

I-39/90/94 Corridor Study

Frank Pritzlaff, PE
WisDOT Project Manager

Public Involvement Meeting

September 2022



Presentation topics

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2. Study overview
3. Major Highways program
4. Route importance
5. Corridor statistics
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Study team

- WisDOT Southwest Region
 - Dan Schave, P.E. – Supervisor
 - Frank Pritzlaff, P.E. – Project Manager
 - Brian Taylor – Environmental Coordinator
- WisDOT Central Office – Bureau of Technical Services
 - Mike Helmrick – NEPA compliance
- Federal Highway Administration (FHWA)
 - Ian Chidister – Environmental Program Manager
 - Dave Platz, P.E. – Major Projects Oversight Engineer
 - Anthony Norman, P.E. – Transportation Engineer



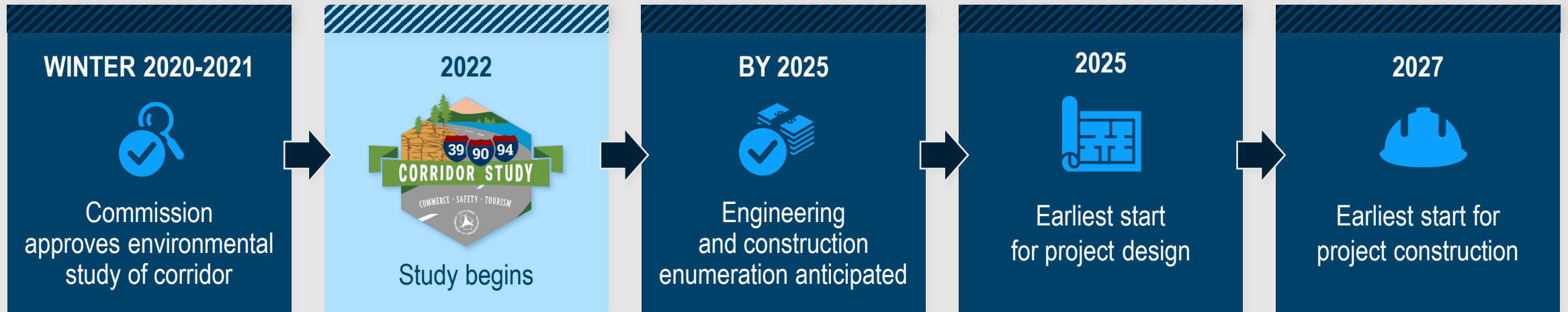
Study overview

- 67 miles of I-39/90/94
- From US 12/18 to US 12/WIS 16 interchange (just north of Wisconsin Dells)
- Spans Dane, Columbia, Sauk and Juneau counties
- Limited to on- and near-alignment alternatives (no bypass to the east)
- Does not include Wisconsin River Bridges project



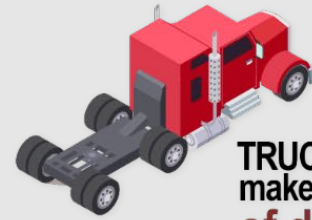
Major Highways program

- Most complex and costly projects
- Long-term solutions to most serious deficiencies on highly traveled segments of Wisconsin's highway system
- Require Transportation Projects Commission (TPC) approval and legislative enumeration



Route importance

- Primary long-haul truck route and regional vehicle corridor through Wisconsin
- Vitally important to economic health of region and state



TRUCKS make up **23%** of daily traffic on the I-39/90/94 corridor



\$106 BILLION in total freight



18%

of all truck freight in Wisconsin travels the I-39/90/94 corridor



I-39/90/94'S CRITICAL ROLE IN FREIGHT MOVEMENT



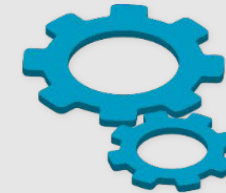
\$5.7 billion in PAPER AND WOOD products



\$13.3 billion FOOD products



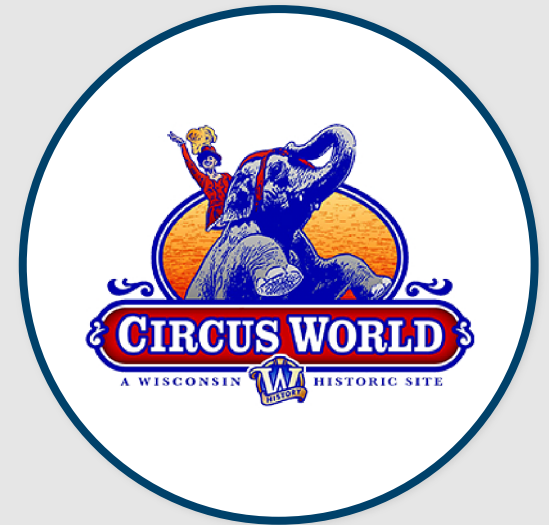
\$70 billion in FARM products



\$13.3 billion in MACHINERY

Route importance

- Acts as gateway from population centers – Chicago, Minneapolis, Milwaukee – to major outdoor recreation and tourist destinations
- Longest stretch (29 miles) of three concurrent Interstates in America



Corridor statistics

DAILY TRAFFIC VOLUMES
INCREASE DRAMATICALLY DURING THE
SUMMER MONTHS

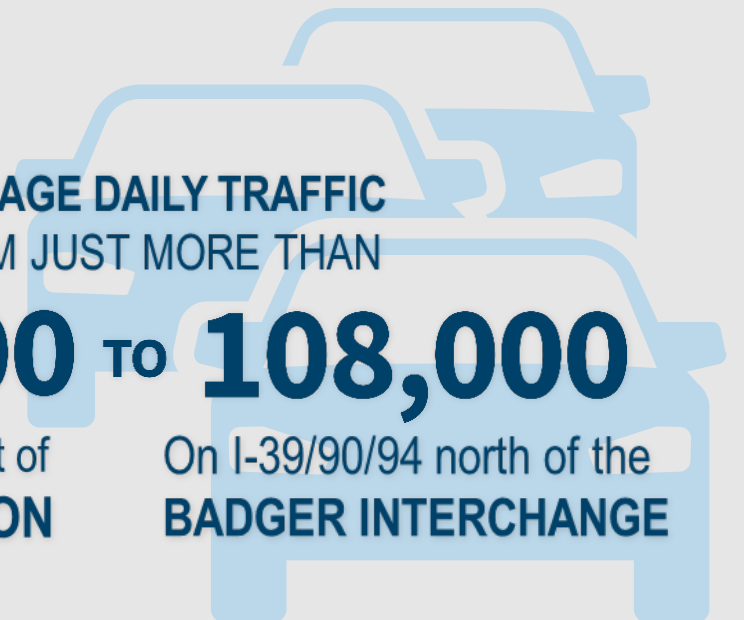


ANNUAL AVERAGE DAILY TRAFFIC
RANGES FROM JUST MORE THAN

40,000 TO **108,000**

On I-90/94 east of
LAKE DELTON

On I-39/90/94 north of the
BADGER INTERCHANGE



PEAK VOLUME OCCURS ON
FRIDAYS AND SUNDAYS



2021 TRAFFIC COUNTS
ARE HIGHER THAN
PRE-PANDEMIC VALUES
THROUGHOUT MOST OF THE CORRIDOR

Study purpose

Address existing and future traffic demands, safety issues, and aging and outdated corridor infrastructure



Corridor needs

PAVEMENT



**16 rehabilitation/
maintenance
projects** anticipated
over the next 30 years

INTERCHANGES



15 interchanges
currently exist along
the 67 miles of the
study corridor

BRIDGES



86 structures will
require replacement or
significant deck work
(30-year projection)

Corridor needs

• Traffic demand

- Traffic volumes and congestion are increasing, impacting travel reliability



• Safety issues

- 12 of 15 interchanges rated with poor or severe crash rates
- Crashes related to congestion and outdated roadway design



Corridor needs

- Corridor resiliency
 - Since 2008, two flooding events caused Interstate closures, impacting vital commerce and emergency services connections
 - Closures cause significant indirection for detoured traffic and bottlenecks on alternate routes



Alternatives development

- No Build alternative
- Traffic Demand Management/Traffic Systems Management
- Build alternatives
 - Spot improvements
 - Interstate modernization with/without capacity expansion
 - Existing interchange reconstruction
 - Potential new interchange access



Study schedule: Environmental Document

2022 (May-December)

- Data collection
- Develop project purpose and need
- Develop alternatives
- Public involvement activities begin

2023

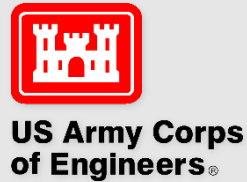
- Develop alternatives
- Begin environmental impact analysis
- Ongoing public involvement activities

2024

- Finalize environmental impact analysis
- Public hearing
- Complete environmental document
- Ongoing public involvement activities



Agency coordination

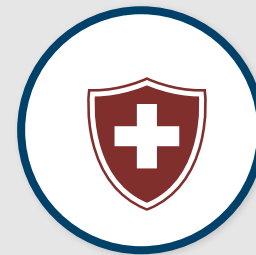


- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Natural Resources Conservation Service
- Wisconsin Department of Natural Resources
- State Historic Preservation Office
- Wisconsin Department of Agriculture, Trade and Consumer Protection
- Tribal governments



Communications and public engagement

- Restaurants/tourism/hospitality
- Trucking
- Agricultural industry
- Developers
- Hospitals/medical providers
- Major employers and small businesses
- Juneau, Sauk, Columbia and Dane counties
- Towns and municipalities



Communications and public engagement

- Focused on residents, businesses, community groups, elected officials, environmental justice groups, other interested parties
- Collect input from Citizens, Technical and Local Officials advisory committees
- Ad-hoc business and neighborhood groups



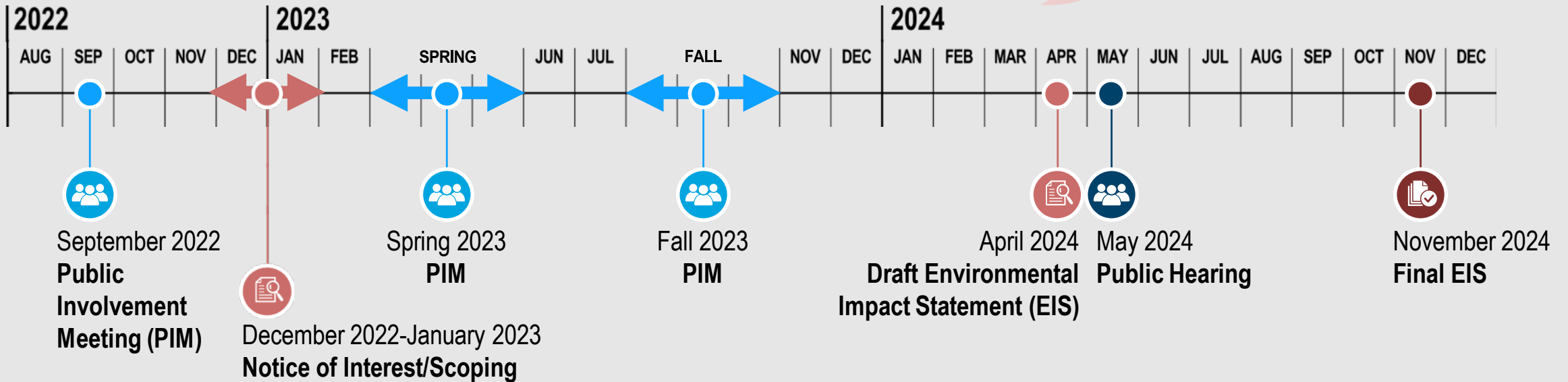
What's next?

- For the rest of 2022, WisDOT will continue to:
 - Collect study data
 - Develop formal purpose and need statement for the study
 - Develop transportation alternatives for the study corridor
 - Engage with stakeholders
 - Quarterly advisory committee meetings beginning fall 2022
 - One-on-one meetings with businesses throughout the study duration



What's next?

Public engagement milestones



All dates are subject to change.



Scan with Your smartphone!





Thank you!



Study contact and website



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WEB

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