

Frequently Asked Questions (FAQs)

How old are the bridges?

The bridges were originally constructed in 1961 when this portion of I-39/90/94 was first built.

Why is WisDOT evaluating the I-39/90/94 Wisconsin River bridge for improvements?

The bridges are aging and showing signs of their heavy use. The bridges are safe under current traffic loads, however, repair work or full replacement will be required to address the current issues, as these areas of wear will worsen over time.

What options are being considered to address the existing bridge condition?

Several repair and rehabilitation options will be investigated for their feasibility and cost-effectiveness. The bridges are approaching the end of their service lives, so further repair work now may not be cost-effective, and may not significantly increase the number of years that the bridges can remain in service. The forthcoming investigation will more accurately define the estimated cost and expected life extension of the bridges, and will aid in determining the optimal alternative (repair versus replacement).

What factors will WisDOT use to evaluate alternatives?

The project will evaluate a range of alternatives that include, but are not limited to, the rehabilitation of the existing bridges and full replacement of the bridges. This evaluation will investigate several factors associated with each alternative including: the resulting approximate life extension of the bridges, estimated construction timelines, impacts to adjacent landowners, Interstate travelers, surrounding communities, and the estimated cost.

When does WisDOT expect to make a decision on the preferred alternative?

WisDOT expects to identify the preferred alternative in spring 2020. Depending upon the alternative chosen, construction could begin in the mid-2020s.

How will the public be involved in the project?

Public involvement is an important aspect of all WisDOT projects. Outreach for this project will take place with area stakeholders including the local public, interested parties, special interest groups/organizations, the traveling public, business and industry, state and federal agencies, local and state officials. Methods will include, but not be limited to, meetings, the media, the website, and e-mail distribution lists. The goal

is to gather comments and feedback throughout the process to aid in determining the preferred alternative.

How much would it cost to repair or replace the bridges?

It's too early in the project to know how much rehabilitating or replacing the bridges may cost. As the project progresses, the range of alternatives and their associated costs will be determined.

If a build alternative is selected, when is construction expected to start?

There is no construction funding scheduled at this time. This project will identify whether WisDOT will repair or replace the current bridges. The earliest construction could take place is the mid-2020s.

Will private property be required if new bridges are built?

Depending upon the alternative selected, there may be a need to acquire additional right of way. In the event this would occur, WisDOT will work with potentially impacted landowners consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Is WisDOT coordinating with resource agencies?

WisDOT will coordinate with local, state and federal agencies, and area Indian Tribes in accordance with the National Environmental Policy Act (NEPA). These agencies include, but are not limited to, the U.S. Army Corps. of Engineers, U.S. Bureau of Land Management, U.S. Fish and Wildlife Service, Wisconsin Department of Natural Resources, State Historic Preservation Office, Wisconsin Department of Agriculture, Trade and Consumer Protection, and other agencies.