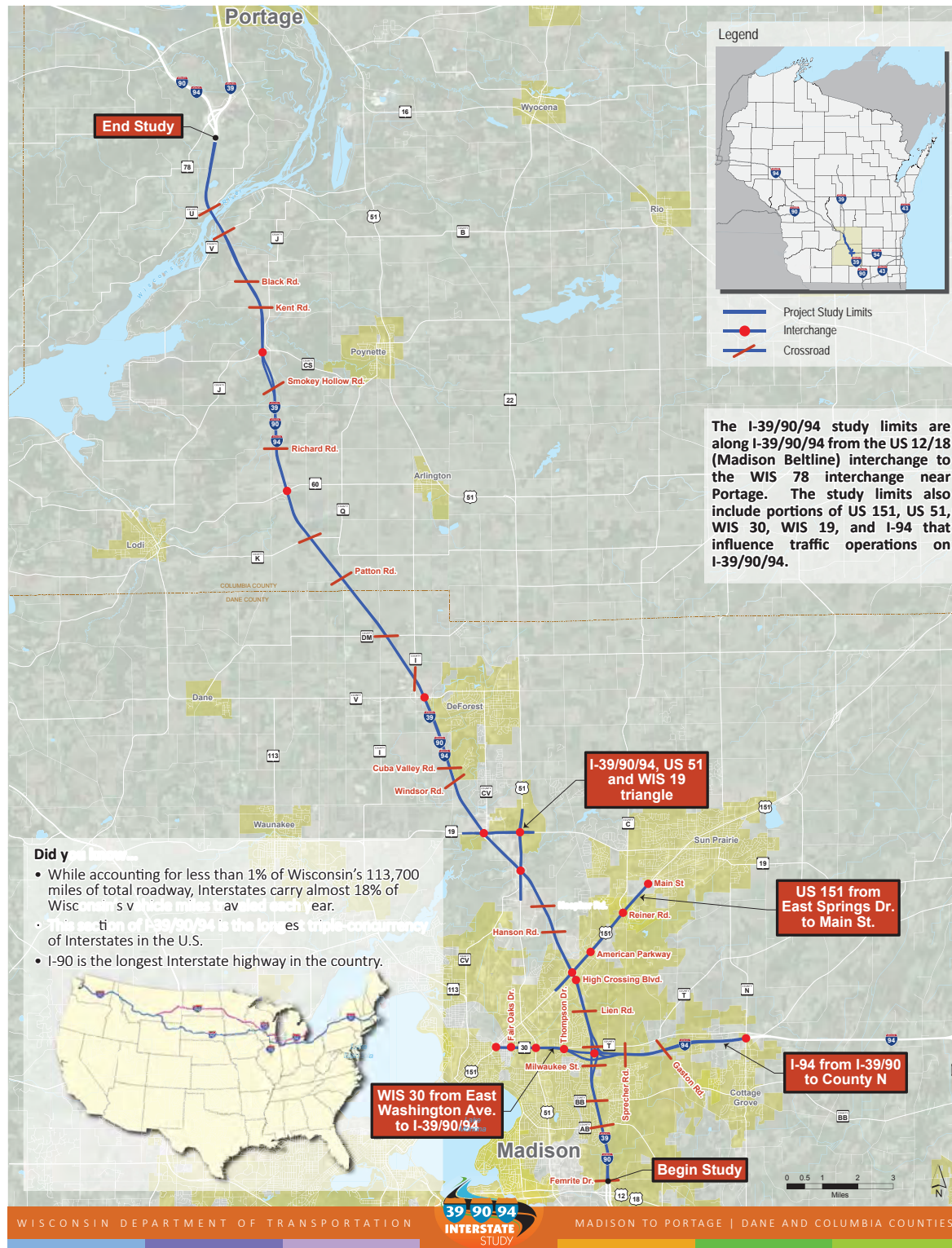




39 90 94 INTERSTATE STUDY

- WisDOT is conducting this study to analyze the existing and future conditions of the I-39/90/94 corridor
- Possible improvements and their impacts will be studied over the next several years
- A range of alternatives will be evaluated, which will ultimately lead to the selection of a preferred alternative
- This is a long-range planning study with no construction activities scheduled at this time

Project Location Map



History



The Federal Aid Highway Act was enacted under President Eisenhower to create a quality network of highways throughout the nation to serve national defense.

1956



Wisconsin Department of Transportation (WisDOT) was created. Prior to 1967, the Wisconsin Highway Commission, founded in 1911, managed the state highway system.

1967



East Towne Mall opens at the I-90/94 & US 151 interchange. It opened one year after West Towne Mall and at the time was Madison's largest Mall. The parking lot was designed for 6000 cars.

1971



American Family Insurance opens its headquarters just east of the I-39/90/94 and US 151 interchange.

1992



The exit to High Crossing Blvd is added to the US 151 interchange to serve the additional development in the East Towne Mall area since its original construction.

2003



I-39/90/94 Interstate Study begins. The purpose of the study is to analyze the existing and future conditions of the corridor and create a long-range plan for addressing increasing traffic volumes.

2014



Earliest potential start date for design.

2020

1959 - 1962

Construction of I-90/94 from Madison to Portage. The highway opened in 1962 as a 4-lane roadway with 2 lanes in each direction.



1960's

Pinkie the pink elephant debuts at a gas station in DeForest west of the Interstate and becomes a must-see for travelers.



1984

30 miles of I-90/94, from Madison to Portage, are reconstructed from four to six lanes in one year.



1996

I-39 is extended into Wisconsin from the Illinois border to Wausau.



2012

Wisconsin Transportation Project's Commission (TPC) authorizes study of I-39/90/94 corridor from Madison to Portage.



2019

Anticipated completion date for Final Environmental Impact Statement (FEIS).



2025

Earliest potential start date for construction.



1950	1960	1970	1980	1990	2000	2010	2020	2030
169,357	222,095	290,272	323,545	367,085	426,526	488,073		
34,023	36,708	40,150	43,222	45,088	52,468	56,833		



WISCONSIN DEPARTMENT OF TRANSPORTATION

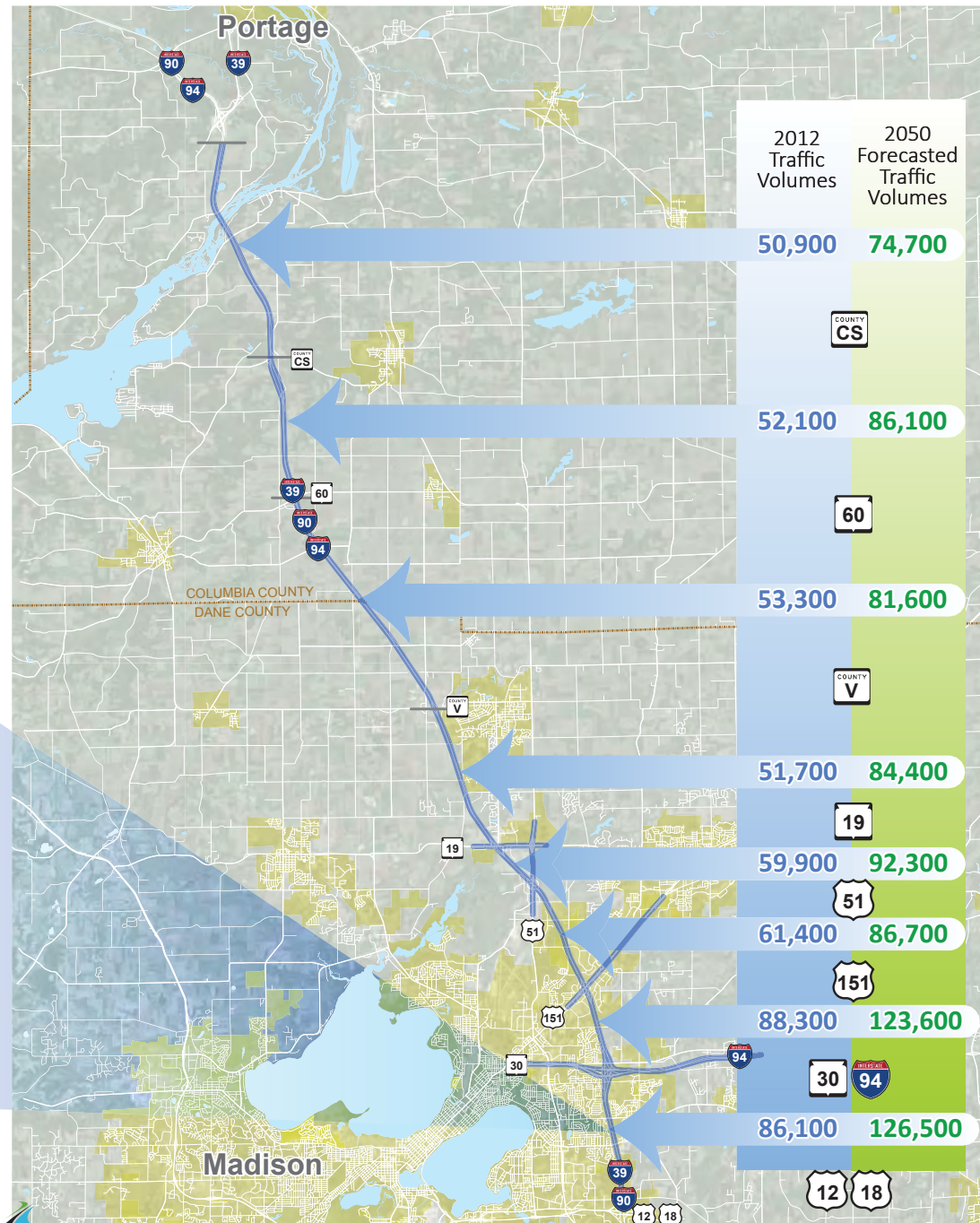
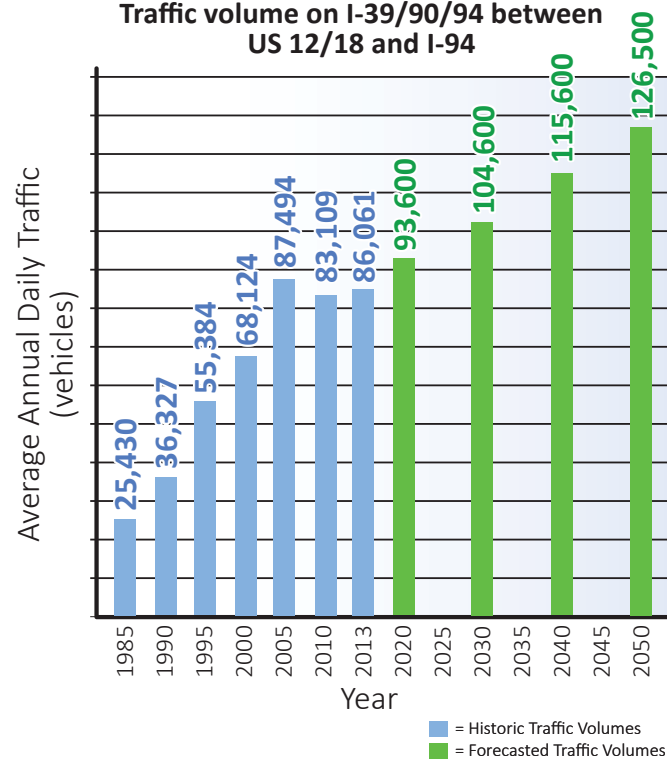
MADISON TO PORTAGE | DANE AND COLUMBIA COUNTIES

Current and Forecasted Traffic Volumes

Did You Know?

- Traffic volumes in the Madison area have tripled in the last 30 years.
- Traffic in the Madison area between US 12/18 and US 151 is higher than the rest of the corridor.
- In 1985, the traffic volume in Madison was the same as the traffic volume near the Wisconsin River, about 25,000 vehicles per day. Traffic volumes in the Madison area have grown significantly faster than in the rural areas of the corridor.

Traffic volume on I-39/90/94 between US 12/18 and I-94

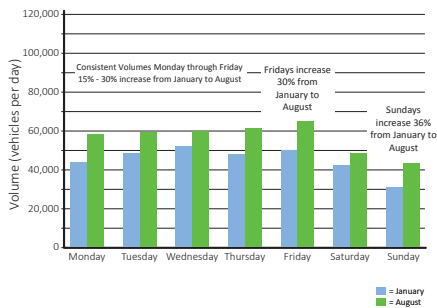


When is the Interstate the busiest?

Direct visitor spending in 2013 was \$1 billion in Dane County and \$110 million in Columbia County.

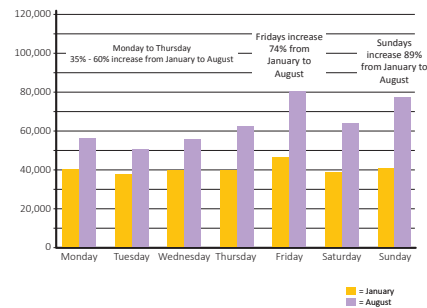
On most roadways, like the portion of US 151 east of Madison shown below, we typically see the highest traffic volumes during the week, with slightly more traffic during the summer months.

2012 Average Daily Traffic Volumes
US 151 between American Pkwy & County C



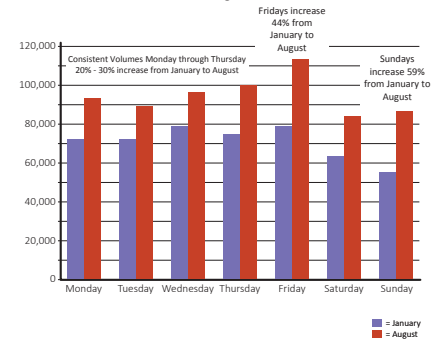
The I-39/90/94 corridor is not like most roadways. The highest traffic volumes in this corridor occur on Friday and Sunday afternoons. And summer volumes are significantly higher than winter volumes, especially in areas north of Madison.

2012 Average Daily Traffic Volumes
I-39/90/94 between County V and WIS 60

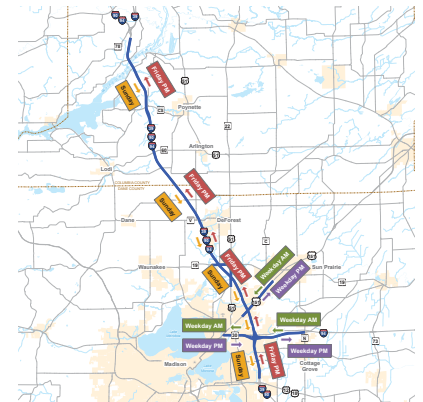


Traffic volumes in the Madison area are higher because both commuter and recreational traffic combine in this area.

2012 Average Daily Traffic Volumes
I-39/90 at Cottage Grove Road

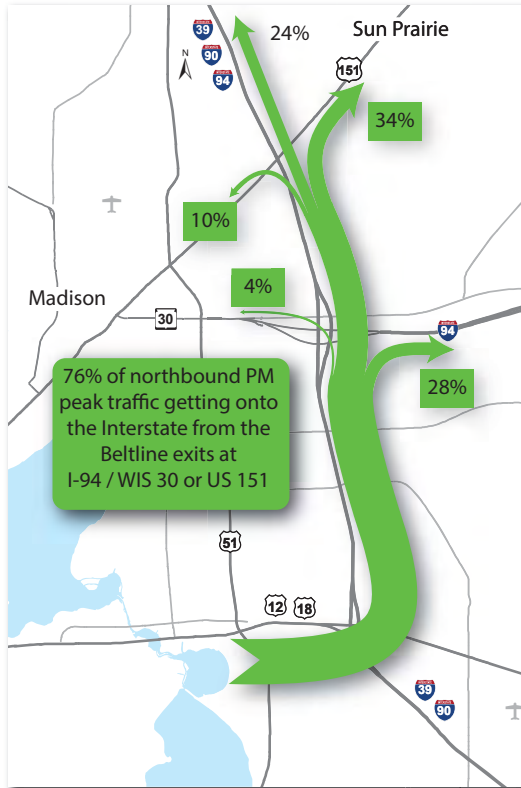


The map below shows the time period when the highest traffic volumes occur for various portions of the study area.

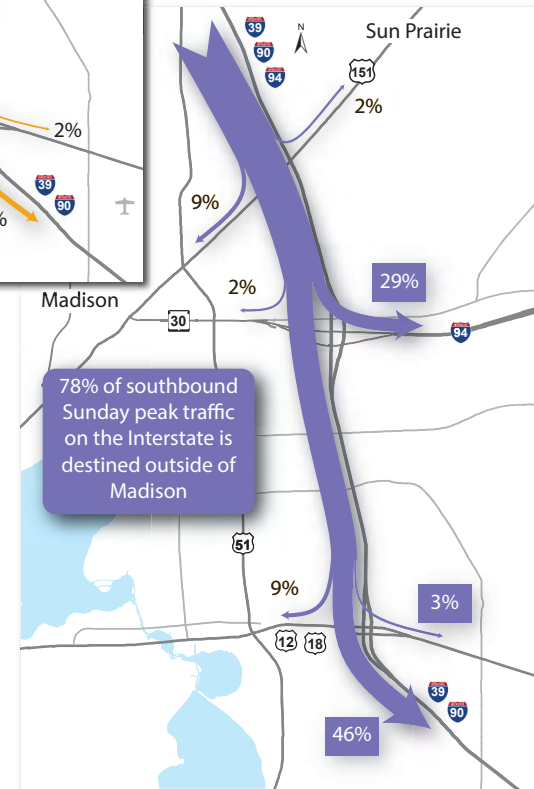
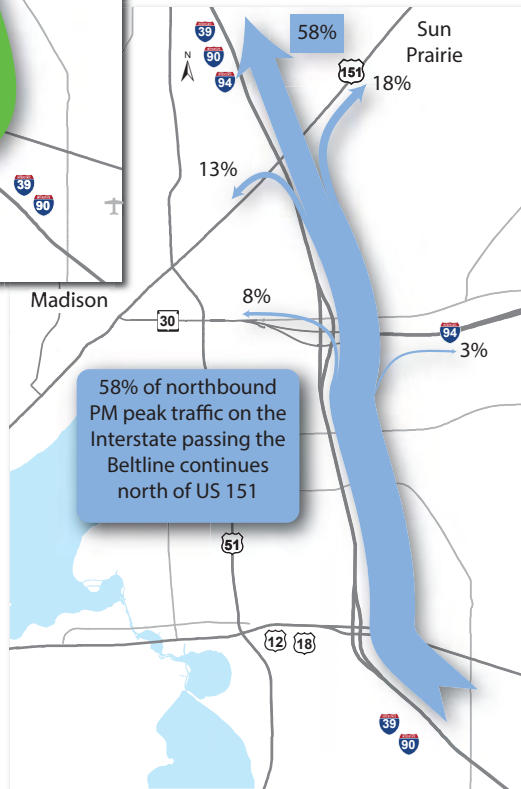
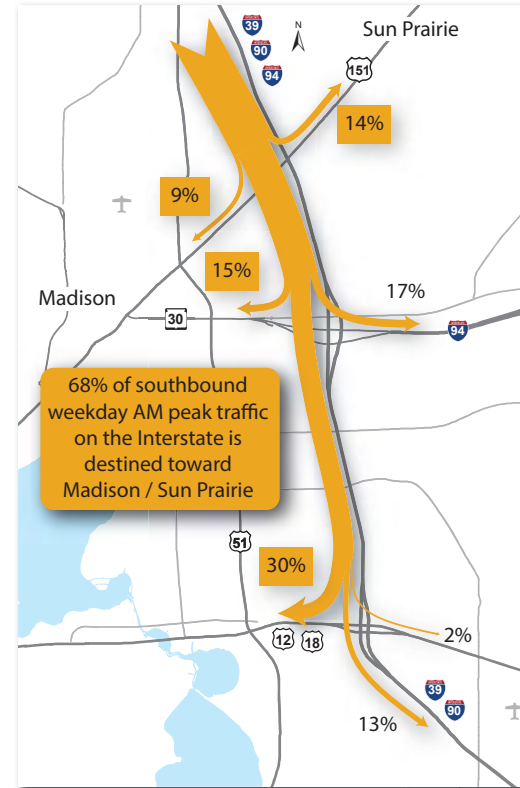


The Interstate must be flexible enough to accommodate a range of users including commuters and recreational traffic.

Traffic Patterns



The Interstate must be able to handle a variety of traffic patterns.



Trucking and the Interstate

Eau Claire, WI

Did You Know?

If all the trucks on the I-39/90/94 corridor on an average day lined up end-to-end, they would stretch from Madison to Eau Claire, 170 miles!

The I-39/90/94 corridor between Madison and Portage carries approximately \$650 million in goods every day.



Trucks account for 20-28% of total daily traffic on I-39/90/94 between Madison and Portage

Trucks on the Interstate carry a wide variety of products.




Did You Know?

Interstates make up less than 1% of total U.S. highway mileage. However, they carry 41% of total truck miles traveled.

Madison, WI

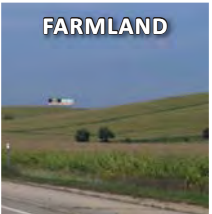


What does this Interstate study include?



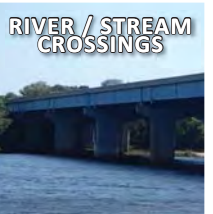
WETLANDS

Field crews will conduct surveys to determine the location of wetlands in the study area. Wetlands are protected by law and impacts to them must be minimized to the extent practical.




FARMLAND

Much of the land in Columbia County that borders the Interstate is farmland. The study team will work to balance impacts to farmland and preserve existing agriculture operations.




RIVER / STREAM CROSSINGS

The Interstate crosses the Wisconsin River near the north end of the study area. This river, as well as all other streams in the study area, are sensitive environmental resources. The study will evaluate a new bridge over the Wisconsin River.



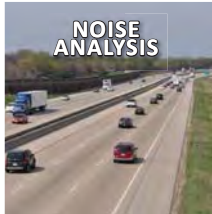
AGENCY COORDINATION

Coordination with regulatory agencies such as the Wisconsin Department of Natural Resources (WDNR) and United States Army Corps of Engineers (USACE) will occur. Meetings are held at several key stages of the study to solicit feedback on the alternatives being considered and the results of field surveys.




ARCHAEOLOGICAL SURVEY

Similar to historic resources, archaeological resources are also protected by law. Archaeologists will conduct field surveys of properties in the study area to look for artifacts. If an archaeological site is identified, it becomes an area designers must try to avoid impacts to.




NOISE ANALYSIS

Some alternatives may propose to add more lanes to the Interstate. In this case, a traffic noise analysis will be conducted to determine the predicted change in noise levels. If there are noise impacts, noise walls similar to these in the Madison area may be considered.




HISTORIC PROPERTIES

Historic resources are protected by law. Historians have surveyed the study area and identified nine properties that are either on the National Register of Historic Places (NRHP) or potentially eligible for inclusion on the NRHP.




PUBLIC INVOLVEMENT

Public involvement is a key component to the success of any WisDOT project. Let us know your opinions by participating in our survey, attending meetings, or submitting comments to study staff.




COMMUNITY IMPACTS

Changes to the Interstate and the surrounding roadway network can impact nearby communities both positively and negatively. An expert panel will be developed to help determine potential indirect and cumulative effects of the proposed action.




TRUCKING

Truck traffic makes up between 20 and 28 percent of the average daily traffic on this portion of I-39/90/94. Maintaining a high level of safety and mobility on the Interstate supports a strong economy. The Interstate is frequently used by oversize-overweight vehicles such as the one shown.




ALTERNATIVES

Multiple improvement alternatives for the mainline (I-39/90/94) and interchanges will be evaluated. Impacts will be calculated and the alternative that best meets the purpose and need of the study with the least amount of negative impacts will be recommended as the preferred alternative.




PAVEMENT EVALUATION

Poor pavement leads to a poor ride for travelers and can create unsafe conditions. The study will evaluate the pavement condition throughout the corridor and make recommendations to improve its condition where needed.




BRIDGE EVALUATION

The majority of the bridges on the Interstate, like this one over WS 60 in Columbia County, were built in the early 1960's. At that time, the typical life expectancy for a bridge was about 50 years. Our study will evaluate the condition of every bridge on or over the Interstate and recommend future repairs or replacement.




TRAFFIC ANALYSIS

The study team will analyze how traffic operates along the Interstate and at all interchanges in the study area. The team will use traffic forecasts for the year 2050 prepared by WisDOT. The traffic analysis lays the groundwork for all future improvement alternatives.



ROADWAY DESIGN

Roadway design standards have changed to improve safety since the Interstate was originally built in the 1960's. New construction must be built to current design standards. The existing left exit and entrance ramps at the Badger Interchange (WS 309/94) in Madison no longer meet current design standards.



MULTI-MODAL

The study will examine the needs of bicyclists and pedestrians in the study area. Existing facilities will be inventoried and future improvement needs identified.

Existing Bridges

- There are 37 bridges on I-39/90/94 and 20 overpasses between Madison and Portage
- 39 bridges were originally constructed between 1959-1961
- Bridges are nearing the end of their useful life.



I-39/90/94 over WIS 60, Columbia County

- The Wisconsin River bridge is 1690 feet long.
- The Wisconsin River bridge is approximately 31 feet above the Wisconsin River.
- Any new structures over the Wisconsin River will require an in-depth evaluation of alternatives to minimize environmental impacts to the extent practical.



I-39/90/94 over Wisconsin River, Columbia County

Roadway Design

- Left exits and entrances, which no longer meet driver expectancy or current design practices for operational and safety reasons, exist at the Badger Interchange in Madison (I-94/WIS 30)
- A 49% increase in crashes at left-side off-ramps can be expected when compared to areas with right-side off-ramps.
- Interchanges with loop ramps have low design speeds and most do not provide enough distance for acceleration/deceleration.
- Providing a straight ramp instead of a circular ramp decreases crashes by 45%.

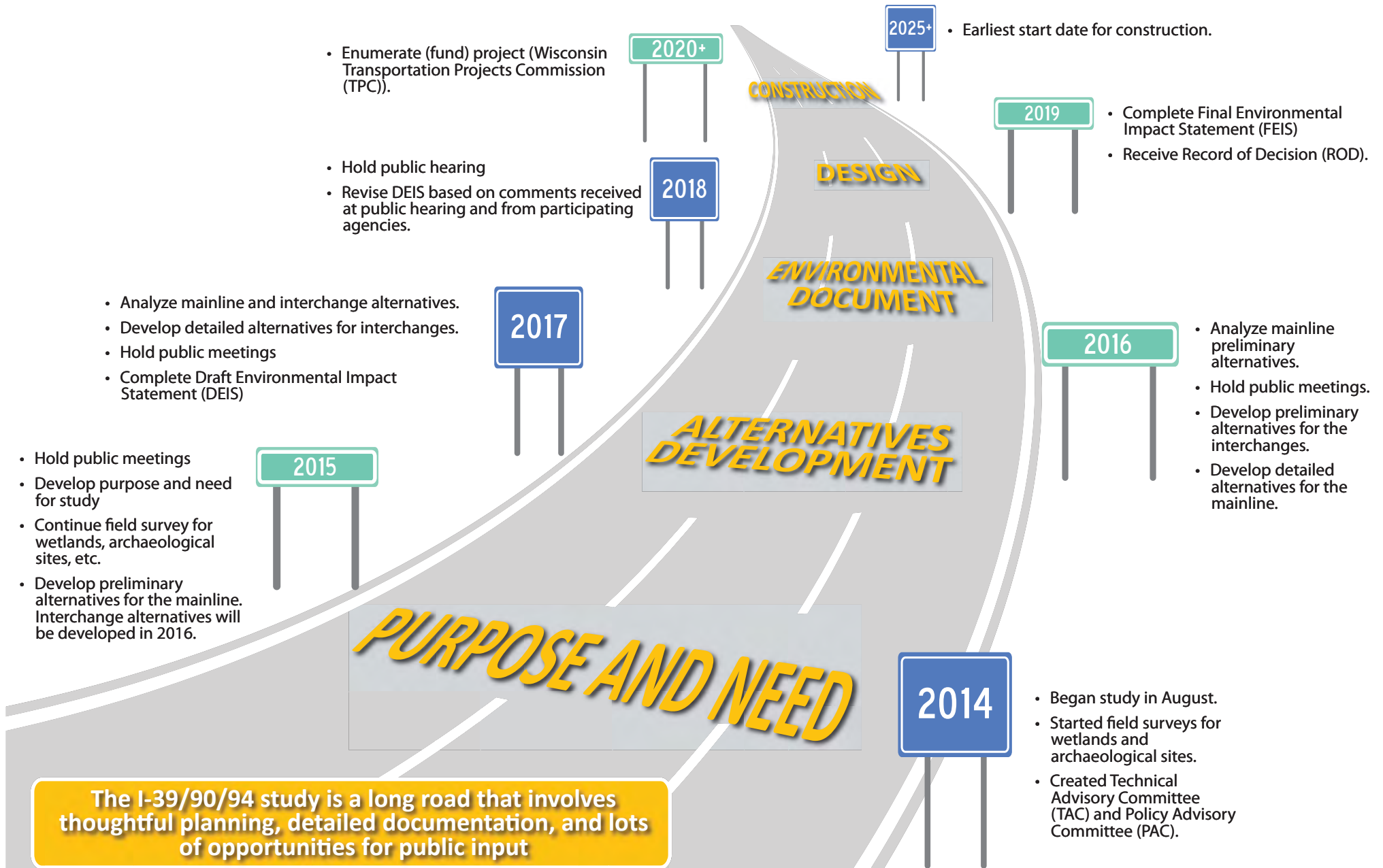


Badger Interchange (I-94/WIS 30), Dane County

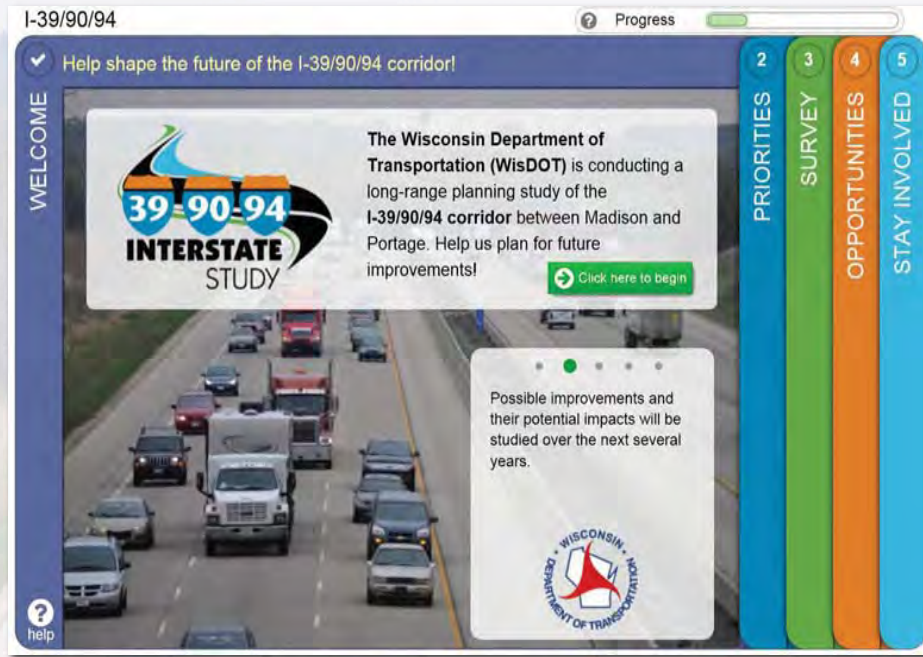


US 51 interchange, Dane County

What's Next?



How can I get Involved?



Take our survey!

Visit <https://i399094.metroquest.com>



Comment Form:

[illegible]

Facebook:
Visit www.facebook.com/i399094



WisDOT Study Website:
Visit www.i399094.dot.wi.gov



Visit the website to view study information and sign up for updates.



Send us your written comments.

