



July/August 2024

I-39/90/94 CORRIDOR STUDY



Hearing Handout Packet



Public Hearing For Environmental Impact Statement

US 12/18 in Madison to US 12/WIS 16 in Wisconsin Dells
Dane, Columbia, Sauk, and Juneau counties
Project ID: 1012-05-02, 1012-05-01, 1015-05-00

Virtual Component of the Public Hearing via PIMA/YouTube Live



MONDAY, JULY 29, 2024
from 5 to 7 p.m.

by telephone (audio only): (608) 571-2209
Conference ID: 588 603 889#

Join the hearing online:

www.tinyurl.com/InterstateVirtualPH

You may also scan this QR code
to access the hearing online.



In-Person Component of the Public Hearing



TUESDAY, JULY 30, 2024
from 4 to 7 p.m.



LOCATION:
Madison College Truax Building
Conference Room D1630
1701 Wright Street
Madison, WI 53704

In-Person Component of the Public Hearing



THURSDAY, AUGUST 1, 2024
from 4 to 7 p.m.



LOCATION:
Wisconsin Dells High School
HH Bennett Hall and Cafeteria
1501 Brew Farm Road
Wisconsin Dells, WI 53965

Hearing Handout Packet Contents

- 1 Public Hearing Agenda
- 2 Options And Instructions For Providing Testimony
- 5 Study Location Map
- 6 Purpose Of The Public Hearing
- 7 Environmental Document Process, Information For The Public Hearing Record
- 8 Study Statement
- 9 Project Needs
- 11 Modernization Alternatives
- 15 Interchange Alternatives
- 21 Alternatives Comparison Matrix
- 24 Noise Barriers
- 25 Property Acquisitions/Relocation Assistance And Benefits
- 26 Section 4(f) Impacts, Next Steps
- 27 Description Of Public Hearing Exhibits, PowerPoint Presentation
- 28 Contact Information
- 29 Written Testimony Forms
- 30 Registration Slip For Verbal Testimony

Thank you for attending today’s public hearing for the I-39/90/94 Corridor Study. This public hearing provides you the opportunity to give testimony on the Environmental Impact Statement (EIS) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

Virtual Public Hearing via PIMA/YouTube Live – Monday, July 29, 2024

5 p.m.	Please take the time to register your attendance by logging in to this evening’s meeting. The public hearing handout and exhibits are available for review on the project website.
	No questions will be answered during the opportunities that are offered for formal testimony. Informal questions about the study should be directed to David Schmidt, WisDOT Southwest Region Project Manager at 608-246-3867 or David2.Schmidt@dot.wi.gov .
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. Private verbal testimony is available until the end of the public hearing. Written testimony will be accepted until August 12, 2024.
	Welcome and opening statement.
5:15 p.m.	Study presentation
	Public Verbal Testimony* option begins upon completion of study presentation.
7 p.m.	Virtual Public Hearing ends
	Written (mail-in and email) testimony and Call-in testimony* available until August 12, 2024.

In-Person Public Hearing – Tuesday, July 30, 2024 and Thursday, August 1, 2024

4 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. These options are available until the end of the public hearing.
5 p.m.	Opening statement, information for the record, and study statement is read. Study presentation begins.
5:15 p.m.	Public Verbal Testimony* option begins.
7 p.m.	In-Person Public Hearing ends.
	Written (mail-in and email) testimony and Call-in Testimony* available until August 12, 2024.

* See the following “Options and Instructions for Providing Testimony.”

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by the Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) as part of the process for choosing the recommended alternative. **Testimony should be limited to tonight’s public hearing aspects (see Page 6), and statements or opinions about the study.** Provide comments on the alternative(s) you support or oppose and your reasons. Questions related to the study can be directed to study staff during the informal discussions but will not be recorded by the court reporter or included in the public hearing record.

→ Private Verbal Testimony

Virtual Public Hearing Component

To get placed into a call back queue to provide private testimony, please call (608) 246-3802 or send an email to David2.Schmidt@dot.wi.gov. Calls will not be taken until the hearing begins at 5 p.m. A study staff member will take your name, address and call-back phone number. If we are experiencing high call volumes, we may not immediately be available to take your information. Please leave a message with your name and call-back phone number, and we will return calls in the order received. If sending an email, please indicate that you are interested in providing private testimony and include your name, address and call-back phone number.

You will be called back when it is your turn to provide testimony based on the order in which your request was received. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony. When you receive a call back, provide your name and address. You may also indicate if you are representing a business or organization. Then proceed with your testimony.

When you get your call back, please turn off the audio on your computer; the live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing from 4 to 7 p.m., although you are also encouraged to first listen to the study presentation. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening, provide the court reporter with your completed “Registration Slip for Verbal Testimony” (included in this handout packet or on a table in the testimony registration table), state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your testimony. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony.

→ Public Verbal Testimony

Virtual Public Hearing Component

Public verbal testimony will be accepted after the study presentation. To get placed into a call back queue to provide public testimony, please call (608) 246-3802 or send an email to David2.Schmidt@dot.wi.gov. A study staff member will take your name, address, and a call back phone number. If we are experiencing high call volumes, we may not immediately be available to take your information. Please leave a message with your name and call-back phone number, and we will return your call in the order received. If sending an email, please include your name, address and call-back phone number and indicate that you are interested in providing public testimony.

You will be called back when it is your turn to provide public testimony based on the order in which your request was received. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony. When you receive the call back, provide your name and address. You may also indicate if you are representing a business or organization. Then proceed with your testimony.

When you get your call back, please turn off the audio on your computer; the live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

Public verbal testimony will be accepted after the study presentation.

Complete a “Registration Slip for Verbal Testimony” (included in this handout packet or at the testimony registration table). Give it to designated study staff any time before, during or immediately following the study presentation. Your name will be called in the order the registration slips are received.

When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends at 7 p.m., whichever comes first.



→ Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the “Written Testimony Form” (included in this handout packet or at the testimony registration table). You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are two options for submitting your written testimony as described below.

How to Submit Testimony?

Submit during the in-person public hearing component

Place any written testimony in the box located at the sign-in table.

Mail-in written testimony

You may prefer this option if you would like additional time to organize your thoughts/testimony.

You may mail written testimony to:

David Schmidt

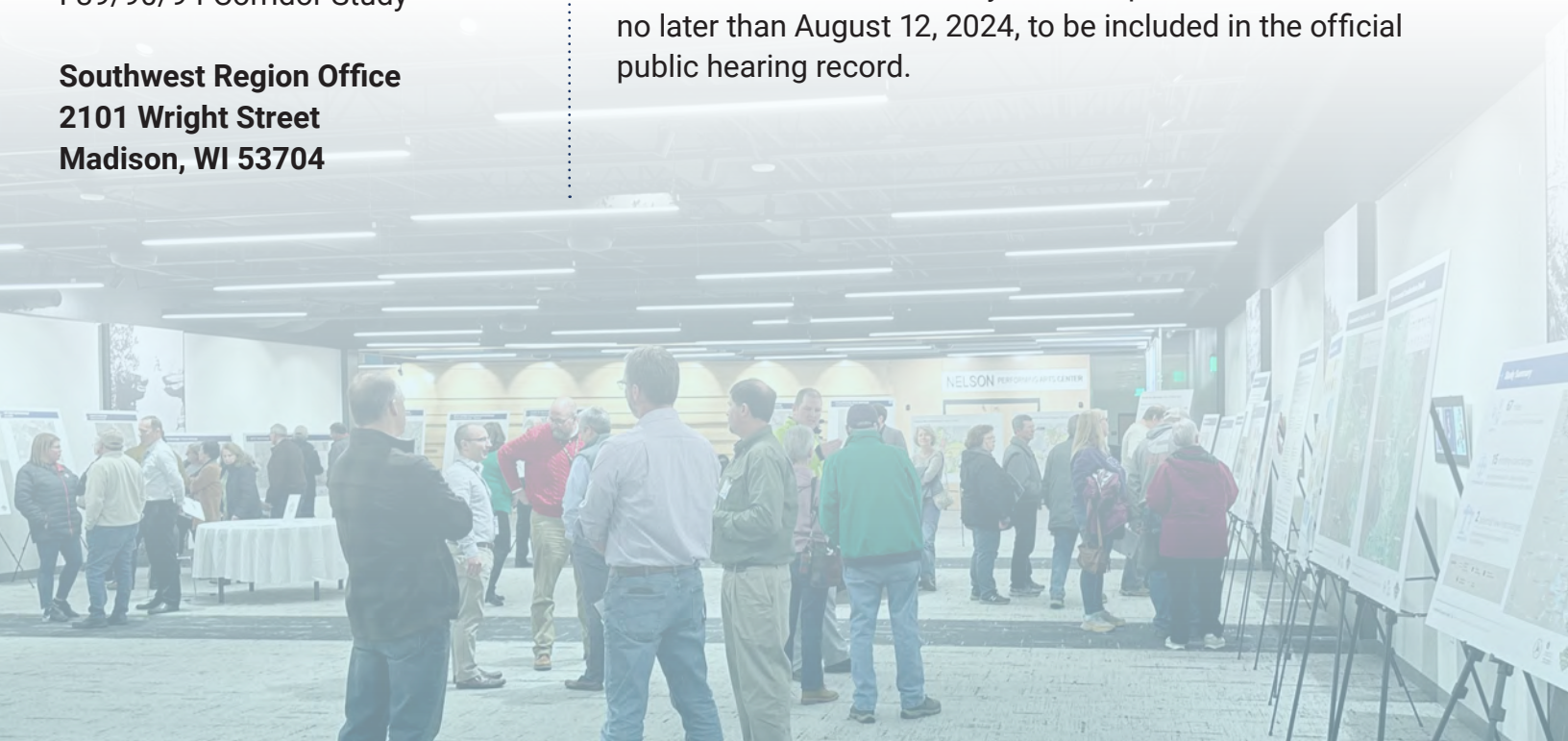
WisDOT Project Manager
I-39/90/94 Corridor Study

Southwest Region Office
2101 Wright Street
Madison, WI 53704

You may also send written testimony via email:

David2.Schmidt@dot.wi.gov

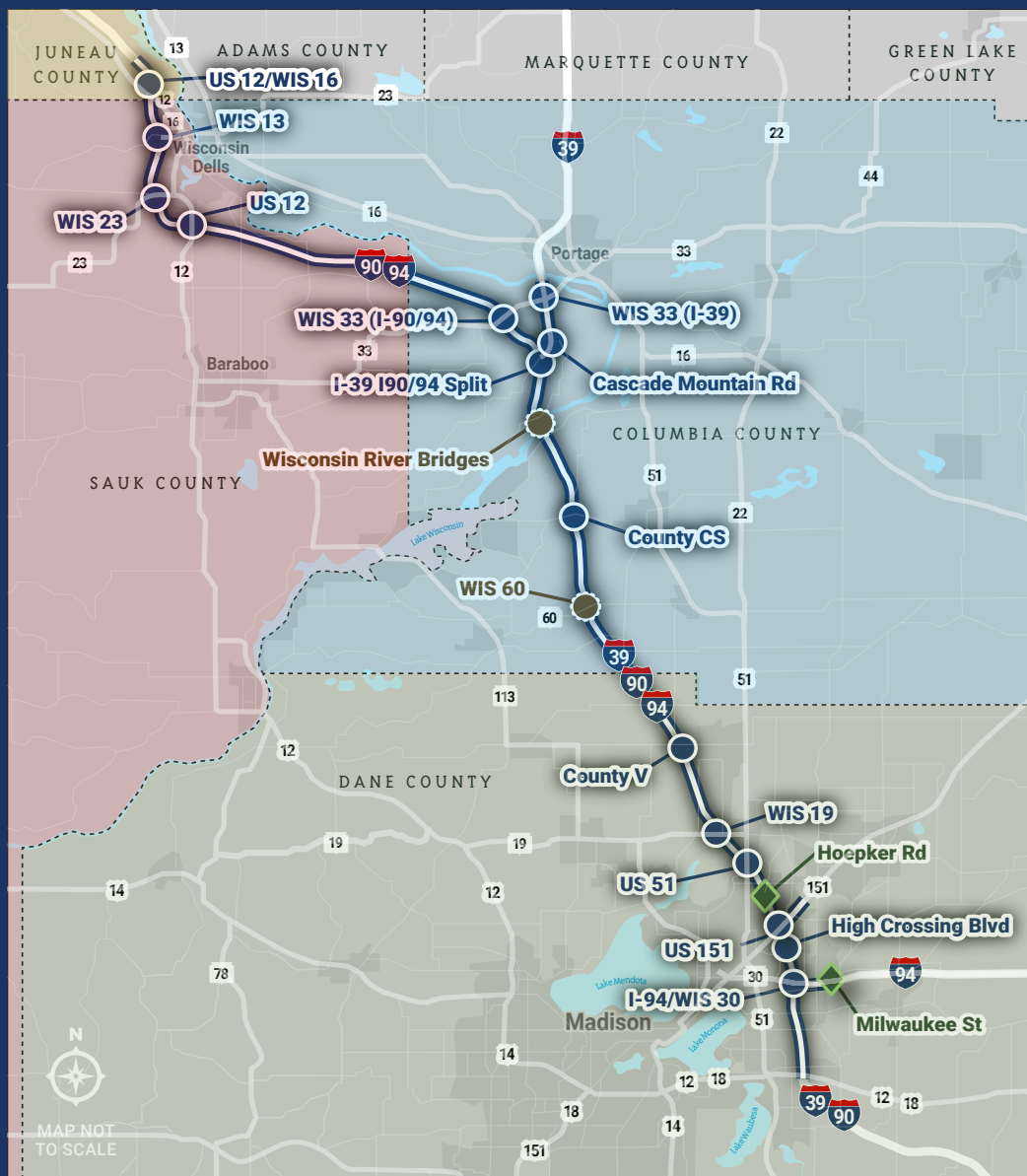
Mailed or emailed testimony must be postmarked or received no later than August 12, 2024, to be included in the official public hearing record.







The I-39/90/94 Corridor Study is 67 miles in Dane, Columbia, Sauk and Juneau counties between US 12/18 in Madison and US 12/WIS 16 in Wisconsin Dells. The study is also evaluating I-39 from where it splits from I-90/94 to Levee Road near Portage.

WisDOT is currently working towards a preferred mainline alternative and preferred alternatives for 15 existing interchanges and two (2) potential new interchanges.

→ I-39/90/94 Corridor Study Limits



LEGEND

-  I-39/90/94 Corridor Study Limits
-  Existing Interchanges
-  Potential New Interchanges
-  Separate Projects

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the study aspects listed in this handout on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed study alternatives. This public hearing includes a study presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed I-39/90/94 Corridor Study:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Act (NEPA/WEPA) public hearing process, as applicable, on studies and projects which include preparation of an environmental document. The final environmental document prepared following this public hearing will be the decision document for the proposed improvements. Copies of the Environmental Impact Statement (EIS) are available for review at this public hearing and at the following locations:

<p>WisDOT Southwest Region Office (please schedule an appointment) 2101 Wright Street Madison, WI 53704 (608) 246-3867 David2.Schmidt@dot.wi.gov</p>	<p>Portage Public Library 253 West Edgewater Street Portage, WI 53901 (608) 742-4959 info@portagelibrary.us</p>
<p>DeForest Area Public Library 203 Library Street DeForest, WI 53532 (608) 846-5482 deforestlibrary@deforestlibrary.org</p>	<p>Kilbourn Public Library 620 Elm Street Wisconsin Dells, WI 53965 (608) 254-2146 staff@dellslibrary.org</p>
<p>Sun Prairie Public Library 1350 Linnerud Drive Sun Prairie, WI 53590 (608) 825-7323 sunref@sunlib.org</p>	<p>Madison Public Library – Central Library 201 W Mifflin Street Madison, WI 53703 (608) 266-6300 reference@madisonpubliclibrary.org</p>
<p>Madison Public Library – Pinney 516 Cottage Grove Road Madison, WI 53716 (608) 224-7100 pinney@madisonpubliclibrary.org</p>	<p>Madison Public Library – Hawthorne 2707 E Washington Avenue Madison, WI 53704 (608) 246-4548 hawthorne@madisonpubliclibrary.org</p>

→ Environmental Documentation Process

The environmental documentation process includes development of a study purpose and need, range of alternatives, evaluation and screening of alternatives, and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The I-39/90/94 Corridor Study is currently at the Draft EIS stage. The Draft EIS documents the study purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The final environmental document will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Draft EIS.

→ Information for the Public Hearing Record

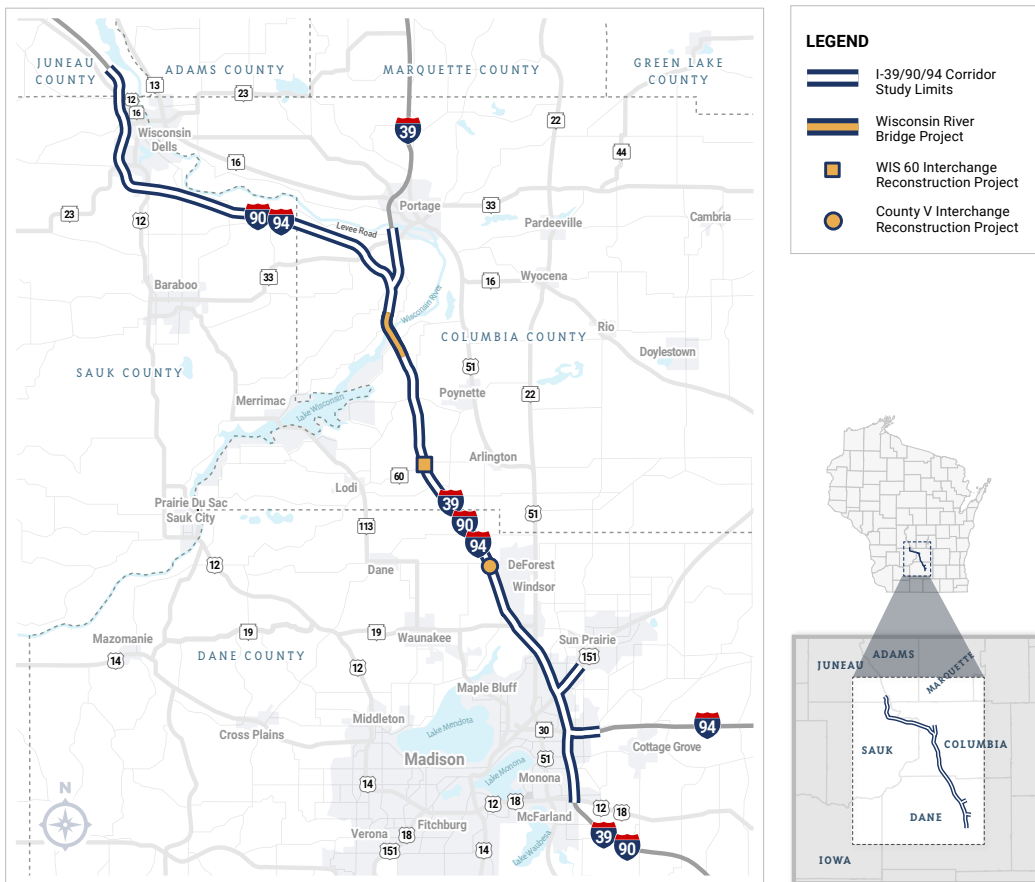
In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. **Page 27** of this handout contains a complete listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than **August 12, 2024**.



Background and Project Termini

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) are conducting the I-39/90/94 Corridor Study between US Highway (US) 12/18 in Madison and US 12/Wisconsin State Highway (WIS) 16 in Wisconsin Dells. The study will also evaluate I-39 from its split with I-90/94 (I-39 I-90/94 Split Interchange) to Levee Road near Portage. The study corridor is about 67 miles long and travels through Dane, Columbia, Sauk and Juneau counties. The southern terminus is located at the I-39/90 and US 12/18 Interchange in Madison. The northern terminus is located at the I-90/94 and US 12/WIS 16 Interchange in Wisconsin Dells. The I-39 northern terminus is at Levee Road.

I-39/90/94 is part of Wisconsin’s “backbone system”, a network of multi-lane highways connecting all major population and economic regions of the state. The I-39/90/94 corridor is of vital importance to the region, state and the nation and is relied on for its freight mobility and tourism and employment access. The study corridor includes the longest stretch of three concurrent Interstates (29 miles) in the country. As the longest Interstate in the country, I-90 makes an important connection to I-94 in Madison and I-39 in Portage, Wisconsin.



The I-39 corridor travels north to the transportation hub of the city of Wausau, and the corridor also serves as a gateway to recreational destinations in northern Wisconsin. I-90/94 continues west to Wisconsin Dells, which is a popular tourist destination in Wisconsin and the Midwest. I-94 extends from Hudson to Kenosha, Wisconsin, while connecting to Madison and Milwaukee. I-94 is also an integral part of the national Interstate system as it is the northernmost east–west Interstate highway connecting the Great Lakes and Intermountain regions of the United States.

The purpose of the I-39/90/94 Corridor Study is to address existing and future traffic demands, safety issues, aging and outdated infrastructure, and corridor resiliency.

PROJECT NEEDS

The need for the transportation improvements in the I-39/90/94 study corridor is demonstrated through a combination of factors including the following elements:

- Traffic demands
- Safety needs
- Bridge condition
- Pavement condition
- Corridor resiliency

TRAFFIC DEMANDS

Roadways are typically designed to accommodate traffic volumes projected to occur 20 years in the future. For the I-39/90/94 Corridor Study, 2050 is the “design year”, which is approximated 20 years from the year that improvement projects are proposed to be opened to traffic.

Level of Service (LOS) is the measure of a roadway’s congestion. Sections of I-39/90/94 will operate at unacceptable Levels of Service within 10 years, and most of the corridor will operate unacceptably by 2050 in the absence of improvements.

SAFETY NEEDS

The I-39/90/94 South Section (between US 12/18 and WIS 60) crash rates exceeded the statewide average crash rate at interchanges. The US 151 Interchange has the highest crash rate in the study corridor with at least twice the statewide average.

The North Section (between WIS 60 and US 12/ WIS 16, and I-39 from the I-39 I-90/94 Split to Levee Road) has crash rates along portions of the mainline at or higher than the statewide average. Much of the North Section has high mainline crash rates at the interchanges. Crash rates at two of the interchanges (WIS 13 and US 12) are twice the statewide average.



PAVEMENT CONDITION

Pavement maintenance projects in the I-39/90/94 study corridor are anticipated in 24 of the next 30 years somewhere in the study corridor, which presents ongoing travel delay and congestion for daily commercial and recreational traffic. Eventually, full pavement replacement is more cost effective than more repair.

BRIDGE CONDITION

Within the I-39/90/94 study corridor there are 113 bridges, of which 84 will be over 50 years old in the year 2030. Further, many bridges do not meet current standards for bridge height or width clearances. Eight bridges in the South Section have a Structural Evaluation Appraisal Rating value of 5 or lower. WisDOT will need to replace those bridges in the late 2020s or in the 2030s. The North Section has 22 bridges with a Structural Evaluation Appraisal Rating of 5 or lower. Some of those bridges will need to be replaced within the next 30 years.

CORRIDOR RESILIENCY

Flood events causing partial or full Interstate closures since 2008 have impacted vital connections for commerce and emergency services. Both I-39 and I-90/94 are in a low area as they cross the Baraboo and Wisconsin Rivers. The Baraboo River near the I-39 and I-90/94 Split Interchange flooded in 2008, closing both I-39 and I-90/94 for several days. The Baraboo River flooded again in 2018, which partially closed I-90/94. The Baraboo River flooding is problematic because it affects both I-90/94 and I-39, which has substantial impacts to both state and national commerce.

→ RANGE OF ALTERNATIVES

WisDOT developed a range of alternatives to meet the purpose and need of the project. Alternatives were developed and analyzed for Freeway Modernization and for Interchanges.

HOW ALTERNATIVES ARE SCREENED

WisDOT will use measures to evaluate how well alternatives address study needs:

TRAFFIC DEMAND:

Is level of service acceptable?

SAFETY:

Would the alternative address identified safety concerns?

PAVEMENT AND BRIDGE CONDITION:

Would pavement and bridges be improved?

CORRIDOR RESILIENCY:

Will design reduce flood risk?

Additional screening factors:

ENVIRONMENTAL IMPACTS:

Are potential impacts to the environment minimized?

AGENCY AND PUBLIC INPUT:

Have public and agency concerns been considered and incorporated?

COST:

Is the cost of the alternative responsible?

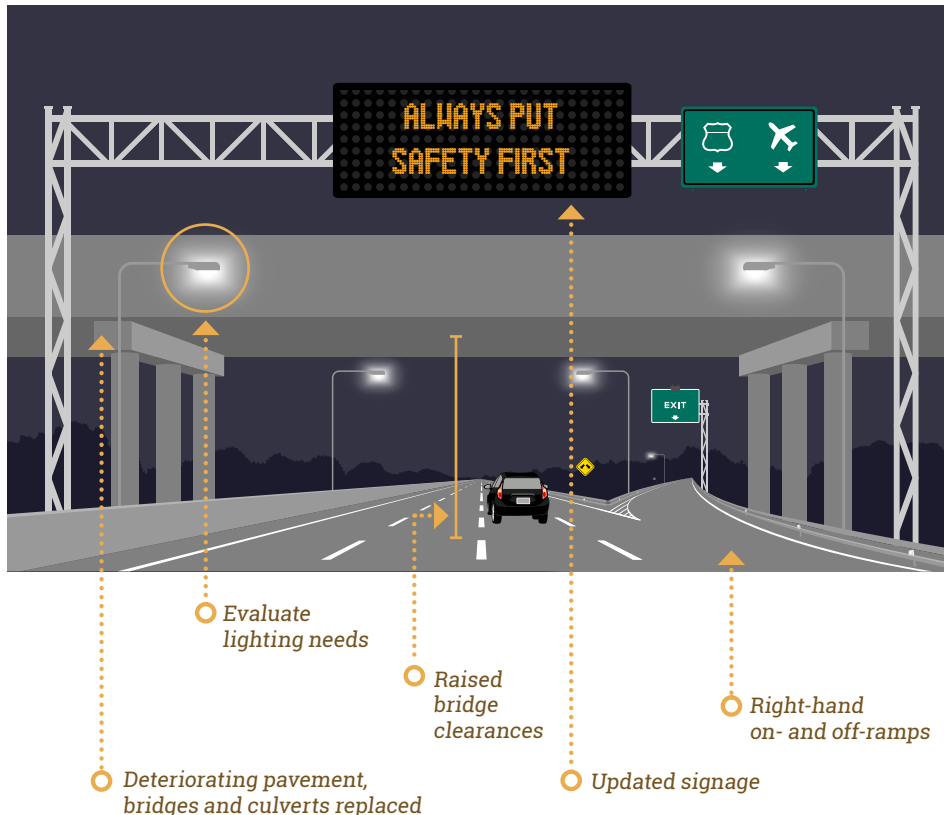
As WisDOT continues to corridor study. Other factors may also emerge through impact analysis and public outreach.

Modernization alternatives reconstruct the Interstate to modern design standards whenever possible. All modernization alternatives would implement recommendations from WisDOT's Baraboo River flood minimization study completed as part of this study. The analysis recommends raising portions of I-39 and I-90/94 and lengthening the I-39 Baraboo River bridge to reduce flood risks on the Interstate.

In addition to also addressing safety needs, all modernization alternatives would:

- Replace or rehabilitate deteriorating pavement, bridges and culverts
- Move all ramps to the right, eliminating left-hand entrances and exits
- Improve ramp lengths and bridge clearances
- Expand shoulders
- Improve roadway curves, lighting and signage
- Consider opportunities to add bike and pedestrian facilities

Elements of a Modernized Freeway



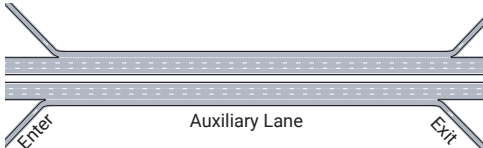
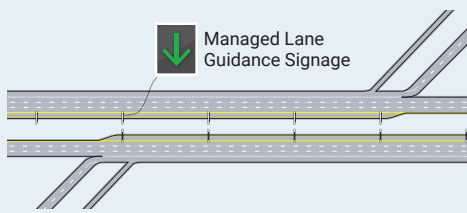
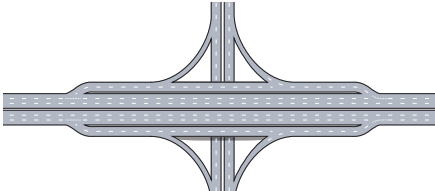
WisDOT evaluated three modernization alternatives:

- **Modernization of Existing Travel Lanes**
- **Modernization Plus Added General-Purpose Lane**
- **Modernization Hybrid**

WisDOT also considered implementing strategies to improve operations, including Auxiliary Lanes, Managed Lanes, and/or Collector-Distributor (C-D) Lanes in each of the modernization alternatives. All modernization alternatives are generally within the existing right of way but, depending on specific site conditions and alternative design, additional impacts outside the right of way could occur.

The Modernization of Existing Travel Lanes does not meet purpose and need for addressing existing and future travel demands and safety compared to the two other modernization alternatives, and WisDOT dismissed it from further study. WisDOT retained the two remaining modernization alternatives for evaluation. WisDOT also retained the No Build alternative (assuming no improvements to the existing freeway or interchanges) as a baseline alternative to use for comparison.

WisDOT recommended both the Modernization Plus Added General Purpose Lane and the Modernization Hybrid alternatives for further study. However, WisDOT recommends the Modernization Plus Added General-Purpose Lane as the preferred alternative as it better addresses purpose and need factors.

		ALTERNATIVE		
		Modernization of Existing Travel Lanes	Modernization + Added General-Purpose Lane	Modernization Hybrid
 <p>AUXILIARY LANES</p> <p>Auxiliary lanes are immediately adjacent to mainline lanes and can be useful for traffic weaving, truck climbing, maneuvering of entering and exiting traffic, or other operational advantages.</p>	✓	✓	✓	
	 <p>MANAGED LANES</p> <p>Managed lanes allow travel on roadway shoulders during periods of peak travel demand.</p>			✓
	 <p>COLLECTOR-DISTRIBUTOR (C-D) LANES</p> <p>C-D Lanes are barrier separated from the mainline freeway; they collect traffic from on-ramps and distribute traffic to off-ramps on lanes dedicated for merging traffic. C-D lanes allow for less weaving on the mainline freeway.</p>		✓	✓

Modernization Plus Added General-Purpose Lane; General-Purpose Lanes

(Recommended Preferred Alternative)

This alternative would reconstruct the Interstate with 12-foot shoulders and add a general-purpose lane in each direction along the present freeway alignment throughout a majority of the study corridor. I-39 from the I-39 I-90/94 Split to Levee Road would maintain the same number of lanes as the existing condition. C-D lanes are proposed between the I-94/WIS 30 and US 151/High Crossing Boulevard Interchanges. Auxiliary lanes are proposed between the US 12/18 and I-94/WIS 30 Interchanges and at certain locations between the US 151/High Crossing Boulevard and WIS 19 Interchanges.



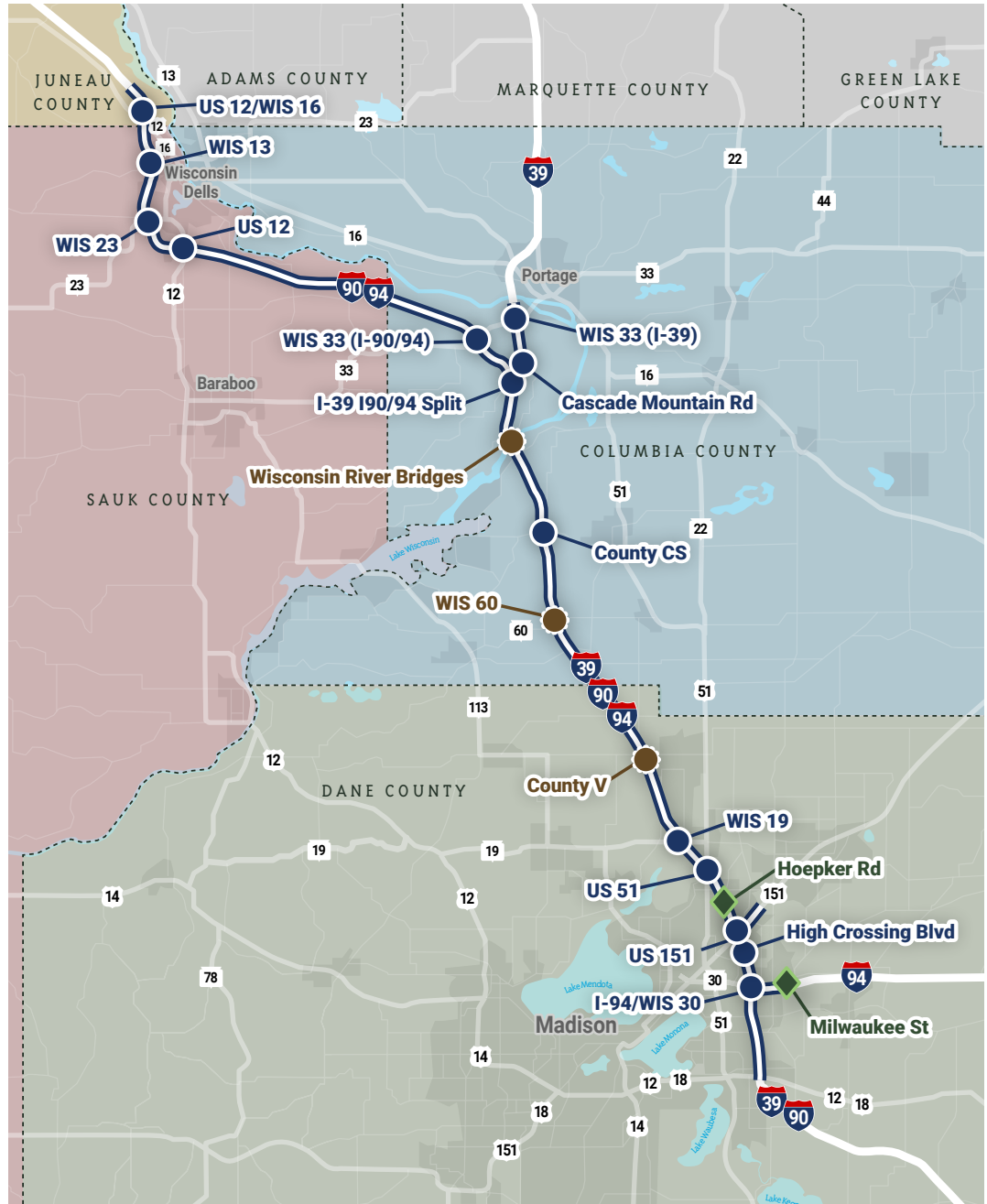
Modernization Hybrid; General-Purpose Lanes

This alternative would reconstruct the Interstate with a combination of adding a general-purpose lane or adding a managed lane (depending on location). This alternative also utilizes C-D lanes and auxiliary lanes to further manage traffic. By the year 2050, WisDOT anticipates the managed lanes would be open for about 40% of daylight hours on weekdays and for all daylight hours on weekends. From US 12/18 to WIS 19, the Interstate would feature the same number of general-purpose lanes as are currently present and include an 18-foot inside shoulder that would be utilized as a managed lane. C-D lanes are proposed between the I-94/WIS 30 and US 151/High Crossing Boulevard Interchanges. Auxiliary lanes are proposed between the US 12/18 and I-94/WIS 30 Interchanges and at certain locations between the US 151/High Crossing Boulevard and WIS 19 Interchanges. A general-purpose lane would be added to the Interstate from WIS 19 to the I-39 I-90/94 Split and to I-90/94 from the I-39 I-90/94 Split to the US 12/WIS 16 Interchange. I-39 from the I-39 I-90/94 Split to Levee Road would maintain the same number of lanes as the existing condition.



The study corridor includes 15 existing interchanges with a range of design deficiencies that contribute to poor traffic operations and crashes. The study does not include the recently reconstructed WIS 60 Interchange. WisDOT evaluated multiple conceptual alternatives at each of the 15 interchanges. Two potential new interchanges are also evaluated. Similar to the Interstate alternatives, WisDOT evaluated interchange alternatives based on how well they meet purpose and need, minimize impacts, address public and agency input, and costs.

Bicycle and pedestrian accommodations were also considered. The study is proposing four multi-use paths, shoulders that could accommodate bicycles and pedestrians on rural roads, and proposed bicycle/ pedestrian facilities on all newly reconstructed overpasses, pending agreements with local municipalities.



LEGEND

- I-39/90/94 Corridor Study Limits
- Existing Interchanges
- Potential New Interchanges
- Separate Projects

→ Interchange Alternatives

US 12/18 Interchange

- Any improvements to I-39/90 in the interchange area are limited to freeway improvements necessary to transition to the eventual preferred freeway alternative north of the interchange.

I-94/WIS 30 Interchange

- The I-94/WIS 30 Interchange is a four-legged system interchange where I-39/90 meets I-94 to the east of the interchange and WIS 30 to the west. The interchange has multiple left-hand entrance and exit ramps and substandard curves. Existing left-hand exits and entrances are undesirable and contrary to driver expectations.
- WisDOT identified Full Modernization Alternative #2 as the recommended preferred alternative. This alternative would remove all left-hand entrance and exit ramps, which helps reduce weave movements compared to the existing interchange configuration. Modernization Alternative #2 also features ramp speeds that are closer to freeway speeds than they are today. This alternative requires one relocation of a municipal maintenance facility.

Proposed New Milwaukee Street Interchange

- Milwaukee Street dead-ends near East Hill Parkway and does not cross I-94. The city of Madison requested WisDOT to evaluate a new interchange for a proposed extension of Milwaukee Street at I-94 as recommended in the city's Sprecher Neighborhood Development Plan (NDP) and the Northeast Neighborhoods NDP. WisDOT previously reconstructed I-94 in the early 2010's and constructed bridges as an overpass for a future Milwaukee Street extension. The Milwaukee Street Interchange is dependent on a funding agreement with the city of Madison.
- WisDOT identified the Partial Cloverleaf as the recommended preferred alternative. This alternative would provide needed access for area residents who currently have a long trip to reach an Interstate interchange. This alternative would involve relocating a barn and severing a farm operation north of I-94.

Milwaukee Street

US 151/High Crossing Boulevard Interchanges

- The existing US 151 Interchange is a Cloverleaf design and is about 0.25 miles north of the High Crossing Boulevard Interchange, which is a Half-Diamond interchange with access to/from the south. The US 151 and High Crossing Boulevard interchanges share northbound exit ramps from I-39/90/94 and are often heavily congested during morning and evening commutes and weekends, leading to poor operations and safety conditions.
- WisDOT identified the Directional alternative as the recommended preferred alternative as it addresses existing and future projected travel demands well. This alternative also creates higher speed free-flow movements from the freeway portion of US 151 to and from I-39/90/94. This alternative also incorporates a new shared-use path just north of US 151.

Proposed New Hoepker Road Interchange

- Hoepker Road is an overpass on I-39/90/94. The city of Madison requested WisDOT evaluate an interchange at Hoepker Road, which would provide access to ongoing business and residential development, including the American Family campus and UW Health hospital. Similar to the Milwaukee Street Interchange, this interchange would be dependent on a funding agreement with the city of Madison.
- WisDOT identified the Shifted Diamond as the recommended preferred alternative. This alternative shifts the freeway to the east to allow enough room for the southbound ramps on the west side of the freeway. This alternative would require a residential relocation.

US 51 Interchange

- The US 51 Interchange is a Partial Cloverleaf interchange with slow speed free-flow movements between the Interstate and US 51 that do not meet current design standards. North American Lane (about 420 feet north of the interchange) and Daentl Road (about 250 feet south of the interchange) pose traffic operational concerns due to their close proximity to interchange ramps. The westbound Interstate exit ramp, the US 51 southbound to northbound entrance ramp, and the US 51 southbound to southbound entrance ramp all have elevated crash levels.
- WisDOT identified the Partial Cloverleaf as the recommended preferred alternative. The Partial Cloverleaf would close access to US 51 at North American Lane and Daentl Road to improve traffic operations.

WIS 19 Interchange

- The WIS 19 Interchange is next to a railroad crossing that typically has one train during daytime hours, one train during nighttime hours and one switching train per day. Closely spaced intersections along WIS 19 have multiple conflict points that reduce safety and lead to poor traffic operations.

- WisDOT identified the U-Ramp as the recommended preferred alternative. This alternative consolidates intersections along WIS 19 and alters the ramp locations to avoid railroad conflict. This alternative also increases capacity along WIS 19 from four lanes to six lanes from Pepsi Way to Tierney Crossing.

County V Interchange

- The County V bridge over the Interstate was reconstructed in 2002, and there is a notable history of property damage crashes at the existing ramp terminals.
- Minor modifications to the existing Diamond interchange would be required to meet forecasted operational needs and safety concerns.
- A large development is proposing to develop a site along County V just west of the interchange. The development would generate substantial traffic demand. The developer would be required to complete a separate environmental review and privately fund improvements to accommodate the impacts their development would create.
- It is anticipated that the private development would occur prior to Interstate construction beginning, so WisDOT has identified the No Build alternative as the preferred alternative. Under a No Build alternative, retaining wall work would be needed under the County V bridge to accommodate the reconstructed Interstate lanes, and freeway improvements would reconstruct ramps to match into the limits of the privately funded interchange ramp reconstruction.

County CS Interchange

- The County CS Interchange is a Partial Cloverleaf interchange where entrance or exit ramps do not meet all geometric design standards. Substandard design makes braking on exit ramps and getting up to speed on entrance ramps difficult for trucks. Trucks entering the Interstate at low speeds slow freeway traffic and can cause backups on the Interstate during heavy travel times.
- WisDOT identified the Diamond alternative as the recommended preferred alternative. This alternative modifies the existing interchange to a diamond interchange with roundabouts. The ramp lengths are increased to better allow for speeds at or near Interstate speeds at the ramp merge points.

I-39 I-90/94 Split Interchange

- The I-39 I-90/94 Split Interchange includes access to WIS 78 and is within a mile of the Cascade Mountain Road Interchange. Improvements to one interchange influence the other. This area is in a floodplain. The Baraboo Waterfowl Production Area, a Section 4(f) property, is located north of the interchange between I-39 and I-90/94.
- WisDOT's recommended preferred alternative reconfigures the system interchange and

removes the Cascade Mountain Road Interchange to improve safety. Access to Cascade Mountain Road will still be provided through the embedded WIS 78 Diamond Interchange. All system-to-system movements are right-hand ramps with speeds close to those on the mainline.

WIS 33 Interchange at I-39

- The existing WIS 33 Interchange at I-39 is a Partial Cloverleaf interchange where none of the entrance or exit ramps meet current design standards. The westbound entrance ramp and eastbound exit ramp have a notable crash history. The interchange is located in a floodplain. The Pine Island State Wildlife Area, a Section 4(f) property, is located north of WIS 33 on both sides of the Interstate. WisDOT owns land in the northeast and southwest interchange quadrants.
- WisDOT identified the Diamond alternative as the recommended preferred alternative. The elevation of this interchange will be raised to avoid flooding. The on and off ramp lengths will also be increased.

WIS 33 Interchange at I-90/94

- The existing WIS 33 Interchange at I-90/94 is a Partial Cloverleaf where none of the entrance or exit ramps meet current design standards. The eastbound I-90/94 exit ramp to WIS 33 has a curve that is difficult to navigate and has contributed to a notable crash history. This interchange is in a floodplain.
- WisDOT identified the Partial Cloverleaf as the recommended preferred alternative. This alternative would reconstruct the ramp curves to meet current design standards and lengthen the acceleration and deceleration lanes.

US 12 Interchange

- The existing US 12 Interchange is a Partial Free-Flow interchange that has some of the worst safety statistics in the study corridor. Six of the eight ramp movements do not meet current design standards while all four non-loop ramps have notable crash histories. The complex entrance ramp configurations on both eastbound and westbound I-90/94 require drivers to merge across two lanes to enter the Interstate.

*Major flood events
since 2000:
April 2001,
June 2004,
August 2004,
June 2008,
August 2018*

- WisDOT identified the Diverging Diamond as the recommended preferred alternative. This configuration provides free-flow left turns to the entrance ramps. Ramp alignments will improve sight distances. There will also be signals at the diverge points.

WIS 23 Interchange

- The WIS 23 Interchange is a Diamond interchange where the entrance and exit ramps do not meet all desirable design standards. The westbound entrance and eastbound exit ramps have notable crash histories.
- WisDOT identified the Diamond alternative as the recommended preferred alternative. This alternative corrects substandard curves, as well as a short acceleration lane on the eastbound entrance ramp. Ramp alignments will also improve sight distances.

WIS 13 Interchange

- The current WIS 13 Interchange is a Trumpet interchange with WIS 13 to the east of I-90/94. Three of the four ramps do not meet current design standards and both entrance ramps have notable crash histories. A narrow shoulder on the eastbound exit ramp limits the line of sight. County H crosses under the Interstate about 750 feet north of WIS 13.
- The Hulburt Creek Fishery, a Section 4(f) property, is immediately west of the interchange.
- WisDOT identified the Trumpet alternative as the recommended preferred alternative. The Trumpet alternative has a similar configuration to the existing interchange but improves the ramp designs to allow for speeds closer to Interstate speeds when entering or exiting the freeway. Longer acceleration and deceleration lanes are also included. This alternative requires one relocation.
- WisDOT also recommends the Split Diamond alternative for further study. The Split Diamond allows for ramps to and from WIS 13 and County H. This alternative has two additional relocations, requires 1.9 acres of additional real estate and would impact a Section 4(f) property.

US 12/WIS 16 Interchange

- The US 12/WIS 16 Interchange is a Diamond interchange where three of the four ramps do not meet current design standards and the westbound entrance ramp has a notable crash history.
- US 12/WIS 16 is slightly skewed to I-90/94, and 60th Street is about 475 feet to the east of the westbound entrance ramp.
- WisDOT identified the Diamond alternative as the recommended preferred alternative. This alternative improves ramp design and realigns the 60th Street intersection to provide better line of sight.

Environmental Factor	No Build	Modernization Plus General Purpose Lane (Preferred Alternative) + Preferred Interchange alternatives*	Modernization Hybrid + Preferred Interchange alternatives*	County V Diamond	WIS 13 Split Diamond	WIS 13 Trumpet (Preferred Alternative)
Construction Cost Estimate (2024 dollars in millions)	\$950.4	\$2,571.9	\$2,557.3	\$0.5	\$26.1	\$19.2
New Right of Way (acres)	0	225	219.6	0	5.4	3.5
Residential Relocations (housing units)	0	1	1	0	0	0
Flood minimization Residential Relocations	0	1	1	0	0	0
Flood minimization Residential flood easements outside regulatory floodplain	0	9	9	0	0	0
Commercial Relocations	0	1 Maintenance Bldg.	1 Maintenance Bldg.	0	1 Retail Business 1 Maintenance Bldg. 1 Shed	1 Maintenance Bldg.
Flood minimization Commercial Relocations	0	2, Including 1 vacant	2, Including 1 vacant	0	0	0
Flood minimization Commercial flood easements outside the regulatory floodplain	0	6, Including 3 vacant	6, Including 3 vacant	0	0	0
Farmland (buildings relocated/acres acquired)	0	1 Barn 161.5 Acres	1 Barn 158.5 Acres	0	1.7	15.5

Environmental Factor	No Build	Modernization Plus General Purpose Lane (Preferred Alternative) + Preferred Interchange alternatives*	Modernization Hybrid + Preferred Interchange alternatives*	County V Diamond	WIS 13 Split Diamond	WIS 13 Trumpet (Preferred Alternative)
Flood minimization Farmland Impacts (buildings relocated/acres impacted)	0	6 Structures 189.8 Acres	6 Structures 189.8 Acres	0	0	0
Institutional Public Building Relocations	0	1	1	0	0	0
Flood minimization Institutional Public Building relocations	0	4	4	0	0	0
100-Year Floodplain (acres)	0 - Corridor resiliency not addressed	327	326.8	0	0.8	1.0
Wetland (acres)	0	171.6	170.4	1.3	0.5	0.1
Federally listed Threatened and Endangered Species (Yes/No)	No	Yes	Yes	Yes	Yes	Yes
State listed Threatened and Endangered Species (Yes/No)	No	Yes	Yes	Yes	Yes	Yes
Adverse Effects to Historic Properties	0	0	0	0	0	0
Archaeological Sites Affected	0	0	0	0	0	0
Environmental Justice Disproportionate and Adverse Impact (Yes/No)	No	No - Alternative could facilitate access to employment centers, provide added bicycle and pedestrian connections	No - Alternative could facilitate access to employment centers, provide added bicycle and pedestrian connections	No - Alternative modifies existing ramps	No - Alternative could facilitate access to employment centers	No - Alternative could facilitate access to employment centers
Receptor Units Impacted (design year 2050)	Not applicable	1,598 Receptor units	1,598 Receptor units	0 Receptor units	9 Receptor units	9 Receptor units

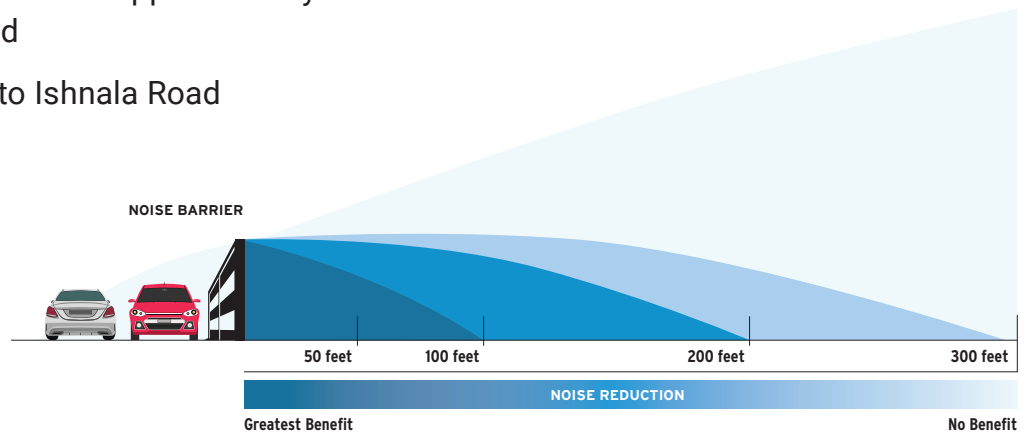
Environmental Factor	No Build	Modernization Plus General Purpose Lane (Preferred Alternative) + Preferred Interchange alternatives*	Modernization Hybrid + Preferred Interchange alternatives*	County V Diamond	WIS 13 Split Diamond	WIS 13 Trumpet (Preferred Alternative)
Potential Contaminated Sites (sites recommended for additional field testing)	Not applicable	16	16	0	0	0
Section 4(f) Properties - De minimis use	0	3	3	0	1	0
Indirect Effects	Does not address study purpose and need; may slow pace of planned development	Land use effect: facilitates planned redevelopment and development in study area.	Land use effect: facilitates planned redevelopment and development in study area.	No - replaces existing access	Land use effect: local land use controls avoid and minimize potential impact of new Interstate access at County H.	No - replaces existing access
Cumulative Effects	No	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	No - replaces existing infrastructure	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects

* Includes all preferred interchange alternatives, including WIS 13 Trumpet Interchange

WisDOT conducted a noise analysis, and 12 noise barriers were determined to be **feasible** and **reasonable**.

- » I-39/90 northbound from the Wisconsin and Southern Railroad to Cottage Grove Road
- » I-39/90 northbound from Buckeye Road to Milwaukee Street
- » WIS 30 eastbound from Milwaukee Street to US 51
- » WIS 30 westbound from Walsh Road to approximately 300 feet east of Thompson Drive
- » I-94 eastbound from Sprecher Road to approximately 300 feet west of proposed Milwaukee Street
- » I-39/90/94 southbound from Commercial Avenue to High Crossing Boulevard
- » US 151 westbound from west of the Goodman Path to proposed Eastpark Boulevard
- » I-39/90/94 southbound from US 151 to approximately 1,700 feet south of Hanson Road
- » I-90/94 westbound from US 12 to Ishnala Road
- » I-90/94 northbound from Ishnala Road to Mirror Lake
- » I-90/94 southbound from Mirror Lake to Xanadu Road
- » I-90/94 southbound from WIS 23 to Trout Road

In order to be built, each barrier must receive a vote of support by a simple majority of the property owners and the residents benefited by the barrier. The voting process, which includes a public involvement meeting about the noise barriers, will occur during final design. This meeting will also provide owners and residents of the surrounding area with an opportunity to ask questions about the noise barriers. The locations studied in the noise analysis are available for viewing during the public hearing.



Reasonable:

Total cost of the noise barrier may not exceed \$50,000 per benefited receptor. To be considered benefited, a receptor must receive a minimum of eight (8) dB noise reduction. In addition, a minimum of one (1) receptor or common use area must achieve the department's noise reduction design goal of nine (9) dB.

Feasible:

A minimum of one impacted receptor or common use area must achieve a five (5) dB noise reduction. In addition, abatement that is feasible must be constructible, compatible with the project purpose & need, meet design criteria and guidance and not result in other impacts that would offset noise reduction benefits.

→ Property Acquisition/Relocation Assistance and Benefits

Before any property acquisition activities are initiated, members of the Wisconsin DOT Southwest Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Based on the recommended preferred alternatives, it is anticipated that there will be two residential relocations as a result of this project. It is also anticipated that there will be two commercial relocations (one vacant). Up to 225 acres of right of way acquisition will be needed for this project. Additional structures to be relocated include the Dane County Highway Maintenance building, a hotel maintenance building and up to seven farm structures. The WIS 13 Split Interchange alternative would relocate an additional business and golf course shed.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing and business locations was made on Feb. 15, 2024. This survey indicates that there will be sufficient housing and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and business locations.

The "Relocation Assistance" brochure made available to you has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement housing or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

At the end of the document availability period, the study team will review and consider all public hearing testimony received on the Draft EIS. This input will assist the study team in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the I-39/90/94 Corridor Study include the following:

- » Public comment period ending on August 12, 2024
- » Final Environmental Impact Statement anticipated in winter 2024-2025

→ Section 4(f) Impacts

Section 4(f) properties are publicly owned parks, recreation areas, wildlife or waterfowl refuges and any publicly or privately owned significant historical or archaeological site. Section 4(f) is applicable to all federally funded transportation studies like the I-30/90/94 Corridor Study.

The proposed improvements would require land, temporarily or permanently, from six parks, recreational areas, and wildlife and waterfowl refuges considered Section 4(f) properties. Use of land from a publicly owned park, recreation area, wildlife or waterfowl refuge or any historic site on or eligible for the National Register of Historic

Places, may not be approved unless it is determined that there is no feasible and prudent avoidance alternative to the use of land from such properties and the action includes all possible planning to minimize harm to the property resulting from such use. In some cases, special funding sources were used to purchase or enhance Section 4(f) properties, which therefore requires additional coordination.



The following exhibits are available for viewing at the public hearing:

1. Study Summary
2. Existing Corridor Conditions
3. Impact Summary - County V
4. Impact Summary - WIS 13
5. Study Purpose, Needs and Evaluation Criteria
6. What is "Modernization"?
7. Typical Sections: Modernization Plus Added General Purpose Lane
8. Typical Sections: Modernization Hybrid
9. Mainline Alternative Comparison
10. Potential New Interchanges: City of Madison Input
11. Existing and Potential New Interchanges: Planned City of Madison Land Use
12. Potential New Interchanges: Impact Areas
13. Impact Summary Table
14. Flood Events
15. Flood Mitigation: Recommended Preferred Alternative
16. Mirror Lake Bridges Concept: Single Span Girder Bridge
17. Noise Study Next Steps
18. Noise Analysis Process Overview
19. Welcome Board for Madison
20. Welcome Board For Wisconsin Dells
21. Written Testimony
22. Private Verbal Testimony
23. Public Verbal Testimony

The following documents are available for viewing at the public hearing:

- I-39/90/94 Corridor Study Public Hearing handout
- Environmental Impact Statement (EIS) that includes the study purpose and need, the range of recommended alternatives, impacts and potential mitigation and summary of public agency involvement
- Legal notice, which is the notice published in the Wisconsin State Journal advertising the public hearing and the availability of the EIS
- Brochure – Landowners Rights under Wisconsin Eminent Domain Law
- Brochure – Noise Barriers: What You Should Know
- Section 4(f) handout

→ PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation as part of the traditional-style portion of this public hearing to update the public on the proposed study alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Study Statement.

Submittal of Written Testimony or General Study Questions

Additional written public hearing testimony on the Draft EIS after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received no later than August 12, 2024.

→ Mail-in Written Testimony

You may prefer this option if you would like additional time to organize your thoughts/testimony.

You may mail written testimony to:

David Schmidt

WisDOT Project Manager
Southwest Region Office
2101 Wright Street
Madison, WI 53704

You may also send written testimony via email:

David2.Schmidt@dot.wi.gov

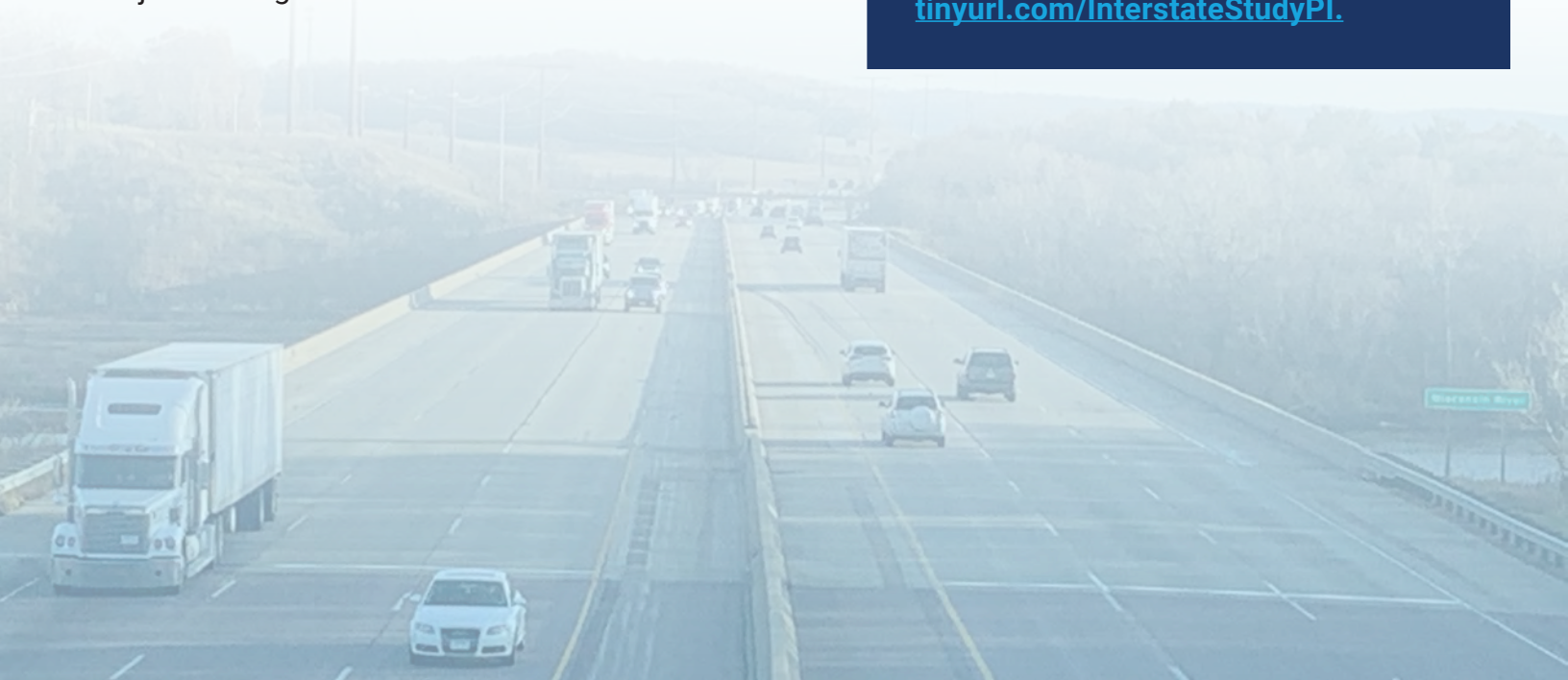
Mailed or emailed testimony must be postmarked or received no later than August 12, 2024, to be included in the official public hearing record.

→ Property Acquisition/Relocation Questions

Questions specific to property acquisition and/or relocations of homes and businesses can be directed to Project Manager David Schmidt.

Project website (project information, schedule and updates)

For the latest study information, go to:
tinyurl.com/InterstateStudyPI.



Registration Slip for Verbal Testimony

I-39/90/94 Corridor Study
Public Hearing – Environmental Impact Statement



July 30 and August 1, 2024

This registration slip may be used for providing public or private verbal testimony. Following the project presentation, public verbal testimony will begin. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example; a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately three (3) minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: _____

Address: _____

If applicable - group, organization, or business you are representing:

- Wishing to speak**
- Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**
 - Support, describe: _____

 - Do Not Support, describe: _____
