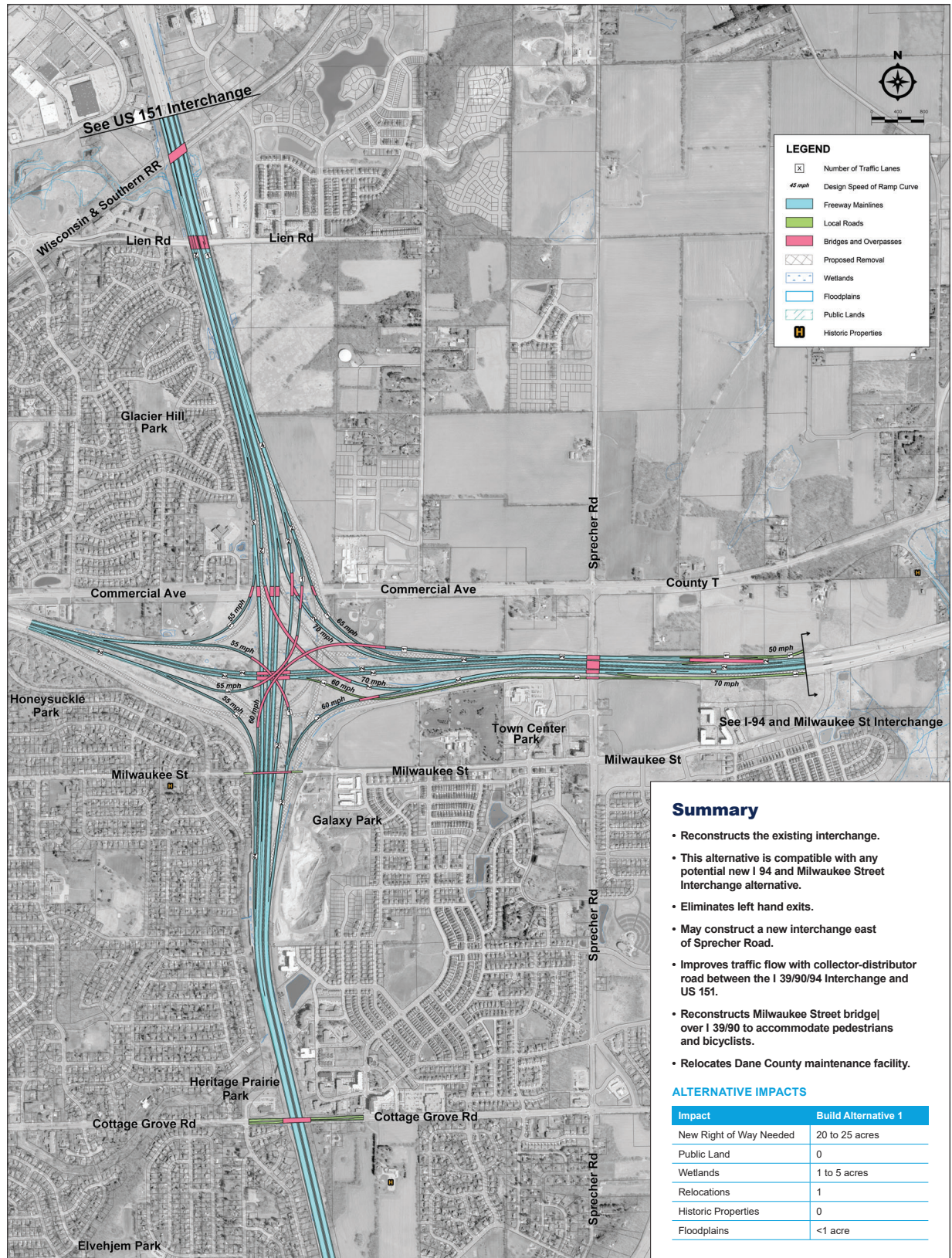


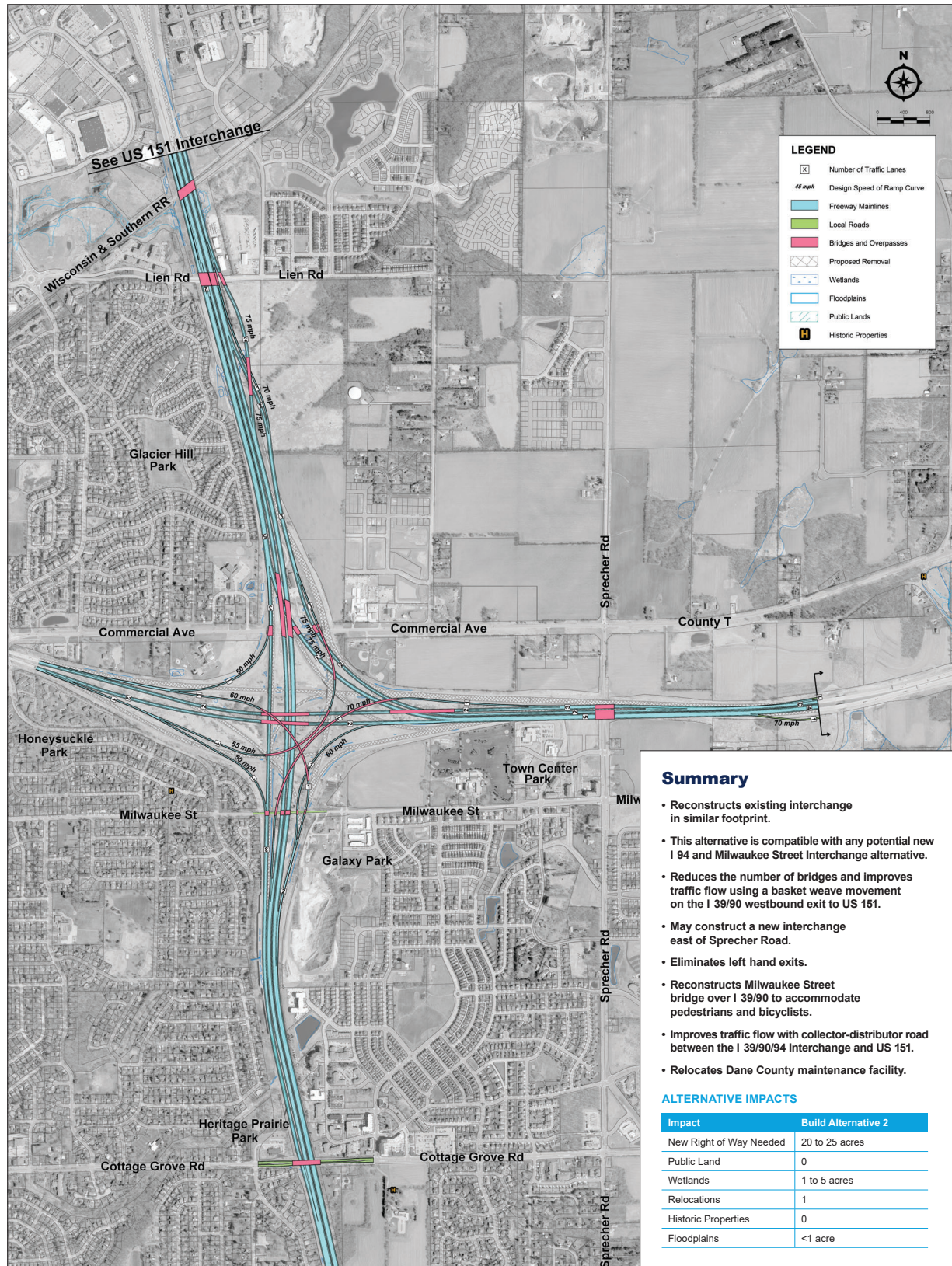
I-94/WIS 30 Interchange

Alternative 1: Fully Modernized Interchange No. 1



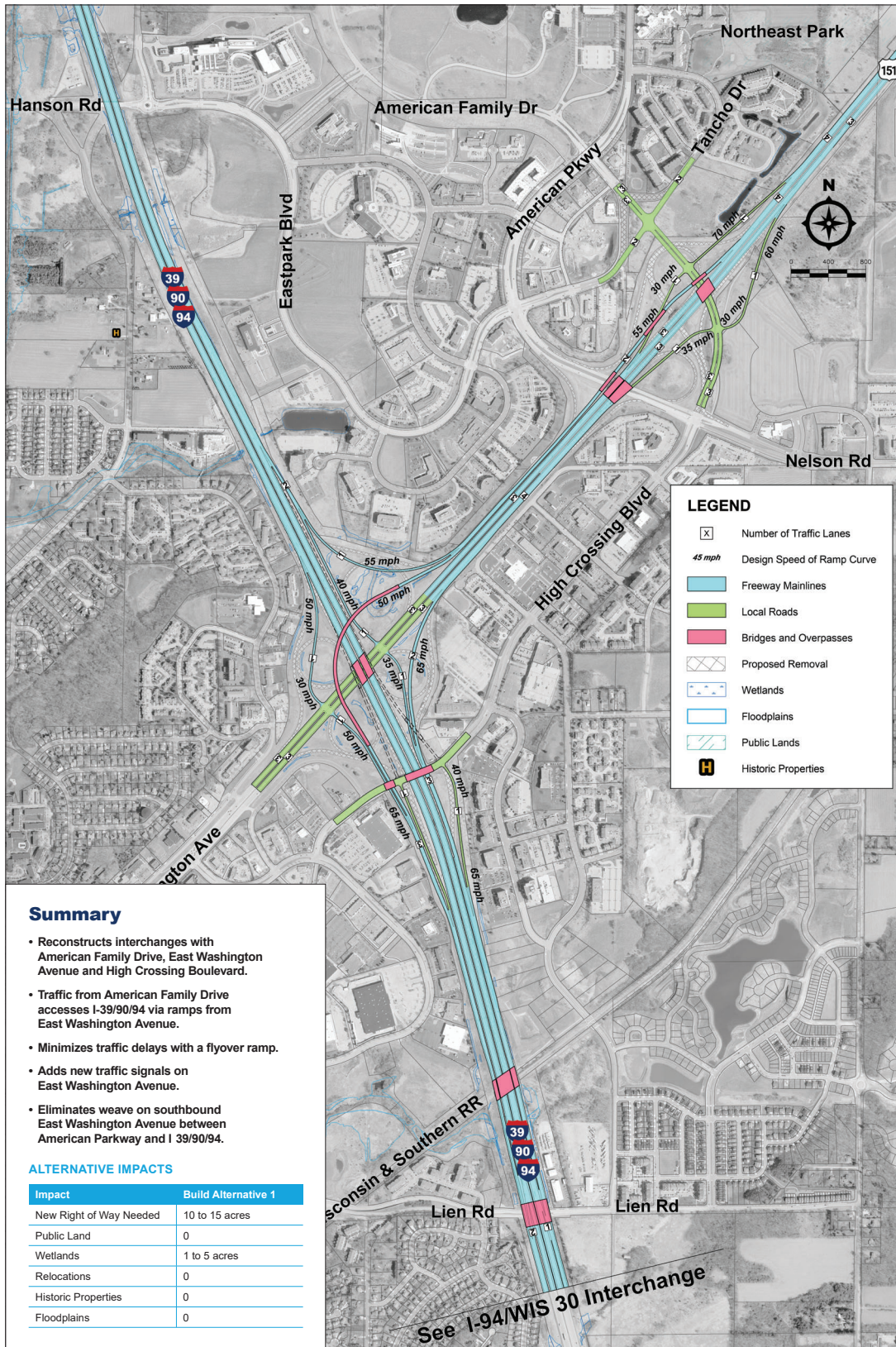
I-94/WIS 30 Interchange

Alternative 2: Fully Modernized Interchange No. 2



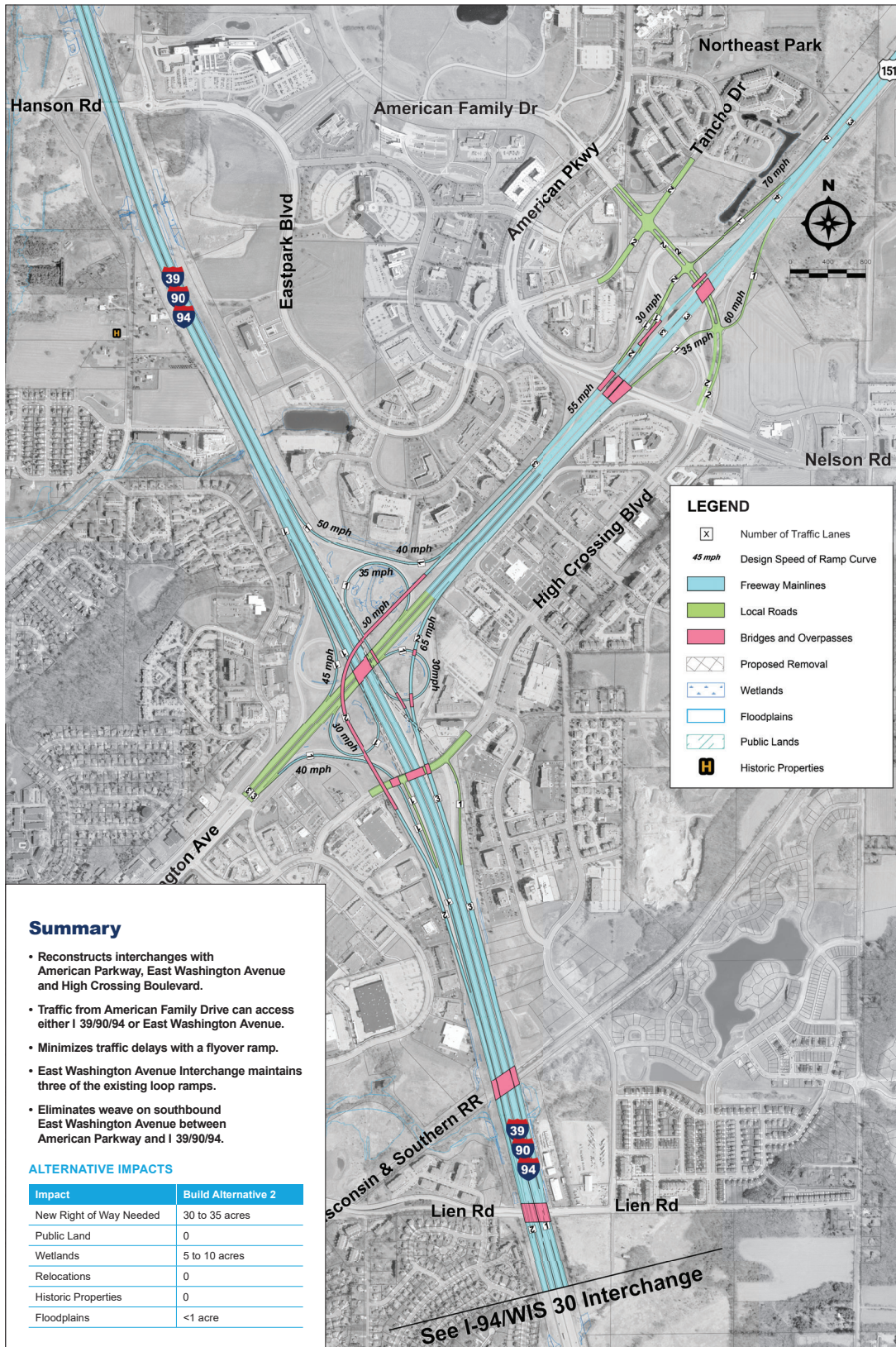
US 151 and High Crossing Boulevard Interchanges

Alternative 1: Directional Interchange



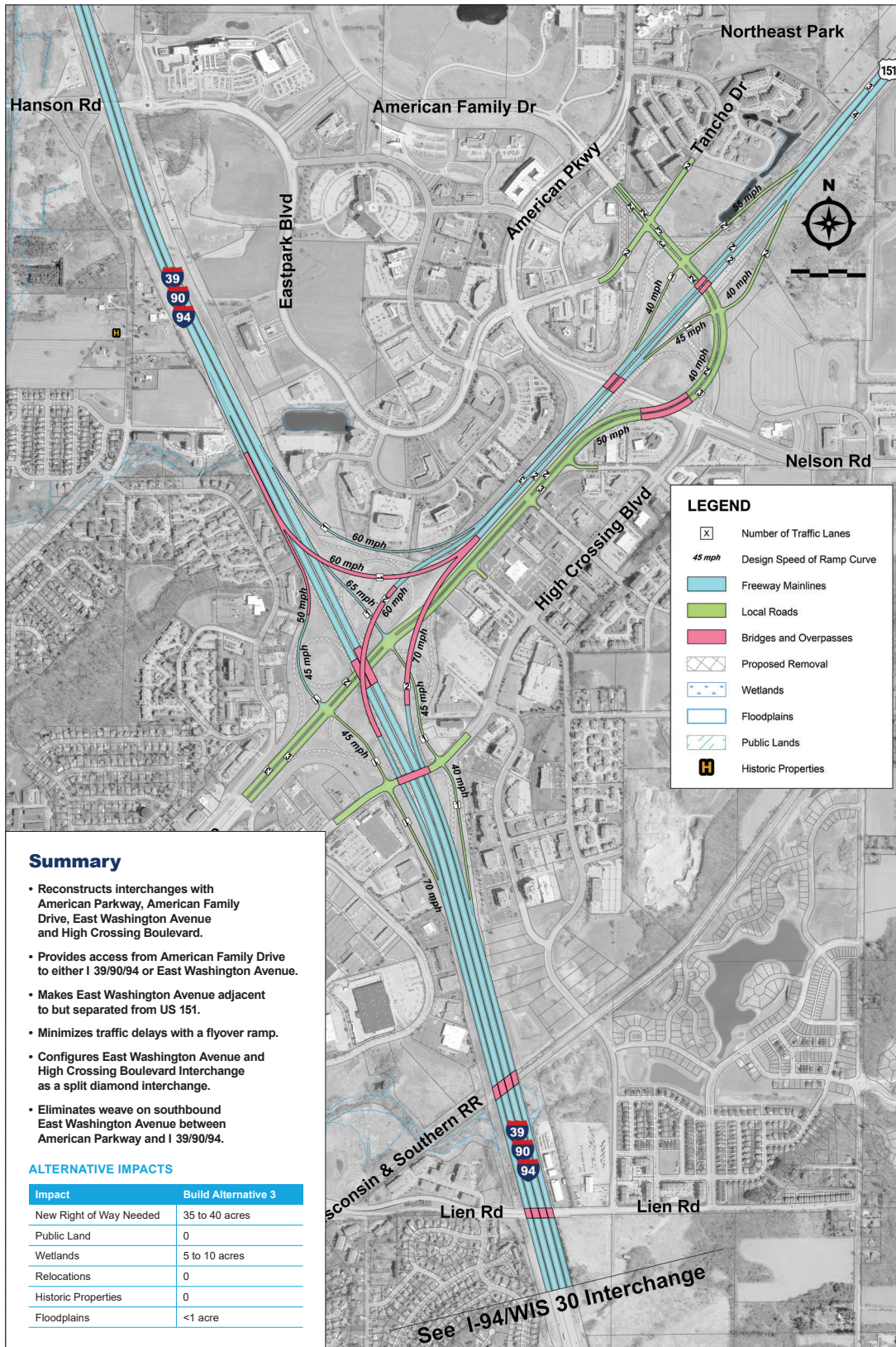
US 151 and High Crossing Boulevard Interchanges

Alternative 2: Loop Ramp Free Flow Interchange



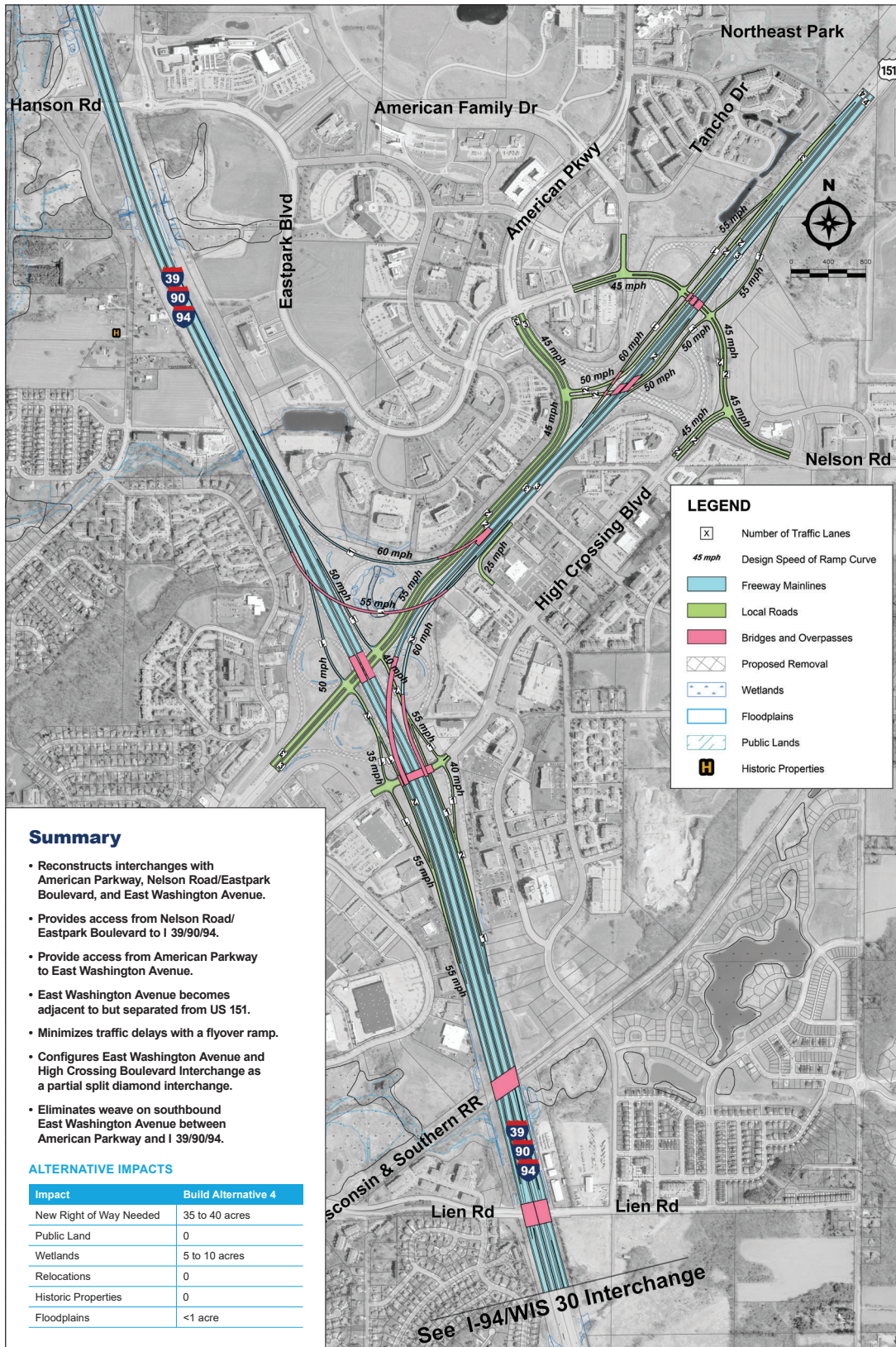
US 151 and High Crossing Boulevard Interchanges

Alternative 3: East Washington Boulevard – South



US 151 and High Crossing Boulevard Interchanges

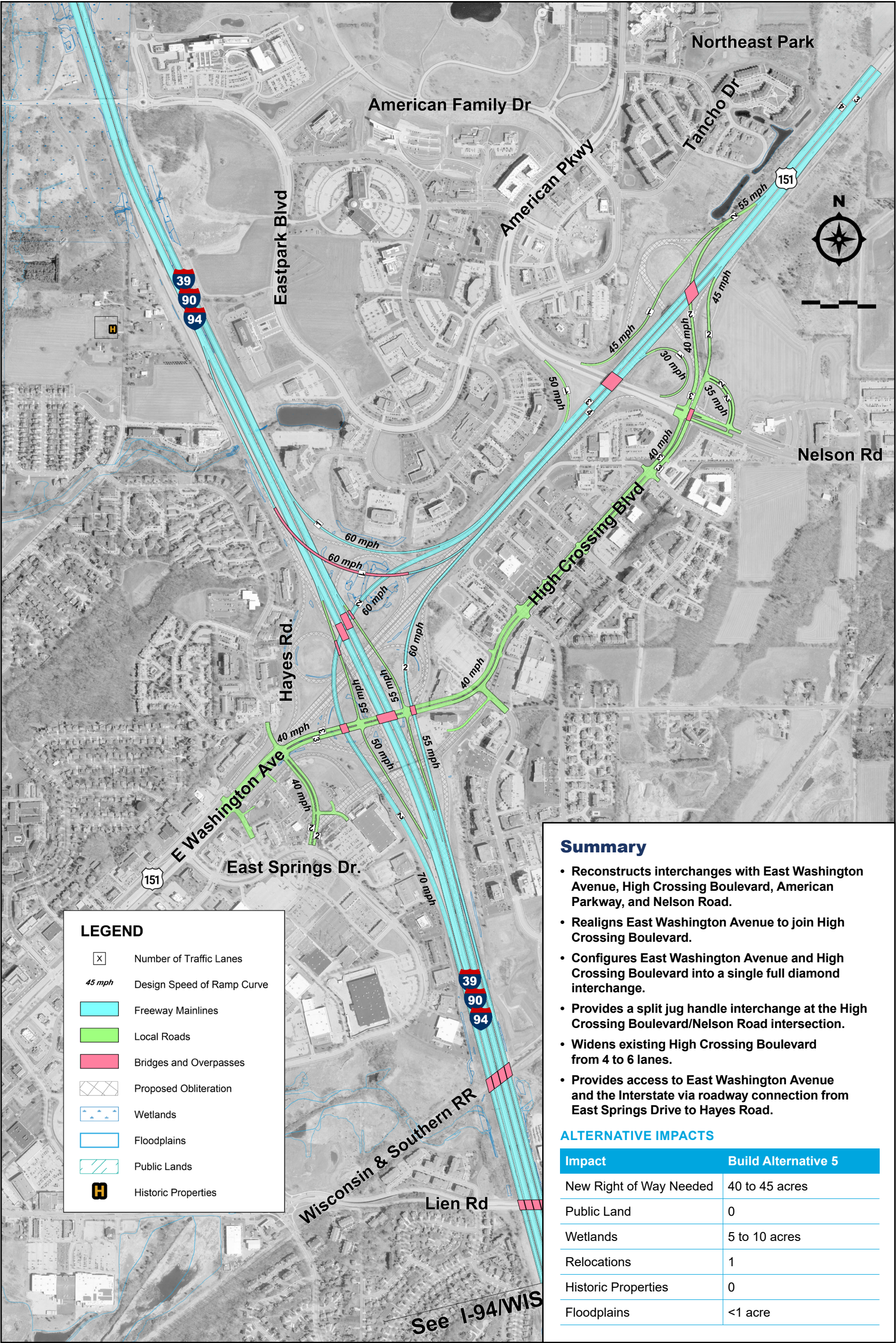
Alternative 4: East Washington Boulevard – North



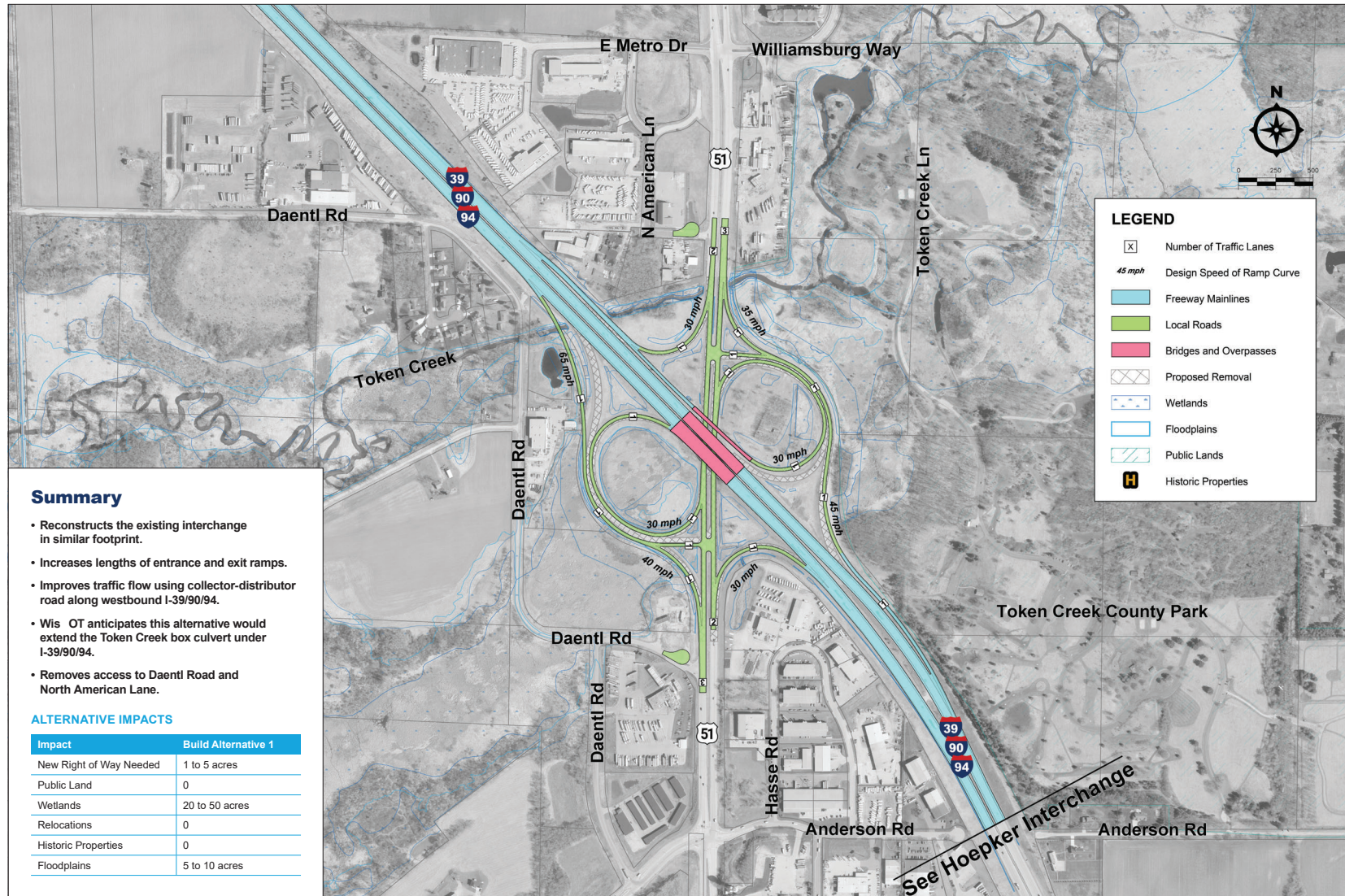


US 151 and High Crossing Boulevard Interchanges

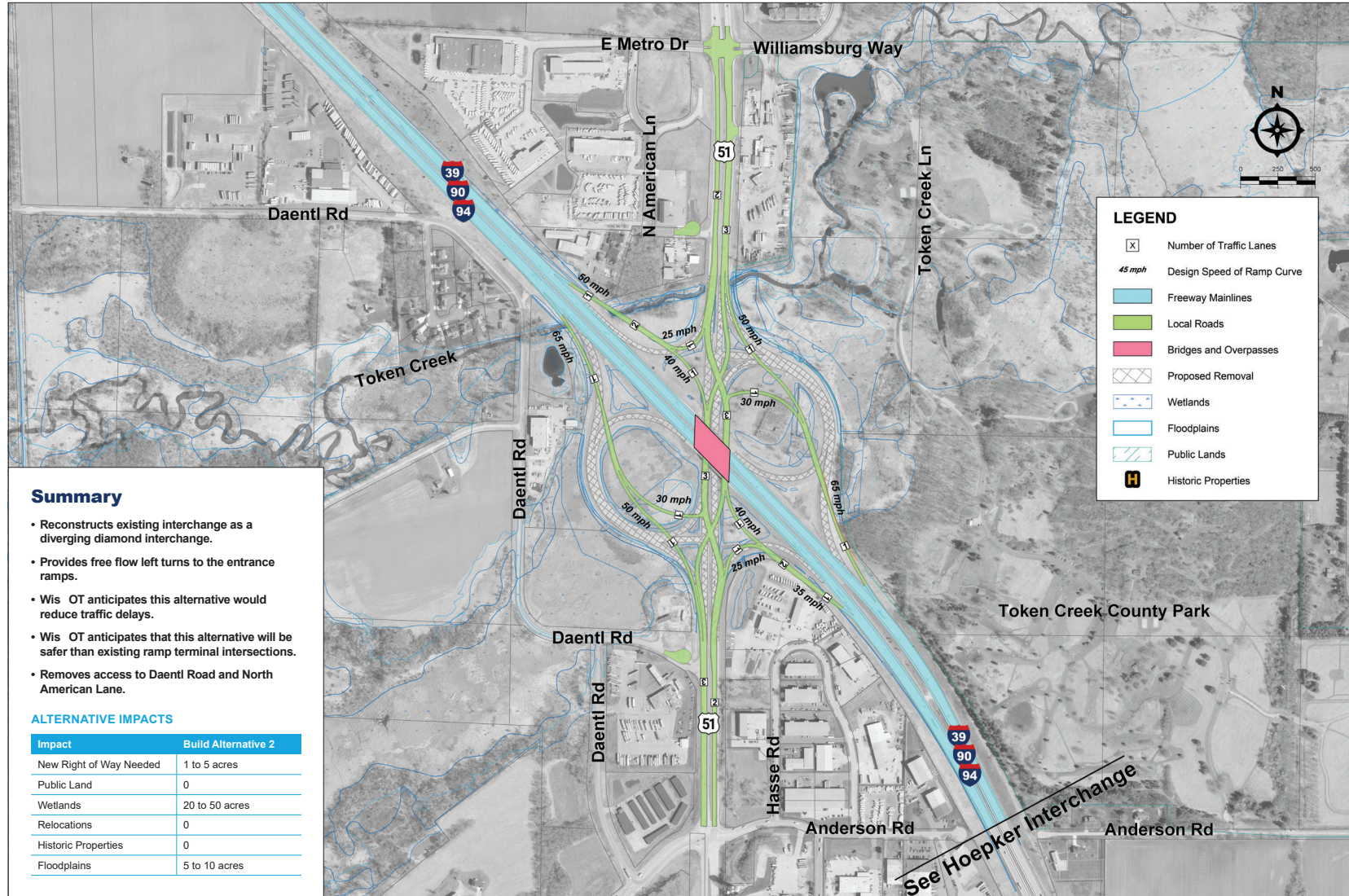
Alternative 5: High Crossing Boulevard – 6 Lanes



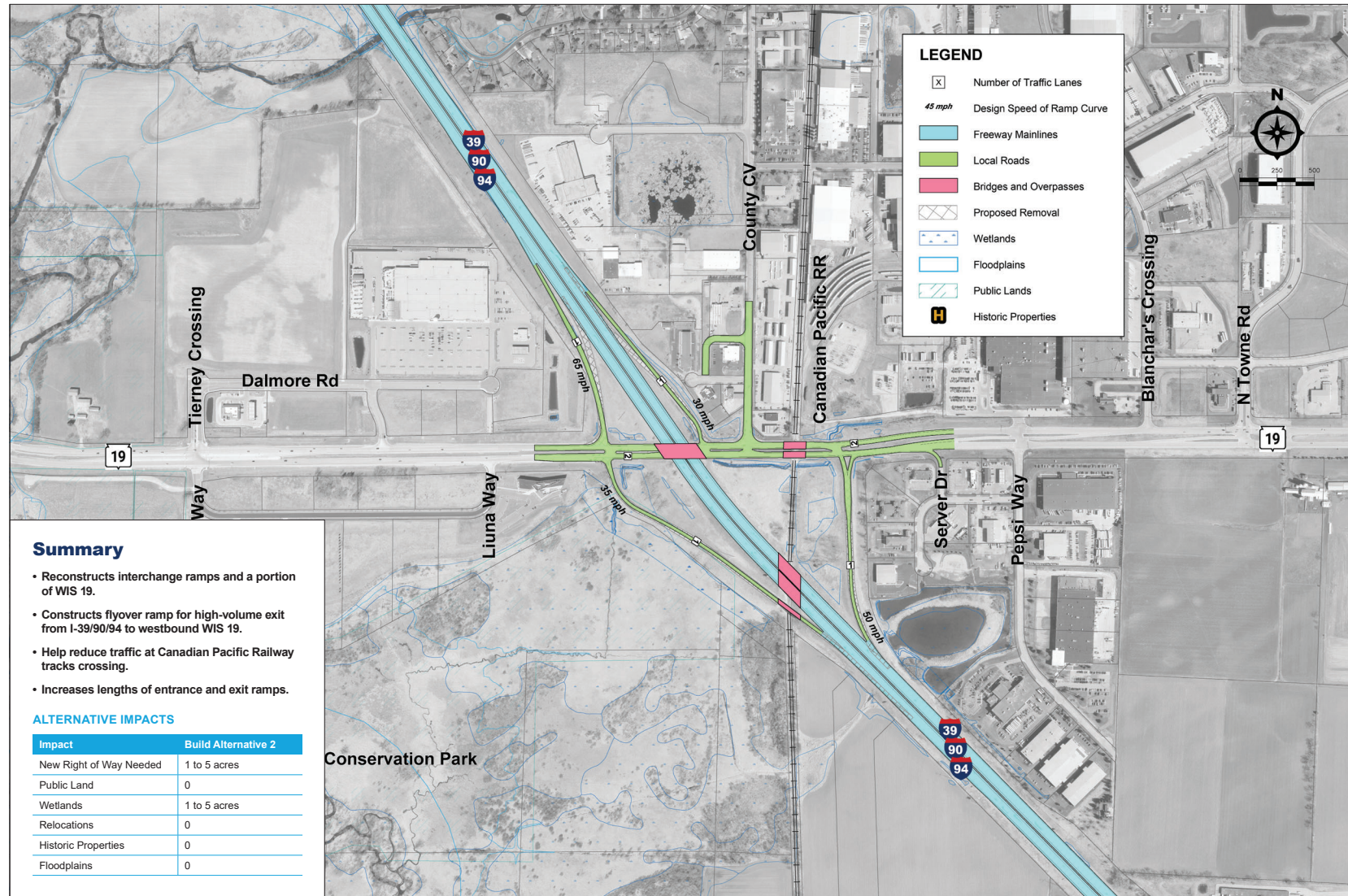
→ US 51 Interchange • Alternative 1: Partial Cloverleaf Interchange



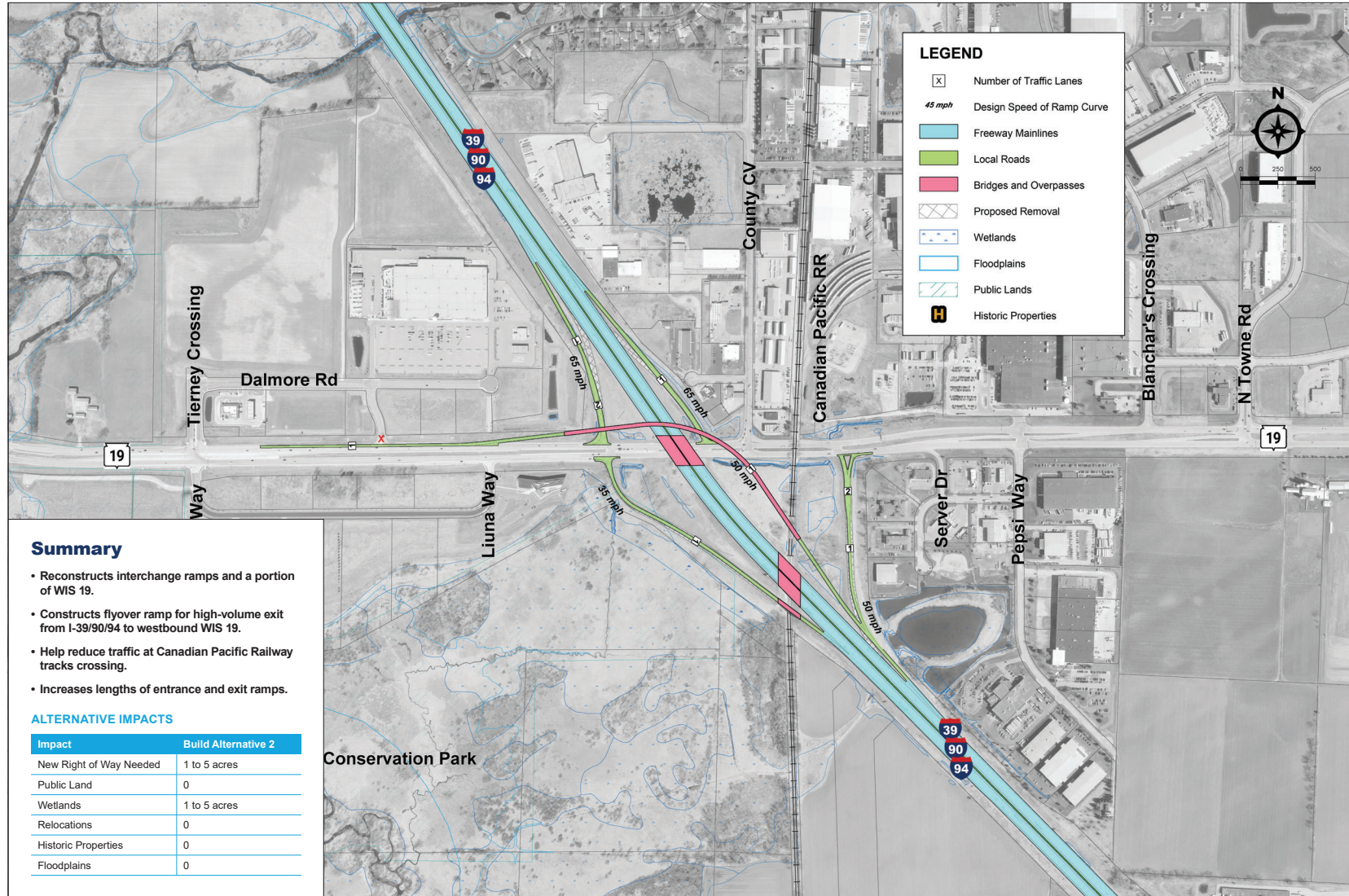
→ US 51 Interchange • Alternative 2: Diverging Diamond Interchange



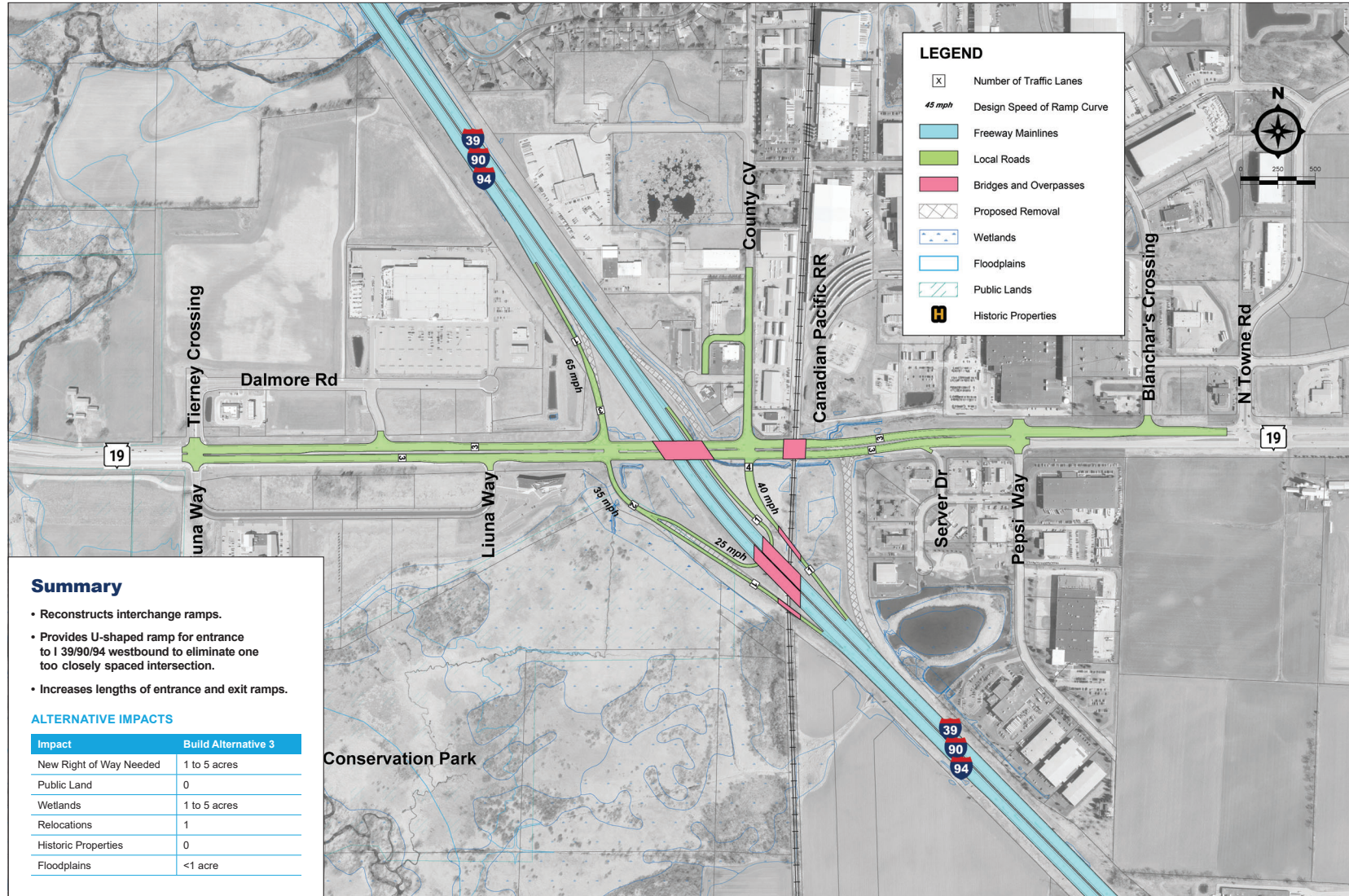
→ WIS 19 Interchange • Alternative 1: WIS 19 over Railroad



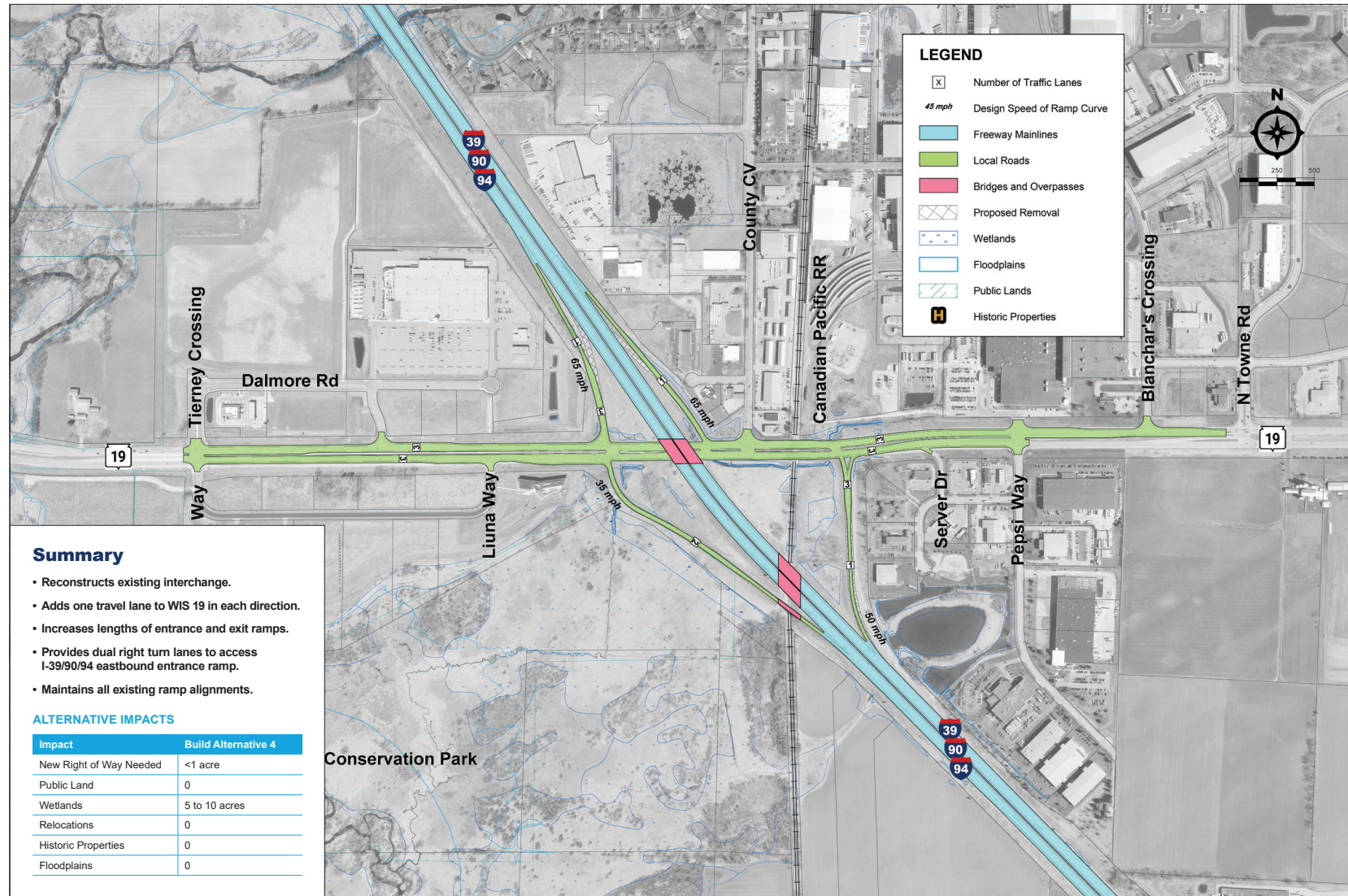
→ WIS 19 Interchange • Alternative 2: Northbound Flyover Interchange



→ WIS 19 Interchange • Alternative 3: U-Flyover Interchange

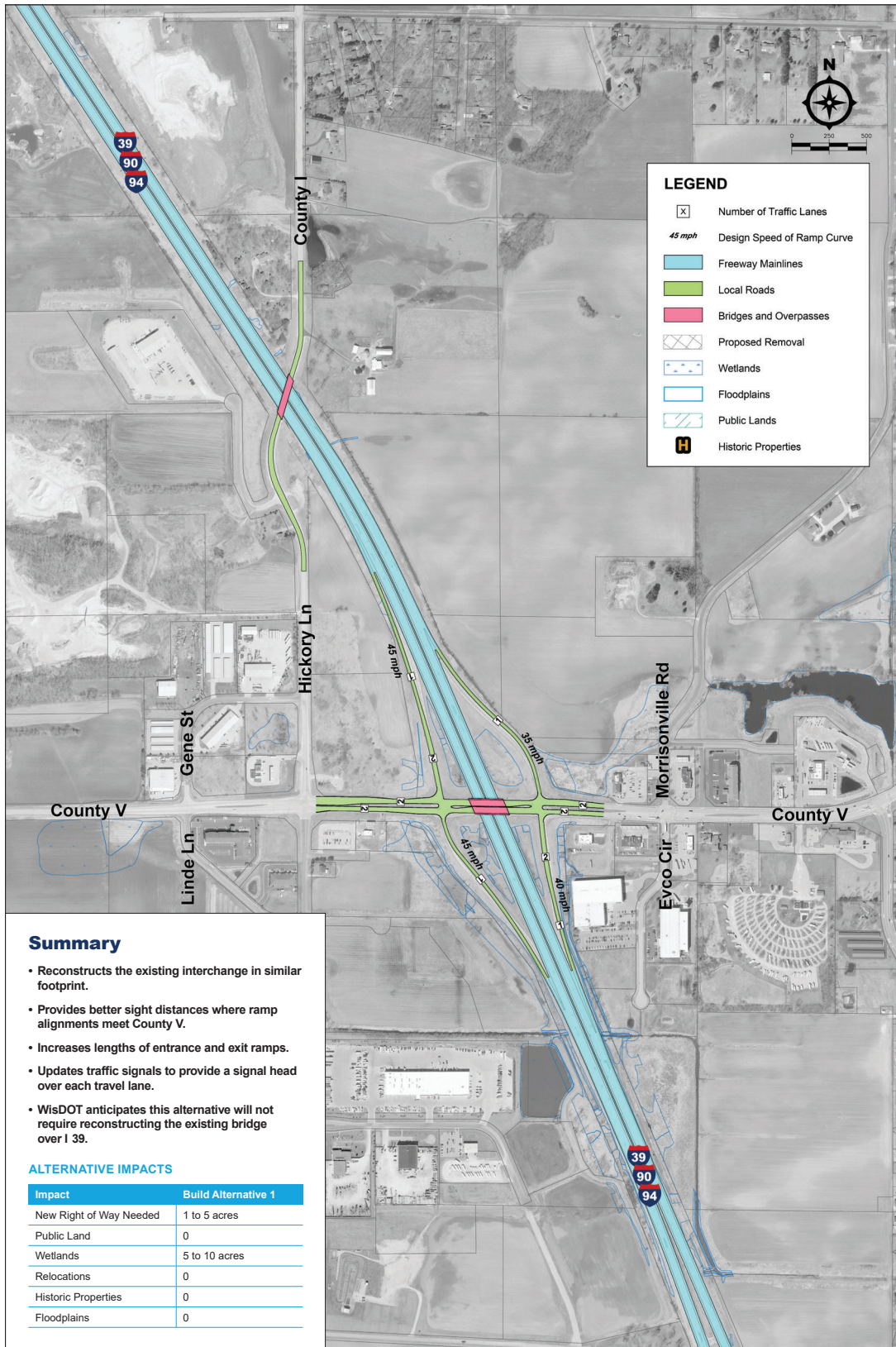


→ WIS 19 Interchange • Alternative 4: Six-Lane WIS 19



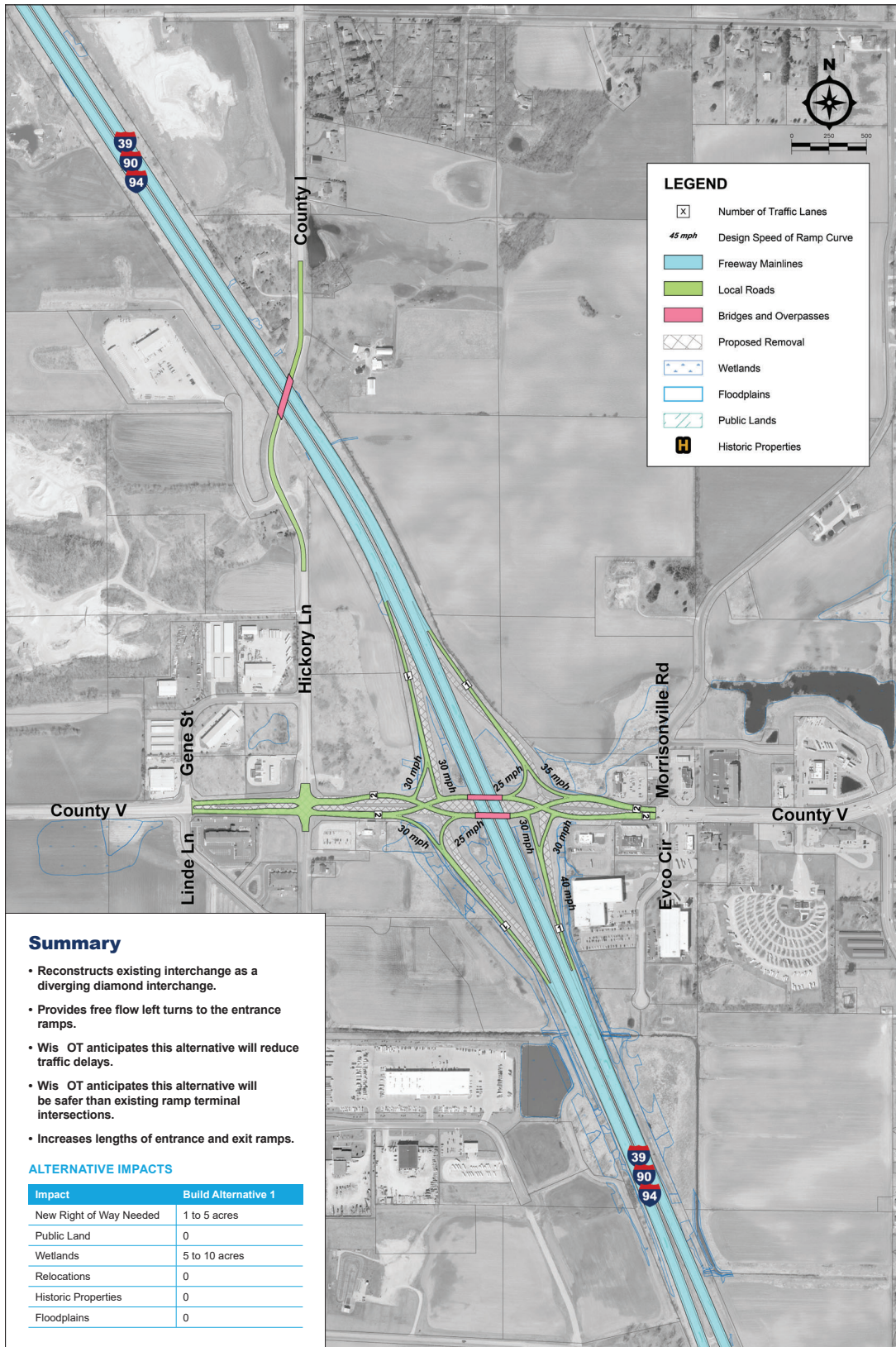
County V Interchange

Alternative 1: Diamond Interchange



County V Interchange

Alternative 2: Diverging Diamond Interchange



County CS Interchange

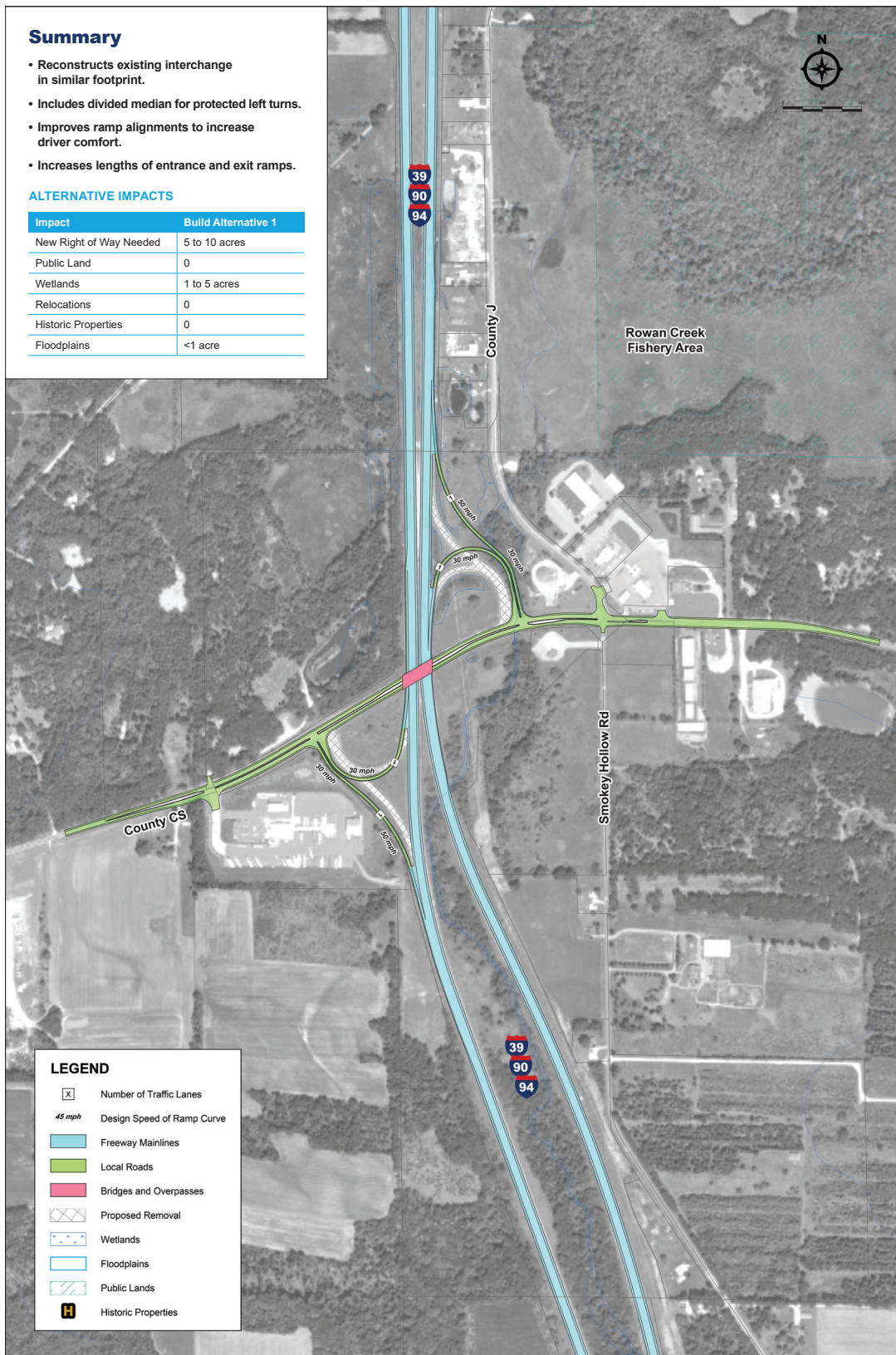
Alternative 1: Partial Cloverleaf Interchange

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



County CS Interchange

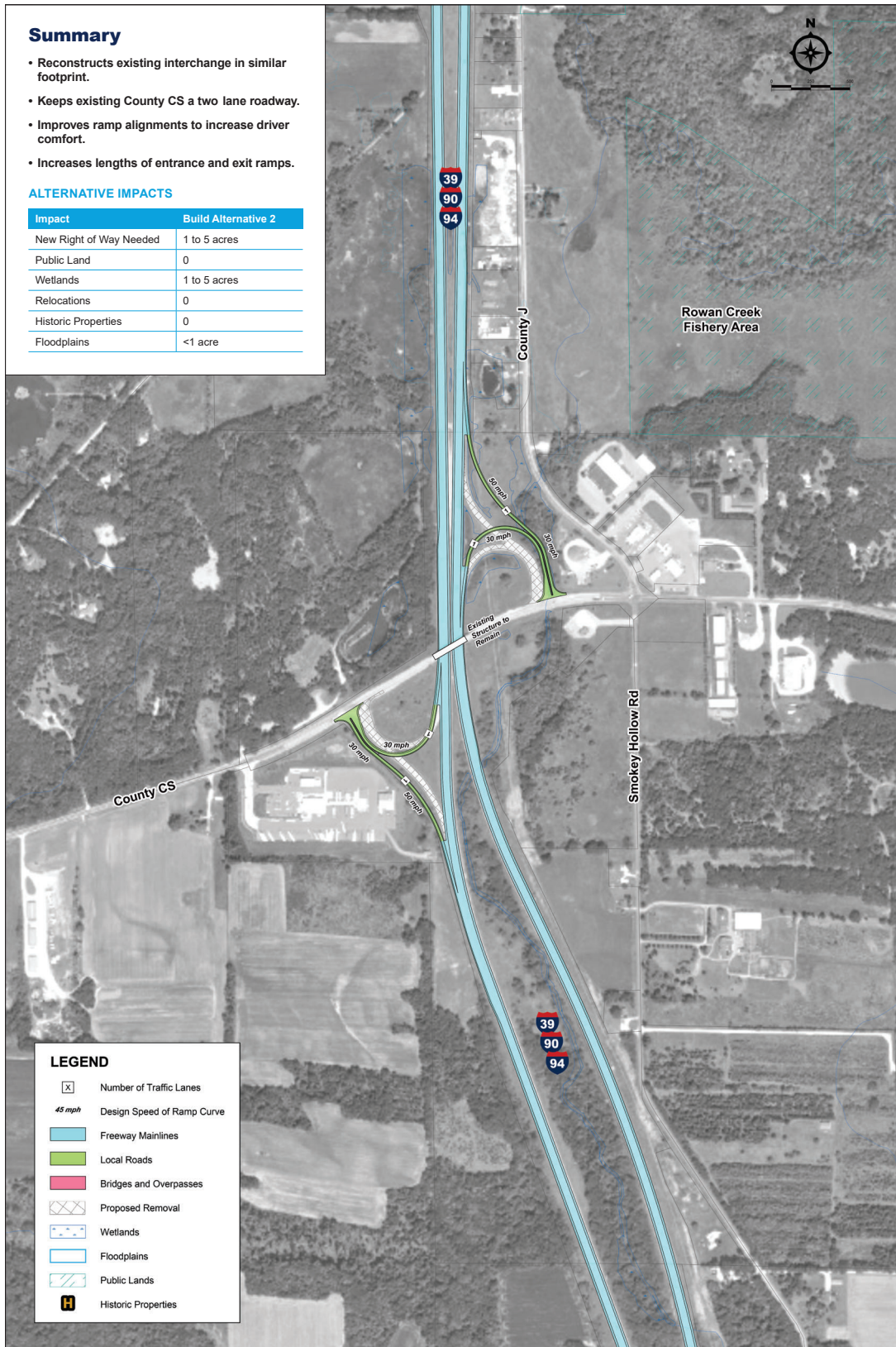
Alternative 2: Partial Cloverleaf Interchange, No County CS Reconstruction

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



County CS Interchange

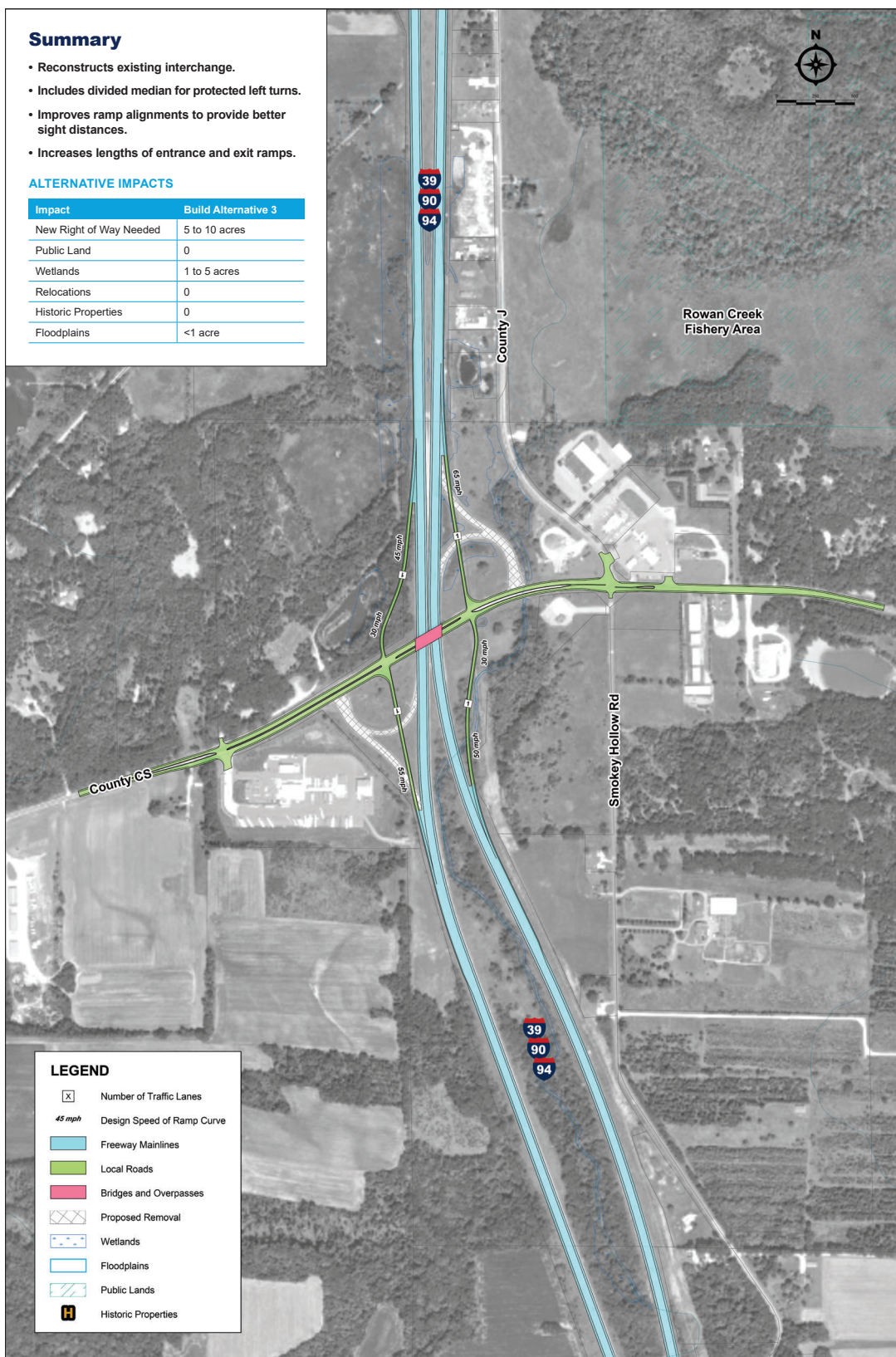
Alternative 3: Diamond Interchange

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.

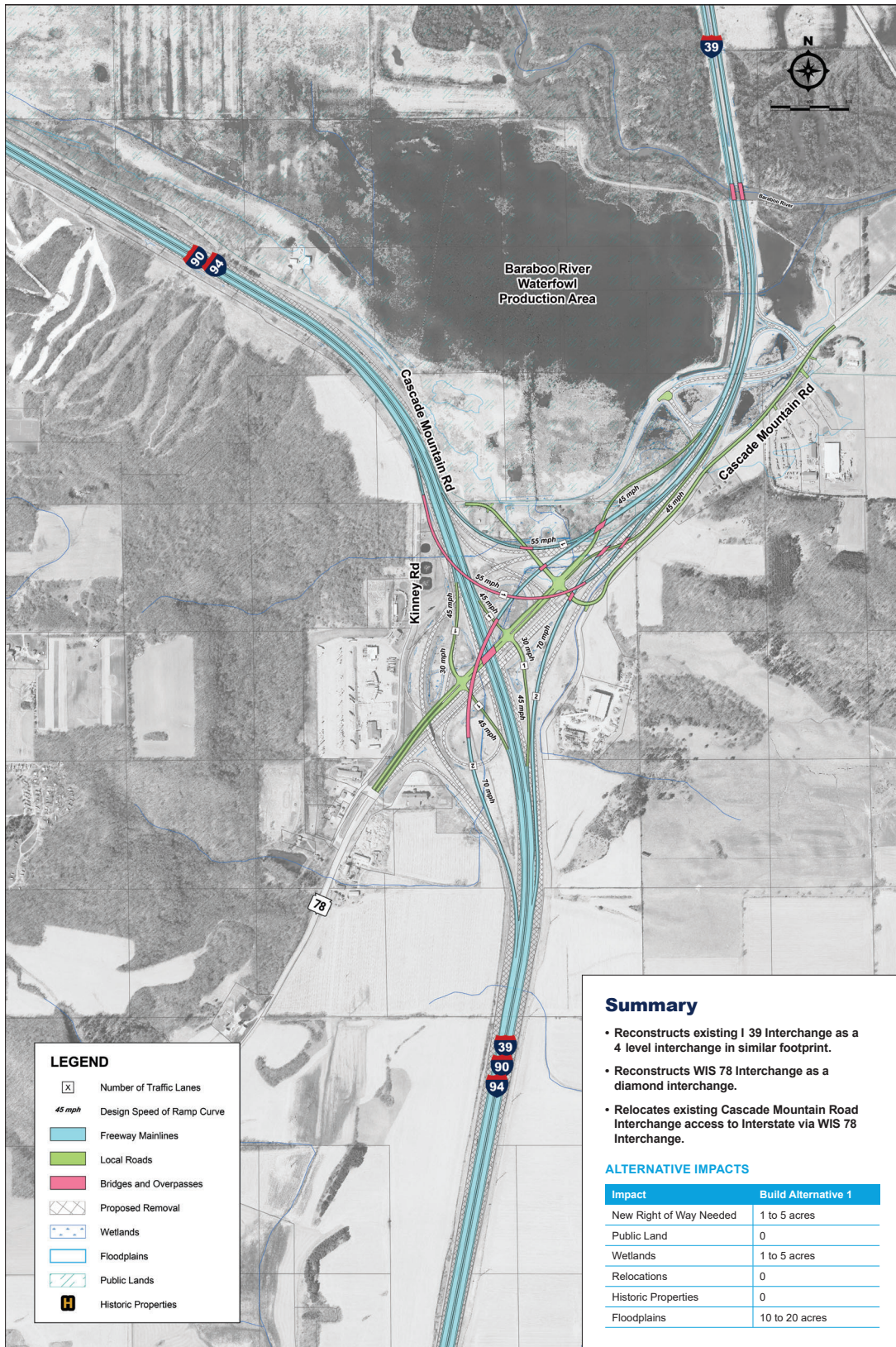
ALTERNATIVE IMPACTS

Impact	Build Alternative 3
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



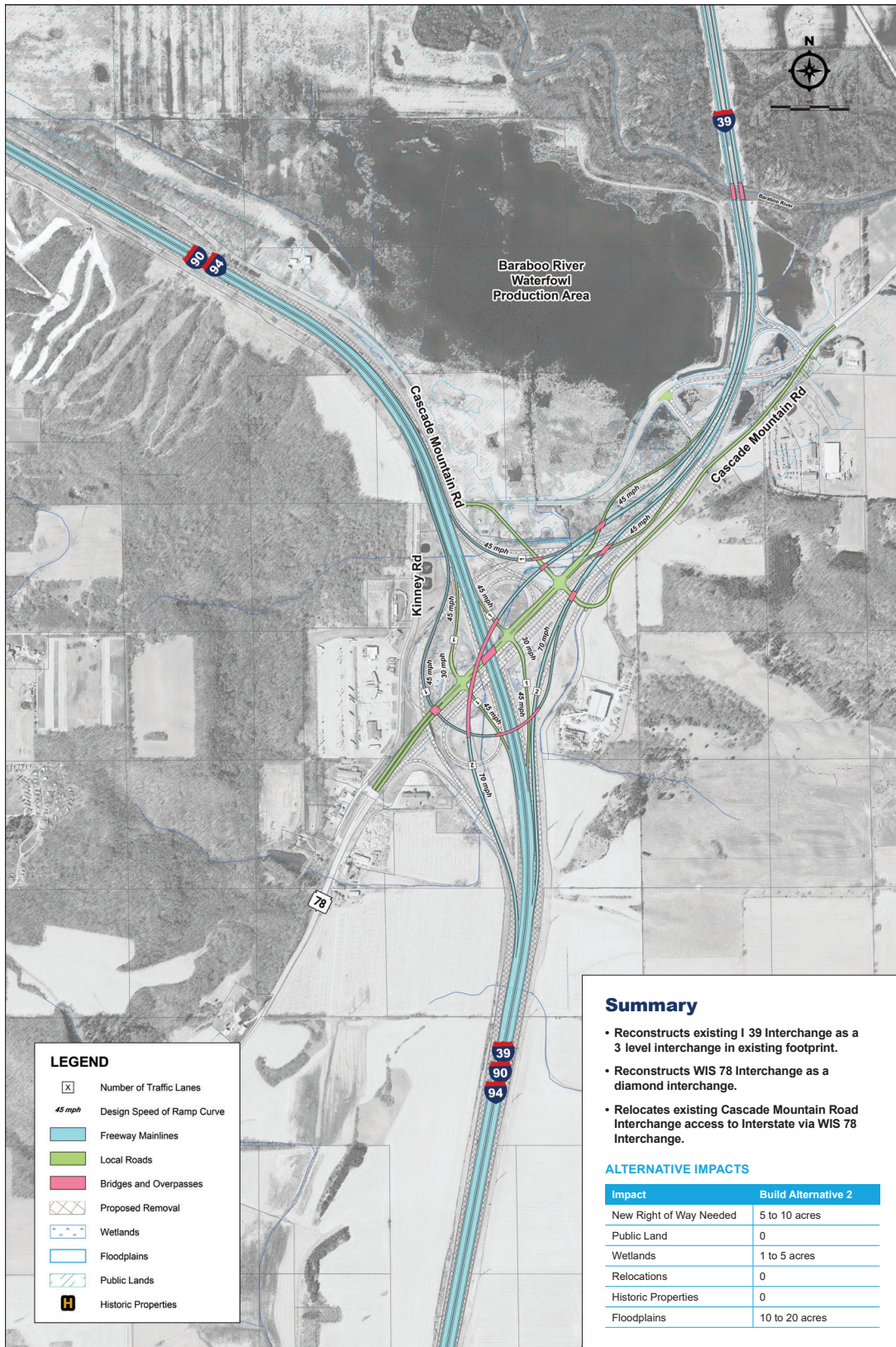
I-39 I-90/94 Split Interchange

Alternative 1: High Build



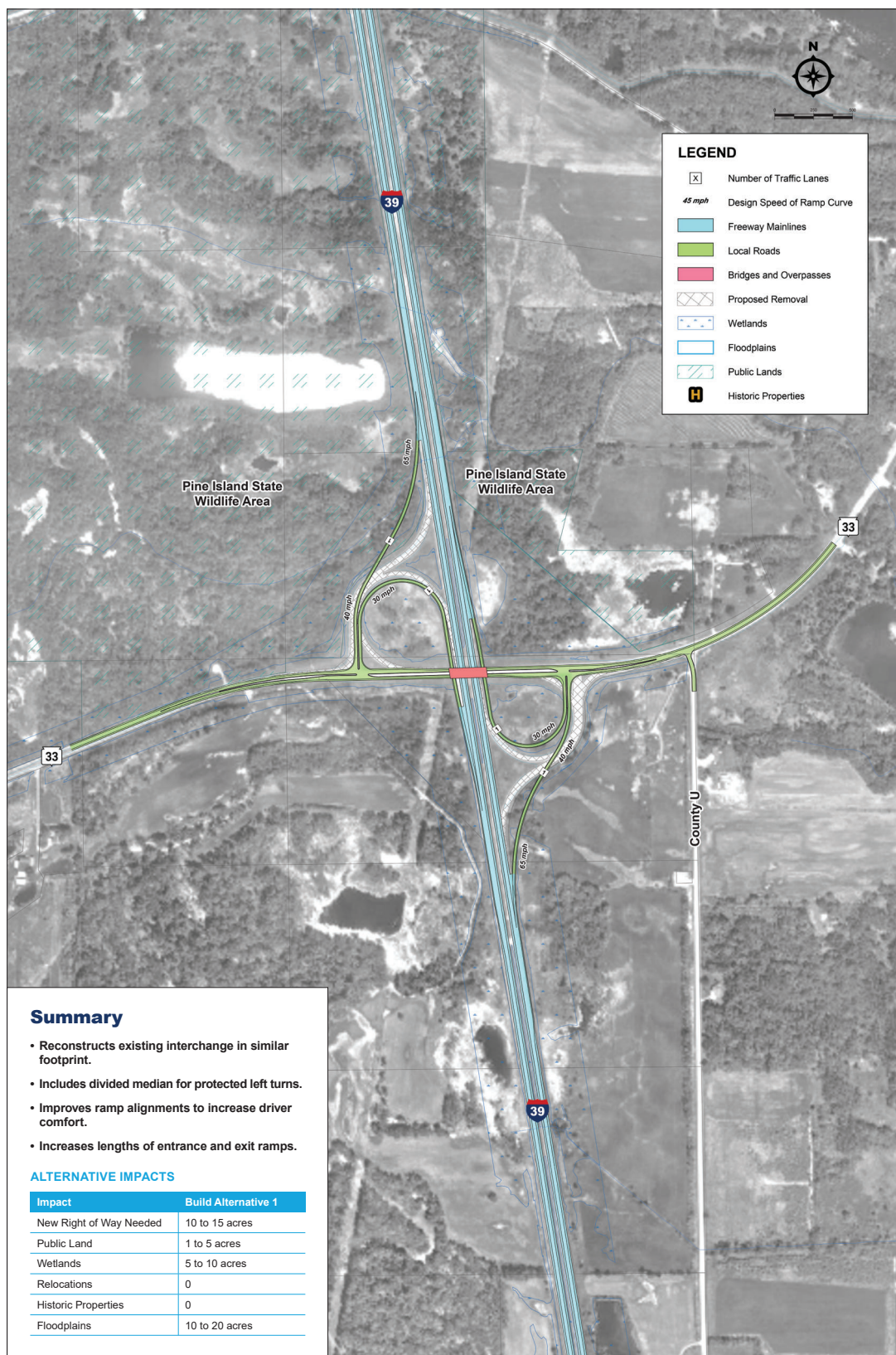
I-39 I-90/94 Split Interchange

Alternative 2: Low Build



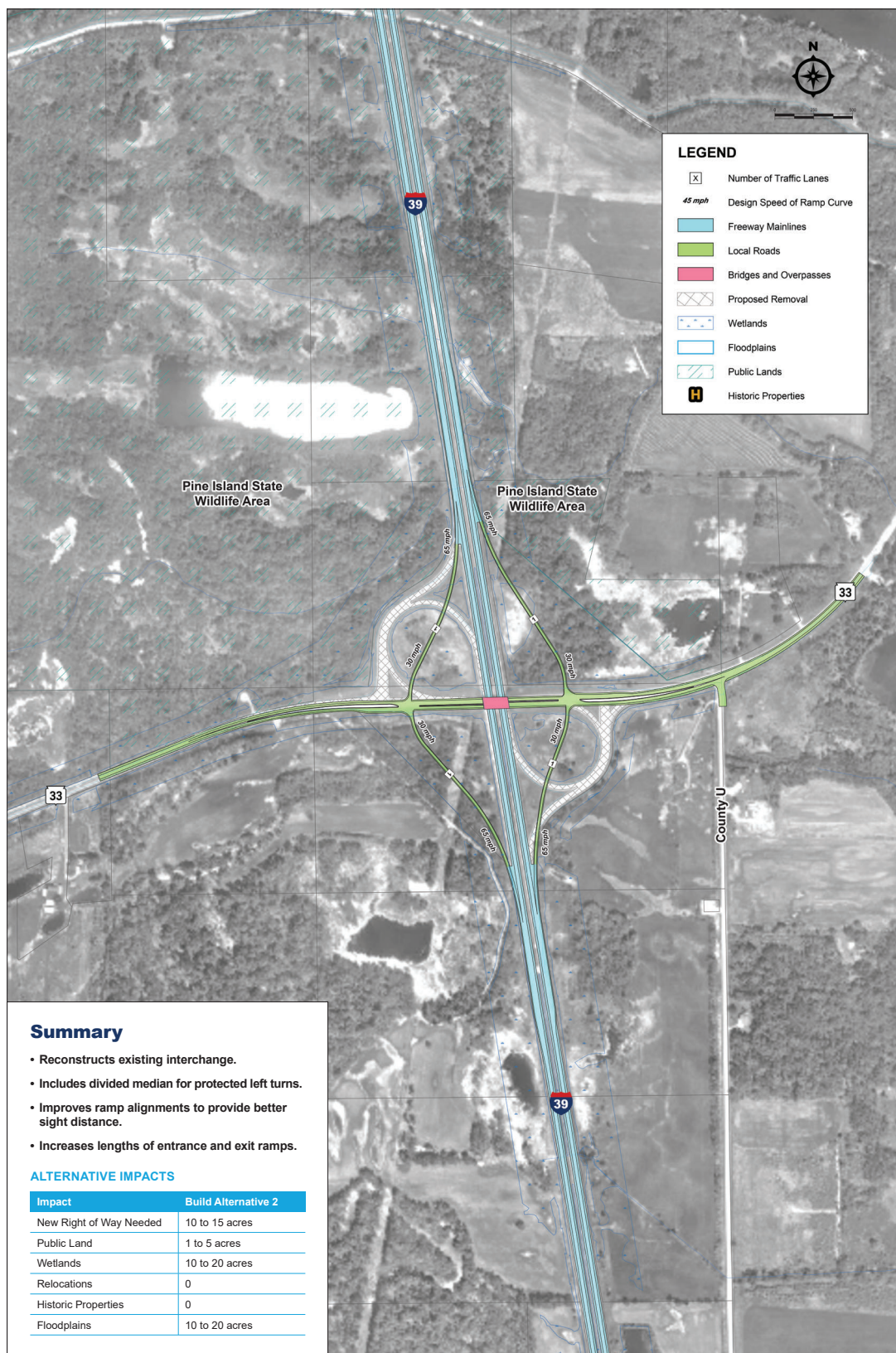
I-39/WIS 33 Interchange

Alternative 1: Partial Cloverleaf Interchange



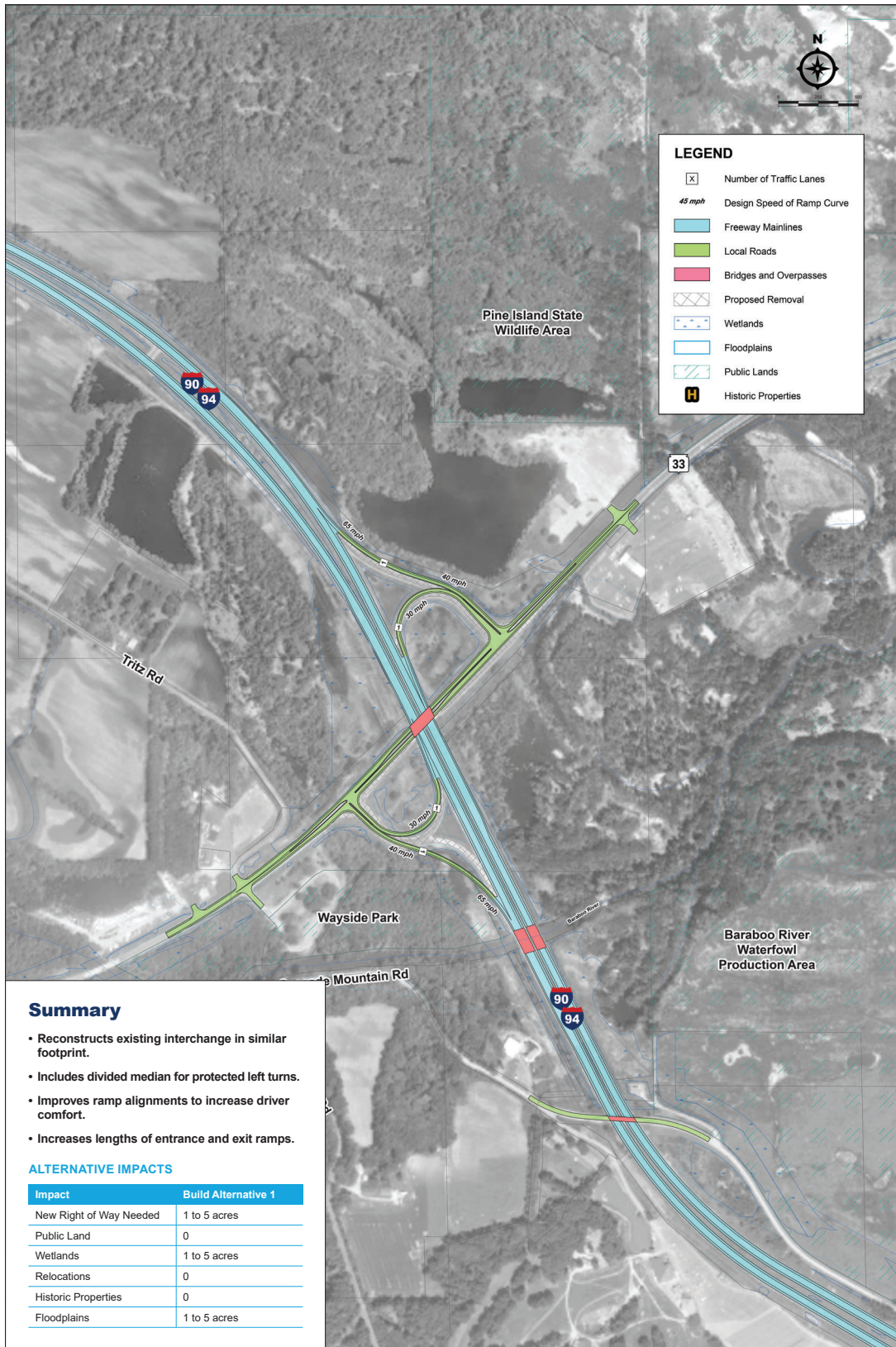
I-39/WIS 33 Interchange

Alternative 2: Diamond Interchange



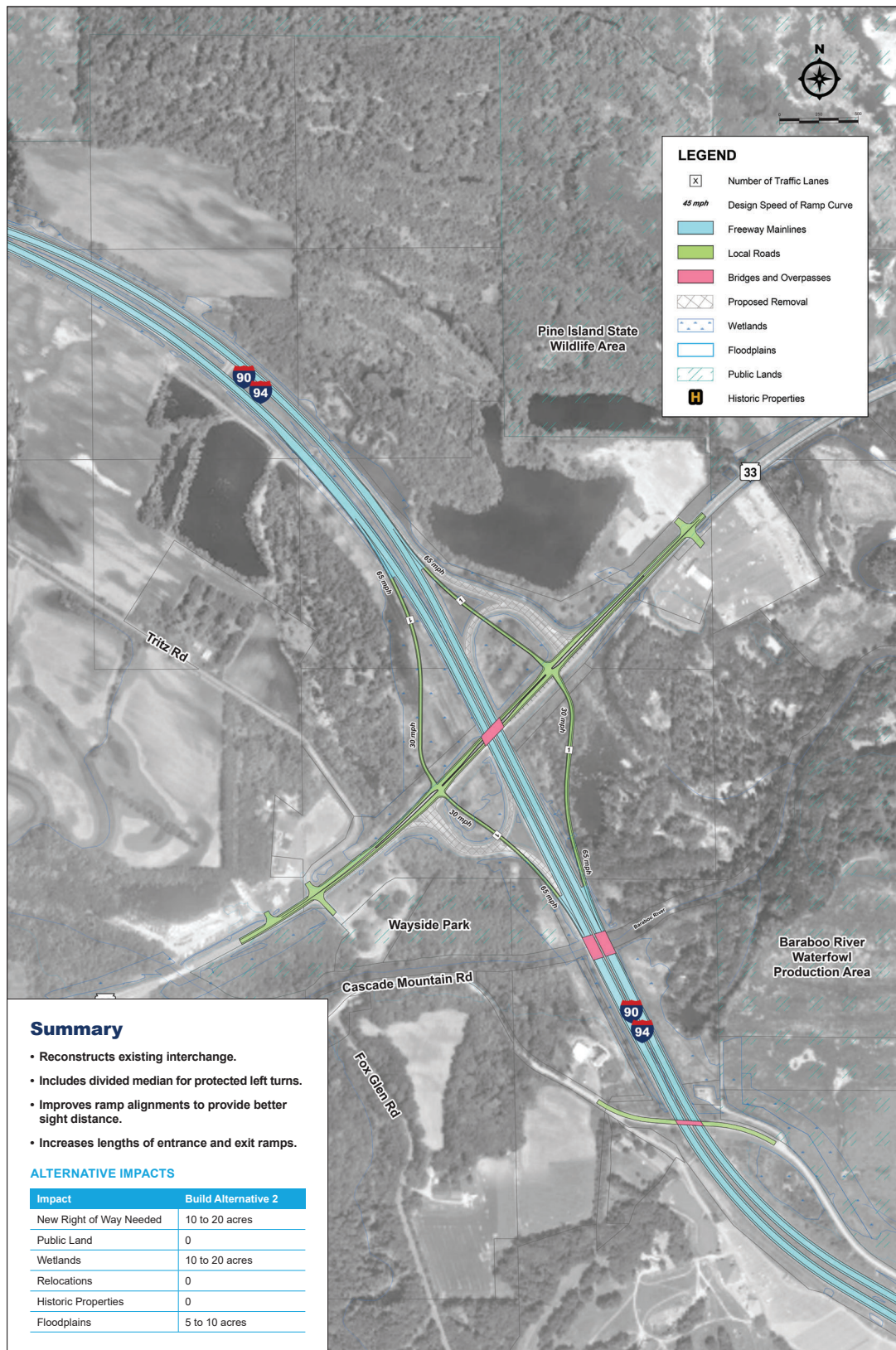
I-90/94 and WIS 33 Interchange

Alternative 1: Partial Cloverleaf Interchange

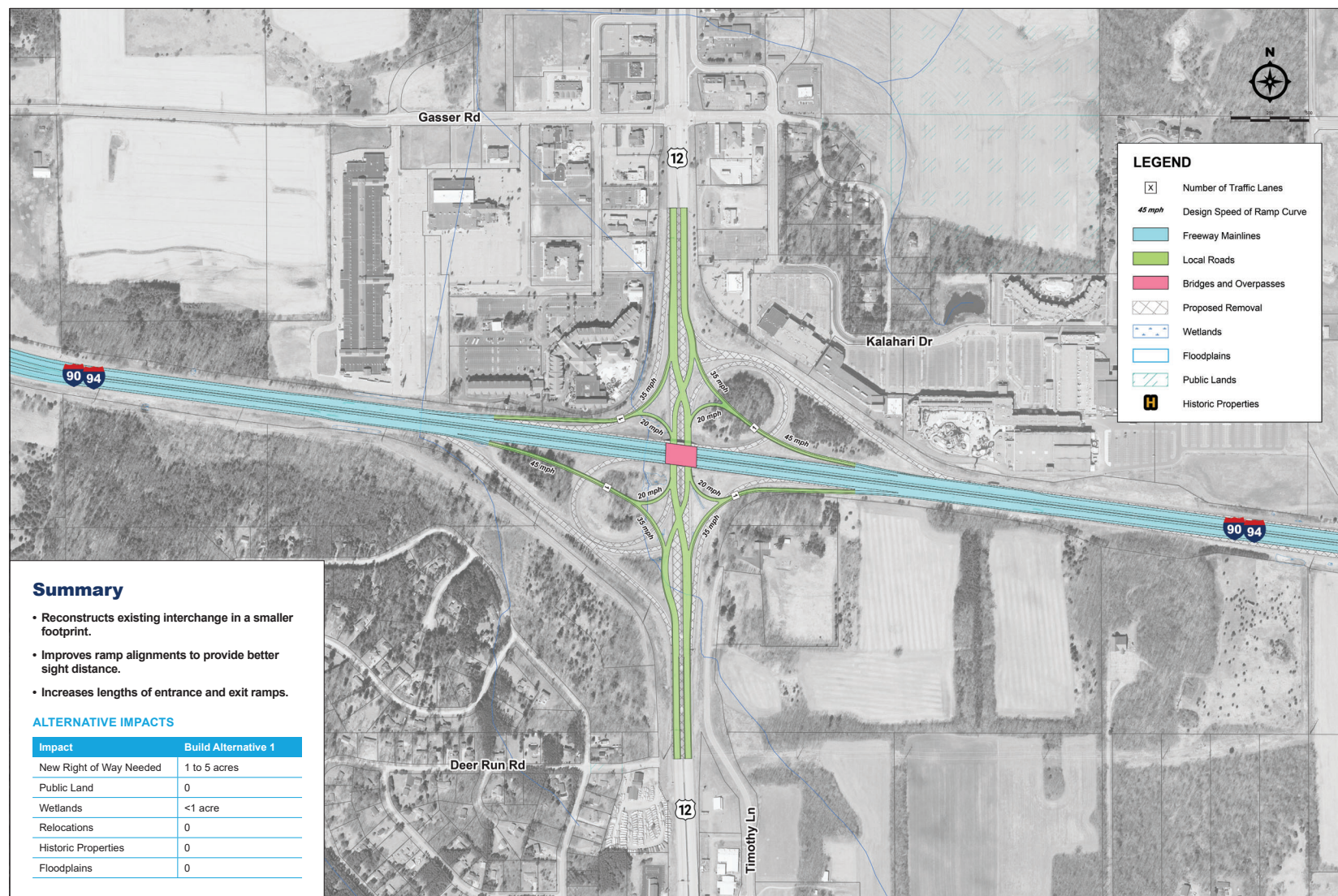


I-90/94 and WIS 33 Interchange

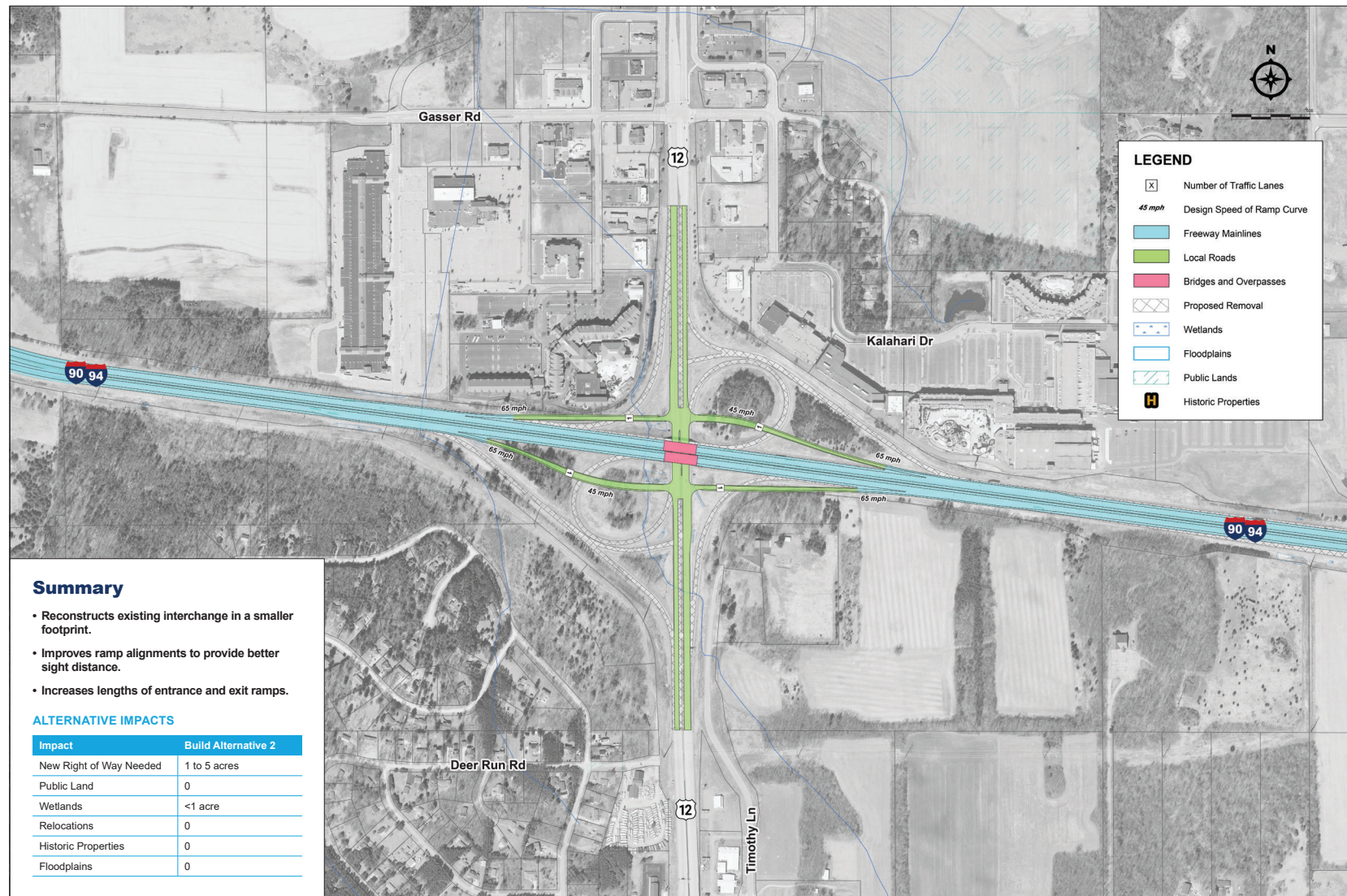
Alternative 2: Diamond Interchange



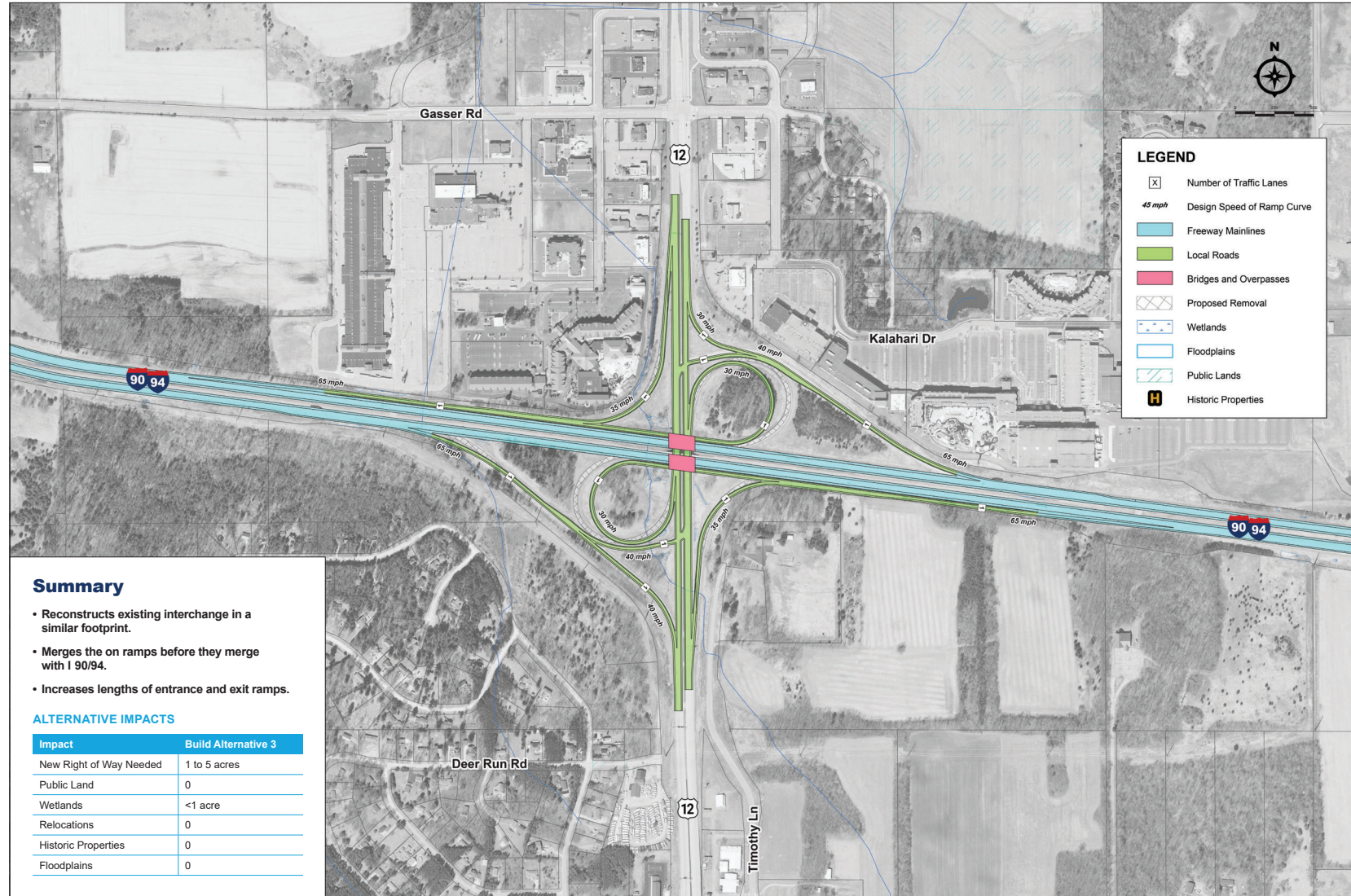
→ US 12 Interchange • Alternative 1: Diverging Diamond Interchange



→ US 12 Interchange • Alternative 2: Diamond Interchange



→ US 12 Interchange • Alternative 3: Partial Free Flow Interchange



→ Mirror Lake Bridges Concept: 3-Span Girder Bridge



Summary

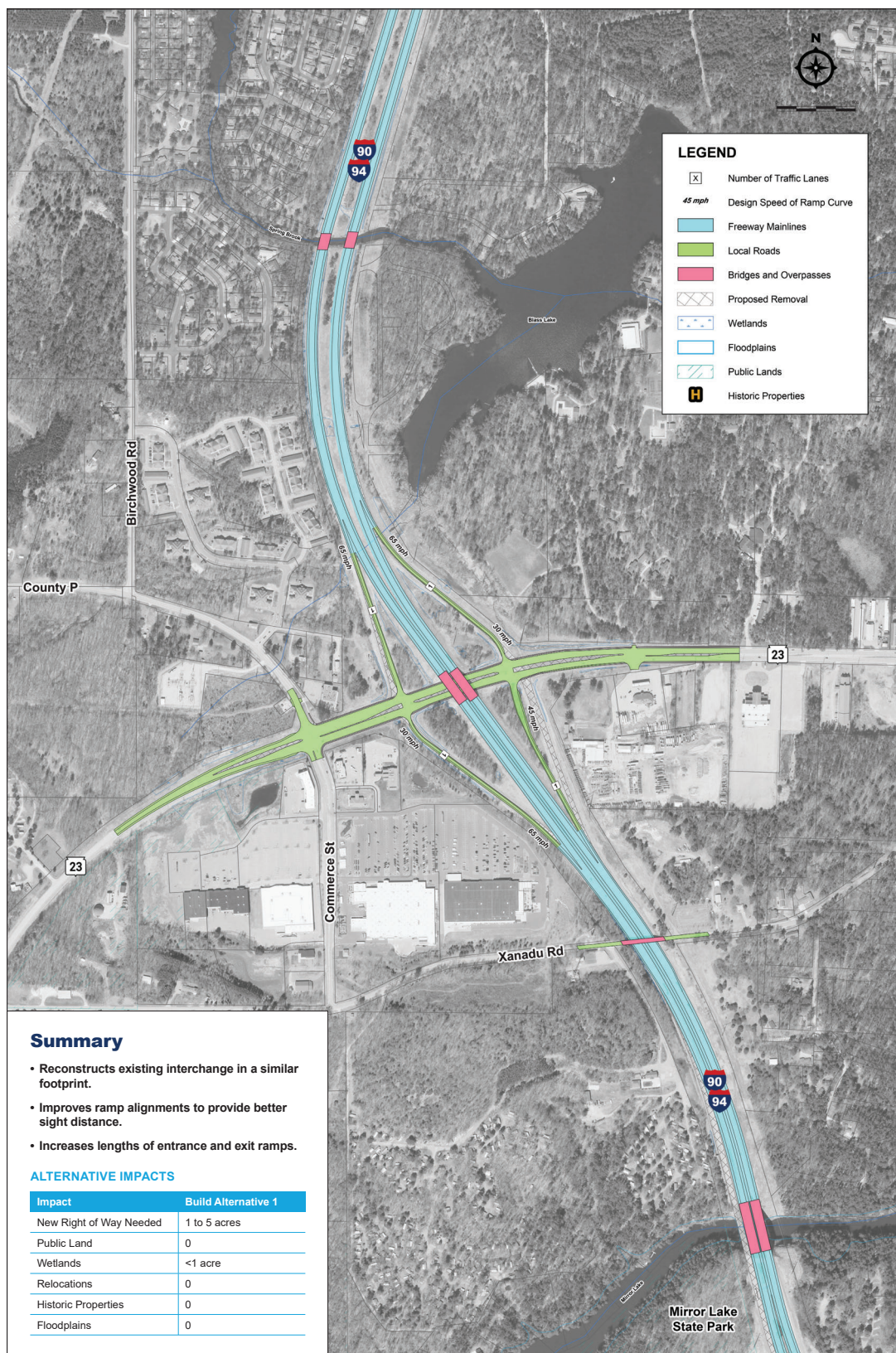
The image above represents one of several preliminary bridge concepts that are currently being evaluated. WisDOT will continue to evaluate bridge type alternatives as the study progresses and in later project phases.

- Existing bridges are structurally deficient and obsolete
- New bridges would be built to modern design standards
- New bridges would fully span Mirror Lake such that no bridge elements are located within the waterway
- Staged bridge construction would allow freeway to remain open to traffic



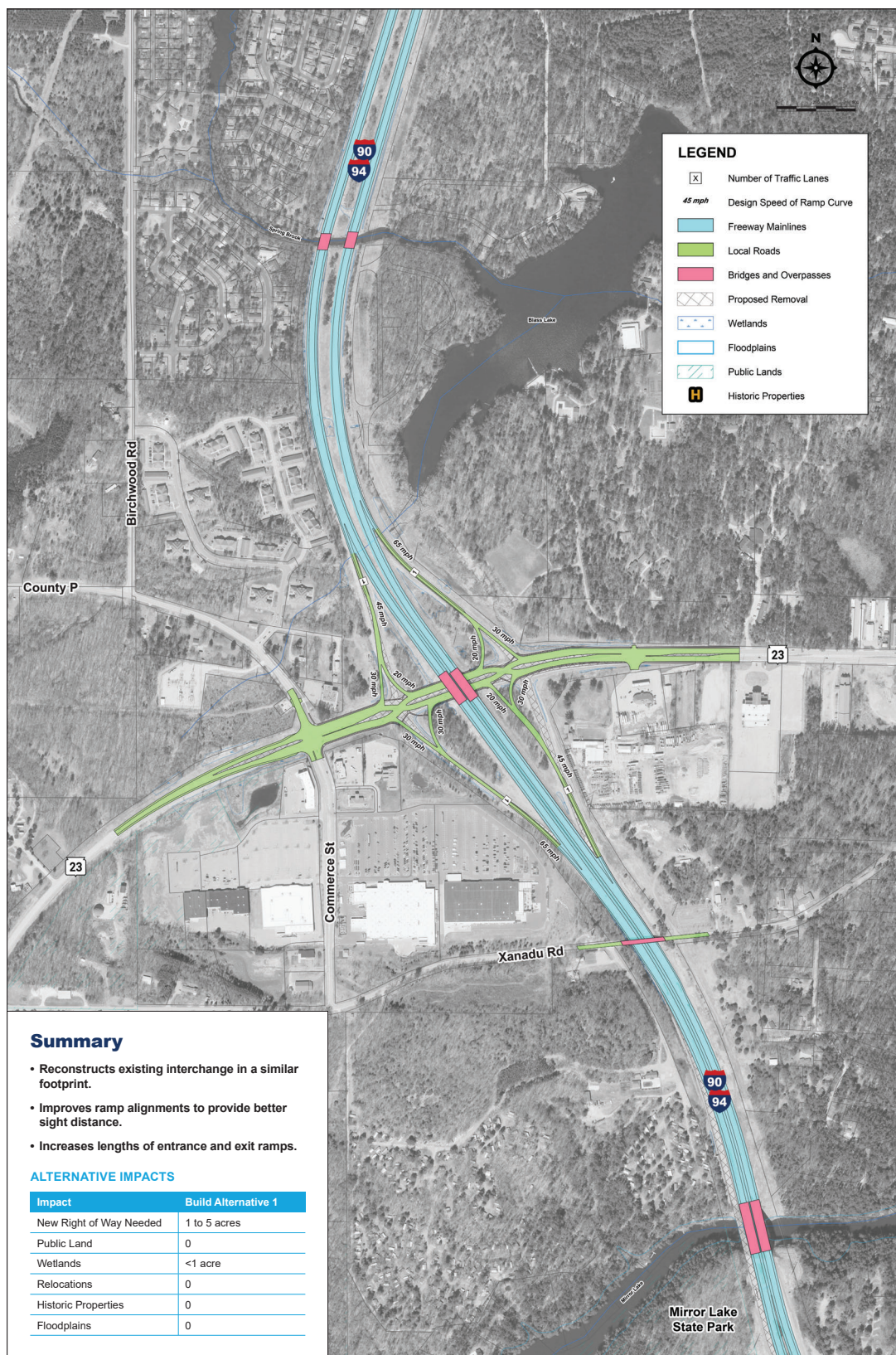
WIS 23 Interchange

Alternative 1: Diamond Interchange



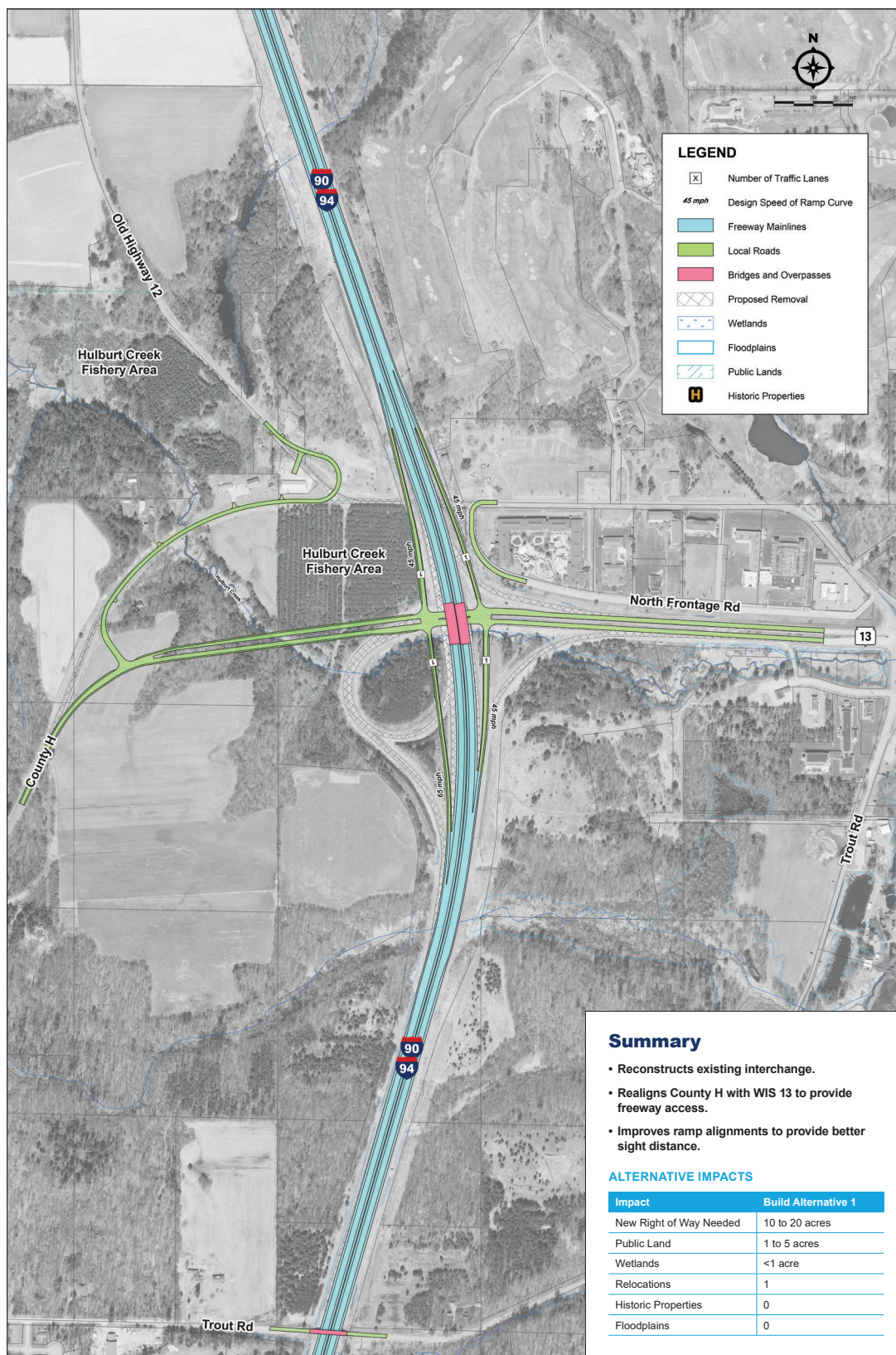
WIS 23 Interchange

Alternative 2: Diverging Diamond Interchange



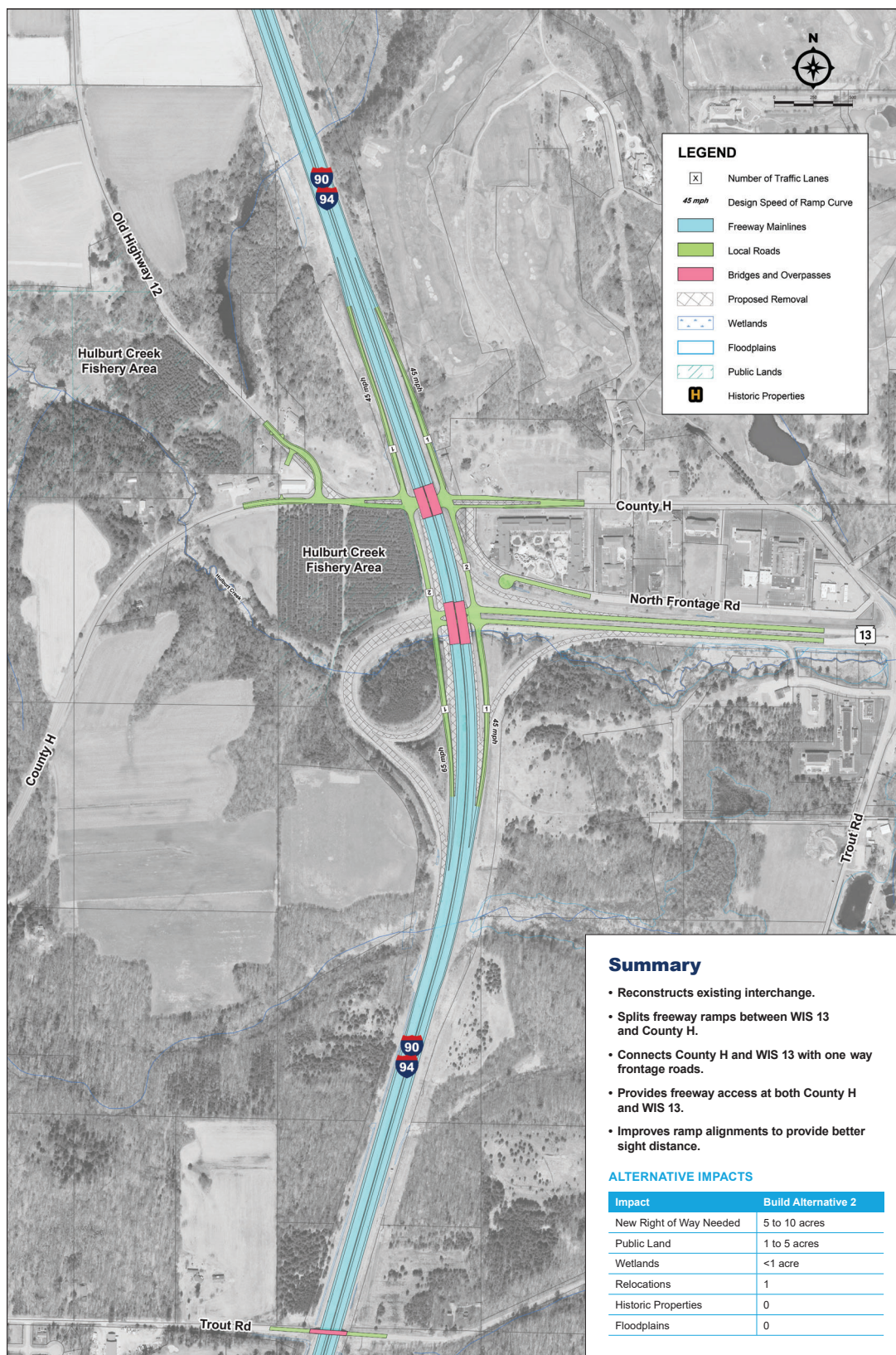
WIS 13 Interchange

Alternative 1: Diamond Interchange with Realigned County H



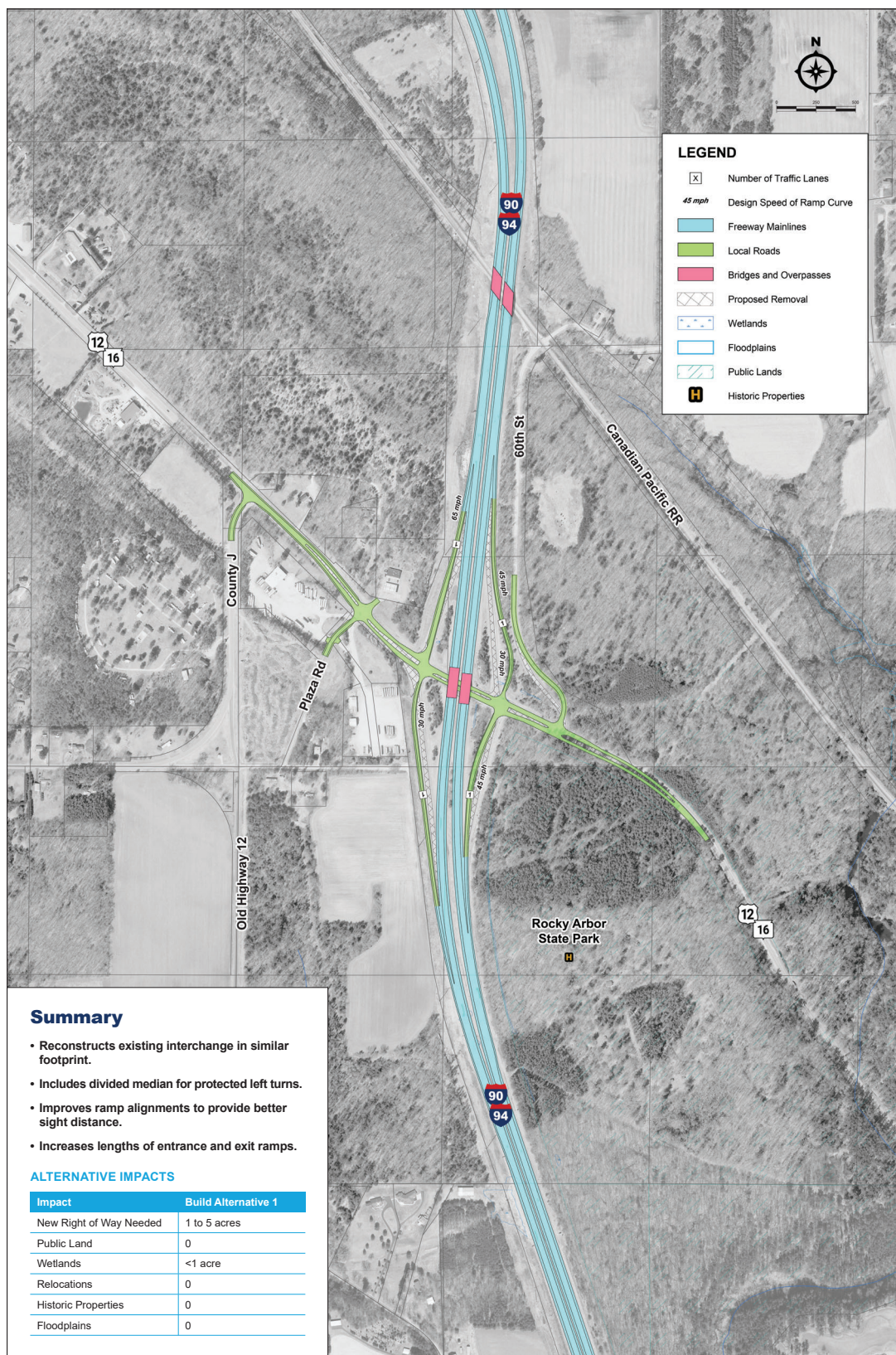
WIS 13 Interchange

Alternative 2: Split Diamond Interchange



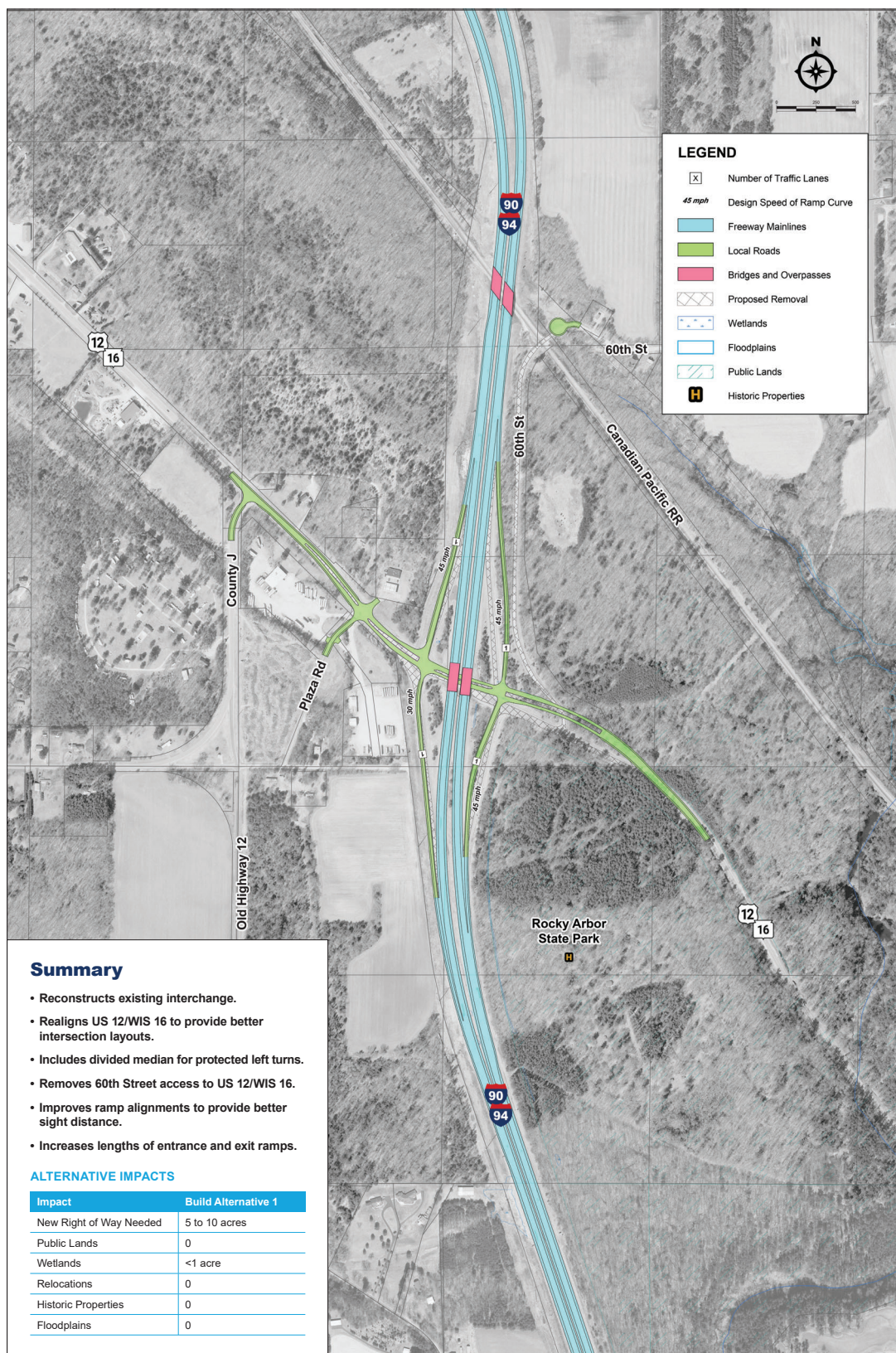
US 12/WIS 16 Interchange

Alternative 1: Diamond Interchange



US 12/WIS 16 Interchange

Alternative 2: Realigned Diamond Interchange



I-94 and Milwaukee Street Interchange

Alternative 1: Partial Cloverleaf Interchange

POTENTIAL
NEW
INTERCHANGE

Summary

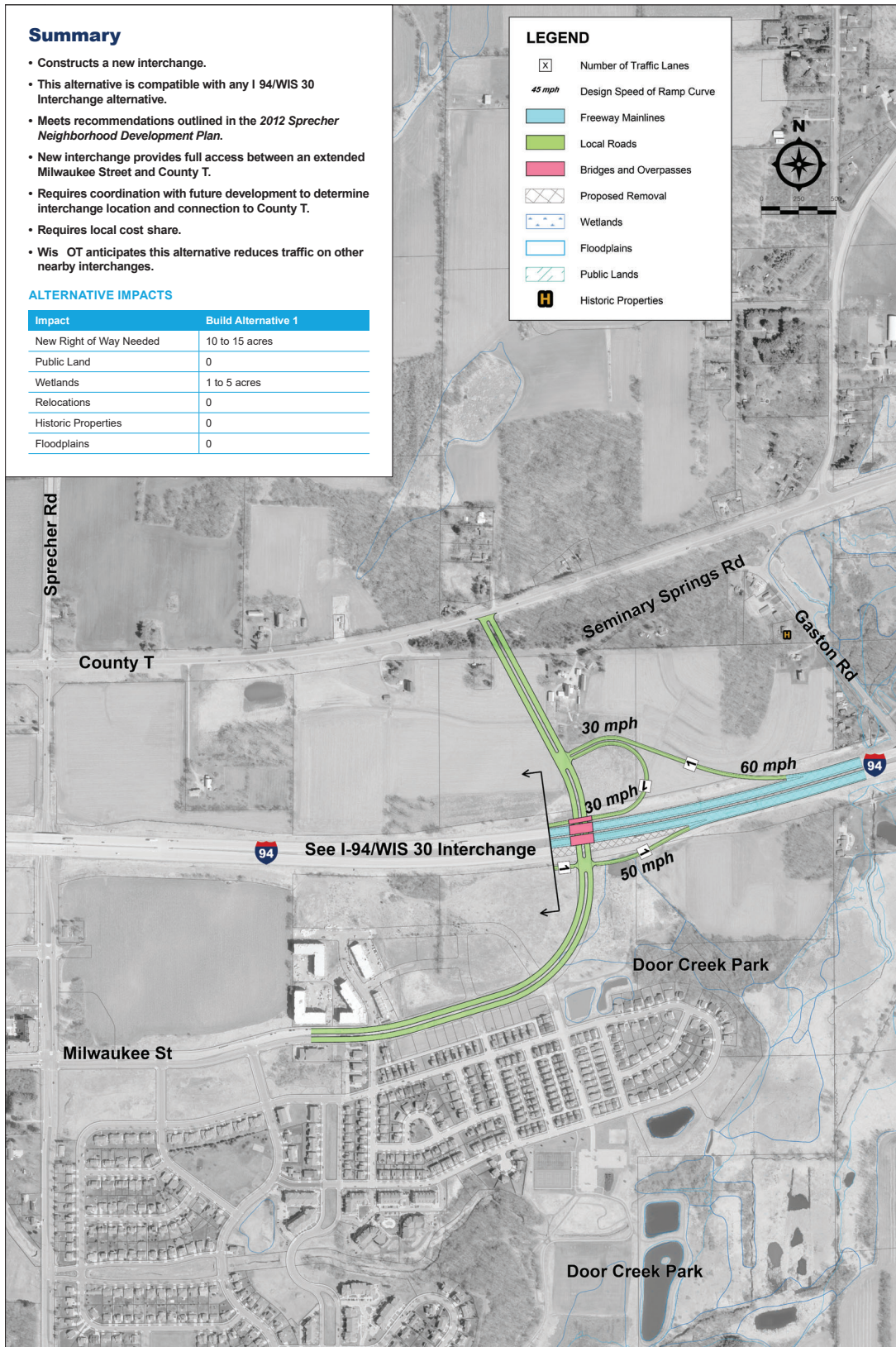
- Constructs a new interchange.
- This alternative is compatible with any I 94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 *Sprecher Neighborhood Development Plan*.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination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



I-94 and Milwaukee Street Interchange

Alternative 2: Diamond Interchange

POTENTIAL
NEW
INTERCHANGE

Summary

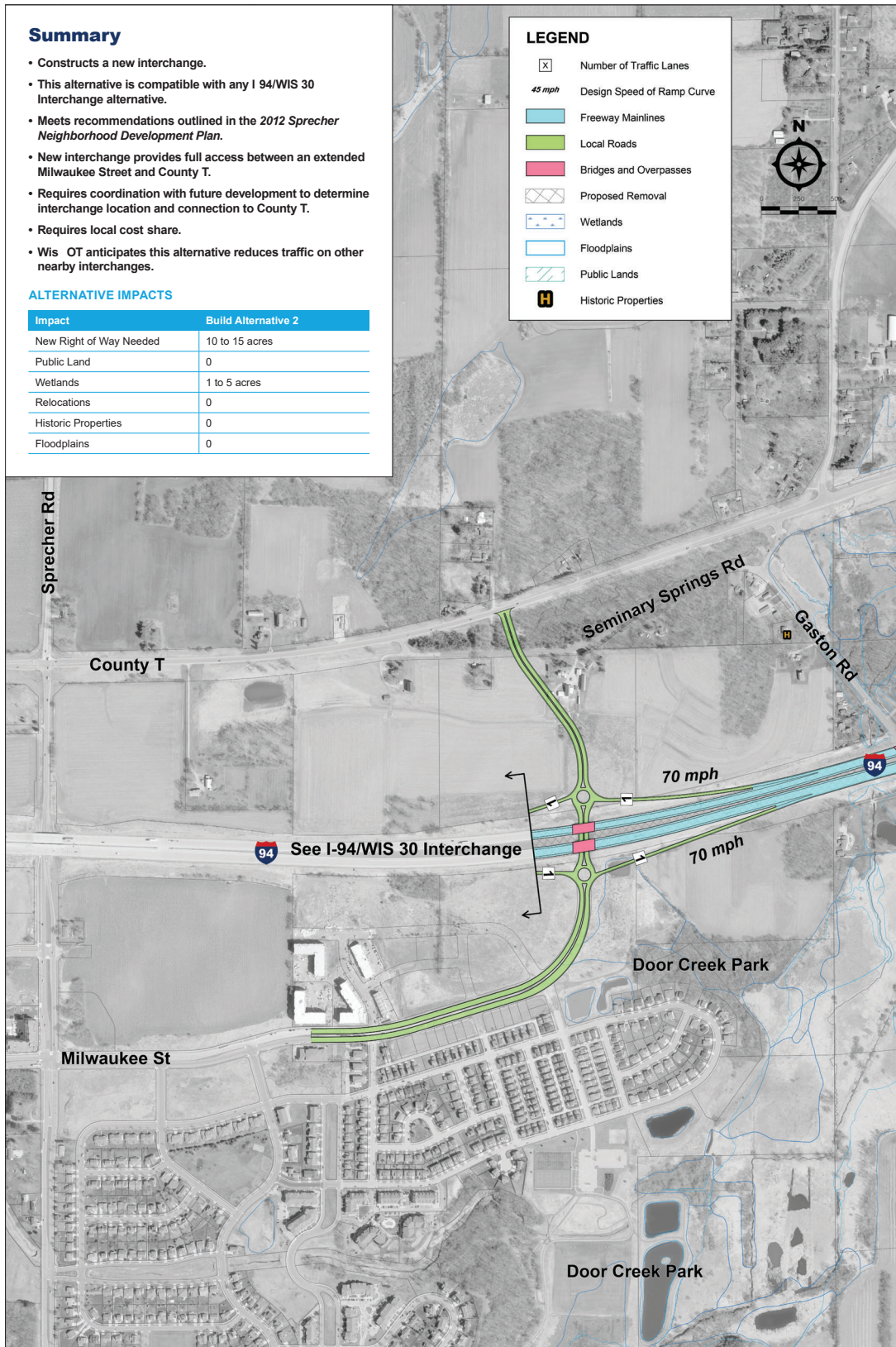
- Constructs a new interchange.
- This alternative is compatible with any I 94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 *Sprecher Neighborhood Development Plan*.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination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

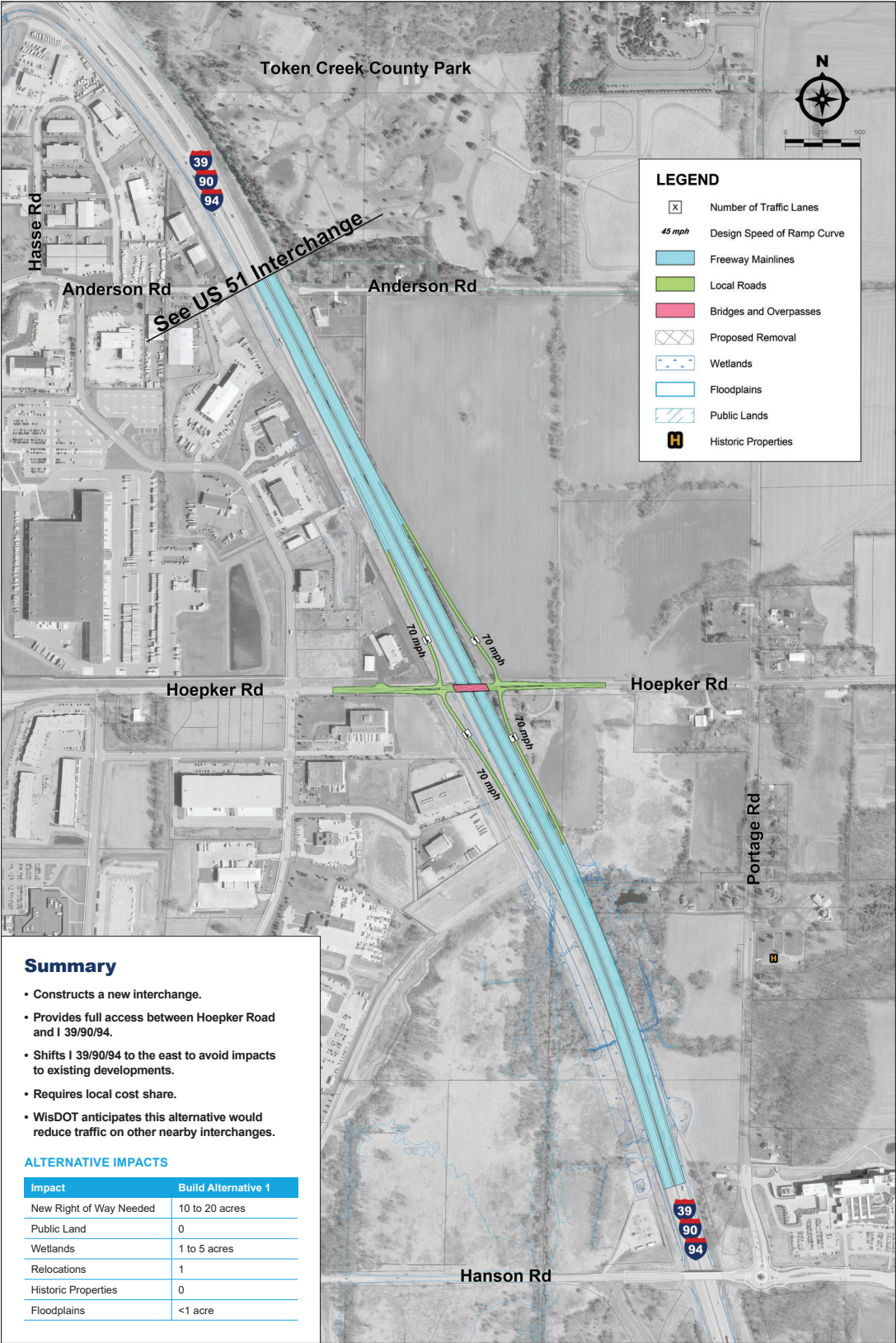
- Number of Traffic Lanes
- Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- Historic Properties



Hoepker Road Interchange

Alternative 1: Shifted Diamond Interchange

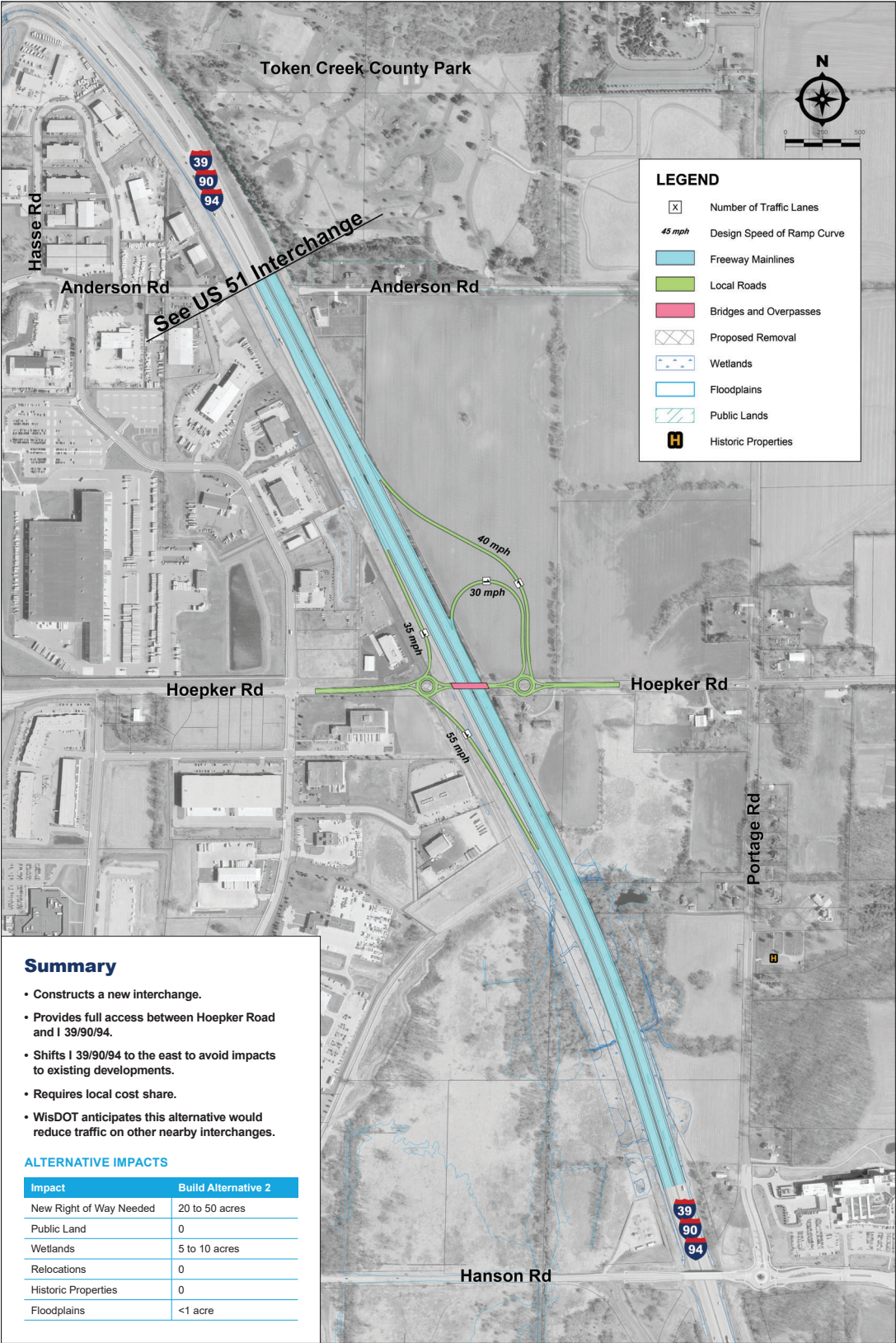
POTENTIAL
NEW
INTERCHANGE



Hoepker Road Interchange

Alternative 2: Partial Cloverleaf Interchange

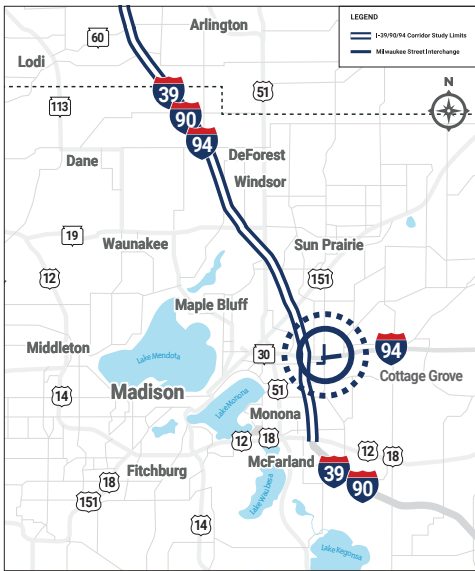
POTENTIAL
NEW
INTERCHANGE



→ Potential New Interchanges: City of Madison Input

Milwaukee Street Interchange

Population: **+62K** | Households: **+33K** | Employees: **+7K**



BENEFITS

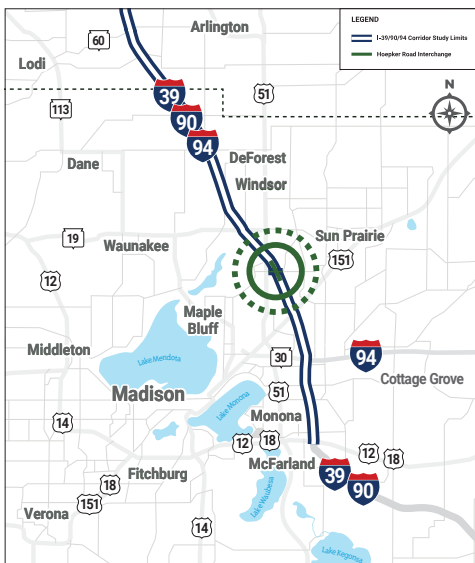
- ◆ Provides Interstate access for existing and future East Side residents and employers
- ◆ Included in adopted City of Madison plans
- ◆ Builds planned Milwaukee Street crossing of I-94
- ◆ Milwaukee Street and Sprecher Road near the planned site are built to accommodate an interchange
- ◆ Increases response coverage by Madison Fire Station 13 (Town Center Drive)

CHALLENGES

- » Milwaukee Street connection to County T north of I-94 may require extensive grading
- » Would be located relatively close to the I-94-WIS 30 system interchange

Hoepker Road Interchange

Population: **+10K** | Households: **+6K** | Employees: **+2K**



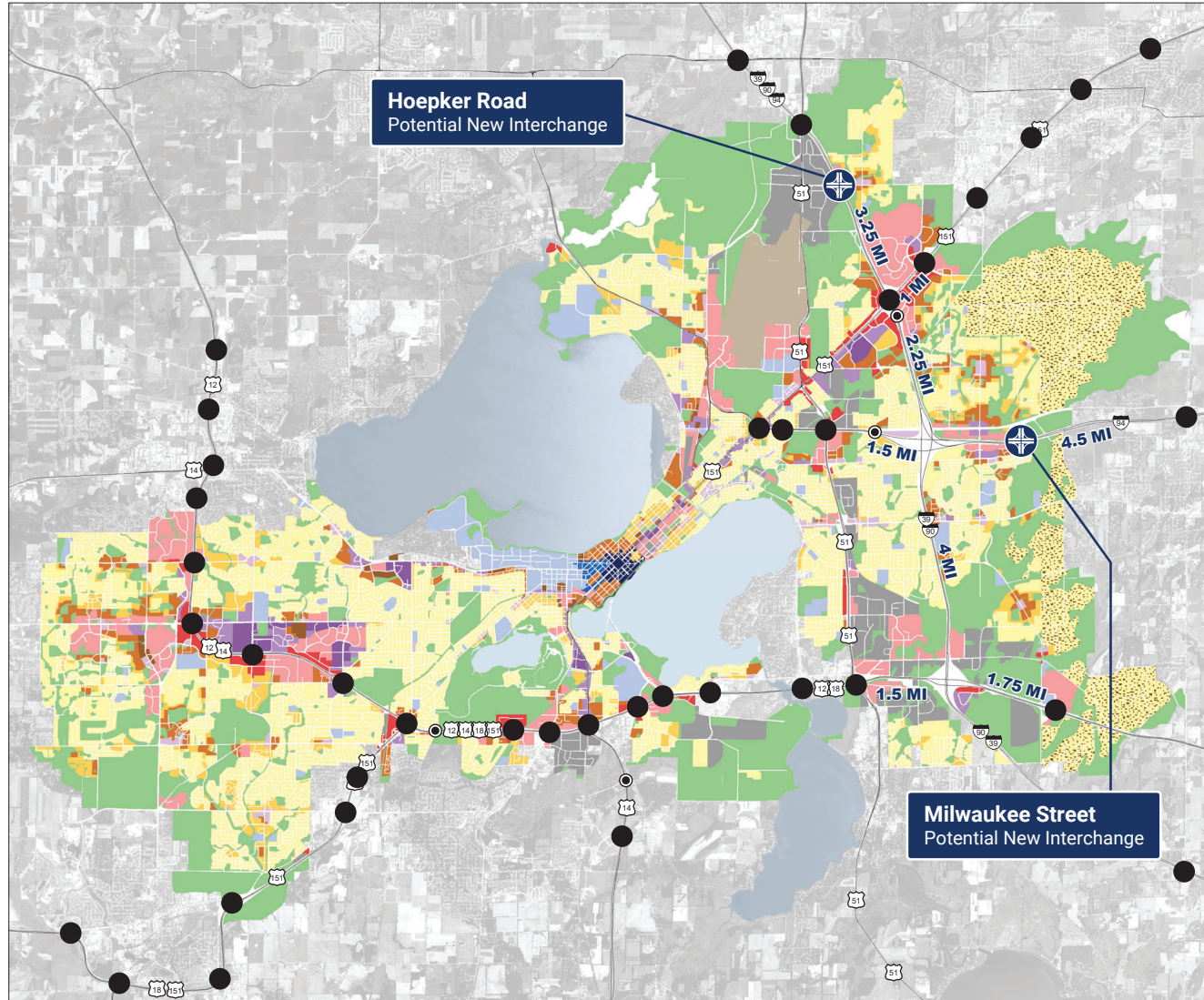
BENEFITS

- ◆ Improves Interstate access to area employers and medical facilities
- ◆ Interchange can be constructed with minimal impacts on adjacent properties
- ◆ Serves planned residential growth northeast of the interchange
- ◆ Potentially facilitates further development on sites within the American Center

CHALLENGES

- » Increases traffic on Hoepker and Portage roads, which are rural roads. These local roads may need improvements to accommodate increased traffic
- » Future development somewhat limited by airport height restrictions, existing development and natural areas like Cherokee Marsh and Token Creek
- » Adopted City plans do not currently factor or consider a Hoepker Road interchange.

→ Existing and Potential New Interchanges: Planned City of Madison Land Use



**Planned City of Madison Land Use
with Existing and Potential New Interchanges**

- Potential New Interchange
- Existing Full Highway Interchange
- Existing Partial Highway Interchange

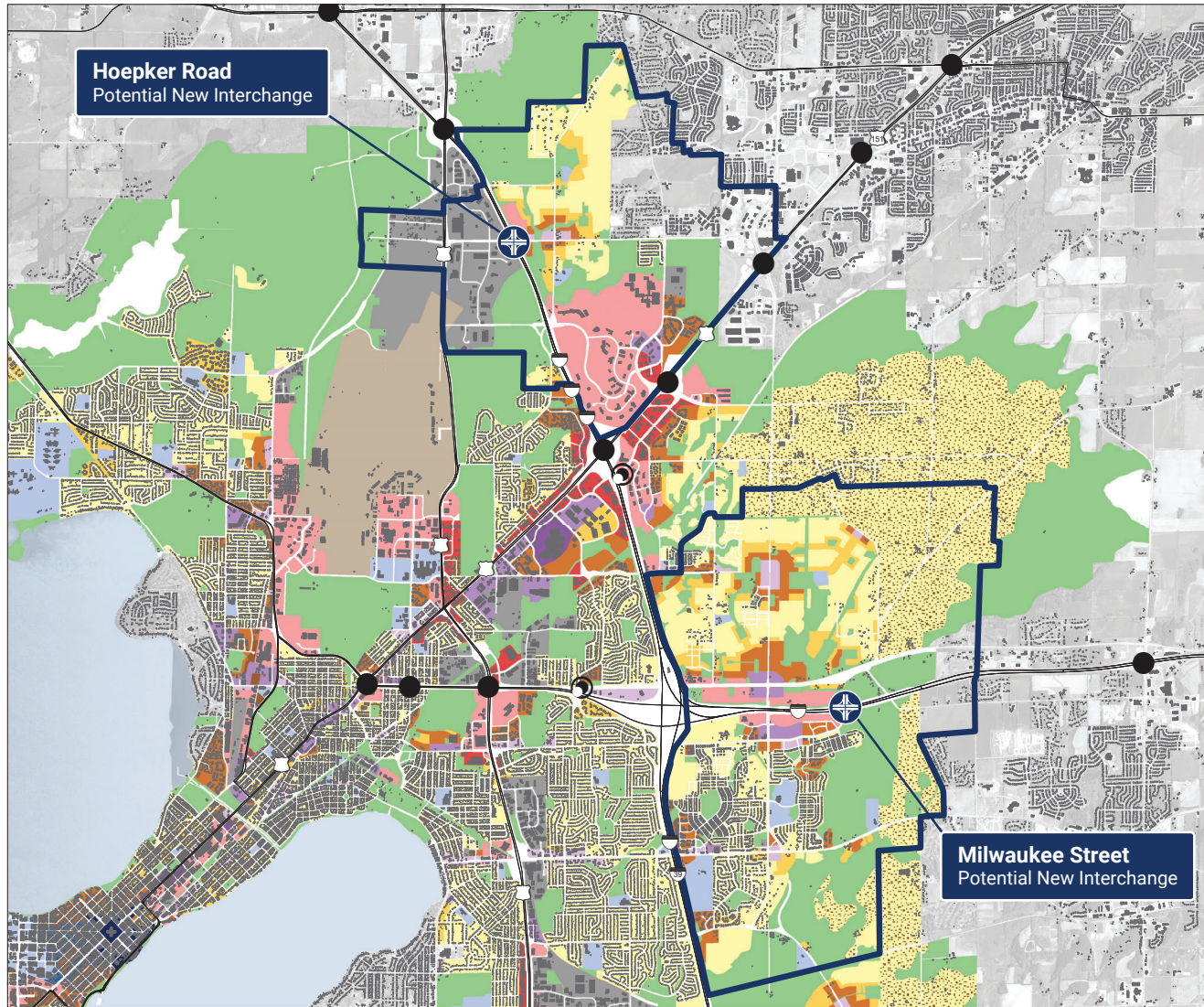
Generalized Future Land Use

- Low Residential
- Low-Medium Residential
- Medium Residential
- High Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Downtown Mixed Use
- Downtown Core
- General Commercial
- Employment
- Industrial
- Parks and Open Space
- Special Institutional
- Airport
- Neighborhood Planning Area

0 1 2 3 4 Miles

*2018 Comprehensive Plan, updated with land use from adopted plans 2018-2023.
Sources: City of Madison Planning Division; Dane County

→ Potential New Interchanges: Impact Areas



Planned City of Madison Land Use with Existing and Potential New Interchanges

- Potential New Interchange
- Existing Full Highway Interchange
- Existing Partial Highway Interchange
- Interchange Impact Area
- Building Footprint

Generalized Future Land Use

- Low Residential
- Low-Medium Residential
- Medium Residential
- High Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Downtown Mixed Use
- Downtown Core
- General Commercial
- Employment
- Industrial
- Parks and Open Space
- Special Institutional
- Airport
- Neighborhood Planning Area

0 0.6 1.2 1.8 2.4 Miles

*2018 Comprehensive Plan, updated with land use from adopted plans 2018-2023.
Sources: City of Madison Planning Division; Dane County