

Hearing Handout Packet

Public Hearing For

Environmental Assessment

I-39/90/94 Wisconsin River Bridge Project

Between Black Road and the I-90/94 & I-39/WIS 78 Interchange

Columbia County

Project ID: 1010-10-01

Virtual Component of the Public Hearing held via YouTube Live

Tuesday, March 30th, 2021 6:00 p.m. to 8:00 p.m.

In-Person Component of the Public Hearing held at the Poynette Village Hall

Wednesday, March 31st, 2021 5:00 p.m. to 8:00 p.m.



U.S. Department of Transportation
Federal Highway Administration

Handout Packet Contents

Page	Description
1	Welcome
1	Public Hearing Agenda
2	Options and Instructions for Providing Testimony
5	Project Location Map
6	Purpose of the Public Hearing
6	Environmental Documentation Process
7	Information for the Public Hearing Record
7	Project Statement
12	Alternatives Comparison Matrix
13	Property Acquisition/Relocation Assistance and Benefits
13	Next Steps
13	Description of Public Hearing Exhibits
14	PowerPoint Presentation Description
14	Contact Information
17	Written Testimony Form – Due by April 7, 2021
19	Registration Slip for Verbal Testimony

Welcome

Thank you for attending today’s public hearing for the I-39/90/94 Wisconsin River Bridge project. This public hearing provides you the opportunity to give testimony on the Environmental Assessment that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

Public Hearing Agenda

Virtual Public Hearing Component via YouTube Live – March 30th, 2021

Participants may also call (888) 557-8511, followed by conference ID 6969016 to listen to the virtual hearing component via audio only.

Time	Item
6:00 p.m.	Sign in and review handout and exhibits on the project website. No questions will be answered during the virtual public hearing. Informal questions about the project should be directed to Dan Schave, the WisDOT Project Manager, at (608) 246-3251 or daniel.schave@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 April 7, 2021.
	Welcome and Opening Statement
6:15 p.m.	Project presentation
	Public Verbal Testimony* option begins upon completion of project presentation.
	Opportunity to review handout and exhibits on the project website continues.
8:00 p.m.	YouTube Live broadcast ends at 8:00 p.m. or after all public verbal testimony has been recorded, whichever is earlier.
	Opportunity to provide private verbal testimony continues until the end of the public hearing.
	Virtual Public Hearing ends at 8:00 p.m.
	Written (mail-in and email) testimony and call-in testimony* available until April 7, 2021.

In-Person Public Hearing Component at Poynette Village Hall – March 31st, 2021

Attendance at the in-person hearing component will be by appointment only. Please call the WisDOT Project Manager, Dan Schave, at (608) 246-3251, between the hours of 8:00 a.m. and 4:30 p.m. Monday through Friday, to make an appointment and receive further instructions regarding the in-person public hearing component.

Time	Item
5:00 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 Public Verbal Testimony* , Private Verbal Testimony* , and Written Testimony* begins. These options are available until the end of the public hearing. Written testimony will continue to be accepted until April 7, 2021.
	Opening statement, information for the record, and project statement read.
8:00 p.m.	In-Person Public Hearing ends.
	Written (mail-in and email) testimony and call-in testimony* available until April 7, 2021.

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

Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **Testimony should be limited to tonight’s public hearing aspects (see page 6), and statements or opinions about the project.** Provide comments on the alternative(s) you support or oppose and your reasons.

Questions related to the project can be directed to project staff during the in-person public hearing component, but will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience.

Virtual Public Hearing Component

To get placed into a call back queue to provide private testimony, please call (608) 261-8626 or send an email to wisriverstudy@dot.wi.gov. A call taker will take your name, address and a call back phone number. If we are experiencing high call volumes, a call taker may not immediately be available to take your information. Please hold on the line and we will answer your call in the order received. If sending an email, please indicate that you are interested in providing private testimony.

Participants will be called back when it is your turn to provide private testimony based on the order in which the request was received. Please be patient when waiting for your call back. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony. When you receive the call back, provide you 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 YouTube Live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

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 at the testimony registration table on the 2nd floor at the in-person hearing), state your name, address, and if applicable, the group, organization, or business you are representing. Then give the court reporter your testimony.

Public Verbal Testimony

Virtual Public Hearing Component

To get placed into a call back queue to provide public testimony, please call (608) 261-8626 or send an email to wisriverstudy@dot.wi.gov. A call taker will take your name, address and a call back phone number. If we are experiencing high call volumes, a call taker may not immediately be available to take your information. Please hold on the line and we will answer your call in the order received. If sending an email, please indicate that you are interested in providing public testimony.

Participants will be called back when it is your turn to provide public testimony based on the order in which the request was received. Please be patient when waiting for your call back. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony. When you receive the call back, provide you 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 YouTube Live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

For the in-person public hearing component at the Poynette Village Hall, public verbal testimony will be accepted at any time during the public hearing from 5:00 p.m. to 8:00 p.m.

Complete a “Registration Slip for Verbal Testimony” (included in this handout packet or at the testimony registration table on the 2nd floor at the in-person hearing) and provide it to designated project staff at any time. 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 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 the public hearing ends at 8:00 p.m.

Verbal Testimony following the Public Hearing

Following the public hearing, you may provide verbal comments on the project by phone until April 7, 2021. You may do so by calling Dan Schave, WisDOT project manager, at (608) 246-3251. A summary of the verbal comments made by phone, including voicemail, will be written down for inclusion in the public hearing record.

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 on tables at the in-person public hearing). 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.

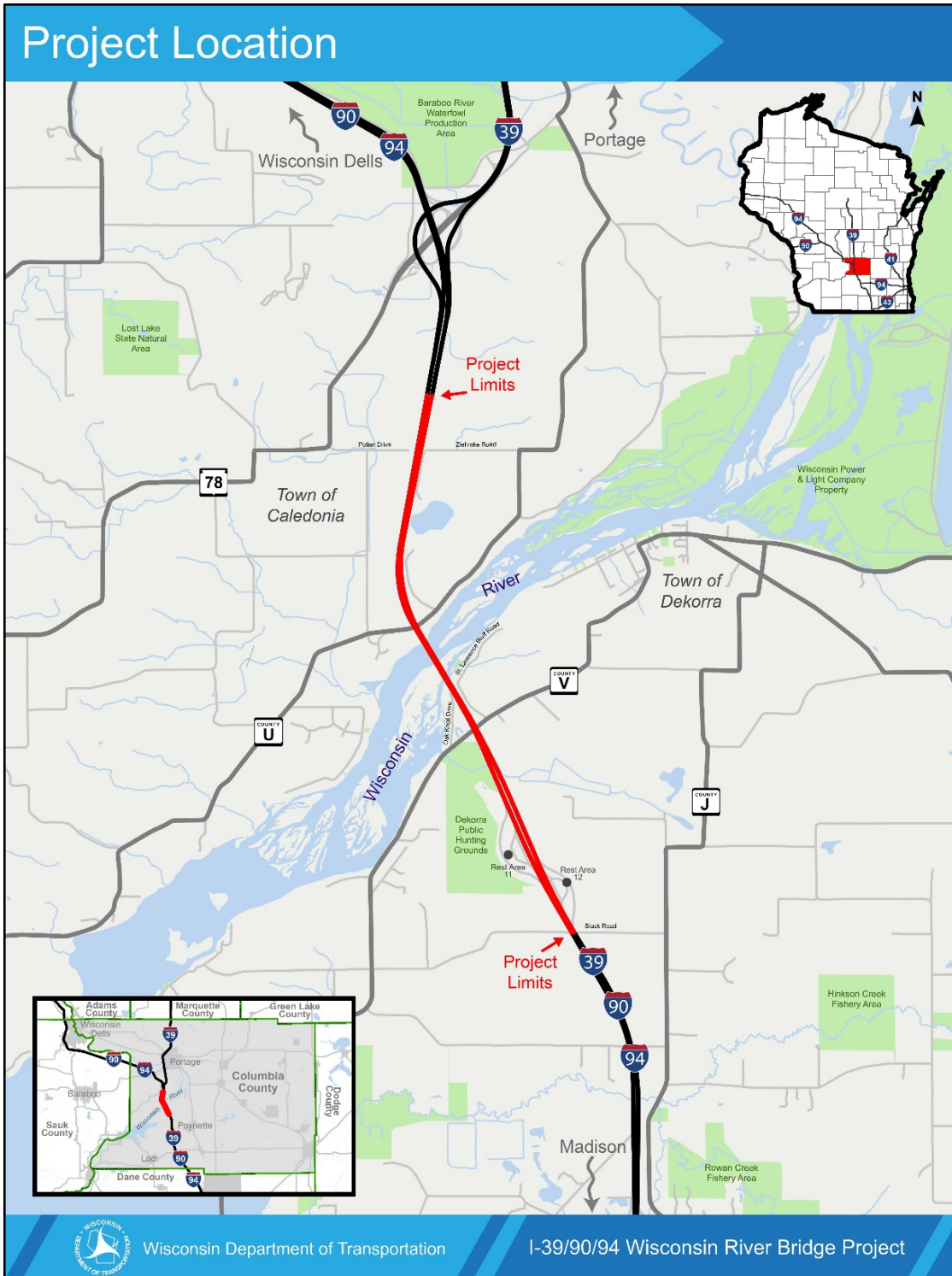
Submit at the in-person public hearing component: Complete the Written Testimony Form and place the form, along with any other supporting documentation, in the box located on a table on the 2nd floor.

OR,

Mail In: You may prefer this option if you would like additional time to organize your thoughts/testimony. You may also send written testimony via e-mail to daniel.schave@dot.wi.gov. Mailed or e-mailed testimony must be postmarked or received no later than April 7, 2021 to be included in the official public hearing record. Comments can be sent to:

Dan Schave, PE
WisDOT Project Manager
Southwest Region Office
2101 Wright Street
Madison, WI 53704
daniel.schave@dot.wi.gov

Project Location Map



Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project 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 project alternatives. The virtual component of this public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. The in-person component of this public hearing includes an open house format to review project materials and ask questions of project staff and opportunities to provide public/private verbal testimony to a court reporter or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed I-39/90/94 Wisconsin River Bridge project:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on 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. The Environmental Assessment is available for review on the project website. A copy of the Environmental Assessment is also available for review at the in-person public hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.

Environmental Document Process

The environmental documentation process includes development of a project 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 Wisconsin River Bridge project is currently at the Environmental Assessment stage. The Environmental Assessment documents the project 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 select 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 Environmental Assessment.

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. Pages 13-14 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 April 7, 2021.

Project Statement

BACKGROUND AND PROJECT TERMINI

The project is focused on the I-39/90/94 crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange.

The project area is located in the towns of Caledonia and Dekorra. The project area also encompasses the crossing of two county highways: County V and County U.

I-39/90/94 is a 6-lane divided interstate with a posted speed limit of 70 mph. All three interstates are included in the National Highway System and in the National System of Interstate and Defense Highways. I-39/90/94 is also identified as a backbone route in WisDOT's Connections 2030 Long Range Transportation Plan, and as the Badger State Corridor, a System Level Priority Corridor.

In south central Wisconsin, crossings of the Wisconsin River are limited. The nearest crossings to the I-39/90/94 Wisconsin River Bridge are located 17 miles downstream in Prairie du Sac, 9 miles downstream via the Merrimac Ferry, or 9 miles upstream in Portage. I-39/90/94 connects both in and out of state travelers located south of the Wisconsin River to northern Wisconsin and Minnesota. This connection is of vital importance to both state and local economies.

PURPOSE

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.

NEED FOR THE PROJECT

The Wisconsin River Bridge Project is focused on addressing the existing condition of the structures that carry I-39/90/94 traffic across the Wisconsin River. Addressing the existing condition of the structures is needed to ensure that the bridge remains operational for vehicular traffic. Throughout the project, additional items such as traffic demands and roadway geometrics will be considered for improvement.

Primary Need: Wisconsin River Bridge Condition

- Portions of the Wisconsin River Bridge's concrete deck, steel girders, secondary steel members, and concrete piers received Poor or Severe condition ratings based on a field inspection completed in the summer of 2018.
- Although the Wisconsin River bridge is safe, these substandard ratings indicate deficiencies that require attention.
- Since the Wisconsin River Bridge was constructed in 1961, the bridge has undergone seven separate repair projects to address structural deficiencies and allow the bridge to remain operational. In the future, the limited benefit gained from conducting additional repair work may not justify the cost of the repairs.

Secondary Need: Traffic Demands

- By 2045, traffic volumes along I-39/90/94 are expected to increase by approximately 20 percent. With the increased traffic volumes in the future, northbound and southbound traffic are both expected to operate at LOS D.
- Lane closures during construction can cause congestion. Minimizing lane closures is another aspect of meeting traffic demands.

Secondary Need: Roadway Geometrics

- Three I-39/90/94 vertical curves within the project termini do not meet decision sight distance standards and are considered substandard. Two of the substandard curves are located near the rest areas in both the north and southbound directions. The third curve is located southbound near the northern project terminus.
- Side slopes within the corridor are less than 4H:1V. Current WisDOT standards recommend 6H:1V side slopes, or flatter, within the clear zone to improve the safety for vehicles leaving the roadway.

RANGE OF ALTERNATIVES

Two build alternatives were evaluated in the Environmental Assessment to address the purpose and need of the project, referred to as the range of alternatives. The two build alternatives considered consists of an East Alternative and a West Alternative. A third alternative, the No-Build Alternative, was evaluated as a baseline for comparing alternatives.

Description of Alternatives

- **No-Build Alternative:** Serves as a baseline for comparison
 - The No Build Alternative consists of doing nothing to address the aging I-39/90/94 Wisconsin River bridge. No repair, maintenance, or construction activities of any sort would occur on the bridge. Eventually the bridge would need to be closed to traffic due to safety concerns.
- **East Alternative:** Construct a new bridge just east of existing bridge
 - Realignment would require full reconstruction for approximately a mile on each side of the new bridges. Both the East and West Alternatives propose the same anticipated new right of way width to connect I-39/90/94 to the new bridges.
 - Realignment of I-39/90/94 would require the reconstruction of the County U and County V bridges. The East Alternative would lengthen and shift the county highway bridges to the east.
 - The East Alternative proposes two retaining walls to avoid relocation of two transmission structures by avoiding disturbances to the foundations. The East Alternative avoids impacts to the remaining six transmission structures located within the anticipated right of way via grading to establish the clear zone and ditches.
 - In addition to avoiding impacts to the transmission line, the proposed retaining wall south of the Wisconsin River avoids impacts to St. Lawrence Bluff Road. St. Lawrence Bluff Road is a dead end road that provides access to approximately 18 residences and St. Lawrence Bluff Park. Without the wall, St. Lawrence Bluff Road would need to be closed or relocated, causing several residences to be relocated and increasing the overall impact of the East Alternative.
- **West Alternative:** Construct a new bridge just west of existing bridge
 - Realignment would require full reconstruction for approximately a mile on each side of the new bridges. Both the East and West Alternatives propose the same anticipated new right of way width to connect I-39/90/94 to the new bridges.
 - Realignment of I-39/90/94 would require the reconstruction of the County U and County V bridges. The West Alternative would lengthen and shift the county highway bridges to the west.
 - The West Alternative would shorten Oak Knoll Drive by approximately 425 feet and access to six residences would be removed, resulting in relocation of these properties. Two additional properties would require relocations because they are within the anticipated right of way for the West Alternative.

Alternatives Comparison

Although the East and West Alternatives both address the purpose and need of the project, the East Alternative was selected as the Preferred Alternative because it has less impacts than the West Alternative. Compared to the West Alternative, the East Alternative:

- Does not impact historic properties
- Does not require relocations
- Impacts less protected public lands
- Has less amount of private land needed for conversion to right-of-way

PREFERRED ALTERNATIVE

Design Overview

The Preferred Alternative would include:

- Replacement of the existing I-39/90/94 Wisconsin River bridge with a new bridge that could accommodate construction staging, future maintenance work, and future traffic needs.
- Replacement of the County U and County V bridges over I-39/90/94
- Construction of retaining walls to avoid impacts to transmission structures

The new I-39/90/94 Wisconsin River bridge would have three 12-foot lanes in each direction and wide shoulders after initial construction. The width of the new bridge would accommodate construction staging, future maintenance work, and future traffic needs. The bridge would be wide enough to allow three lanes of traffic in each direction to remain open during construction or future maintenance work. When future traffic warrants an additional (fourth) travel lane based on volume and design criteria, the bridge could be opened to four 12-foot lanes in each direction with 12 foot inside and outside shoulders, without major bridge construction.

The proposed width of the bridge does not preclude or guarantee future expansion of the interstate. Impacts were conservatively calculated assuming a bridge width accommodating 4 lanes and 12-foot shoulders in each direction. The dimensions of the bridge may be refined in final design.

Alignment and Right-of-way Impacts

I-39/90/94

Realignment of I-39/90/94 to connect to the new bridges would require full reconstruction of I-39/90/94 for 0.8 miles north and 0.7 miles south of the new bridges. All substandard vertical curves along I-39/90/94 are outside of the construction limits and will not be addressed.

The proposed typical section for the reconstruction is three 12 foot travels lanes in each direction with 12 foot inside and outside shoulders, based on WisDOT FDM 11-15 standards. Along the east side of I-39/90/94, proposed right-of-way would generally be 106 feet from the edge of the proposed northbound travel lanes. No additional right-of-way would be needed along the west side of I-39/90/94. The anticipated right-of-way is based on a 36 foot clear zone (per WisDOT FDM 11-15-1) and a 70 foot grading buffer. The clear zone provides recovery space for vehicles that leave the

roadway. The grading buffer accounts for design variables such as roadway profile adjustments, ditching for proper drainage of the highway, and retaining wall design.

County U

The County U bridge would be relocated slightly north to improve roadway geometrics and may allow County U to remain open to traffic during construction. Full reconstruction of County U would be required for 800 feet west and 900 feet east of the new bridge. The proposed typical section would feature two 11 foot travel lanes and a 4 foot shoulder (per WisDOT FDM 11-15). Additional right of way would be needed north of existing County U and no additional right of way to the south. The anticipated right of way is based on a 24 foot clear zone (per WisDOT FDM 11-15-1) and a grading buffer. The anticipated right of way width varies due to additional grading that is needed for the elevation change as County U crosses over I-39/90/94.


County V

During the public involvement process, comments were received from local officials requesting that County V remains open during construction. It is important to keep the County V bridge open because it is the only access point for residents west of I-39/90/94 when flooding occurs along County V approximately a one mile west of the bridge.

To keep the County V bridge open during construction, the bridge would be relocated slightly south of its existing location. Full reconstruction of County V would be required for 1,200 feet west and 1,300 feet east of the new bridge. The proposed typical section would feature two 11 foot travel lanes and a 6 foot shoulder (per WisDOT FDM 11-15). County V has deficient sight distance as it passes over I-39/90/94. However, no crashes have occurred at this location in the last five years. Reconstructing County V to address substandard vertical curves and to bring County V up to current WisDOT FDM standards would require substantial right of way impacts. The vertical profile of County V and St. Lawrence Bluff Road would have to be raised approximately 8 feet. To minimize impacts, the project would retain the current design profile and vertical curves. Because the alternatives would perpetuate current design, a speed limit reduction was pursued on County V near the bridge. Columbia County Highway Committee agreed to extend the existing 35 mph speed zone to east of St. Lawrence Bluff Road.

The anticipated right of way need to reconstruct County V is based on a 24 foot clear zone (per WisDOT FDM 11-15-1) and a grading buffer. The anticipated right of way width varies due to additional grading that is needed for the elevation change as County V crosses over I-39/90/94. Most of the new right of way would be needed south of existing County V, however east of St. Lawrence Bluff Road, some additional right of way would be needed to the north.

Alternatives Comparison Matrix

Item of Anticipated Impact	Preferred Alternative
 Alternative Length	1.8 miles
Bridge Length	1,760 feet
 ATC Pole Impacts	Avoided
 Historic Properties	0
 Likely to Affect Fox-Wisconsin Heritage Water Trail	Yes
 Likely to Affect Threatened or Endangered Species	Yes
 Relocations	0
 Right-of-Way Required	15.1 acres
 Agricultural Land	4.1 acres
 Protected Public Land	0.7 acres
 Water Crossings	2
 Wetlands	5.9 acres
 Cost Estimate (million) <small>* 2020 dollars</small>	\$141

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.

It is not anticipated that any homes or businesses will need to be acquired as a result of this project. It is anticipated that approximately 15.1 acres of temporary and permanent right of way acquisition will be needed for this project. The acquisition of necessary right of way for this project is anticipated to begin in 2022. Depending upon the availability of funding, construction could begin in early 2024 if a build alternative is selected.

Next Steps

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

- Environmental Document Complete: Spring 2021
- Final Design: 2021 – 2023
- Real Estate Acquisition: 2022 – 2023
- Construction: 2024-2026

Description of Public Hearing Exhibits

The following exhibits are available for review:

- **Project Location Exhibit** shows project limits and public lands
- **I-39/90/94 Route Importance Exhibit** shows how the corridor is important to the nation, region, and local area.
- **Purpose and Need Exhibit** shows the purpose of the project, primary need, and secondary needs.
- **Primary Need of the Project Exhibits** (2 exhibits) shows the deteriorating condition of the existing bridge, existing deficiencies, and history of bridge repairs.
- **Secondary Needs of the Project Exhibit** shows the secondary needs of traffic demands and roadway geometrics.

- **Range of Alternatives (North of Wisconsin River) Exhibit** shows the project resources, proposed improvements for the build alternatives, and proposed right-of-way north of the Wisconsin River.
- **Range of Alternatives (South of Wisconsin River) Exhibit** shows the project resources, proposed improvements for the build alternatives, and proposed right-of-way south of the Wisconsin River.
- **Range of Alternatives Impacts Exhibit** shows the anticipated impacts to project resources caused by the Range of Alternatives.
- **Preferred Alternative Exhibit** shows the preferred alternative documented in the Environmental Assessment, anticipated impacts, and identifies modifications implemented after the Range of Alternatives.
- **Project Schedule Exhibit** shows the full project schedule from initiation through construction.
- **Brochure – WisDOT Stormwater Management Program**

PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation to update the public on the proposed project alternatives. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Project Statement. The PowerPoint presentation will be included at the virtual public hearing component only. The presentation will not be included at the in-person public hearing component. A recording of the PowerPoint presentation is available on the website for interested parties.

Contact Information

Submittal of Written testimony or general project questions

Additional written testimony on the Environmental Assessment 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 April 7, 2021.

Dan Schave, PE
WisDOT Project Manager
Southwest Region Office
2101 Wright Street
Madison, WI 53704
(608) 246-3251
daniel.schave@dot.wi.gov

Property acquisition/relocation questions

Questions specific to property acquisition and/or relocations of homes and businesses can be most efficiently answered by real estate staff.

John Fandrich

WisDOT

Transportation Systems Development

SW Region Real Estate

2101 Wright Street

Madison, WI 53704

(608) 245-2676

Project website (project information, schedule and updates)

Project information including the Environmental Assessment, public hearing materials, past meeting materials, schedule, updates and more can be found at the project website:

<https://wisconsindot.gov/Pages/projects/by-region/sw/i399094-bridge/default.aspx>

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Registration Slip for Verbal Testimony



I-39/90/94 Wisconsin River Bridge
In-Person Public Hearing Component
Poynette Village Hall
Wednesday, March 31, 2021, 5:00 p.m. to 8:00 p.m.

This registration slip may be used for providing public or private verbal testimony. Complete this registration slip and submit it to a project team representative. 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 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: _____

