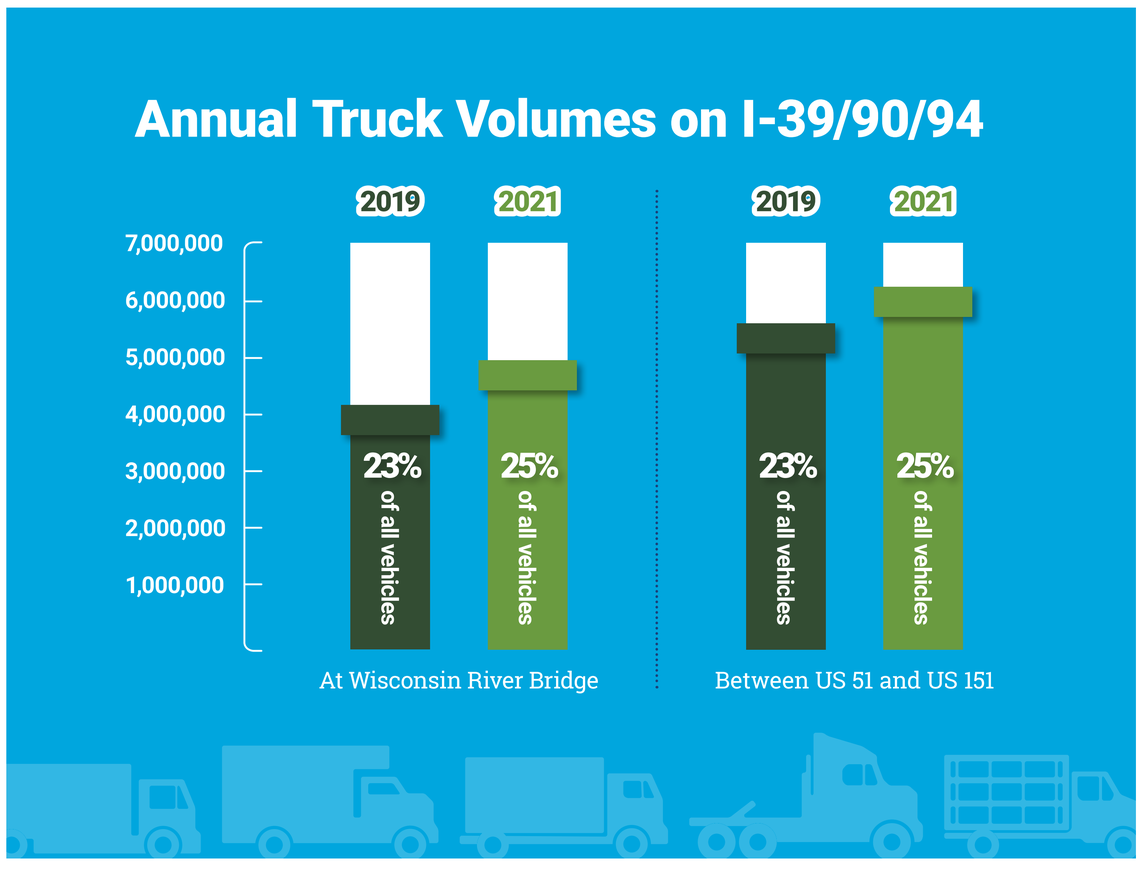
COVID-19 Pandemic Impacts on Traffic

The COVID-19 pandemic and resulting social distancing and stay-at-home orders decreased commuter traffic volumes on I-39/90/94.

However, as the number of in-person trips declined and e-commerce purchases rose, the **volume of freight and delivery truck traffic** increased along the study corridor.

Continuous data collection at traffic-counting sites along the Interstate show **total corridor volumes have returned to pre-pandemic levels** as increased truck volumes have offset lagging volumes of commuter traffic.

Total truck volumes along the I-39/90/94 study corridor increased 12%-16% between 2019 and 2021, **consistent with national trends of increased product shipping**, which results in trucks representing a slightly higher portion of total traffic.



Source: TCMap: Wisconsin Department of Transportation Traffic Counts Map Application

Study Summary

67 miles

LENGTH

from US 12/18 (Beltline) to US 12/WIS 16 interchange (just north of Wisconsin Dells)

15 interchanges

INTERCHANGES

will be evaluated for safety and ability to accommodate existing and future traffic demand

If the I-39/90/94 Corridor Study does not move forward as a project, WisDOT anticipates that:

16 projects

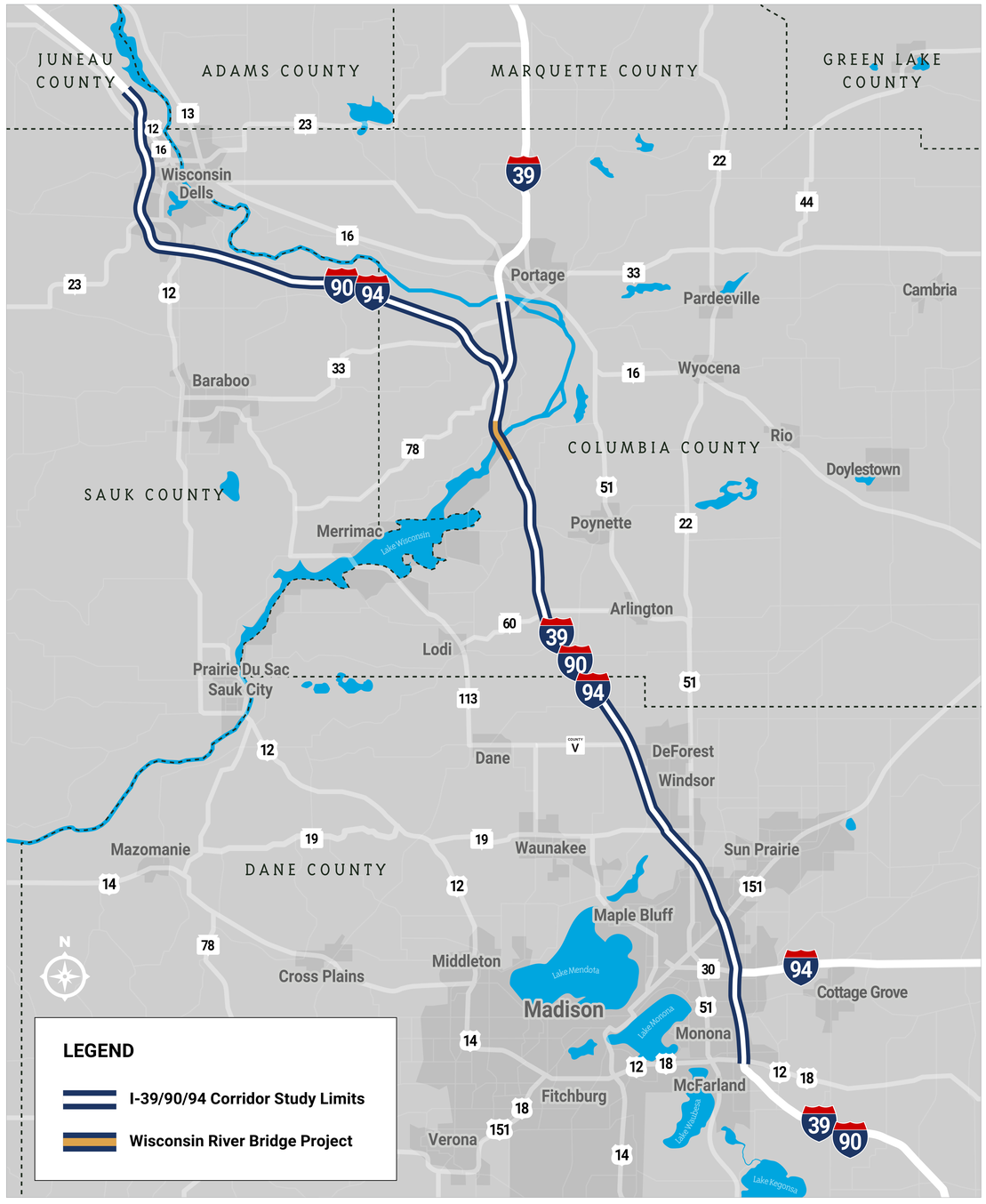
PAVEMENT

16 rehabilitation/maintenance projects anticipated over the next 30 years

86 structures

BRIDGES

will require replacement or significant deck work (30-year projection)



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Study Purpose and Corridor Needs

Study Purpose

The I-39/90/94 Corridor Study will address existing and future **traffic** demands, **safety** issues, and aging and outdated corridor **infrastructure**.

Corridor Needs

Pavement

If this study doesn't move forward as a project, WisDOT anticipates that the corridor would need **16 pavement rehabilitation, maintenance or replacement projects** over the next 30 years.

Traffic

The **volumes of traffic along the study corridor are increasing**, causing vehicle congestion and backups on the Interstate and decreasing travel time reliability.

Bridges

If this study doesn't move forward as a project, WisDOT anticipates that **86 structures** would require replacement or significant deck work over the next 30 years.

Safety

Twelve of the 15 interchanges have **poor to extreme crash rates**, which typically are related to congestion and outdated roadway designs.

Interchanges

The 67-mile study corridor includes **15 interchanges**, each of which WisDOT will evaluate for safety concerns and their ability to accommodate existing and future traffic demands.

Flooding

This study will analyze historical flood events and develop mitigation alternatives for future flood events. **Since 2008, two flooding events caused closures along the corridor**, impacting vital emergency services and commerce connections.

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Welcomes You

to the I-39/90/94 Corridor Study

Public Involvement Meeting

September 13, 2022 • Yahara Elementary School

PLEASE SIGN IN

Add your attendance digitally at **bit.ly/YaharaPIM** or scan the QR code at right with your smartphone →

FLOWCODE
PRIVACY.FLOWCODE.COM

Safety. Commerce. Tourism.

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CORRIDOR STUDY

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Welcomes You

to the I-39/90/94 Corridor Study

Public Involvement Meeting

September 14, 2022 • Clarion Hotel & Suites

PLEASE SIGN IN

Add your attendance digitally at **bit.ly/ClarionPIM** or scan the QR code at right with your smartphone →

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Safety. Commerce. Tourism.

Please Sign In

WisDOT records your attendance to keep you informed about future meetings and updates related to this study

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Add your attendance digitally!

Visit bit.ly/YaharaPIM or scan the QR code below with your smartphone

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Please Sign In

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Add your attendance digitally!
Visit bit.ly/ClarionPIM or scan the QR code below with your smartphone

Frequently Asked Questions

Who is conducting the study?

WisDOT's Southwest Region initiated the new I-39/90/94 Corridor Study in September 2022.

What are the limits of the study?

The 67 miles of I-39/90/94 WisDOT is studying in Dane, Columbia, Sauk and Juneau counties stretches from US 12/18 (Beltline) in Madison to just north of the US 12/WIS 16 interchange in Wisconsin Dells.

The study will also evaluate I-39 from the I-39 and I-90/94 split near Portage to Levee Road.

Why is WisDOT studying this corridor?

I-39/90/94 is a principal arterial highway and part of the Wisconsin Backbone System, a primary long-haul truck route and regional vehicle corridor, and an essential component of Wisconsin's economy. The study corridor connects the Madison metro area to Wisconsin Dells and tourist destinations in northern Wisconsin. The Interstate also links the major metropolitan centers of Minneapolis and Chicago.

High crash rates, growing traffic volumes, and roadway and bridge deterioration prompted WisDOT to examine the corridor's long-term viability. The most important aspect of this study is determining how to increase safety and preserve functionality along I-39/90/94.

What does studying the corridor involve?

The I-39/90/94 study will consider impacts on existing and future land uses and access to the local transportation network.

The study process will develop strategies and improvement recommendations that integrate land use and transportation systems, so the Interstate operates safely and efficiently into the future.

WisDOT and area communities can use the study outcomes to plan for land use and transportation network needs.

The study will end with the completion of an environmental impact statement (EIS) – draft and final versions of which various agencies and the public will review and approve.

The Transportation Projects Commission must approve the project before it can proceed to final design and construction.

When will the study be completed?

The study will end with the completion of the final environmental impact statement, which WisDOT anticipates by the end of 2024.

Is WisDOT planning/constructing a bypass?

This study will focus on alternatives within the existing Interstate corridor only.

What is an environmental impact statement?

An environmental impact statement (EIS) is a document the National Environmental Policy Act (NEPA) requires for federally funded actions that could significantly affect the quality of the human environment.

An EIS is a decision-making tool, detailing a proposed action's positive and negative environmental effects.

An EIS document typically includes the following content:

- **Purpose and need statement:** Identifies the purpose of the study and the issues identified within the area
- **Alternatives:** Describes considerations that could address the purpose and need of the study
- **Affected environment:** Describes the environment of the area the alternatives could affect
- **Environmental consequences:** Discusses the environmental effects and their significance

What is the National Environmental Policy Act?

Signed into law in 1970, NEPA requires federal agencies to assess the environmental effects of proposed actions – including constructing highways and other publicly owned facilities – prior to making decisions.

Agencies use the NEPA process to evaluate the environmental and related social and economic effects of their proposed actions, and they provide opportunities for public review and comment on those evaluations.

What types of long-term transportation improvements will the study consider?

The study process includes developing a range of improvement alternatives – including potentially expanding capacity and transportation demand or system management options within the study corridor – to preserve functionality and increase safety along I-39/90/94. The EIS will also consider the impacts of an alternative where no improvements are made (No-Build alternative).

Will there be more public involvement opportunities?

During the study, WisDOT will hold several public involvement meetings at various locations throughout the study area, and numerous smaller meetings with local municipality representatives, neighborhood associations and business groups.

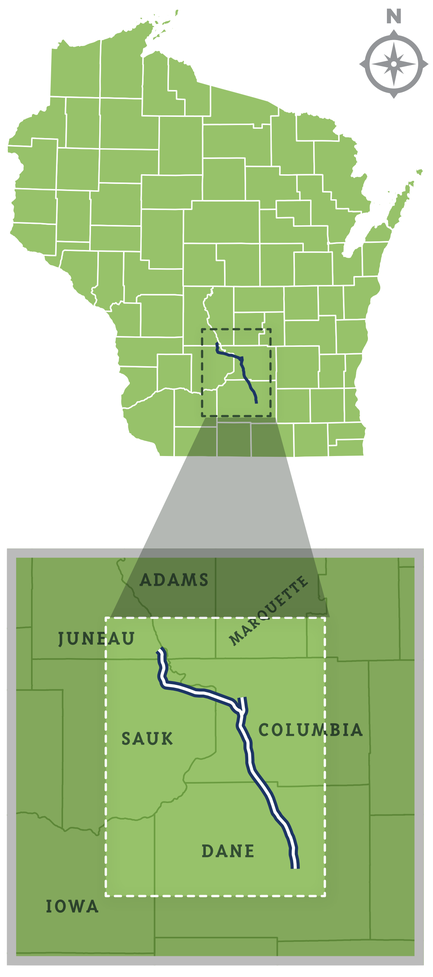
WisDOT encourages the public to visit the study website to sign up for email updates. The study webpages also include information about opportunities for involvement and study team contacts.

I-39/90/94 Corridor Study Location

WisDOT is studying 67 miles of Interstate 39/90/94 in Dane, Columbia, Sauk and Juneau counties from US 12/18 in Madison to US 12/WIS 16 in Wisconsin Dells. The study will also evaluate I-39 from its split with I-90/94 near Portage to Levee Road.

LEGEND

I-39/90/94 Corridor Study Limits



Study Schedule: Environmental Impact Statement

2022 (May-December)

Data collection

Develop study purpose and need

Develop transportation alternatives

Public involvement activities

2023

Develop transportation alternatives

Begin environmental impact analysis

Ongoing public involvement activities

2024

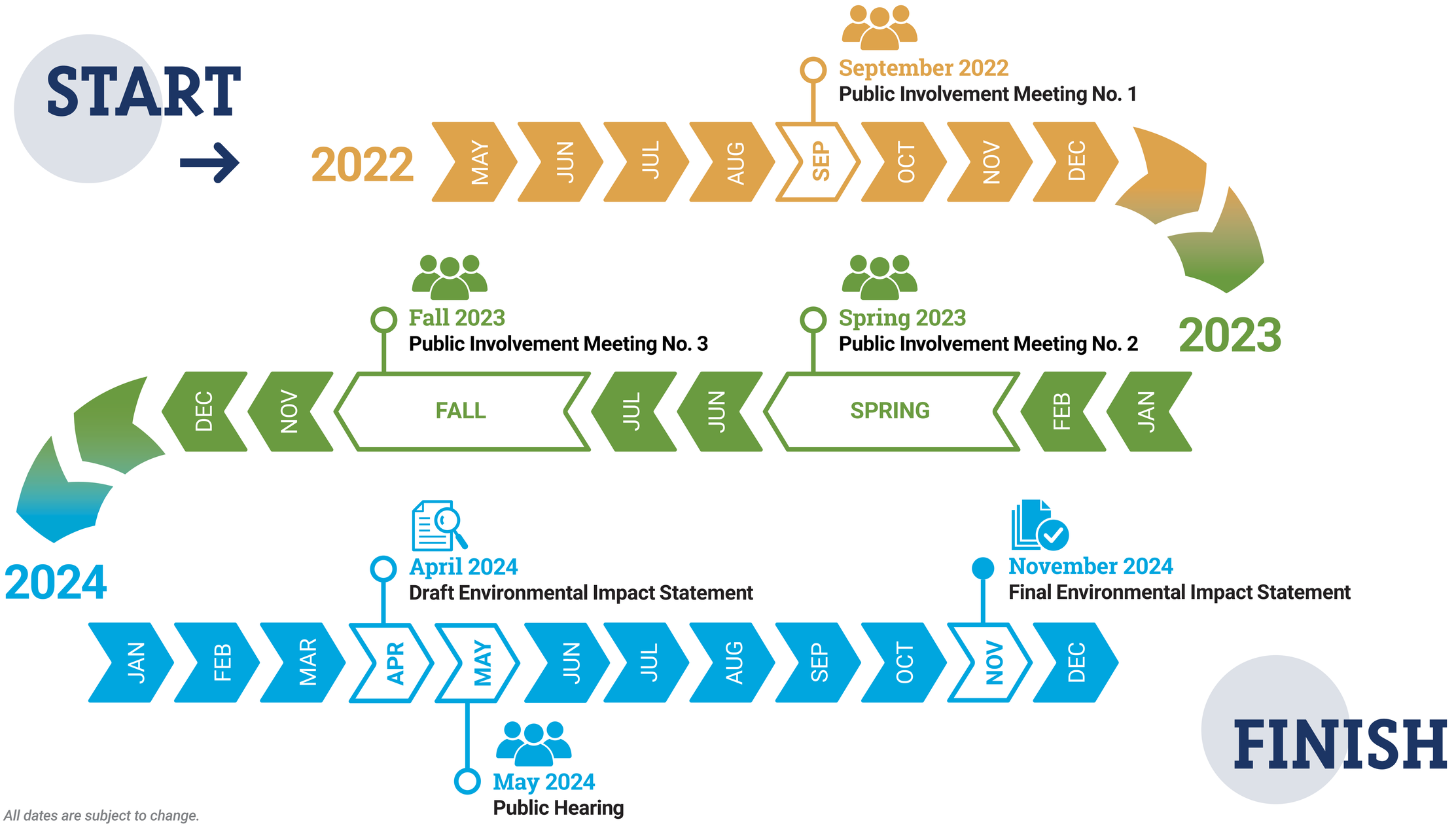
Finalize environmental impact analysis

Public hearing

Complete environmental document

Ongoing public involvement activities

Schedule: Public Involvement Milestones



All dates are subject to change.

Citizens, Technical and Local Officials Advisory Committees

Citizens Advisory Committee

The Citizens Advisory Committee gives the WisDOT team an avenue to share study information and obtain feedback from businesses along the corridor.

The committee is an opportunity for members to provide feedback about the study's communications approach, design needs, corridor issues, and environmental concerns and needs.

Committee participants include large employers and business groups who can easily share study information with employees and members.

Technical Advisory Committee

Local and regional transportation professionals like those working in public works departments, municipal planning and law enforcement comprise the Technical Advisory Committee.

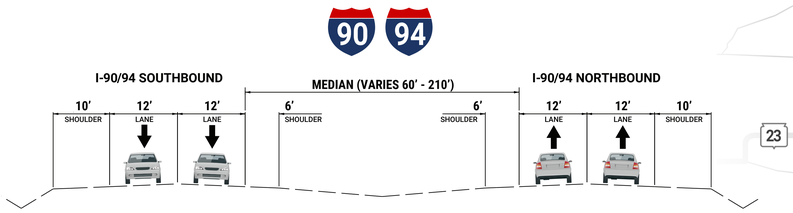
This committee provides to WisDOT useful technical information such as transportation and land use plans, utility locations, traffic volumes, public transportation routes, and general engineering and planning principles and policies.

Local Officials Advisory Committee

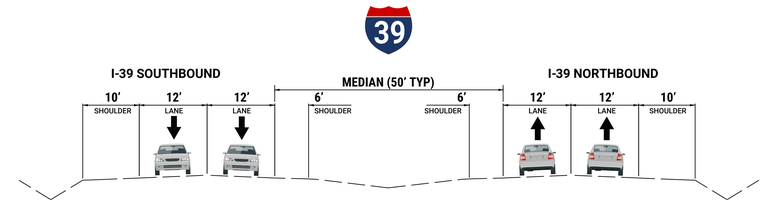
Representatives of the state, tribes, counties, government agencies, and cities, villages and other municipalities within the corridor make up the Local Officials Advisory Committee.

Committee members learn valuable information about the study they can share with their constituents; in turn, local leaders can share their constituents' feedback with WisDOT regarding study aspects such as its purpose and need, transportation alternatives, and environmental impacts and benefits.

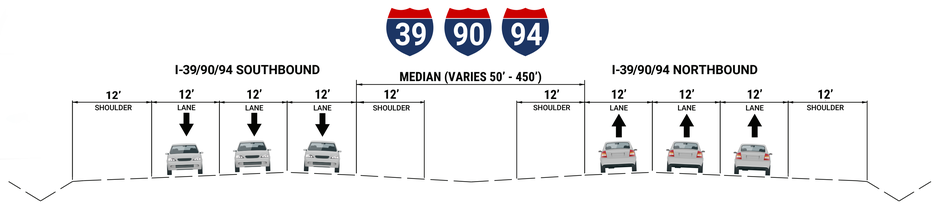
Existing Typical Sections



WIS 78/I-39 to US 12/WIS 16
4-lane section



I-90/94 to WISCONSIN RIVER
4-lane section



SMOKEY HOLLOW RD to WIS 78/I-39
6-lane section

US 12/18 to SMOKEY HOLLOW RD
6-lane section

Flood Events

Blue overlay shows Federal Emergency Management Agency 100-Year Floodplain Boundaries

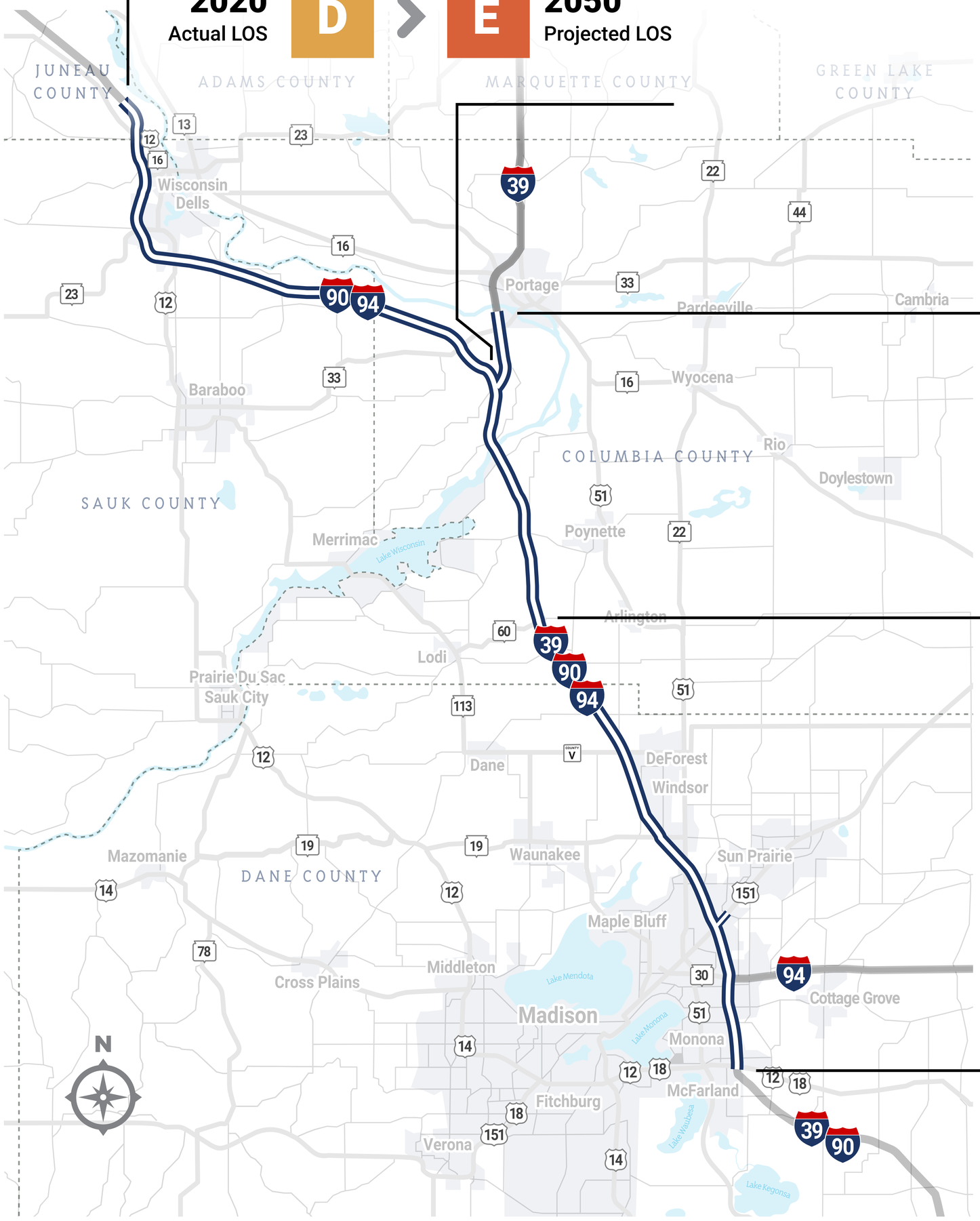
Study Goal

Address and mitigate flood risks within study corridor

Notable Floods in the Past 30 Years

- December 1991
- April 2001
- June 2004
- August 2004
- June 2008 (Greater than 500-Year Flood; Full Interstate Closure)
- August 2018 (Emergency Sandbags)

Current and Future Levels of Service



WISCONSIN DELLS SECTION

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

2020 Actual LOS **D** > **E** **2050** Projected LOS

Based on traffic data and calculations, **I-39/90/94 will have undesirable congestion from Madison to Wisconsin Dells** by the year 2050.

WISCONSIN RIVER SECTION

- I-39/90/94 from WIS 60 to the I-39 and I-90/94 Split interchange
- I-39 from the I-39 and I-90/94 split to WIS 16

2020 Actual LOS **D** > **E** **2050** Projected LOS

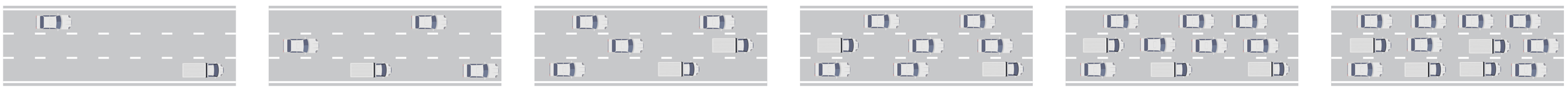
MADISON SECTION

- I-39/90/94 from US 12/18 to WIS 60

2020 Actual LOS **D** > **F** **2050** Projected LOS

LEVEL OF SERVICE (LOS) MEASUREMENTS

A rating scale for the amount of traffic on a roadway compared to the capacity for that type of roadway section.



A **NO DELAYS** Traffic is moving freely.

B **NO DELAYS** Stable flow with minimal congestion.

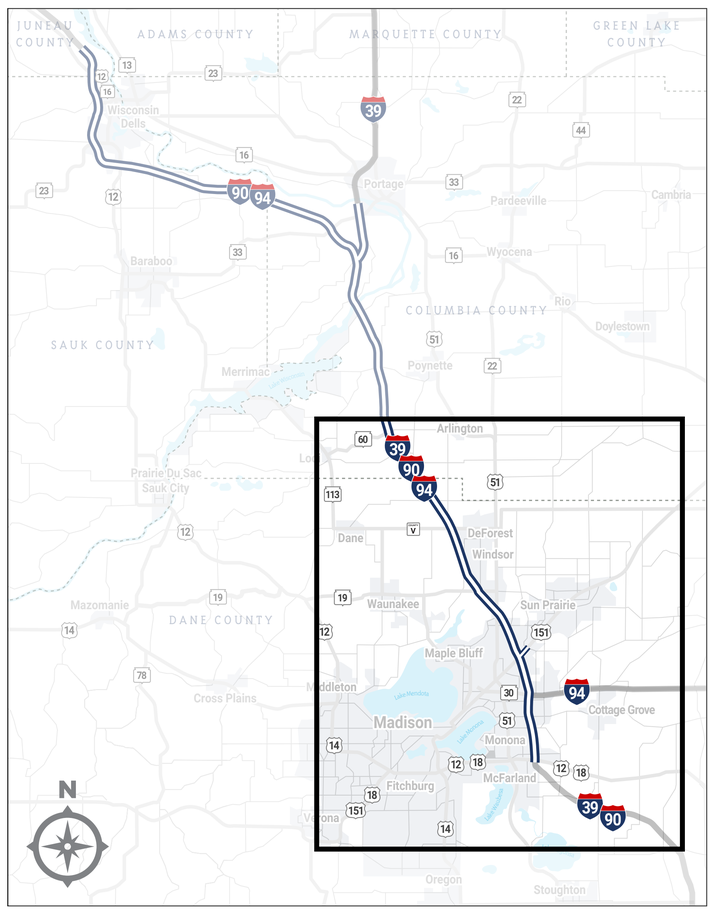
C **MINIMAL DELAYS** Stable flow with moderate congestion.

D **NOTABLE DELAYS** Congestion is increasing, but no major backups.

E **CONSIDERABLE DELAYS** Unstable flow; congested condition.

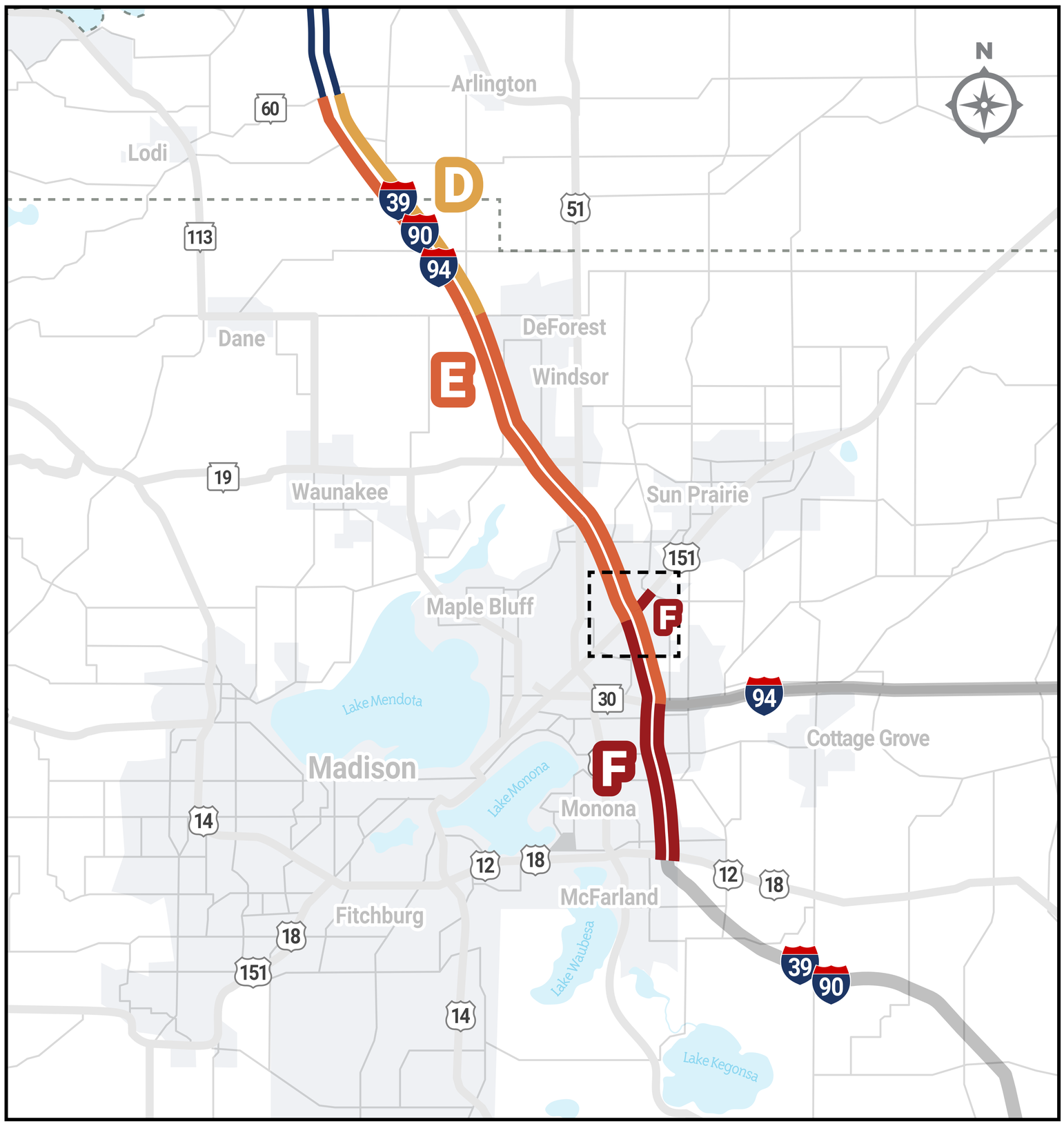
F **CONSIDERABLE DELAYS** Major congestion; stop-and-go traffic.

Peak-Hour Operations – Madison Section



YEAR 2050 LEVEL OF SERVICE

(Data shown reflects poorest-performing time periods – mornings, afternoons, Fridays and Sundays



LEVEL OF SERVICE MEASUREMENTS

A rating scale for the amount of traffic on a roadway compared with the capacity of that type of roadway section.

A **NO DELAYS**
Traffic is moving freely

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C **MINIMAL DELAYS**
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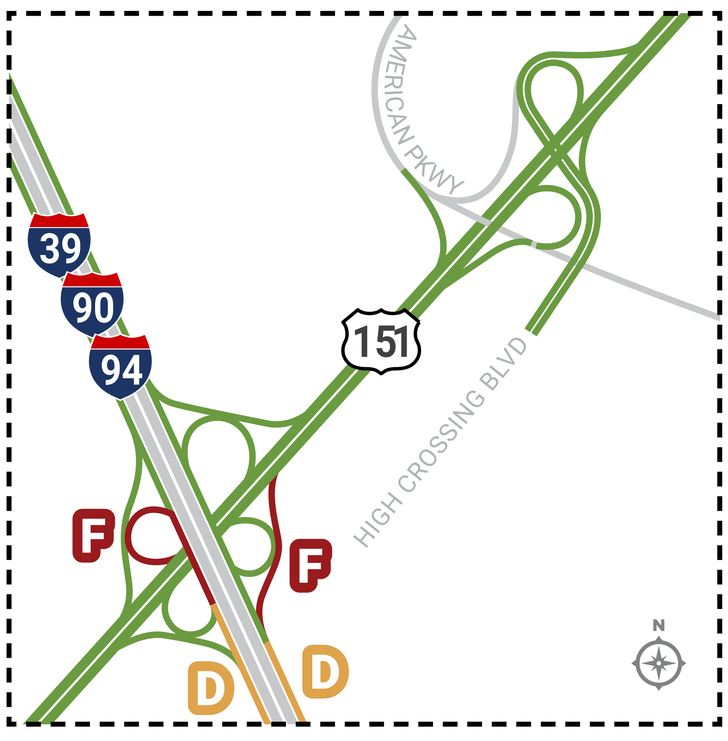
D **NOTABLE DELAYS**
Congestion is increasing, but no major backups

E **CONSIDERABLE DELAYS**
Unstable flow; congested condition

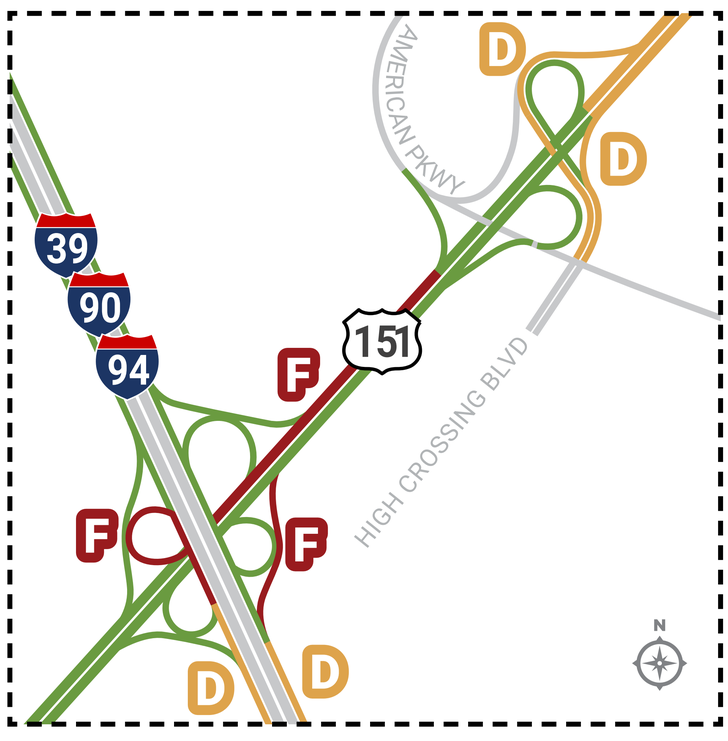
F **CONSIDERABLE DELAYS**
Major congestion; stop-and-go traffic

The US 151 interchange experiences congestion due to over-capacity ramps and northbound/ southbound weaving.

US 151 EXISTING LEVEL OF SERVICE



US 151 FUTURE LEVEL OF SERVICE



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Peak-Hour Operations – Wisconsin River Section

LEVEL OF SERVICE MEASUREMENTS

A rating scale for the amount of traffic on a roadway compared with the capacity of that type of roadway section.

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Traffic is moving freely

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Stable flow with minimal congestion

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D **NOTABLE DELAYS**
Congestion is increasing, but no major backups

E **CONSIDERABLE DELAYS**
Unstable flow; congested condition

F **CONSIDERABLE DELAYS**
Major congestion; stop-and-go traffic

YEAR 2050 LEVEL OF SERVICE

(Data shown reflects poorest-performing time periods – mornings, afternoons, Fridays and Sundays

Backups from the Madison area will stretch into the Wisconsin River section in the future.

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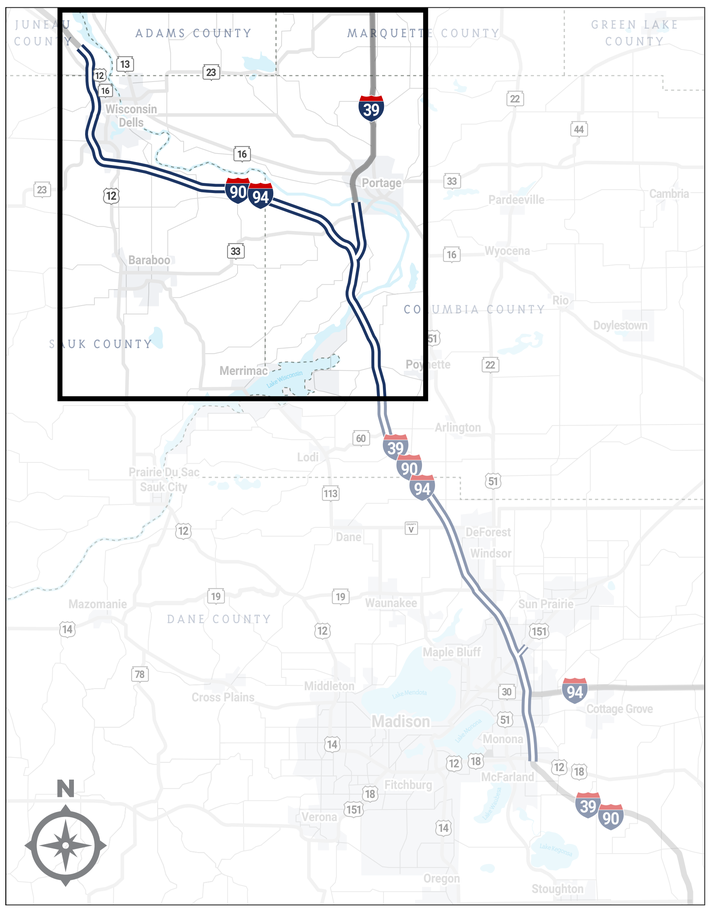
Peak-Hour Operations – Wisconsin Dells Section



LEVEL OF SERVICE MEASUREMENTS

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F **CONSIDERABLE DELAYS**
Major congestion; stop-and-go traffic

YEAR 2050 LEVEL OF SERVICE

(Data shown reflects poorest-performing time periods – mornings, afternoons, Fridays and Sundays

Increased traffic is expected to lead to frequent congestion and increased travel times.

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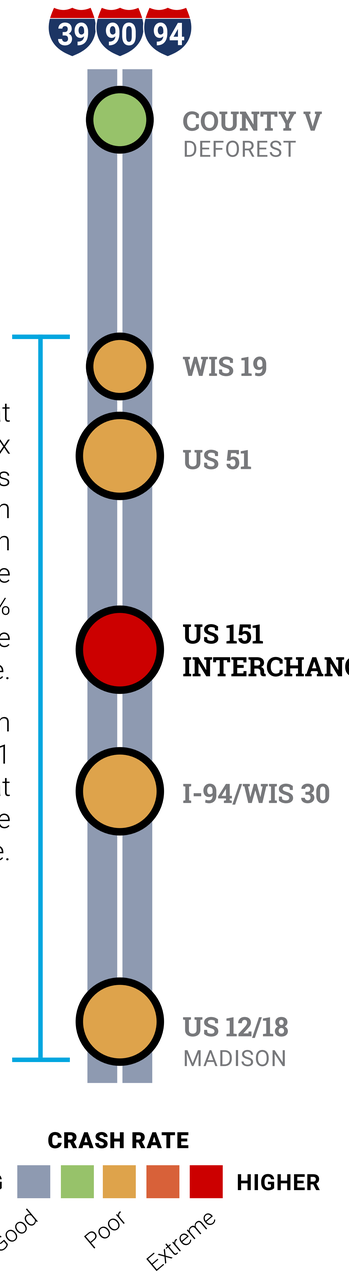
Crash Rates and Details – Madison Section

2014-2018 CRASH RATES

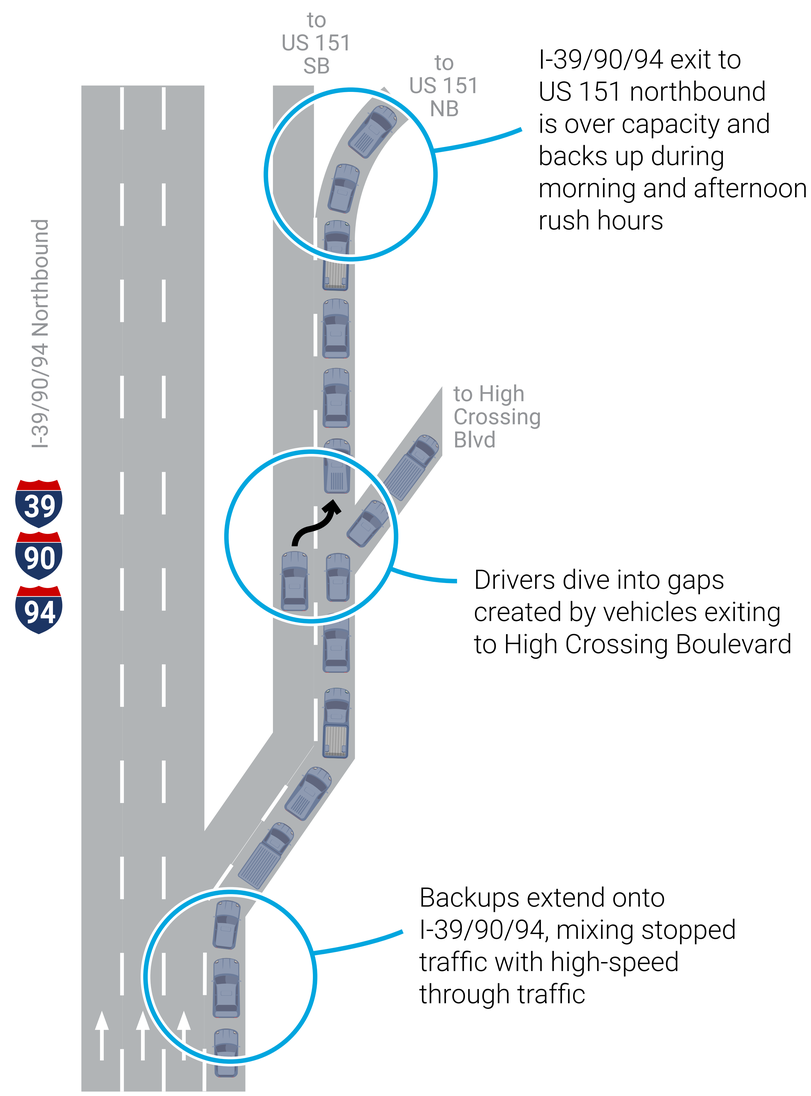


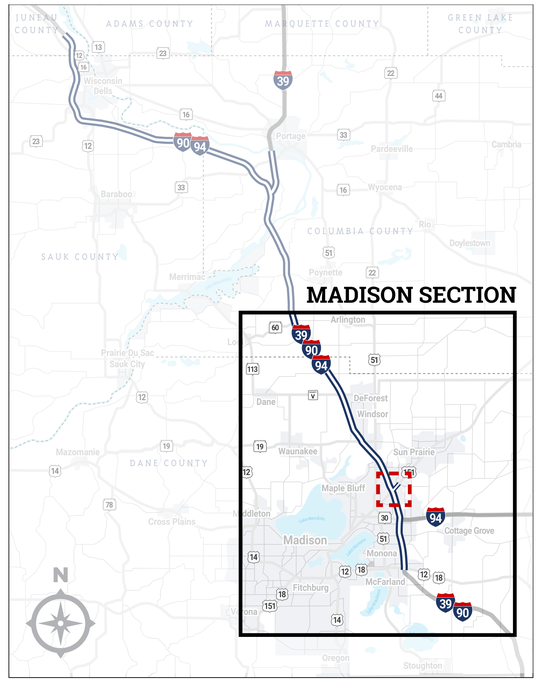
The mainline at five of the six interchanges in the Madison section have crash rates that are more than 25% higher than the statewide average.

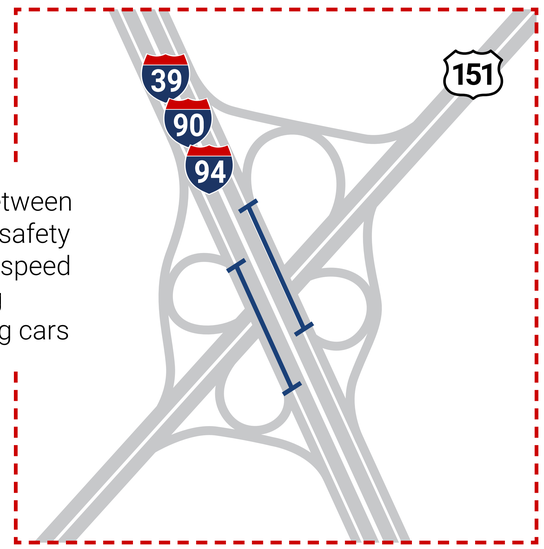
The mainline crash rate at the US 151 interchange is at least twice the statewide average.

US 151 INTERCHANGE

The safety issues at the US 151 interchange are a result of congestion and geometry.







Short distances between loop ramps cause safety issues because of speed differences among entering and exiting cars

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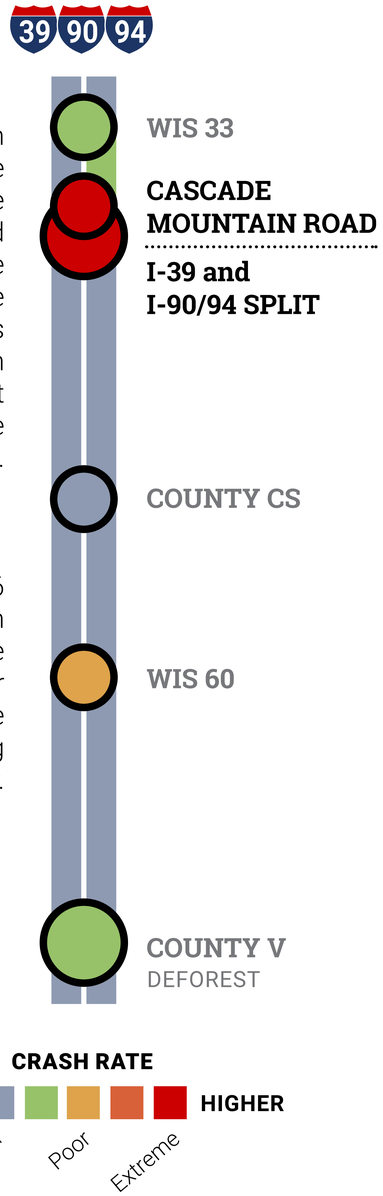
Crash Rates and Details – Wisconsin River Section

2014-2018 CRASH RATES



The Cascade Mountain Road interchange is less than a mile from the I-39 and I-90/94 split, and the mainline at these two interchanges experiences crash rates that are at least twice the statewide average.

The WIS 16 interchange, which has crash rates more than 125% higher than the statewide average, is being reconstructed this year.

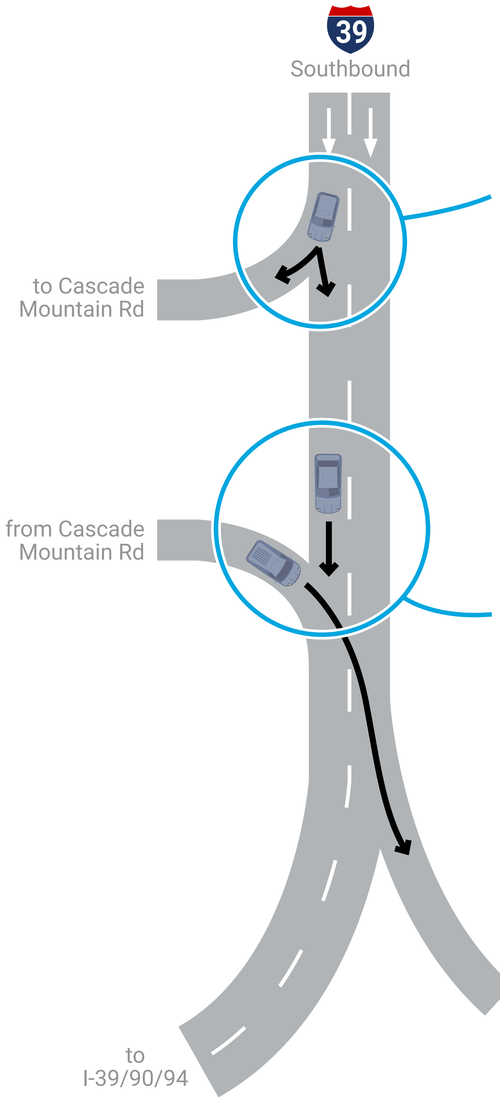
CRASH RATE

STATE AVERAGE — HIGHER

Good | Poor | Extreme

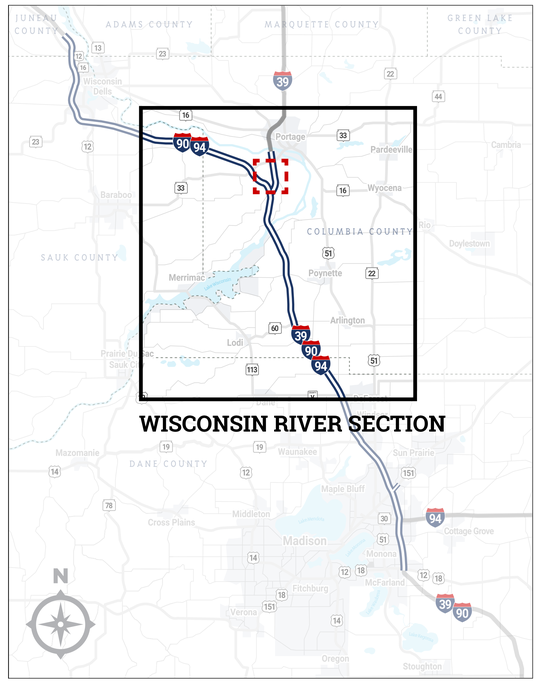
I-39 and I-90/94 SPLIT

Confusion/weaving on I-39 southbound near I-90/94 split causes safety issues.



Very low-speed (20 mph) exit to Cascade Mountain Road. Some drivers confuse this with the exit to I-39/90/94, which leads to last-minute braking and lane changes, as drivers try to correct their course

Low-speed entrance from Cascade Mountain Road is very closely spaced with the left exit to WIS 78. Drivers must cross multiple lanes of high-speed traffic in a short distance, increasing the risk of collisions



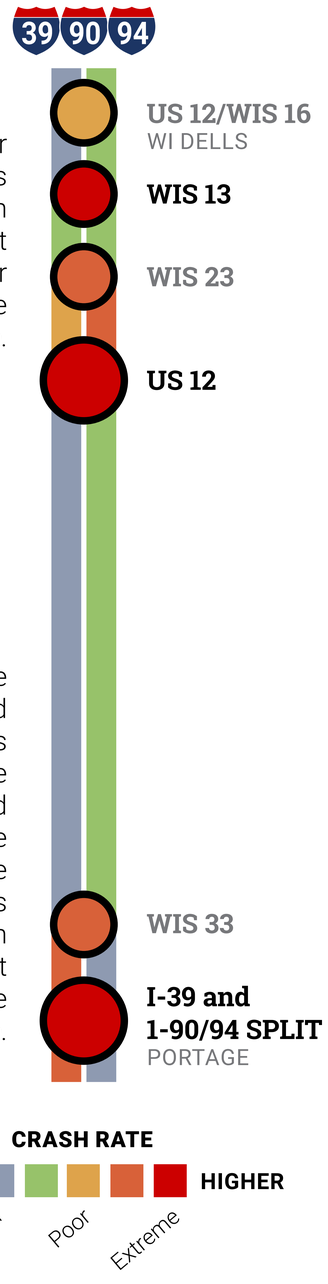
WISCONSIN RIVER SECTION

WISCONSIN DEPARTMENT OF TRANSPORTATION
U.S. Department of Transportation
Federal Highway Administration
39 90 94 CORRIDOR STUDY

Crash Rates and Details – Wisconsin Dells Section

2014-2018 CRASH RATES

Four other interchange areas have mainline crash rates that are at least 25% higher than the statewide average.



The Cascade Mountain Road interchange is less than a mile from the I-39 and I-90/94 split, and the mainline at these two interchanges experiences crash rates that are at least twice the statewide average.

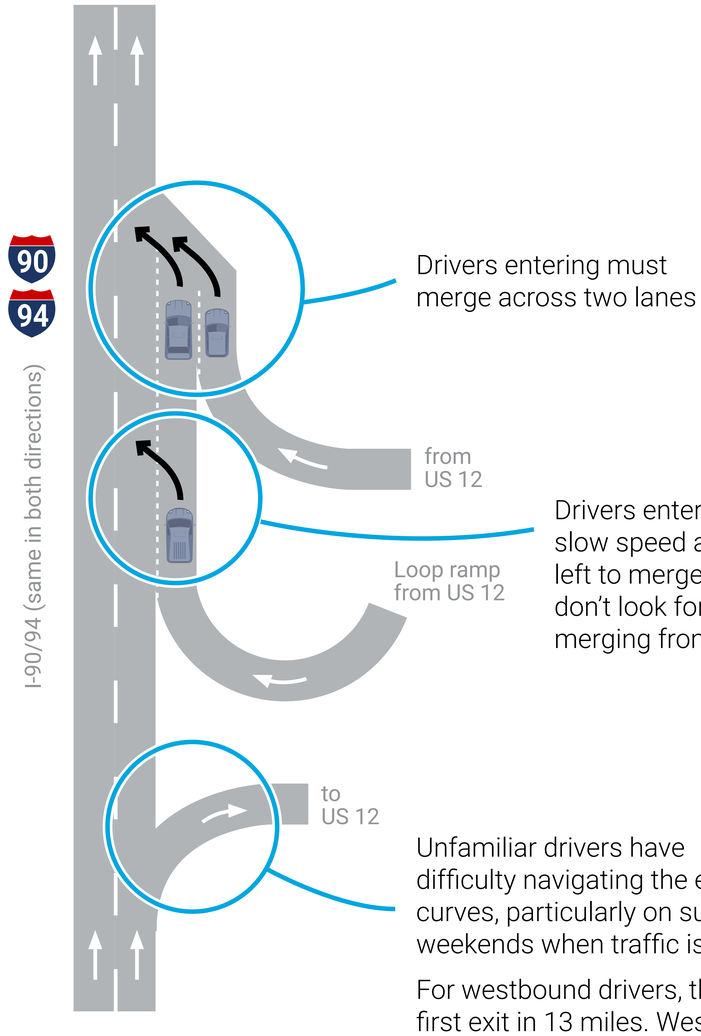
CRASH RATE

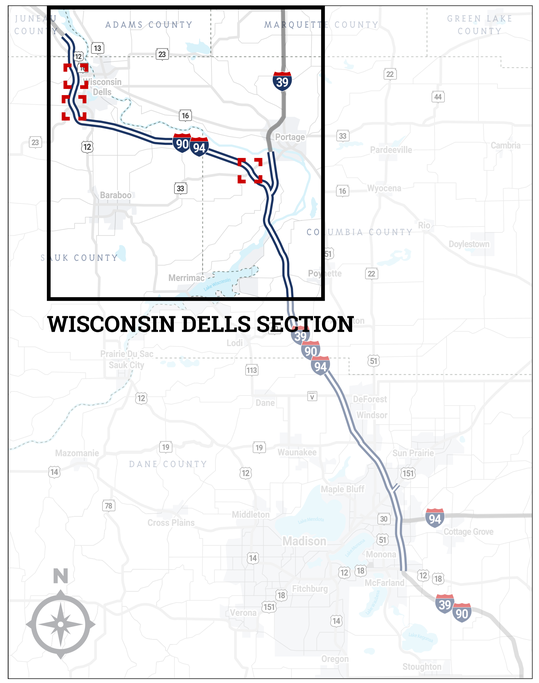
STATE AVG — HIGHER

Good · Poor · Extreme

US 12 INTERCHANGE

The US 12 interchange has numerous locations where a large number of crashes occur.





WISCONSIN DELLS SECTION

WIS 13 EASTBOUND OFF-RAMP
Low-speed loop exit, narrow right shoulder and limited sight distance to exit curve

WIS 23 EASTBOUND OFF-RAMP
Short acceleration lane with guardrail/bridge pier preventing escape

WIS 33 WESTBOUND OFF-RAMP
Low-speed loop exit with inadequate deceleration

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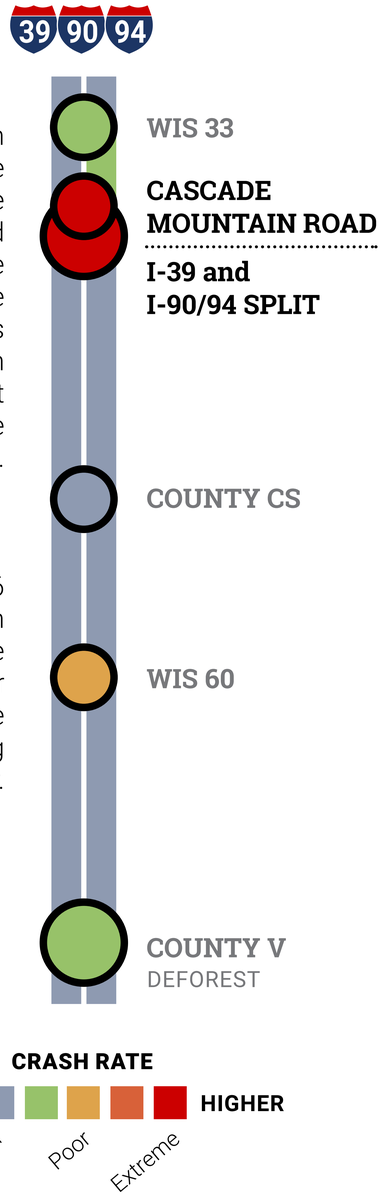
Crash Rates and Details – Wisconsin River Section

2014-2018 CRASH RATES



The Cascade Mountain Road interchange is less than a mile from the I-39 and I-90/94 split, and the mainline at these two interchanges experiences crash rates that are at least twice the statewide average.

The WIS 16 interchange, which has crash rates more than 125% higher than the statewide average, is being reconstructed this year.

CRASH RATE

STATE AVERAGE — HIGHER

Good | Poor | Extreme

I-39 and I-90/94 SPLIT

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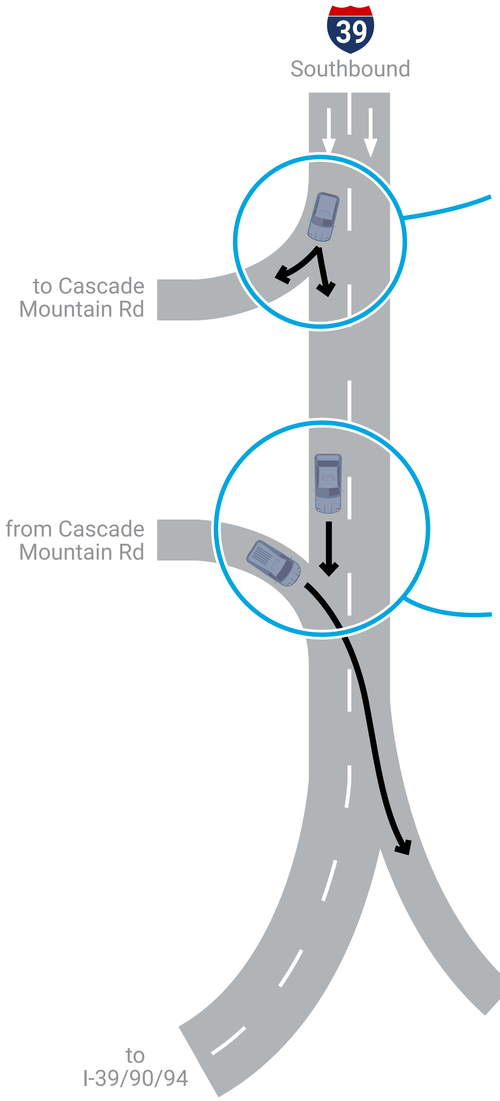

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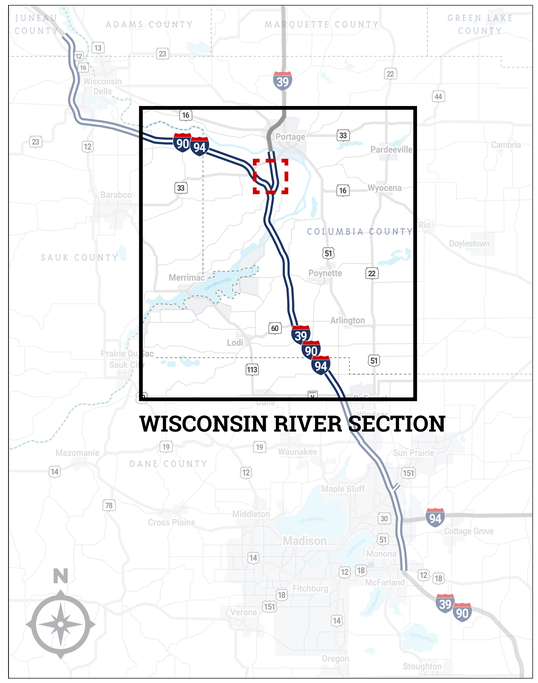

WISCONSIN RIVER SECTION

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Crash Rates and Details – Wisconsin Dells Section

2014-2018 CRASH RATES

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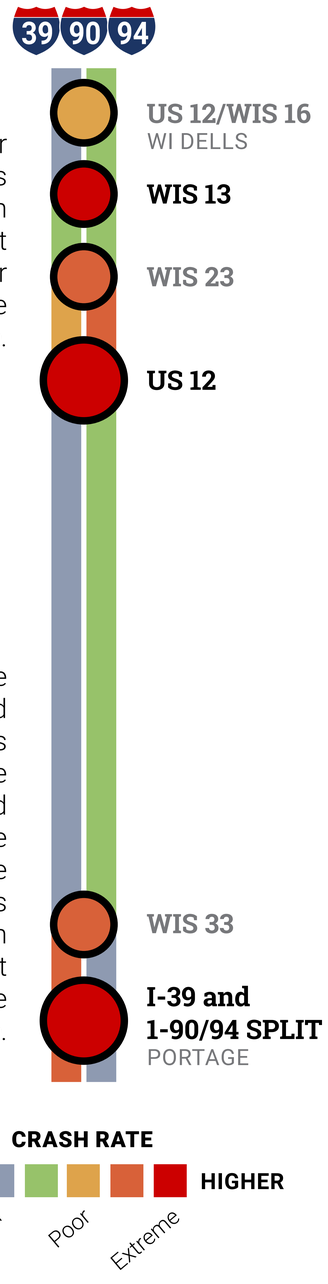

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CRASH RATE

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Good · Poor · Extreme

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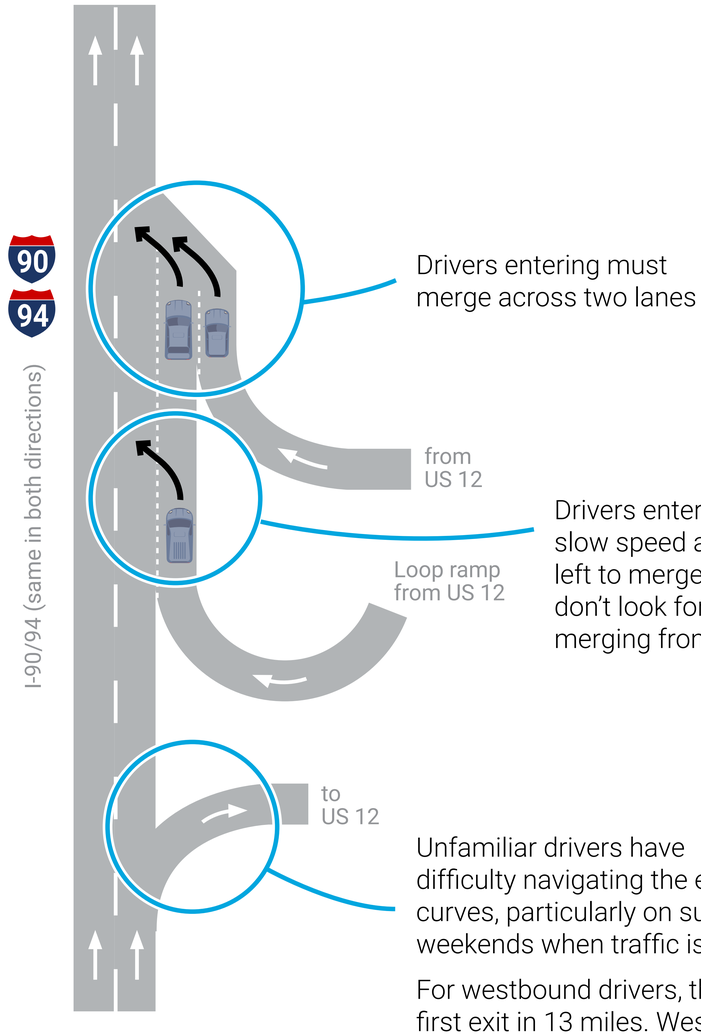

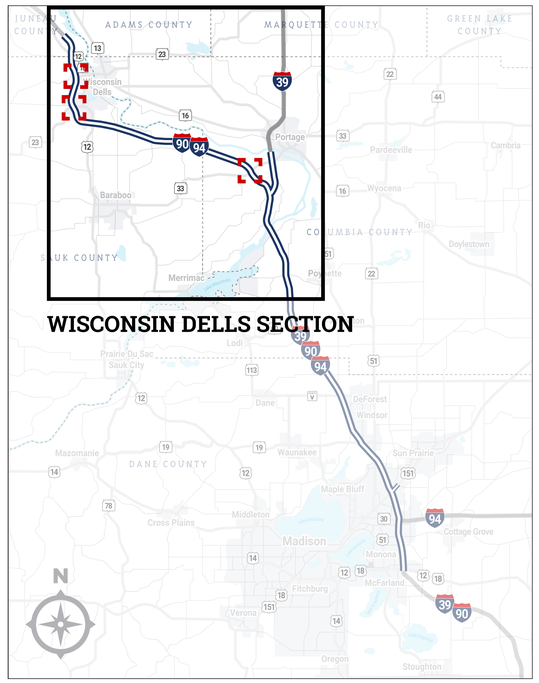

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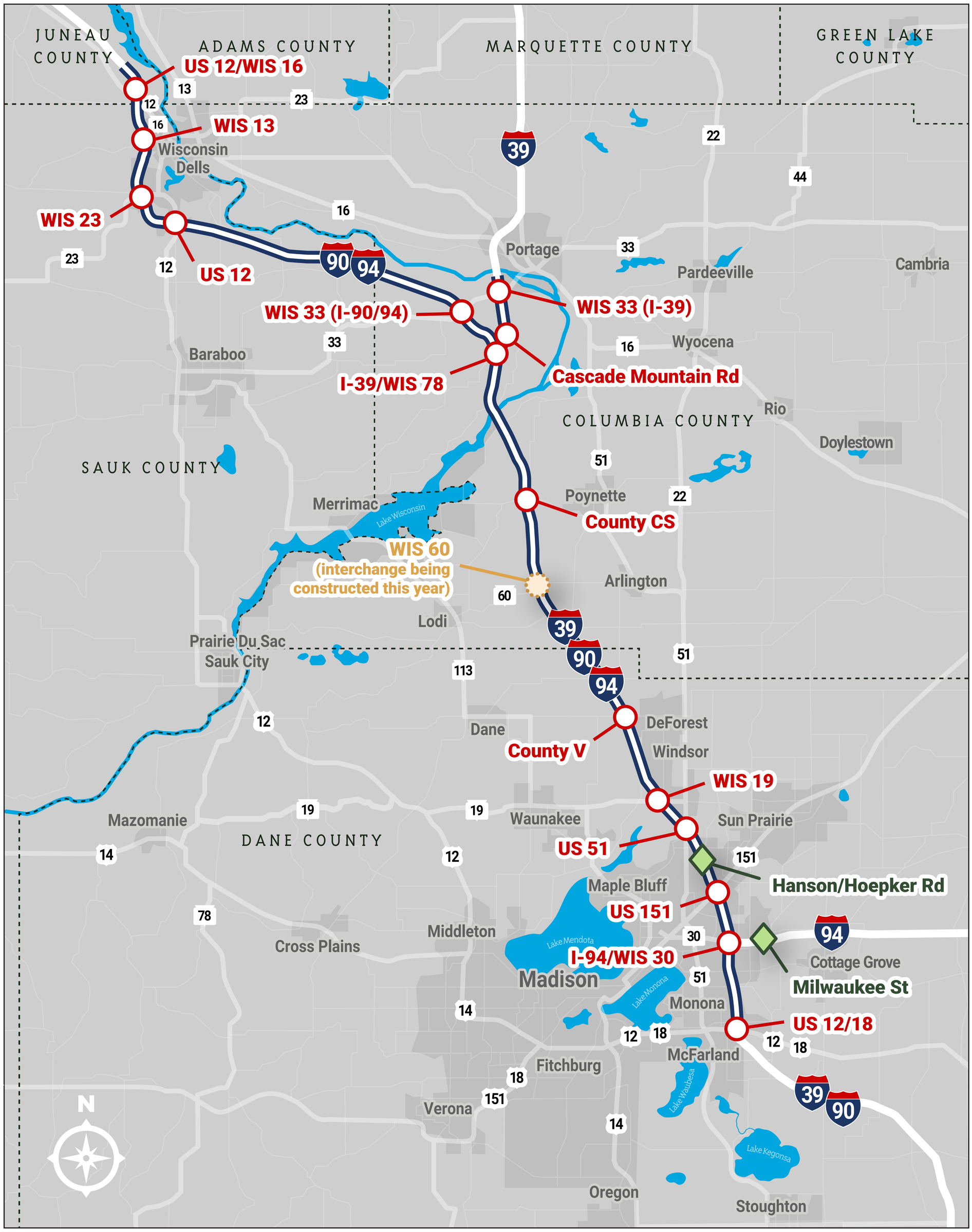
I-39/90/94 Corridor Interchange Locations

LEGEND

- I-39/90/94 Corridor Study Limits
- Existing Interchanges
- Potential Future Interchanges
- Interchange Under Construction



I-39/90/94 Corridor Interchange Locations

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