

CONTENTS

5. Public Involvement and Agency Coordination5-1

- 5.1. Public Involvement..... 5-1
 - 5.1.1. Public Involvement Meetings 5-1
 - 5.1.2. Public Scoping..... 5-3
 - 5.1.3. Advisory Committees 5-3
 - 5.1.4. Stakeholder Meetings..... 5-8
 - 5.1.5. Business Interchange Meetings..... 5-11
 - 5.1.6. Environmental Justice and Other Public Outreach..... 5-11
 - 5.1.7. Study website 5-15
- 5.2. Agency Coordination..... 5-15
 - 5.2.1. Early Agency Coordination 5-16
 - 5.2.2. Agency Comments During Public Scoping..... 5-17
 - 5.2.3. Coordination with Native American Tribes..... 5-18
 - 5.2.4. Section 106 Consultation..... 5-19
- 5.3. Permits and Other Authorizations 5-19

TABLES

- Table 5-1: Invited BAC Members 5-4
- Table 5-2: Invited TAC Members 5-5
- Table 5-3: Invited LOAC Members 5-6
- Table 5-4: Summary of Advisory Committee and Local Officials Meetings 5-8
- Table 5-5: Summary of Business Interchange Group Meetings 5-11
- Table 5-6: Summary of Outreach Efforts to Environmental Justice Populations 5-12
- Table 5-7: Cooperating and Participating Agencies..... 5-16
- Table 5-8: Permits and Other Authorizations..... 5-19

5. Public Involvement and Agency Coordination

This section summarizes public involvement, agency coordination and other stakeholder coordination that contribute to the NEPA decision-making process. WisDOT developed a Coordination Plan for Agency and Public Involvement for the I-39/90/94 Corridor Study to effectively involve the public and agencies early in the process and to share study information and invite input on the study, including study purpose and need, alternatives, impacts and measures to avoid, minimize and mitigate adverse impacts.

The public involvement process for the Environmental Impact Statement (EIS) was open to all residents and population groups along the study corridor and did not exclude any persons due to income, race, national origin, sex, age, religion or disability.

5.1. Public Involvement

WisDOT's public involvement activities included a range of formal and informal engagement:

- o Public involvement meetings (PIMs)
- o Public scoping
- o Advisory committee meetings
- o Stakeholder meetings
- o Business interchange meetings
- o Environmental Justice and other public outreach
- o Study website

5.1.1. Public Involvement Meetings

As of December 2023, WisDOT held three PIMs to present information at study milestones.

Public Involvement Meeting #1 (September 13 and 14, 2022)

WisDOT held open-house PIMs near the southern and northern ends of the study limits to encourage corridor-wide attendance. Meetings occurred between 4 p.m. and 7 p.m. on:

- o Sept. 13, 2022: Yahara Elementary School, DeForest, Wisconsin
- o Sept. 14, 2022: Clarion Hotel and Suites, Wisconsin Dells, Wisconsin

At PIM #1, WisDOT introduced the study and provided information and sought input on preliminary study needs and issues of concern to public stakeholders as the project proceeds into the formal environmental review process. WisDOT mailed postcard invitations to about 14,500 property owners, residents, businesses and other stakeholders within about one-quarter mile of the study corridor in Dane, Columbia, Sauk and Juneau counties. WisDOT also sent an email invitation via the study's website to over 900 contacts within the study database and encouraged invitees to post meeting information on stakeholder websites. About 100 persons attended the meetings. WisDOT posted meeting handouts, displays and presentation on the study website to encourage additional public comments. Public comments focused on the following themes included in the EIS:

- o Address stormwater and flooding impacts on adjacent agricultural properties

- o Address concerns for existing and potential sediments in Mirror Lake
- o Location of future interchange access in the Hoepker Road/Hanson Road area; general support, but also concerns about property impacts
- o Address safety at problem interchanges
- o Close coordination with utilities, including the American Transmission Company powerline next to the Interstate
- o Interest in right of way impacts
- o Address drivers using local roads during Interstate backups
- o Noise impacts

Public Involvement Meeting #2 (April 12 and 13, 2023)

WisDOT held open-house PIMs between 4:30 p.m. and 6:30 p.m. on:

- o April 12, 2023: Yahara Elementary School, DeForest, Wisconsin
- o April 13, 2023: Wisconsin Dells Middle School, Wisconsin Dells, Wisconsin

At PIM #2, WisDOT presented refined purpose and need information, and mainline and interchange alternatives with range of impacts. Feedback from the public was also solicited to aid the study team in continued alternatives development. Both mail and email notifications were like those for PIM #1. About 100 persons attended the meetings. A recorded presentation was available on continuous loop throughout the PIM. WisDOT posted meeting handouts, displays and presentations on the study website to encourage additional public comments. Public comments were specific to interchange and mainline alternatives that informed further alternatives refinement and helped eliminate alternatives from further consideration. Comments on potential new interchanges at Hoepker Road and Milwaukee Street were split between support and opposition. Supporting comments noted the new interchanges would be consistent with and provide access to development envisioned in local plans. Opposing comments noted impacts of increased traffic on public safety and quality of life.

Public Involvement Meeting #3 (January 30, 31 and February 1, 2024)

WisDOT held open-house PIMs between 5 p.m. and 7 p.m. on:

- o Jan. 30, 2024: Virtual Meeting
- o Jan. 31, 2024: Wisconsin Dells High School (Art Gallery) – HH Bennett Hall, Wisconsin Dells, Wisconsin
- o Feb. 1, 2024: Madison College – Truax Building, Conference Room D1630, Madison, Wisconsin

At PIM #3, WisDOT conducted one virtual meeting and two in-person meetings. The information at all three meetings was the same. WisDOT presented updates on the study's remaining improvement alternatives. Feedback from the public was also gathered to aid the study team in alternatives development. Both mail and email notifications were sent out just like in PIM #1 and #2. About 190 persons attended the virtual meeting and 96 persons attended the in-person meetings. A recorded presentation was available on continuous loop throughout the PIM. WisDOT posted meeting handouts, displays and presentations on the study website to encourage additional public comments.

The comments received during the public comment period were primarily about specific interchanges. The proposed new interchange at Hoepker Road received very strong support with nearly all commenters mentioning

easier access to hospital facilities in the area. The Directional alternative at the US 151/High Crossing Boulevard Interchange also received strong support for its potential to improve traffic conditions. Support was mixed for the new proposed interchange at Milwaukee Street. Commenters in favor of this proposed interchange cited the increased opportunity for development in the area. Commenters opposed to the Milwaukee Street interchange cited concerns about potential negative impacts to undeveloped land in the area. Many commenters also weighed in on intersection control options. Again, these responses were specific to each interchange. The comments were split in their support for roundabouts or traffic signals. Several commenters also mentioned bicycle and pedestrian accommodations. The support for these accommodations was strong.

5.1.2. Public Scoping

The Federal Highway Administration (FHWA) published the Notice of Intent (NOI) to prepare an EIS on July 18, 2023. The NOI included a 30-day public comment period requesting input on aspects of the study, including the purpose and need, alternatives and other issues of concern to be addressed in the EIS. WisDOT announced the NOI on the study website and provided a link to a narrated presentation explaining the scoping process and opportunities to provide comments during the scoping period. WisDOT also notified study subscribers and cooperating and participating agencies of the NOI via email. The public comment period closed Aug. 17, 2023. WisDOT received 50 comments from the public and 7 comments from government agencies. The comments focused on themes of transportation infrastructure, new interchanges, or pedestrian and bicycle uses. Some commenters provided input on more than one theme. The largest number of comments (31) requested bicycle, pedestrian and multi-use trails within the study corridor. Other comments (15) were specific to the mainline or interchange alternatives; five comments requested additional transportation investments such as transit, multi-use trails and roundabouts; seven comments supported or did not support new interchanges at Hoepker Road and Milwaukee Street; three comments requested consideration of threatened and endangered species and natural habitats and one comment requested better connectivity at the Yahara River crossing. More information about the formal scoping period is included in the Scoping Summary posted on the study website.¹ WisDOT considered comments as part of the EIS development.

5.1.3. Advisory Committees

WisDOT solicited local and elected officials and major stakeholders, at the beginning of the environmental study, to participate in study advisory committees. Local and elected officials helped identify advisory committee participants. Solicitations consisted of email invitations. Prospective committee participants were given the option to be a part of one of three advisory committees. Those that agreed to participate were then placed onto committees. WisDOT notified committee members of their responsibilities through in-person and virtual meetings. Advisory committees will meet throughout the study process. The three advisory committees include:

- o Business Advisory Committee (BAC): includes business stakeholders along the study corridor, see Table 5-1. The BAC provides feedback about the study communications approach, design needs, corridor issues and environmental concerns and needs. WisDOT sought input from local governments for appropriate representation.

¹ Wisconsin Department of Transportation. I-39/90/94 Study – Public involvement. <https://wisconsindot.gov/Documents/projects/by-region/sw/399094/scopingsummary.pdf>.

- o Technical Advisory Committee (TAC): includes local and regional transportation and planning professionals from communities in the study corridor, see Table 5-2. The TAC provides technical information such as transportation and land use plans, utility locations, traffic volumes, public transportation routes and general engineering and planning principles and policies.
- o Local Officials Advisory Committee (LOAC): includes officials from the state, counties, cities, villages, other municipalities and government agencies within the study corridor, see Table 5-3. The LOAC provides an opportunity for local leadership input on study aspects, including the need for the study, alternatives development and environmental impacts and benefits. Early in the study process, WisDOT held a separate Local Officials Meeting in advance of PIM #1 in September 2022. WisDOT briefed local officials as part of LOAC meetings held prior to PIMs #2 and #3.

Table 5-1: Invited BAC Members

Business	Title	Business	Title
American Family Insurance Headquarters	Media Relations Advisor	Pepsi-Cola of Madison	Sales Manager
Baraboo Chamber of Commerce	President	Portage Area Chamber of Commerce	Board Chair
Cascade Mountain	General Manager	Poynette Chamber of Commerce	President
Columbia County Visitors Bureau	Executive Director	Sauk County Development Corporation	Executive Director
Cottage Grove Chamber of Commerce	President	Sauk County Development Corporation / Jewell Associates Engineers, Inc.	Vice President & Sr. Project Manager
DeForest Windsor Area Chamber of Commerce	President	Sun Prairie Chamber of Commerce	Executive Director
East Towne Mall (CBL Properties)	General Manager	T. Wall Enterprises	President & CEO
Gander RV of Madison	Manager	Tommy Bartlett, Inc. (AWTA)	Co-owner & President
Greater Madison Chamber of Commerce	Public Policy Manager	UW-Health	Communication Relations Director
Ho-Chunk Nation	Executive General Manager	Wilderness Resort	Owner & President
Hovde Properties	Chairperson	Wisconsin Agri-Business Association	Executive Director
Interstate Partners, LLC	Property Manager	Wisconsin Clean Cities (c/o Legacy Environmental)	Executive Director
Juneau County Economic Development Corporation	Executive Director	Wisconsin Dells Visitor & Convention Bureau	President & CEO
Kalahari Resort Dells	Owner & President	Wisconsin Hotel & Lodging Association	President & CEO

Business	Title	Business	Title
Lodi & Lake Wisconsin Chamber of Commerce	Vice President	Wisconsin Latino Chamber of Commerce	Assoc. Director of Partnerships & Business Engagement
Madison Black Chamber of Commerce	President & CEO	Wisconsin Manufacturers & Commerce	Commerce Contact
McAllen Business Park	Property Manager	Wisconsin Motor Carriers Association	President
Mount Olympus Resort	Owner & President	Wisconsin RV World	President
Noah's Ark Water Park	General Manager		

Table 5-2: Invited TAC Members

Municipality/Agency/Org.	Title	Municipality/Agency/Org.	Title
Capital Area Regional Planning Commission	Agency Director	Sauk County	Highway Commissioner
City of Madison	Police Chief	Sauk County	Planning & Zoning Manager
City of Madison	Fire Chief	Town of Arlington	Fire Chief
City of Madison	Transportation Director	Town of Arlington	EMS Director
City of Madison	Deputy City Engineer	Town of Blooming Grove	Public Works Supervisor
City of Madison	City Engineer	Town of Burke	Town Chair
City of Madison	DPCED Planning Director	Town of Dekorra	Supervisor 1
City of Madison	Traffic Engineer	Town of Sun Prairie	Town Chairperson
City of Madison	Traffic & Spec. Services Captain	Town of Vienna	Town Chair
City of Portage	Public Works Director	Town of Westport	EMS Director
City of Portage	Director of Business Development & Planning	Town of Westport	Town of Westport Engineer
City of Sun Prairie	Fire Chief	Town of Westport	Town Administrator
City of Sun Prairie	EMS Chief (interim)	Village of Cottage Grove	Fire Chief
City of Sun Prairie	Director of Public Services/City Engineer	Village of Cottage Grove	EMS Chief
City of Sun Prairie	Police Chief	Village of Cottage Grove	Director of Public Works
City of Wisconsin Dells	Planning & Zoning Admin	Village of Cottage Grove	Chief of Police
City of Wisconsin Dells	Public Works Director	Village of Cottage Grove	Director of Planning & Development

Municipality/Agency/Org.	Title	Municipality/Agency/Org.	Title
Columbia County	Planning Committee Chair	Village of DeForest	Public Works Director
Columbia County	Chief Deputy	Village of DeForest	Fire Chief
Columbia County	Sheriff	Village of DeForest	Chief of Police
Columbia County	Highway Commissioner	Village of Lake Delton	Director Public Works
Dane County	Senior Planner	Village of McFarland	Chief of Police
Dane County	Sheriff	Village of McFarland	Fire & Rescue Chief
Dane County	Deputy Public Works Director	Village of McFarland	Director of Public Works
Dane County	Interim Highway and Transportation Commissioner	Village of McFarland	Village Administrator
Dane County Regional Airport	Airport Director	Village of Windsor	Director of Public Works
Dane County Regional Airport	Deputy Airport Director	Wisconsin Bike Federation	Executive Director
Greater Madison Metropolitan Planning Organization	Transportation Planner	Wisconsin Bike Federation	Programs Manager
Greater Madison Metropolitan Planning Organization	Transportation Planning Manager	Wisconsin Dells Visitors & Convention Bureau	Board Chair
Juneau County	Highway Superintendent	Wisconsin State Patrol	Lieutenant
Juneau County	Highway Commissioner	Wisconsin State Patrol	Captain
Sauk County	Associate Planner		

Table 5-3: Invited LOAC Members

Jurisdiction	Title	Jurisdiction	Title
Capital Area	Planning Commission Appointee	Town of Burke	Town Clerk
City of Madison	Aldermanic Districts 3, 16 and 17	Town of Caledonia	Town Chairperson
City of Madison	City Clerk	Town of Caledonia	Town Supervisor 1 and 2
City of Madison	City Council President	Town of Cottage Grove	Town Supervisor 1, 2, 3 and 4
City of Madison	Madison Bikes Board of Directors Member	Town of Dekorra	Town Chairperson
City of Madison	Mayor	Town of Dekorra	Town Supervisor 2

SECTION 5 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

Jurisdiction	Title	Jurisdiction	Title
City of Madison	Transportation Commission	Town of Delton	Town Chairperson
City of Madison	Transportation Policy and Planning Board Director	Town of Fairfield	Town Chairperson
City of Portage	Mayor	Town of Fairfield	Town Supervisor 1 and 2
City of Sun Prairie	Aldermanic Districts 3 and 4	Town of Lyndon	Town Chairperson
City of Sun Prairie	City Council President	Town of Lyndon	Town Supervisor 1 and 2
City of Sun Prairie	Mayor	Town of Sun Prairie	Town Supervisor 1 and 2
City of Wisconsin Dells	Mayor	Town of Vienna	Town Clerk
Columbia County	County Board of Supervisors Districts 1, 2, 4, 6, 7, 8, 14, 15, 16, 24	Town of Westport	Town Supervisor 2
Dane County	County Board of Supervisors Districts 12, 16, 17, 21, 22, 24, 29, 34, 36	Village of Cottage Grove	Village President
Dane County	Commissioner and Director	Village of DeForest	Village President
Juneau County	County Board of Supervisors Districts 20 and 21	Village of Lake Delton	Village President
Sauk County	County Board of Supervisors Districts 1, 2, 12 and 13	Village of Lake Delton	Project Manager/Village Engineer
Town of Arlington	Town Chairperson	Village of McFarland	Community & Economic Development Director
Town of Arlington	Town Supervisors 1 and 2	Village of Windsor	Board of Appeals Members
Town of Blooming Grove	Clerk/Treasurer/Administrator	Wisconsin State Assembly	Assembly Districts 37, 41, 42, 46, 47, 48, 50, 76, 78, 79, 81
Town of Blooming Grove	Town Chairperson	Wisconsin State Senate	Senate Districts 13, 14, 16, 17 and 27

Table 5-4: Summary of Advisory Committee and Local Officials Meetings

Date	Meeting Purpose
Aug. 9, 2022 (CAC) Aug. 17, 2022 (TAC/LOAC)	Study introduction, roles and responsibilities, input on areas of concern
Sept. 13 and 14, 2022 (all committees)	Information on materials presented at PIM #1, including study kick-off and preliminary purpose and need.
April 6, 2023 (all committees)	Information on materials presented at PIM #2, including purpose and need, range of alternatives and initial impacts.
Jan. 23, 2024 (all committees)	Present alternatives screened for full evaluation in EIS.

5.1.4. Stakeholder Meetings

WisDOT continues to coordinate with numerous stakeholders throughout the study corridor. The meetings provided opportunities for study updates and receive input from local elected officials, residents and businesses as mainline and interchange alternatives developed. The meetings held to date are listed below:

- o **June 28, 2022** – Meeting with DeForest/Windsor Chamber of Commerce to introduce the study.
- o **July 14, 2022** – Hoepker Road Interchange business stakeholder meeting to share analysis and evaluation process for the potential Hoepker Road Interchange and receive comments on alternatives and evaluation.
- o **Aug. 31, 2022** – Meeting with city of Madison staff, Madison Common Council alders, local residents and business stakeholders to discuss the study and potential new interchange at Milwaukee Street and I-90/94.
- o **Nov. 16, 2022** – Meeting with business stakeholders at the American Center (commercial development at US 151 Interchange) to present the study and considerations for access to east side of Madison via potential new interchanges at Hoepker Road.
- o **Nov. 16, 2022** – Meeting with Dane County Cities and Villages Association to introduce the study and schedule.
- o **Nov. 30, 2022** – Meeting with city of Madison staff to discuss concepts at potential new Hoepker Road and Milwaukee Street interchanges and the High Crossing Boulevard Interchange, local plans and future public engagement.
- o **Jan. 17, 2023** – Meeting with city of Madison staff to discuss status of potential new interchanges, study schedule and future coordination.
- o **March 2, 2023** – Meeting with city of Madison staff to review update on existing and potential new interchange alternatives in city.
- o **March 6, 2023** – Hoepker Road Interchange business stakeholder meeting #2; presenting update on traffic analysis, ongoing coordination with city of Madison, alternatives development, requesting input on design alternatives, discussion around transit, bicycles and pedestrian accommodations and mainline alternatives.
- o **March 9, 2023** – Meeting with local residents, businesses and elected officials to discuss alternatives at the I-39 I-90/94 Split Interchange and options for access to Cascade Mountain Road.
- o **March 22, 2023** – City of Madison Executive meeting to provide study overview and alternatives development status and evaluation process.
- o **March 27, 2023** – Meeting with Dane County Highway department to discuss mainline alternatives, alternatives at the I-94/WIS 30 Interchange and impact to existing salt storage shed in the interchange. Also

provided update on alternatives for other existing Dane County interchanges and potential new interchanges at Hoepker Road and Milwaukee Street.

- o **April 6, 2023** – Meeting with city of Madison staff for updates, general discussion on mainline and interchange alternatives.
- o **May 3, 2023** – Greater Madison Metropolitan Planning Organization Policy Board meeting; presented study update and discussed mainline alternatives, alternatives at existing interchanges in planning boundaries: I-94/WIS 30, US 151/High Crossing Boulevard, US 51, WIS 19 and County V.
- o **May 4, 2023** – Meeting with city of Madison staff to debrief from PIM #2 on Madison area interchanges.
- o **June 1, 2023** – Meeting with Columbia County staff/elected officials to review mainline alternatives and interchange alternatives at County CS, the I-39 I-90/94 Split, WIS 33 at I-39, WIS 33 at I-90/94.
- o **June 1, 2023** – Meeting with DeForest/Windsor Area Chamber of Commerce to provide update on the study and alternatives on the mainline and at the WIS 19 and County V interchanges.
- o **June 1, 2023** – Meeting with village of Lake Delton to present study schedule, mainline alternatives and interchange alternatives developed at US 12, WIS 23, WIS 13 and US 12/WIS 16 interchanges. Also discussed status and options under consideration to address flooding along mainline and at interchanges.
- o **June 12, 2023** – City of Wisconsin Dells Department of Public Works and Planning Commission meeting; presented study overview, mainline alternatives and interchange alternatives at US 12, WIS 13, WIS 23 and US 12/WIS 16 and evaluation process.
- o **June 15, 2023** – Village of Windsor Board meeting; presented preliminary concepts for mainline alternatives and alternatives at WIS 19 interchange.
- o **June 15, 2023** – Meeting with UW-Health and city of Madison staff to review concerns, next steps and preferences at US 151/East Washington Boulevard, High Crossing Boulevard and potential new interchange at Hoepker Road.
- o **June 16, 2023** – Meeting with Dane County Executive to review status of mainline and interchange alternatives in Dane County.
- o **June 20, 2023** – Village of DeForest Board meeting; presented study status, mainline alternatives and interchange alternatives at US 51, WIS 19 and County and the alternatives evaluation process.
- o **June 27, 2023** – Meeting with city of Madison and WisDOT Secretary and Southwest Region staff.
- o **July 6, 2023** – Meeting with city of Madison staff to review updates on travel demand, alternatives, multimodal connections and upcoming meetings.
- o **July 10, 2023** – City of Madison Planning Commission meeting to review and answer questions about the US 151/High Crossing Interchange alternatives and potential new interchanges at Hoepker Road and Milwaukee Street.
- o **July 11, 2023** – City of Sun Prairie Public Works Committee meeting; presented study update, mainline alternatives and alternatives for US 151/High Crossing Boulevard Interchange and potential new interchange at Hoepker Road.
- o **July 12, 2023** – City of Madison Transportation Commission meeting; presented study update and mainline and interchange alternatives.
- o **July 12, 2023** – Sauk County Highway Committee meeting; WisDOT presented study schedule, mainline alternatives and interchange alternatives at US 12, WIS 23, WIS 13 and US 12/WIS 16 interchanges.

- o **July 24, 2023** – Village of Poynette (Columbia County) village board meeting; provided study update, presented alternatives at County CS Interchange and alternatives evaluation process.
- o **July 25, 2023** – Meeting with Dane County Public Works Committee to present study update and discuss Interstate alternatives and potential new interchanges in Dane County.
- o **Sept. 5, 2023** – Meeting with the Sun Prairie Committee of the Whole to discuss US 151 alternatives and have them provide a recommendation on the preferred alternatives.
- o **Sept. 7, 2023** – Meeting with city of Madison staff to provide and update on alternatives evaluation and bike/pedestrian connections.
- o **Sept. 21, 2023** – Meeting with the village of DeForest to discuss study updated and development plans adjacent to the corridor.
- o **Oct. 4, 2023** – Coordination meeting requested by the city of Wisconsin Dells to discuss interchange design alternatives.
- o **Nov. 30, 2023** – Meeting with the city of Madison to share initial design concepts and receive feedback for potential Hoepker Road and Milwaukee Street interchanges.
- o **Nov. 30, 2023** – Meeting with the city of Madison to discuss the City's Pumpkin Hollow neighborhood plan and its relation to a potential new interchange at Hoepker Road
- o **Dec. 5, 2023** – Meeting with the village of DeForest to provide a study update and discuss schedule, village goals and multimodal accommodations.
- o **Dec. 6, 2023** – Meeting with the Ho-Chunk Nation to discuss study updates, environmental study schedule, mainline alternatives, interchange alternatives and salt shed impacts.
- o **Dec. 6, 2023** – Meeting with Greater Madison Metropolitan Planning Organization to discuss study updates, purpose, mainline and interchange alternatives.
- o **Dec. 11, 2023** – Meeting with the city of Wisconsin Dells to provide a study update and discuss schedule, city goals, interchange alternatives and multimodal alternatives.
- o **Dec. 11, 2023** – Meeting with the village of Lake Delton to provide study update and discuss schedule, village goals, and multimodal accommodations.
- o **Jan. 8, 2024** – Meeting with UW Health to provide a study update.
- o **Jan. 4, 2024** – Meeting with the Sun Prairie Public Works Committee to discuss US 151 alternatives and have them provide their recommendations.
- o **Jan. 10, 2024** – Meeting with the Town of Caledonia and stakeholders in the Cascade Mountain area. Discussion included study overview and schedule, project needs, proposed alternatives, flood mitigation and next steps.
- o **Jan. 16, 2024** – Meeting with the village of DeForest to provide an update to the study and discuss mainline alternatives.
- o **Jan. 17, 2024** – Meeting with the city of Madison to discuss schedule, approach and alternatives.
- o **Jan. 18, 2024** – Meeting with UW-Health to introduce new study team staff and provide updates on alternatives for US 151, Hoepker Road, Milwaukee Street, and US 51.
- o **Feb. 9, 2024** – Meeting with Columbia County Traffic Commission to introduce new study staff and provide updates on alternatives, study schedule and flood mitigation.
- o **Feb. 27, 2024** – Meeting with Town of Delton to introduce new study team staff, provide an update on alternatives near Lake Delton and Wisconsin Dells and study schedule.

- o **March 19, 2024** – Meeting with Sun Prairie Committee of the Whole to provide update on US 151 interchange and mainline alternatives.
- o **April 18, 2024** – Meeting with Sauk County EMS and Fire chiefs to receive feedback on remaining interchange and Interstate alternatives in Sauk County and provide information on upcoming public hearing.
- o **April 24, 2024** – Meeting with Columbia County EMS and Fire chiefs to receive feedback on remaining interchange and Interstate alternatives in Columbia County and provide information on upcoming public hearing.
- o **May 8, 2024** – Meeting with Dane County EMS and Fire chiefs to receive feedback on remaining interchange and Interstate alternatives in Dane County and provide information on upcoming public hearing.

5.1.5. Business Interchange Meetings

WisDOT also hosted formal business interchange group meetings to present and receive input on alternatives developed at individual interchanges. Table 5-5 summarizes these meetings.

Table 5-5: Summary of Business Interchange Group Meetings

Meeting	Date	Discussion Topics
Madison area interchanges public meeting	May 24 and June 1, 2023	Joint public meeting with city of Madison to review status of alternatives at the US 151/High Crossing Boulevard interchanges, as well as at potential new interchanges at Hoepker Road and Milwaukee Street. Study staff send post cards to a mailing list of stakeholders, specific to these interchange areas, notifying them of these meetings. The mailing list was prepared by the city of Madison and included residents, businesses, local officials, chambers and other major stakeholders in the area.
Wisconsin Dells interchanges meeting	June 8, 2023	Review status of US 12, WIS 23, WIS 13 and US 12/WIS16 interchange alternatives in the Wisconsin Dells area with local officials and businesses. Businesses such as Noah’s Ark, Wilderness, and surrounding hotels, as well as chambers, and tribal contacts were invited to attend this meeting.
US 51 interchange meeting	June 14, 2023	Review status of interchange alternatives with local officials and businesses. Businesses, chambers of commerce and other local officials in this area were invited to attend this meeting.
DeForest area interchange meeting	June 15, 2023	Review status of WIS 19 and County V interchange alternatives in the DeForest area with local officials and businesses. DeForest area businesses, local officials, and other important stakeholders such as American Family, Pepsi and Kwik Trip were invited to attend this meeting.

5.1.6. Environmental Justice and Other Public Outreach

WisDOT and FHWA developed an Environmental Justice (EJ) and Preliminary Analysis Plan that included a list of community and neighborhood organizations for initial contact about the I-39/90/94 Corridor Study. Beginning in winter 2023, the WisDOT study team contacted community and neighborhood organizations through emails,

phone calls and follow up on-site visits to introduce the study and request further coordination. Following the initial contacts, the study team distributed surveys designed to help WisDOT identify populations of concern and to inform the study process. The survey asked how often respondents travel on the Interstate and where they travel, what type of vehicle used, estimated household annual income, race or ethnicity, age and if anyone in the household lives with a disability. Survey flyers were also created with QR codes for individuals to scan and take the survey digitally.

As part of on-site visits, the study team dropped off the demographic surveys, and study information flyers and spoke with individuals at locations and events known to service EJ groups. The response rate from delivered and administered surveys is currently about five per event and drop. To date, 25 digital surveys and 27 physical surveys have been completed and submitted. Minorities and low-income individuals were not well represented in survey submissions. For this reason, the study team continues in person outreach at different community centers and venues. At these in-person meetings, information about the next round of Public Involvement Meetings was distributed. The outreach team asked the meeting participants to share this information with their contacts. PIM announcement materials were shared with meeting participants for them to distribute to their contacts. Also, the study team reached out directly to organizations and individuals on the Madison College campus known to service EJ groups. They were asked to help share the invitation to the upcoming Public Involvement Meetings. Table 5-6 summarizes in-person meetings and event outreach by the PI team to foster EJ and stakeholder study participation:

Table 5-6: Summary of Outreach Efforts to Environmental Justice Populations

Meeting/Event/Outreach	Date	Discussion Topics
Madison Racial Equity and Social Justice Initiative	April 18, 2023	Staff contacted city of Madison staff via email and phone. No additional actions requested from organization
Dane County Housing Authority – Madison, Wis.	April 20, 2023	Staff visited this facility and provided EJ demographic survey flyers. No additional actions requested from agency.
Madison Black Chamber of Commerce – Madison, Wis.	April 20, 2023	Staff visited the chamber and spoke with the Director. The study team invited the chamber to participate in the CAC and business interchange meetings.
Wisconsin Latino Chamber of Commerce – Madison, Wis.	April 20, 2023	Staff visited the chamber and spoke with the Director. The study team invited the chamber to participate in the CAC and business interchange meetings.
Asian Cuisine (Next to Madison Black Chamber) – Madison, Wis.	April 21, 2023	Staff visited Asian cuisine restaurants and spoke with staff and dropped off study flyers. No additional actions requested from organization.
Dane County Veterans Services – Madison, Wis.	May 1, 2023	Dropped off study literature/survey and spoke with the liaison about further coordination. No additional actions requested from agency.

Meeting/Event/Outreach	Date	Discussion Topics
East Madison Community Center (EMCC) – Madison, Wis.	April 20, 2023 May 19, 2023 Sept. 12, 2023	Staff attended the weekly food drive at the EMCC and provided study information and requested feedback.
Goodman Center – Madison, Wis.	April 20, 2023 Sept. 12, 2023	Dropped off study literature/survey and spoke with the staff and clients about the study and further coordination.
Juneteenth Festival – Penn Park Madison, Wis.	June 17, 2023	Staff attended the festival and spoke with attendees regarding the study.
Big Top Circus Parade – Baraboo, Wis.	June 23, 2023	Staff attended the parade and spoke with attendees regarding the study.
Northside Farmers Market, Madison, Wis.	June 25, 2023	Venue identified as a location in minority and low-income neighborhood, where also minority and low-income vendors participate. Staff attended the market and spoke with attendees regarding the study.
Wisconsin Farm Tech Days – Baraboo, Wis.	July 18-20, 2023	Staff attended the event and spoke with attendees regarding the study.
Saturday on the Square Farmers Market – Madison, Wis.	July 22, 2023	Venue identified as a location where minority and low-income vendors participate. Staff attended the market and spoke with attendees regarding the study.
Best Damn Bike Tour – Baraboo, Wis.	Aug. 8, 2023	Staff attended the sign in for cyclists and distributed EJ surveys.
Aging and Disability Resource Center – Wisconsin Dells, Wis.	Sept. 19, 2023	Staff contacted and visited this facility and provided EJ demographic survey flyers. No additional actions requested from agency.
Wisconsin Dells Food Pantry – Wisconsin Dells, Wis.	Sept. 19, 2023	Staff contacted and visited this facility and provided EJ demographic survey flyers. No additional actions requested from organization.
Greater Sandburg Neighborhood Association - Madison	Jan. 4, 2024	Staff held a virtual meeting with the leadership of the neighborhood association. Staff then followed up via email with additional information, a digital survey and an invitation to upcoming public meetings. Association leader provided general feedback on the project and offered to share upcoming PIM details.

Meeting/Event/Outreach	Date	Discussion Topics
Baraboo Acts Coalition – Baraboo	Jan. 5, 2024	Staff held a virtual meeting with the leadership of the local non-profit. Staff then followed up via email with additional information, a digital survey and an invitation to upcoming public meetings. Coalition leader offered feedback, including about flooding in her area. She invited the project team to attend future community events that her group is involved with.
Boys & Girls Clubs of Dane County – Madison	Jan. 16, 2024	Staff held a virtual meeting with a leadership member of the organization. Project team provided a study overview. Leadership member expressed interest in US 151 Interchange as it could positively impact commute for clients and staff. She invited team to consider participation in their Back-to-School event in the future. Staff then followed up via email with additional information, a digital survey and an invitation to upcoming public meetings.
Urban League of Greater Madison – Madison	Jan. 19, 2024	Staff held an in-person meeting with the President/CEO of the organization. The project team provided a study overview. President was happy to hear bypass alternatives were not in consideration. He expressed concern about roadway noise and proving need based on traffic numbers. President invited project team to participate in upcoming Unity Picnic. Staff then followed up via email with additional information, a digital survey and an invitation to upcoming public meetings.
North Star Neighborhood Association – Madison	Jan. 23, 2024	Project staff attended a board meeting for the neighborhood association. Project team delivered a study overview presentation and answered questions. The association was very displeased with current Milwaukee Street bridges over I-39/90 and wanted more information on potential improvements. Association asked for content to share on social media to spread the word about the project and upcoming PIMS. This content was delivered. Association also invited project team to participate in upcoming community events. Staff followed up with an email with additional information, a digital survey and an invitation to upcoming public meetings.

Meeting/Event/Outreach	Date	Discussion Topics
Property owners in regulatory floodplain	Jan. 29, 2024	WisDOT met with property owners in the regulatory 100-year floodplain potentially impacted by potential increased 100-year flood elevations resulting from flood minimization options. WisDOT discussed potential mitigation measures and future coordination should WisDOT and FHWA select a build alternative as the preferred alternative.
North Star Neighborhood Association - Madison	April 17, 2024	Project staff were invited back by the group to give a presentation about the project at the annual residents meeting of the North Star Neighborhood. The project team delivered a study overview presentation and answered questions. They also brought along several display boards for residents to see potential impacts to the area near their neighborhood.
Eastmorland Outdoor Market – Madison	May 18, 2024	Project staff attended the local community outdoor market to meet with community members and discuss the study. An exhibit board was displayed showing the study area. A handout was also available.
WORTStock - Madison	May 19, 2024	Project staff attended the local community concert to meet with community members and discuss the study. An exhibit board was displayed showing the study area. A handout was also available.

5.1.7. Study website

The study website is [I-39/90/94 Study \(wisconsindot.gov\)](https://wisconsindot.gov). The website has information on the study history and status, environmental considerations, public involvement activities and contact information. WisDOT provides study announcements, including PIM announcements via the website and posts PIM materials and presentations. The website provides a link to sign up to receive study updates, as well as a link to provide comments online. WisDOT will continue updating the website with new information throughout the study.

5.2. Agency Coordination

WisDOT coordinates with agencies interested in the I-39/90/94 Corridor Study using FHWA's environmental coordination procedures, as codified in 23 U.S.C. 139. FHWA's coordination procedures provide opportunity for agencies, local officials and others to participate in the environmental review process by providing input on the need for proposed improvements, alternatives being considered, potential impacts, mitigation and other environmental aspects. Lead agencies (FHWA and WisDOT) invite other agencies, local officials and tribal leaders to become Cooperating and Participating Agencies in the environmental review process. Cooperating Agencies have jurisdiction by law or special expertise with respect to the project's environmental impacts. Participating Agencies have an interest in the project. In December 2022, FHWA and WisDOT contacted federal and state

regulatory agencies, local officials, and tribes inviting them to be Cooperating and Participating Agencies in the I-39/90/94 Corridor Study. Agencies accepting Cooperating and Participating Agency status are included in Table 5-7. WisDOT continues to forward study information to all federal agencies and tribes as Participating Agencies.

WisDOT prepared a Coordination Plan for Agency and Public Involvement (Coordination Plan), which communicates how and when the lead agencies will obtain public and agency participation in the environmental review process. The Coordination Plan identifies two concurrence points in which Cooperating and Participating Agencies were invited to participate:

- o Project purpose and need and range of alternatives being considered
- o Identification of the preferred alternative

Concurrence on the purpose and need and range of alternatives was completed on Feb. 29, 2024, see Appendix B. The concurrence point informing the agencies of the preferred alternative for the study was completed May 7, 2024, see Appendix B. Each time the Coordination Plan is updated, it is provided to the Cooperating and Participating Agencies and posted on the project website [I-39/90/94 Study \(wisconsin.gov\)](https://www.wisconsin.gov/transportation/i-39-90-94-study). The most recent revision of the Coordination Plan is April 2024.

Table 5-7: Cooperating and Participating Agencies

Agency Role	Agency
Federal Lead Agency	Federal Highway Administration
State Lead Agency	Wisconsin Department of Transportation
Cooperating Agency	U.S. Army Corps of Engineers
Cooperating Agency	U.S. Environmental Protection Agency Region 5
Participating Agency	Department of Natural Resources
Participating Agency	Department of Agriculture, Trade and Consumer Protection
Participating Agency	Greater Madison Metropolitan Planning Organization
Participating Agency	City of Madison

5.2.1. Early Agency Coordination

WisDOT and FHWA hosted an introductory meeting on Sept. 13, 2022, with potential Cooperating and Participating agencies. The agency meeting provided information presented at PIM #1 as well as an overview of the formal agency review and concurrence process anticipated during development of the EIS. No substantive agency comments were received on the preliminary purpose and need or anticipated alternatives, but agencies inquired about potential right of way impacts, which will be determined during the alternative development process.

FHWA and WisDOT held a second agency coordination meeting with invited Cooperating and Participating Agencies on Jan. 30, 2023, to present the range of alternatives and preliminary impacts associated with mainline and interchange alternatives. WisDOT forwarded summaries of the purpose and need statement and range of alternatives, as well as a draft Coordination Plan and draft Impact Analysis Methodology for a 30-day comment

period between April 26, 2023 and May 26, 2023. The USEPA responded they did not have comments on the materials submitted. No other comments were received.

5.2.2. Agency Comments During Public Scoping

As described above, WisDOT received agency comments in response to the NOI published on July 18, 2023. At the federal level, the National Park Service (NPS) informed WisDOT the Ice Age National Scenic Trail crosses the proposed study corridor on local roads at four locations in Sauk, Columbia and Dane counties, and requested the study evaluate impacts, including maintaining safe access for hikers, during all phases of the study. Where safe access cannot be maintained, WisDOT will determine a reasonable temporary trail re-route working with Ice Age National Scenic Trail personnel to establish.

USEPA provided comments on a wide range of considerations for the Draft EIS including alternatives, environmental justice, children's health, air quality and greenhouse gas emissions and climate change, bridge demolition and construction noise, historic, architectural, archaeological and cultural resources, terrestrial resources, Federally listed species, aquatic resources, cumulative impacts analysis and agency consultation.

At the state level, WDNR outlined its expectations that WisDOT follow the WisDOT/WDNR Cooperative Agreement procedures to address any resource issues or concerns identified while developing the study. WDNR requested water quality (stormwater) considerations be included within the EIS and that the Transportation Construction General Permit (TCGP) be added to the list of anticipated permits and authorizations. WDNR noted NR 151 water quality standards, as required under the TCGP, should be considered when evaluating project alternatives, particularly at new and reconfigured interchanges.

At the local level, four municipalities expressed their preferences on interchange alternatives:

Village of DeForest

The village offered its overall support for the I-39/90/94 Corridor Study as a means to improve this major transportation corridor in Wisconsin. Regarding interchanges, the village noted its preferred alternatives as follows: US 51 Interchange - Diverging Diamond, WIS 19 Interchange - U-Ramp and County V Interchange - Diverging Diamond. The village also requested a multi-use trail along the north side of WIS 19, new interstate bridge overpasses from Daentl Road to Pepsi Way and from Daley Road to River Road and the removal of the existing River Road overpass.

WisDOT held follow up meetings with the village to present its recommended preferred alternative at interchanges, which the village supports, see Appendix B. As noted in Section 2.3.8, if anticipated development occurs at County V, the developer would privately fund interchange reconstruction to accommodate future traffic. Additional discussion regarding local roads and bicycle and pedestrian facilities are discussed in Section 3.2.2.

City of Wisconsin Dells

The city of Wisconsin Dells recommended alternative #1 (Diamond with realigned County H) to WIS 13 and alternative #1 (Split Diamond) to US 12/16 (*Note: Alternative #1 at US 12/WIS 16 is not a Split Diamond. It is a Diamond interchange. See Appendix B and exhibit for Alternative 1 at US 12/WIS 16*). WisDOT held follow up meetings with the city to present its recommended preferred alternative at interchanges, which recommends a trumpet interchange at WIS 13 and a diamond interchange at US 12/WIS 16, both of which accommodate existing and future traffic and address safety issues.

Village of Lake Delton

The village of Lake Delton supports Diverging Diamond interchanges at the US 12 and WIS 23 interchanges. WisDOT held follow up meetings with the village to present its recommended preferred alternative at each interchange. WisDOT recommends a diamond interchange at WIS 23 because existing and future traffic does not warrant a diverging diamond. WisDOT's recommended preferred alternative at US 12 is a Diverging Diamond.

City of Madison

The city of Madison provided comments on interchange and Interstate alternatives. At the US 151 interchange, city staff favored Alternative 5 (6-lane High Crossing Boulevard) because it achieves the greatest number of city objectives. The city also noted Alternative 5A (East Washington Avenue-Freeway Connection – *recently revised as Alternative 6*) does not achieve as many objectives, but if selected asked to preserve Alternative 5 features by providing an urban connection to East Washington Avenue to slow traffic and provide pedestrian and bicycle connections from East Washington Avenue to High Crossing Boulevard. The city noted that Alternative 3 (East Washington Avenue-South) is a reasonable alternative.

The city of Madison's analysis of a new interchange at Hoepker Road noted the benefits of access to employment and regional medical facilities and a retail center. The city's analysis of a new interchange at Milwaukee Street noted the interchange has been planned for two decades and is necessary for commercial and employment uses envisioned in local plans.

The city does not favor capacity expansion on the Interstate mainline, but if capacity is incorporated into the preferred alternative, city staff recommends limited measures such as managed lanes rather than traditional lane addition. The city requested WisDOT to revise its noise policy because the current policy results in noise mitigation not being provided.

The city of Madison also commented the Interstate forms a barrier between central Madison and its growth areas to the east. The city commented that generally, all Interstate crossings for motor vehicles should provide all ages and abilities bicycle and pedestrian accommodations. The city also provided a map of requested dedicated pedestrian/bicycle crossings at locations across the study corridor.

WisDOT held follow up meetings with the city to present its recommended preferred alternatives for the Interstate and interchanges. The city subsequently indicated support for the Directional alternative at the US 151/High Crossing Boulevard Interchange, see Appendix B. Coordination is ongoing with the city to further refine the preferred alternatives along the Interstate. WisDOT's noise policy is established, and noise analyses will determine where barriers mitigating impacts are feasible and reasonable. Additional discussion regarding bicycle and pedestrian facilities are discussed in Section 3.2.2

5.2.3. Coordination with Native American Tribes

WisDOT sent emails and letters to tribes on June 20, 2022, informing them of the study, requested early comment on the study and invited tribes to become a consulting party under Section 106 of the National Historic Preservation Act. The Forest County Potawatomi Community identified concerns about disturbance of lands previously not impacted by the present right of way and wishes to remain as a consulting party, see Appendix I.

WisDOT also notified tribes of public involvement meetings and invited tribes to agency coordination meetings described above. FHWA invited tribes to be Participating Agencies on Dec. 9, 2022. No responses were received. WisDOT also invited the Ho-Chunk nation to participate in the BAC described above.

WisDOT continues to coordinate with the Ho-Chunk Nation and last met with the tribe on Dec. 6, 2023. At the meeting, WisDOT discussed study alternatives, historic and culturally sensitive sites, and coordinating potential real-estate transactions in relation to tribal properties in Sauk and Juneau counties. The build alternatives would not impact properties in Juneau County and WisDOT is continuing coordination for potential property acquisition in Sauk County. The Sauk County property is not held in trust. In addition, WisDOT provided an overview of tentative project timelines, should the project move into the design phase.

5.2.4. Section 106 Consultation

Section 106 of the NHPA as amended (54 U.S.C. 306108) require that federal agencies “to the maximum extent possible undertake such planning and actions as may be necessary to minimize harm” to historic properties and afford the Advisory Council on Historic Preservation reasonable opportunity to comment on such undertakings. Consultation for the I-39/90/94 Corridor Study required under Section 106 of the NHPA was initiated in May 2023 as documented in Section 3.20 and Section 3.21.

5.3. Permits and Other Authorizations

Permits and authorizations anticipated for the project include those listed in Table 5-8. FHWA and WisDOT will also work with Cooperating and Participating Agencies if additional permits or authorizations are required under these or other authorities.

Table 5-8: Permits and Other Authorizations

Permit/Authorization	Approving Agencies or Agencies Consulted	For More Information See
Section 402, National Pollutant Discharge Elimination System Section 401 Water Quality Certification and Transportation Corridor General Permit	Wisconsin Department of Natural Resources	Section 3.23.4 - Construction Water Quality/Erosion Control
Section 404 Clean Water Act (33 U.S.C. 1344)	U.S. Army Corps of Engineers	Section 3.12 - Wetlands
44 CFR Part 60 Conditional Letter of Map Revision and Letter of Map Revision	Federal Emergency Management Agency	Section 3.13 - Floodplains
Section 4(f) of US DOT Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303)	Owners with Jurisdiction (varies) and FHWA	Section 4 - Section 4(f) Evaluation
Section 6(f) Land and Water Conservation Fund Act of 1965 (54 U.S.C. 200302)	Wisconsin Department of Natural Resources/National Park Service	Section 4 - Section 4(f) Evaluation
Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 300101-307108)	Wisconsin State Historical Society and Advisory Council on Historic Preservation	Section 3.20 and 3.21 - Historic and Archaeological Resources
Section 7 of the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.)	U.S. Fish and Wildlife Service	Section 3.15 - Threatened and Endangered Species

Permit/Authorization	Approving Agencies or Agencies Consulted	For More Information See
Compatibility Determination for Baraboo River Waterfowl Production Area per the National Wildlife Refuge System Administration Act of 1966, as amended by National Wildlife Refuge System Improvement Act of 1997	U.S. Fish and Wildlife Service	Section 4 – Section 4(f)
