

Existing Corridor Conditions

US 12/WIS 16 INTERCHANGE

- » Three ramps do not meet design standards.
- » Westbound entrance ramp has high crash rate.



WIS 13 INTERCHANGE

- » Three ramps do not meet design standards.
- » Two entrance ramps have high crash rates.



WIS 23 INTERCHANGE

- » No entrance or exit ramps meet design standards.
- » The westbound entrance and eastbound exit ramps have high crash rates.



I-90/94 AND WIS 33 INTERCHANGE

- » No entrance or exit ramps meet design standards.
- » High crash rate on southbound exit ramp.



I-39 AND WIS 33 INTERCHANGE

- » No entrance or exit ramps meet design standards.
- » The westbound entrance and eastbound exit ramps have high crash rates.



I-39 I-90/94 SPLIT INTERCHANGE

- » No system interchange ramps meet design standards.
- » The distance between the I-39 I-90/94 split and the Cascade Mountain Road Interchange is shorter than required, causing drivers to potentially cross multiple lanes in a short distance and increase risk of collision.
- » Exit and entrance ramps on I-39 southbound (including the Cascade Mountain Road exit ramp) have high crash rates.
- » Most of these interchanges are in the Federal Emergency Management Association floodplain.



WIS 19 INTERCHANGE

- » Adjacent at-grade railroad crossing inventory reports one daily through train, one nightly through train, and one switching train per day at speeds of 5-10 mph.
- » Five signalized intersections are located between Tierney Crossing and Pepsi Way (just longer than 1 mile).
- » I-39/90/94 eastbound ramp terminal intersection has a high crash rate and operates at level of service (LOS) D.
- » County CV southbound left-turn operates at LOS D in afternoon peak traffic hour.
- » About 86% of afternoon peak traffic hour on westbound I-39/90/94 exit ramp turns left onto WIS 19.



HOEPKER ROAD

- » No existing interchange.
- » The City of Madison requested that WisDOT investigate a new interchange at Hoepker Road or Hanson Road to provide access to the developing east side which includes the American Family Insurance campus area and UW Health East Madison Hospital. Hoepker Road is the preferred location because it would improve the US 51/Hoepker Road intersection without impacting Dane County Regional Airport.

POTENTIAL NEW INTERCHANGE

I-94 AND MILWAUKEE STREET

- » No existing interchange.
- » The City of Madison requested that WisDOT investigate a new interchange at I-94 requiring an extension of Milwaukee Street.

POTENTIAL NEW INTERCHANGE

US 12 INTERCHANGE

- » Six of eight ramp movements do not meet design standards.
- » The four non-loop ramps have high crash rates.
- » Southbound to westbound entrance ramp overlaps the northbound to westbound loop entrance ramp, causing drivers to merge across two lanes.
- » Northbound to eastbound entrance ramp overlaps the southbound to eastbound loop entrance ramp, causing drivers to merge across two lanes.



COUNTY CS INTERCHANGE

- » No entrance or exit ramps meet design standards.
- » High crash rate on southbound exit ramp.



US 51 INTERCHANGE

- » Left-turn movement at I-39/90/94 eastbound exit ramp terminal has poor level of service.
- » The following ramps have elevated crash levels:
 - I-39/90/94 westbound exit
 - US 51 southbound exit to westbound I-39/90/94
 - US 51 southbound exit to eastbound I-39/90/94



US 151 AND HIGH CROSSING BOULEVARD INTERCHANGES

- » Low-speed ramps.
- » Weaving along US 151 between American Parkway and I-39/90/94 has poor traffic operations.
- » The following ramps have elevated crash levels:
 - I-39/90/94 westbound to US 151
 - US 151 northbound to I-39/90/94 eastbound
 - US 151 southbound to I-39/90/94 eastbound
 - I-39/90/94 westbound to High Crossing Boulevard
- » I-39/90/94 westbound to US 151 northbound ramp has poor traffic operations.



I-94/WIS 30 INTERCHANGE

- » The following ramps currently have undesirable left-hand exits and/or entrances:
 - I-39/90 northbound to WIS 30 westbound
 - I-94 westbound to I-39/90 southbound
 - WIS 30 eastbound to I-39/90/94 northbound
- » Substandard horizontal and vertical curves.
- » Eastbound WIS 30 to eastbound US 151 movement requires drivers to weave across four lanes.



MAP NOT TO SCALE

KEY

SYSTEM INTERCHANGES

SERVICE INTERCHANGES

POTENTIAL NEW INTERCHANGES