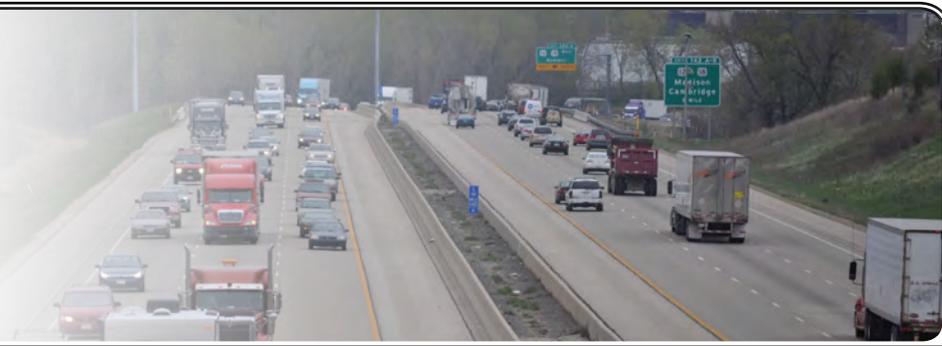


October 2016



You're invited... To provide your input on improvement ideas

The Wisconsin Department of Transportation is preparing a Tier 1 Environmental Impact Statement (EIS) to identify a transportation solution to address the needs of I-39/90/94 from US 12/18 in Madison to I-39/WIS 78 near Portage, along with intersecting routes that influence traffic operations (see map to left). The goal of the Tier 1 EIS is to identify the correct corridor location and types of transportation improvements. This could be improvements to existing I-39/90/94, improvements to a parallel route, or construction of a new highway corridor.

Twenty-five corridor improvement concepts have been developed. Following a traffic analysis, the 25 concepts were screened down to a range of 6 corridor alternatives.

WisDOT is hosting two Public Involvement Meetings (PIMs) to gather input and feedback on the corridor improvement concepts and range of corridor alternatives that are proposed for further study.

We encourage you to attend one of the PIMs to learn more about each corridor alternative. Your input and feedback is an important part of the study and we hope to see you at one of the meetings.



Contact the Study Team

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I-39/90/94 Study Team
i399094@dot.wi.gov

DATES AND TIMES

Public Involvement Meetings



Participants provided feedback at the first Public Involvement Meeting (PIM) in January 2015.

November 15, 2016

5 - 7 PM, Presentation at 5:15 PM
WisDOT Southwest Region Office
2101 Wright St.
Madison, WI 53704

November 16, 2016

5 - 7 PM, Presentation at 5:15 PM
Poynette High School - IMC Room
108 W. Cleveland St.
Poynette, WI 53955

Connect with us!

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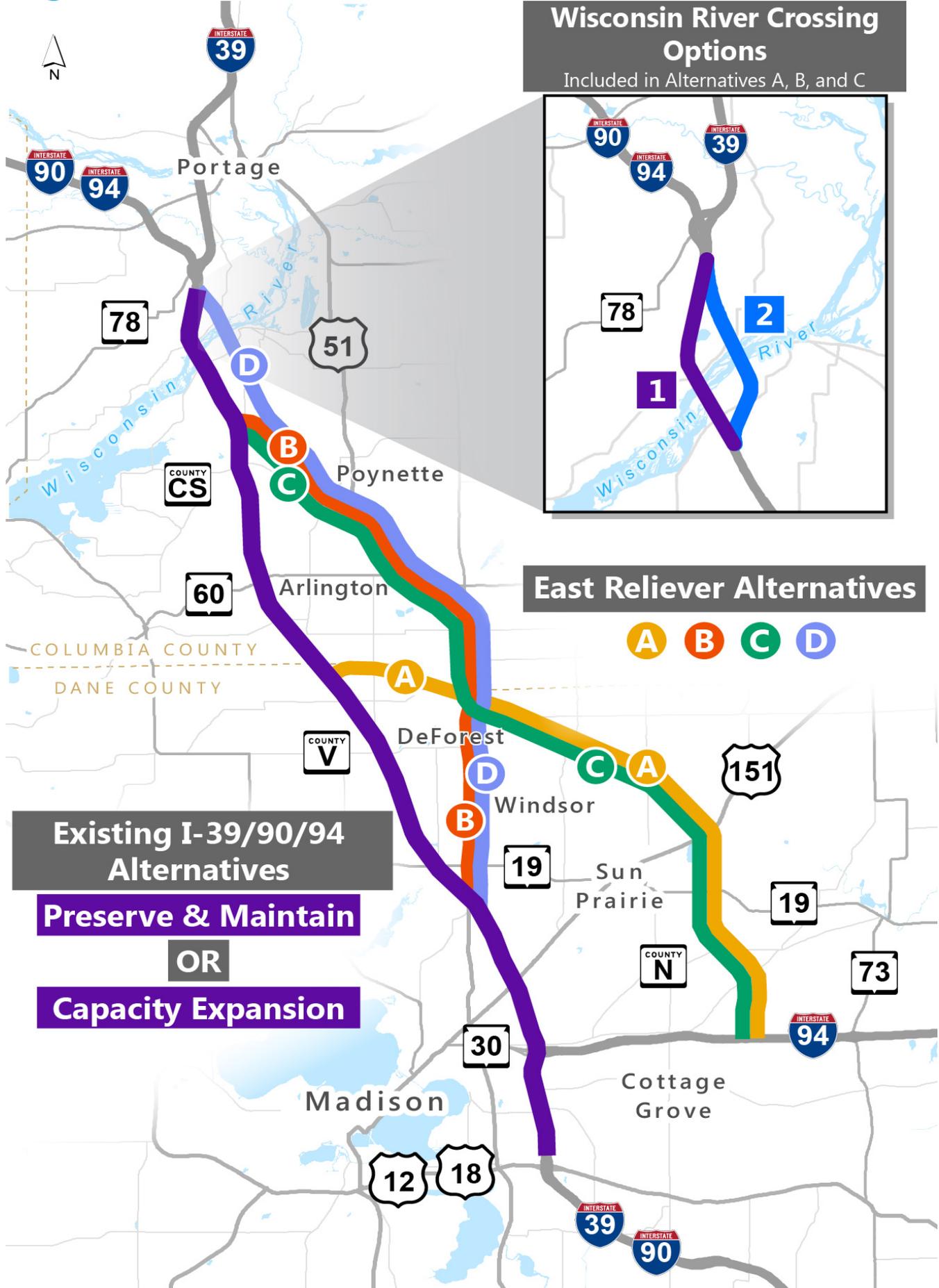
www.i399094.dot.wi.gov

[Facebook.com/i399094](https://www.facebook.com/i399094)

Sign up for email updates on the study website.



Range of Corridor Alternatives



Range of corridor alternatives narrowed to six

The study team has developed 25 corridor improvement concepts which could have the potential to alleviate traffic congestion and provide a solution to the existing and future needs of I-39/90/94 between US 12/18 in Madison and I-39/WIS 78 near Portage.

A traffic screening process was used to evaluate which concepts may remove enough traffic from I-39/90/94 such that capacity expansion of the existing Interstate would not be needed.

The corridor concepts that passed the initial traffic screen are identified as the range of corridor alternatives. The range of corridor alternatives will be evaluated in more detail to identify a preferred corridor as part of the Tier 1 EIS. A description of each corridor alternative is included below. The descriptions are color coded to correspond with the map colors shown on the previous page.

Existing I-39/90/94 Alternatives:

Preserve and Maintain

Would address pavement and bridge needs along I-39/90/94 through the year 2050. This alternative would not increase capacity or address geometric or safety deficiencies.

Capacity Expansion

Would add northbound and southbound lanes to existing I-39/90/94 to accommodate future traffic demands. This alternative includes full reconstruction of the I-39/90/94 corridor.

East Reliever Alternatives:

Option

A

A new freeway connection would be made at I-94, between County N and WIS 73, and would traverse east of Sun Prairie and north of DeForest. It would connect with I-39/90/94 halfway between County V and WIS 60.

Option

B

A new freeway would connect to existing I-39/90/94 at US 51, traverse northeast to bypass Arlington and Poynette, and connect with I-39/90/94 between County CS and the rest areas.

Option

C

A new freeway that would be a combination of East Reliever Options A and B. A new freeway connection would be made at I-94, between County N and WIS 73 and would traverse east of Sun Prairie and to the north of DeForest. The route would bypass Arlington and Poynette and connect to I-39/90/94 between County CS and the rest areas.

Option

D

A new freeway that would follow much of the same alignment as East Reliever Option B. The southern limit would connect to I-39/90/94 at US 51, and traverse northeast bypassing Arlington and Poynette. Unlike Option B, this alternative would continue further northeast and connect into the I-39/WIS 78 interchange. Option D requires a new crossing of the Wisconsin River.

Two options for replacing the current I-39/90/94 bridges crossing the Wisconsin River are included as part of the Capacity Expansion alternative and East Reliever Options A, B, and C. These Wisconsin River crossing options are recommended for detailed study.

Wisconsin River Crossing:

Option

1

Replacement of the existing I-39/90/94 bridges near their current location.

Option

2

Replace current I-39/90/94 bridges northeast of the existing bridges and realign I-39/90/94 to the new bridges.



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

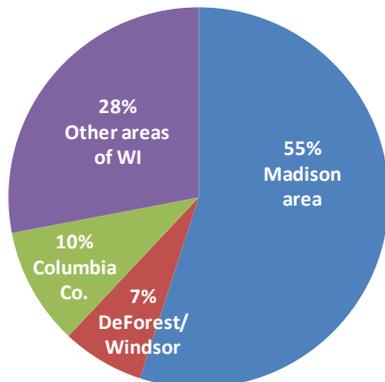
**Wisconsin Department
of Transportation**
I-39/90/94 Study
2101 Wright Street
Madison, WI 53704

The results are in...

A second, interactive online survey was conducted by WisDOT in the spring of 2016 to gain insight on potential corridor improvement concepts.

1,197 participants
137 zip codes represented

Where are survey participants from?



Survey's key findings

Improvement concepts the public believes are most likely to reduce congestion and improve safety on I-39/90/94

- 1) Restricted lanes for trucks
- 2) More lanes on I-39/90/94
- 3) Managed lanes on I-39/90/94



54% agreed with the statement "Transit improvements should be considered as part of an improvement strategy."



29% agreed with the statement: "A new, high speed, limited-access freeway east of Sun Prairie should be constructed instead of capacity improvements to I-39/90/94."