

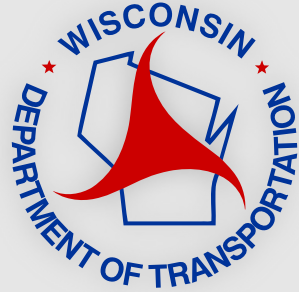
U.S. Department
of Transportation
**Federal Highway
Administration**

I-39/90/94 Corridor Study

WisDOT and the City of Madison

Madison Area Interchange Alternatives Public Meeting

Tuesday, May 23, 2023



U.S. Department
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**Federal Highway
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I-39/90/94 Corridor Study

WisDOT and the City of Madison

Madison Area Interchange Alternatives Public Meeting

Thursday, June 1, 2023

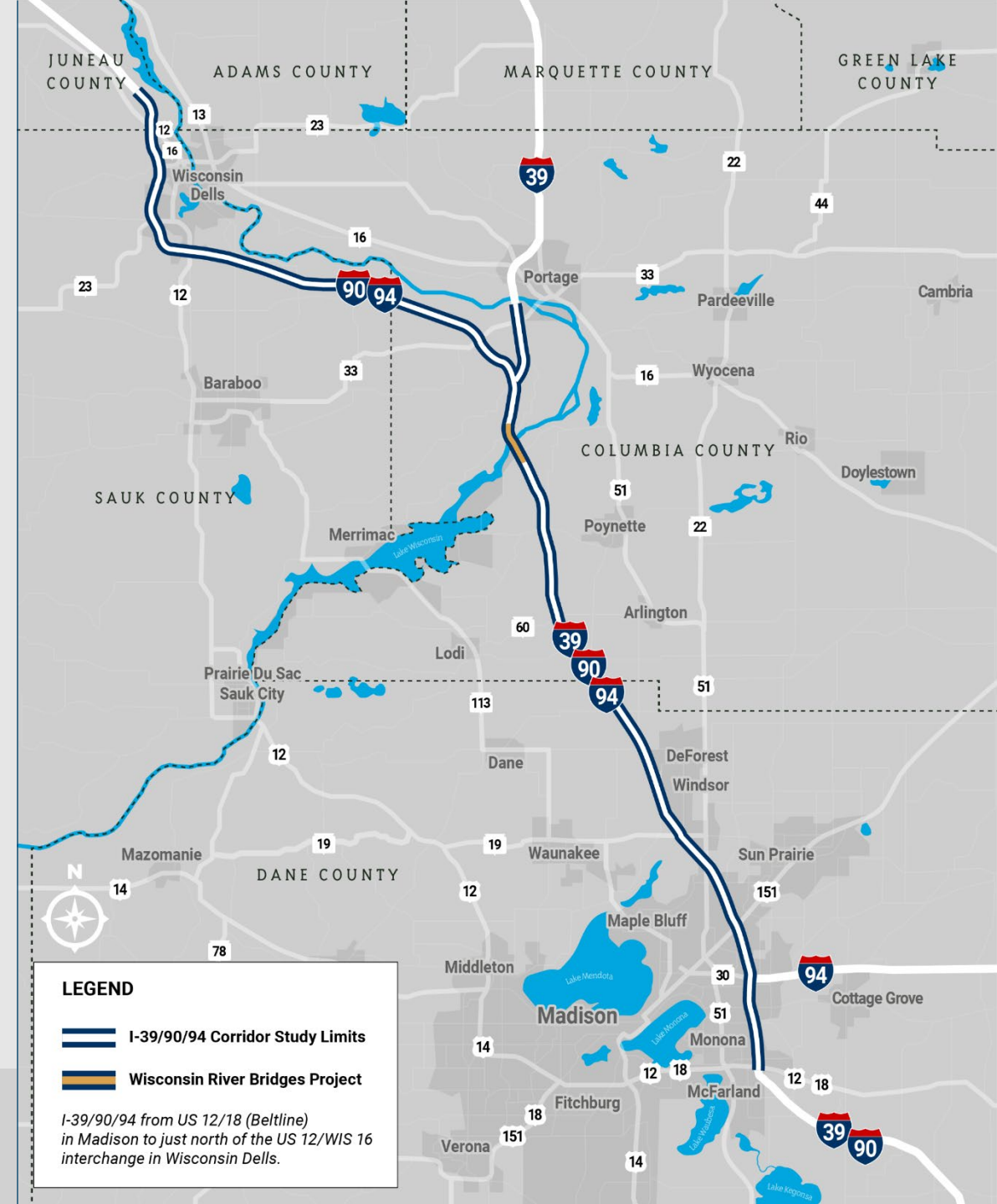
Presentation Topics

1. Study Recap
2. Study Schedule
3. Interstate Alternatives
4. Interchange Alternatives
5. Contact and Website Information



Study Recap

- WisDOT preparing Environmental Impact Statement in coordination with FHWA
- 67 miles of Interstate from Madison to Wisconsin Dells
 - 9 miles in City of Madison
 - 17 Interchanges total being studied
 - 6 Interchanges within City of Madison
- Commuter, freight, tourism and recreational traffic demands all being evaluated
 - Dane County travel demand model
- Coordinating with local governments



Study Schedule

2022

2023

2024



Corridor Study Tasks

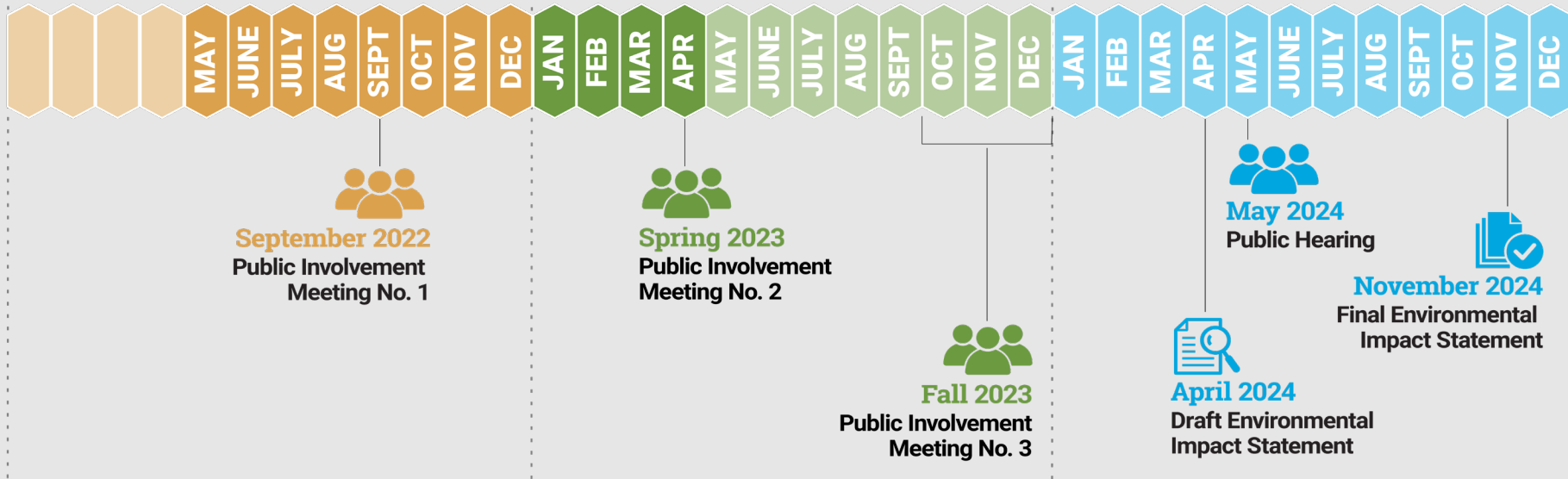
- » Data collection
- » Develop study purpose and need
- » Develop transportation alternatives
- » Coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee

- » Further develop transportation alternatives and study purpose and need
- » Begin environmental impact analysis
- » Continued coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee

- » Finalize environmental impact analysis
- » Complete environmental document
- » Continued coordination
 - Local and federal agency coordination
 - Citizens advisory committee
 - Technical advisory committee
 - Local officials advisory committee



Public Input Opportunities



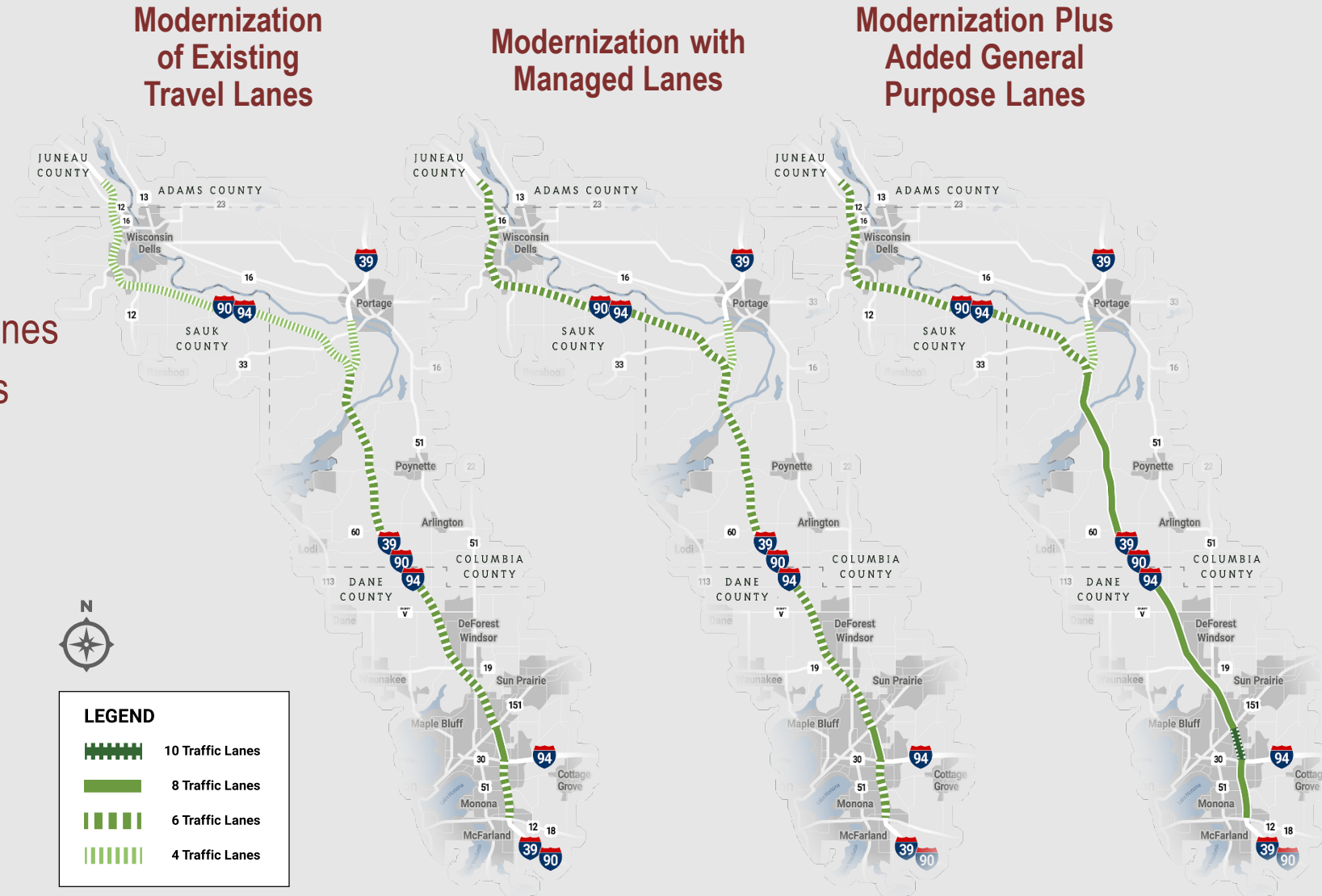
Interstate Alternatives

- No Build *[used as baseline]*
 - No improvements
- Traffic Demand Management/Traffic Systems Management & Operations
 - Public transportation, ramp metering, park and ride lots, traffic detectors, variable message signs, crash investigation sites, part-time hard shoulder running, reversible lanes
- Off Alignment – East Reliever *[eliminated]*
- Spot Improvements *[eliminated]*
 - Spot safety and operational improvements
- Interstate Modernization *[three alternatives – see next slide]*
 - Existing interchange reconstruction
 - Potential new interchange access



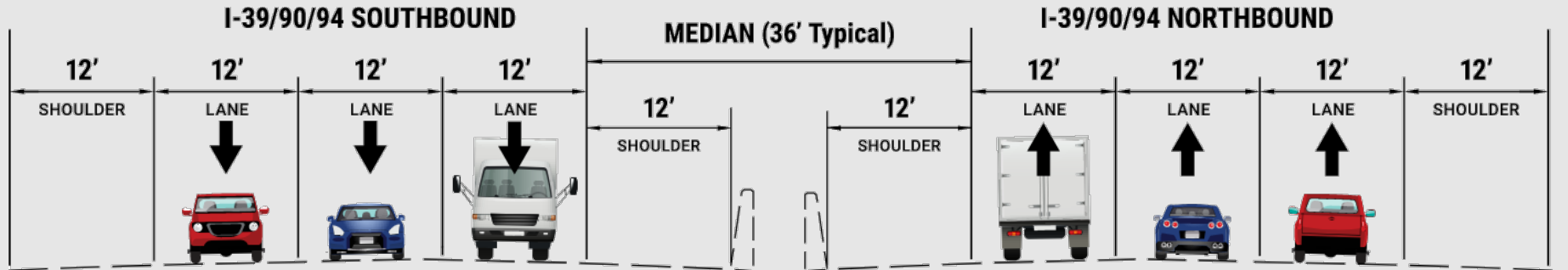
Interstate Alternatives

- Mainline build alternatives:
 - Modernization of Existing Travel Lanes
 - Modernization with Managed Lanes
 - Modernization Plus Added General Purpose Lanes
- Modernization:
 - Definition
 - Other Potential Operational Improvements
- Not a “one or the other” choice

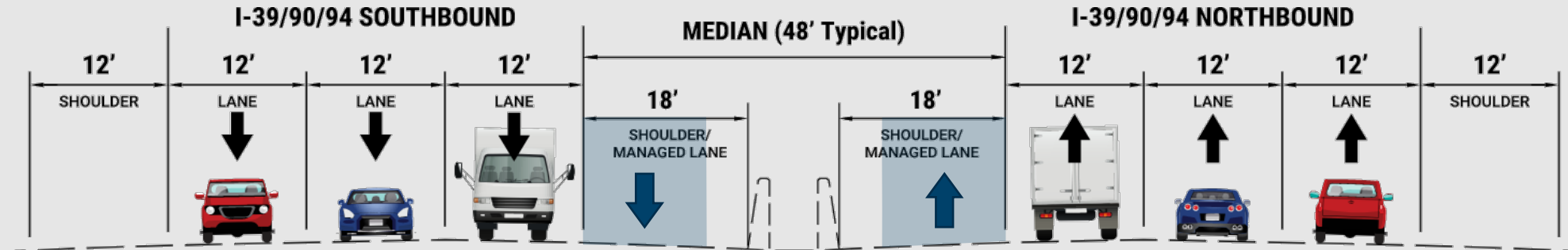


I-39/90/94 from US 12/18 to I-39 I-90/94 Split

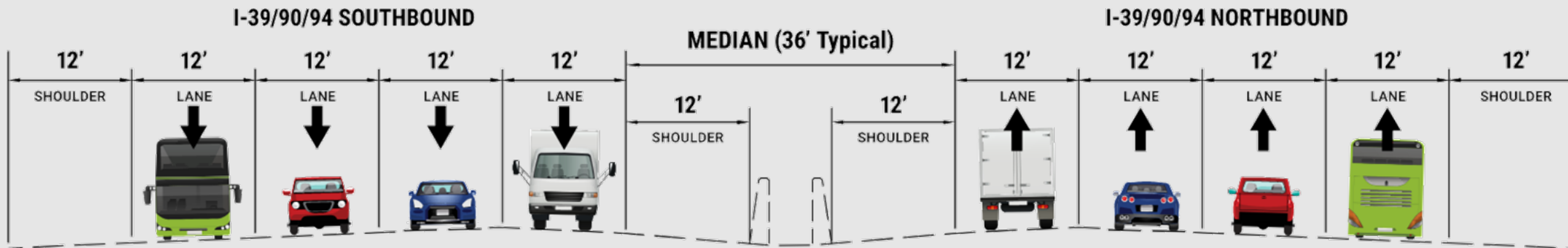
Modernization of Existing Travel Lanes



Modernization with Managed Lanes




Modernization Plus Added General Purpose Lanes



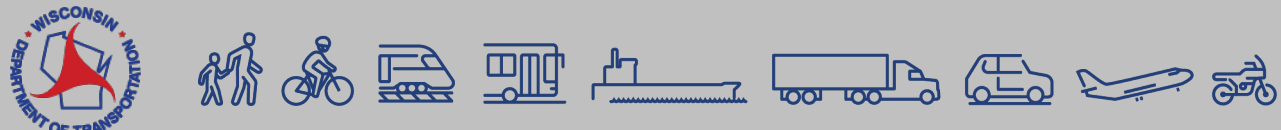
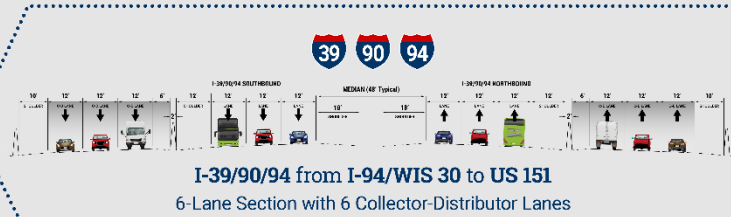
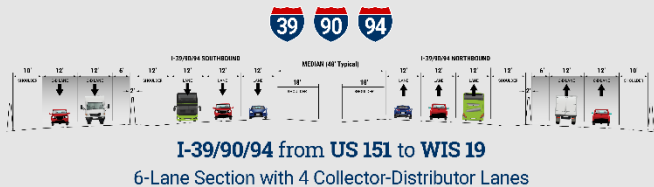
Potential Collector-Distributor, Managed and Auxiliary Lanes

Note:
Auxiliary lanes will be considered for areas throughout the corridor where they would be operationally prudent.




LEGEND

- 6 Traffic Lanes
- 6 Collector-Distributor Lanes
- 4 Collector-Distributor Lanes
- Collector-Distributor Lanes Not Considered
- Managed Lane(s) Considered
- Managed Lane(s) Not Considered



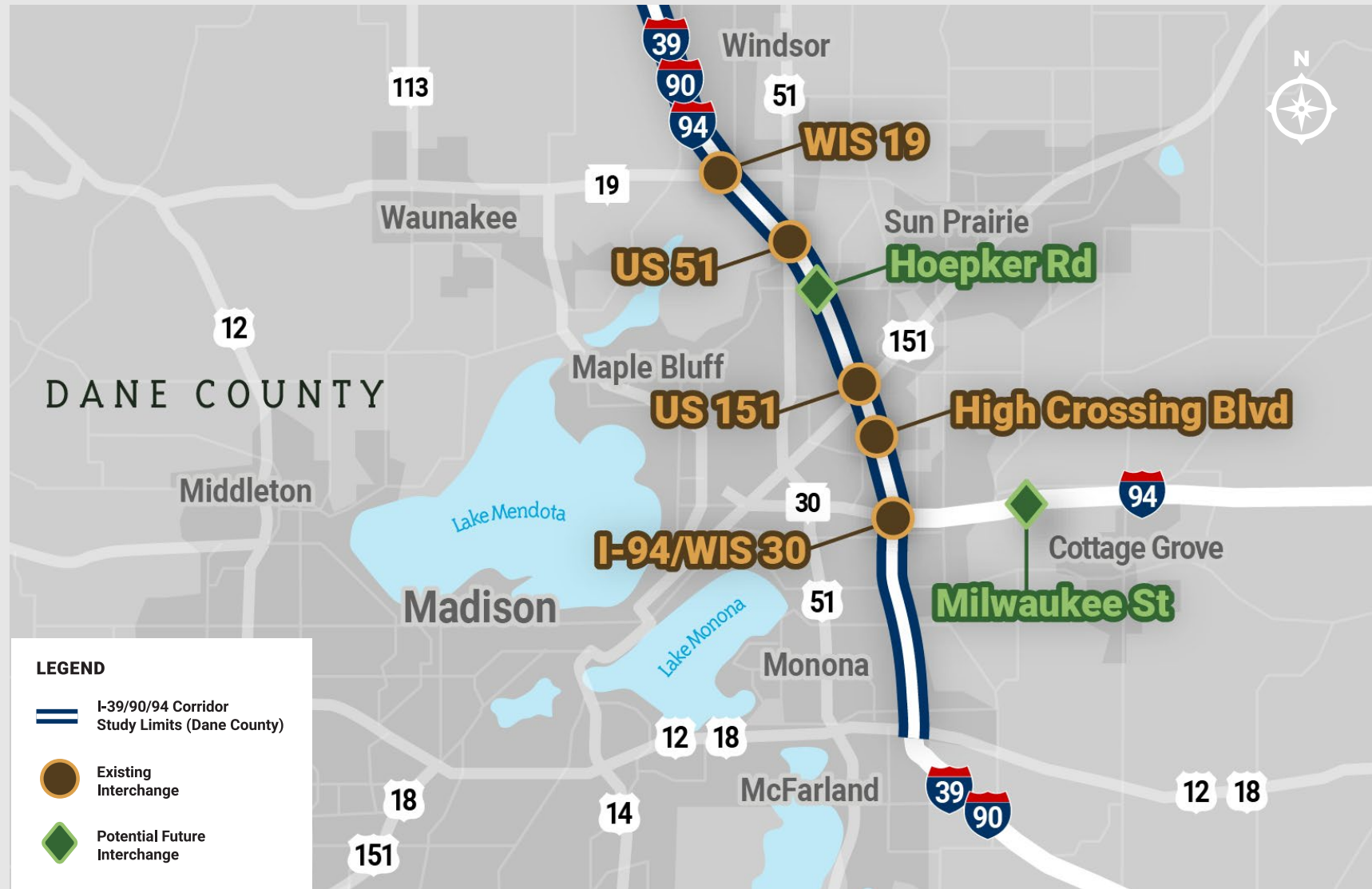
Interchange Alternatives

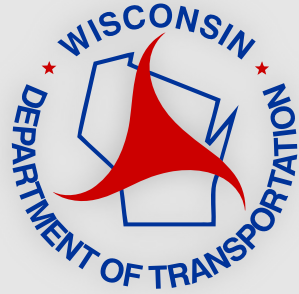
- Existing interchanges

- I-94/WIS 30
- High Crossing Blvd
- US 151
- US 51
- WIS 19

- Potential new interchanges

- Hoepker Rd
- Milwaukee St



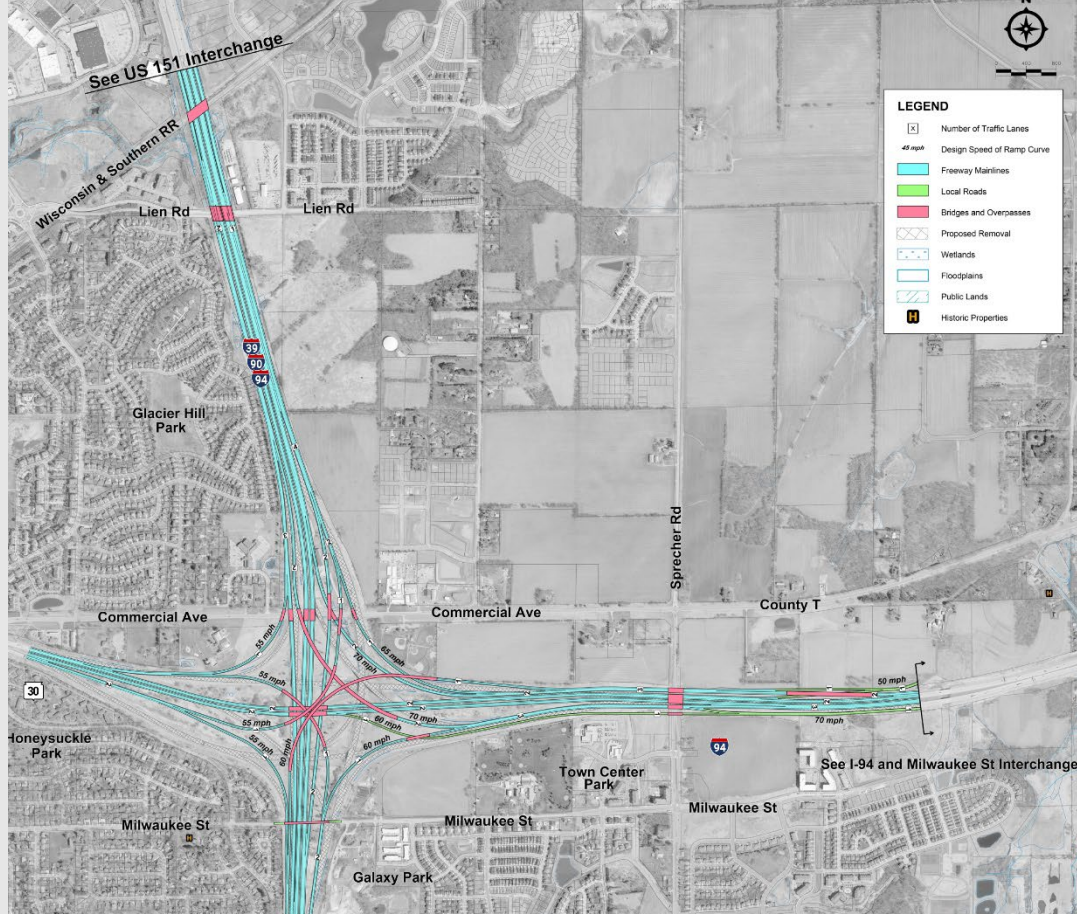


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I-94/WIS 30 Interchange

Alternative 1: Full Modernization Interchange #1



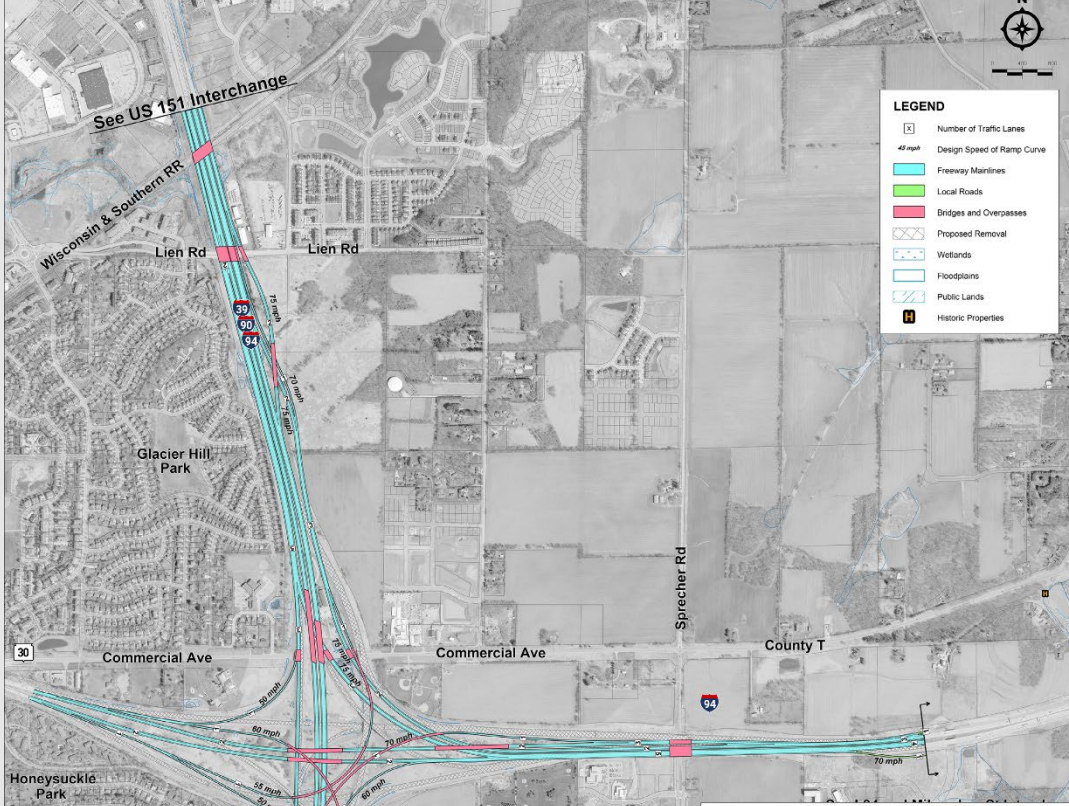
Summary

- Reconstructs the existing interchange.
- This alternative is compatible with any potential new I-94 and Milwaukee Street Interchange alternative.
- Eliminates left-hand exits.
- May construct a new interchange east of Sprecher Road.
- Improves traffic flow with collector-distributor road between the I-39/90/94 Interchange and US 151.
- Reconstructs Milwaukee Street bridge over I-39/90 to accommodate pedestrians and bicyclists.
- Relocates Dane County maintenance facility.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	20 to 25 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre

Alternative 2: Full Modernization Interchange #2

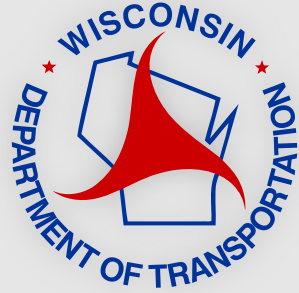


Summary

- Reconstructs existing interchange in similar footprint.
- This alternative is compatible with any potential new I-94 and Milwaukee Street Interchange alternative.
- Reduces the number of bridges and improves traffic flow using a basket weave movement on the I-39/90 westbound exit to US 151.
- May construct a new interchange east of Sprecher Road.
- Eliminates left-hand exits.
- Reconstructs Milwaukee Street bridge over I-39/90 to accommodate pedestrians and bicyclists.
- Improves traffic flow with collector-distributor road between the I-39/90/94 Interchange and US 151.
- Relocates Dane County maintenance facility.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	20 to 25 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre



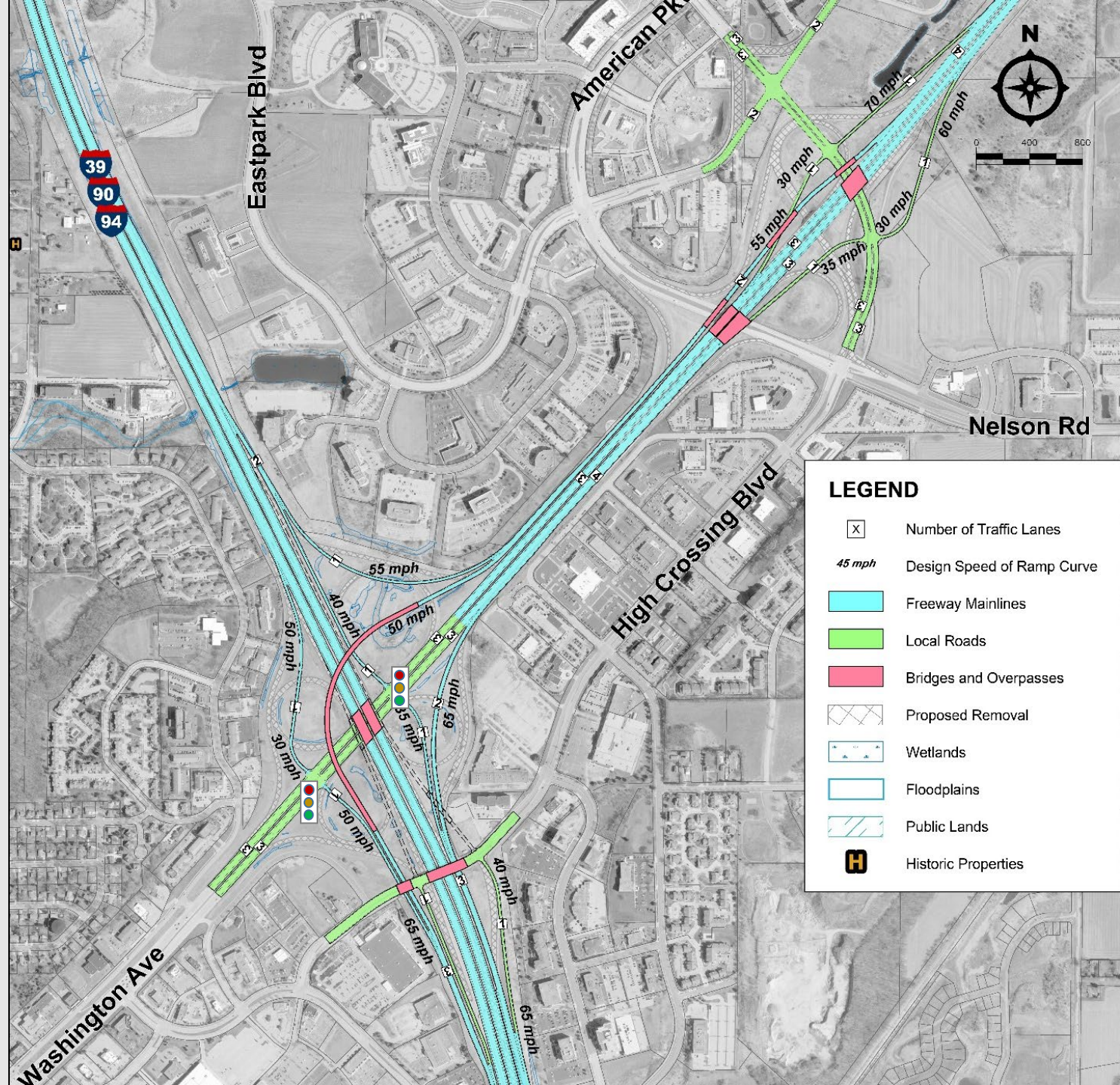
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US 151 & High Crossing Boulevard Interchanges

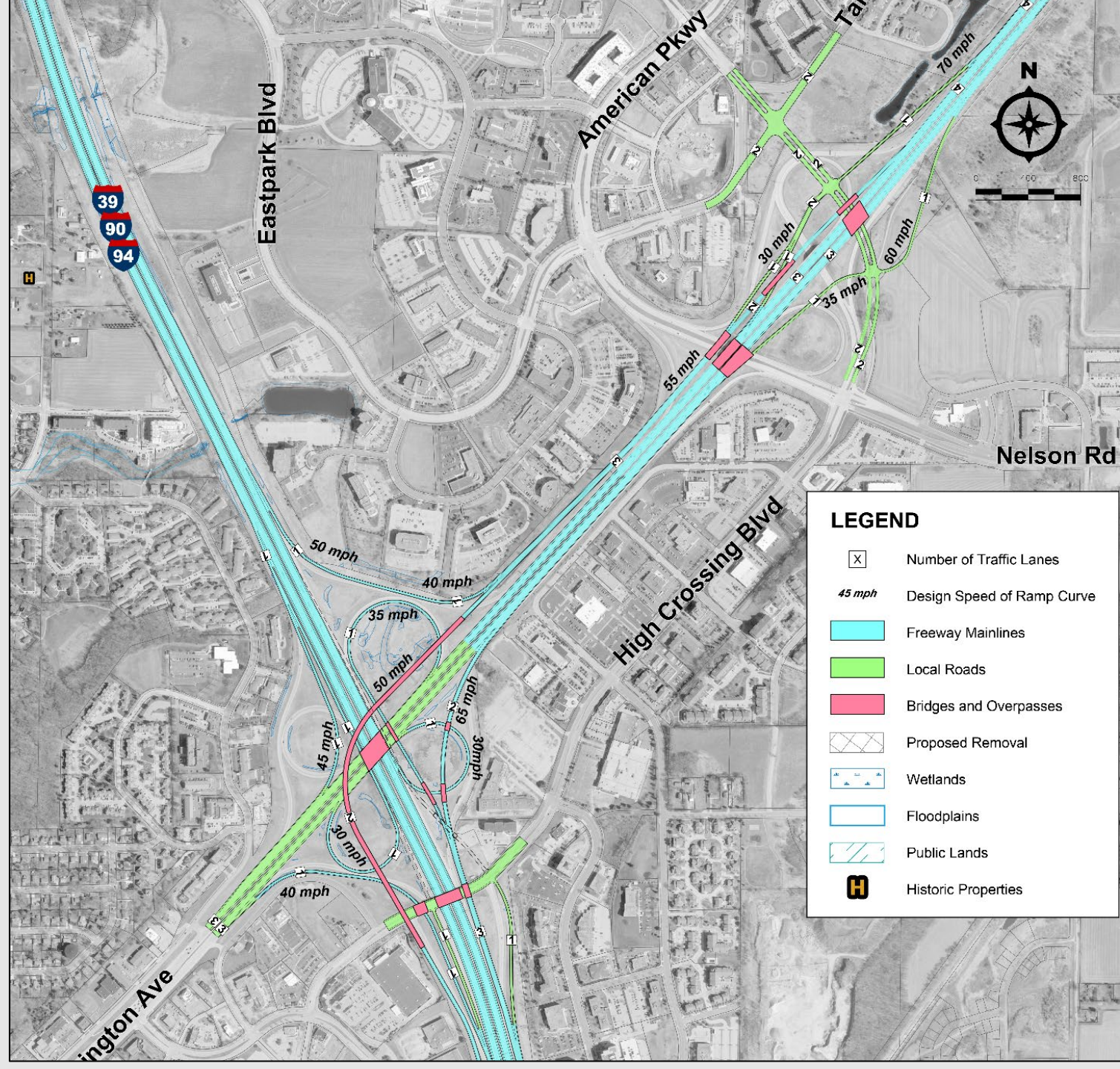
US 151 Interchange – Alternative 1 (Directional Diamond)

- Move American Parkway Interchange to High Crossing/AmFam Drive
- Two signals at East Washington Avenue
- *Slows down 151 traffic approaching E. Washington*



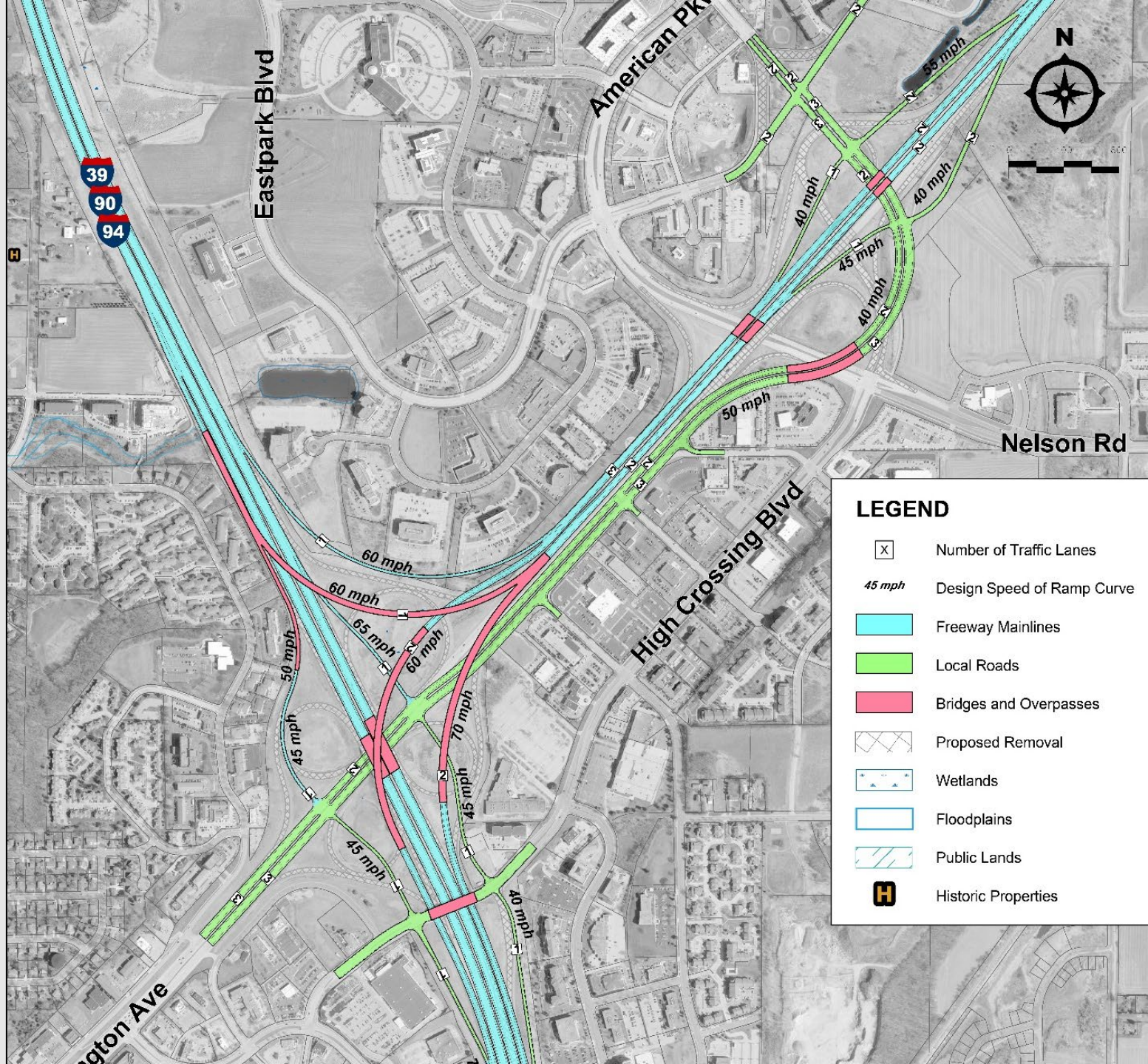
US 151 Interchange – Alternative 2 (Loop Ramp Free Flow)

- Move American Parkway Interchange to High Crossing/AmFam Drive
- Free flow loop ramps replace traffic signals
- *USH 151 to southbound I-90 traffic flyover*



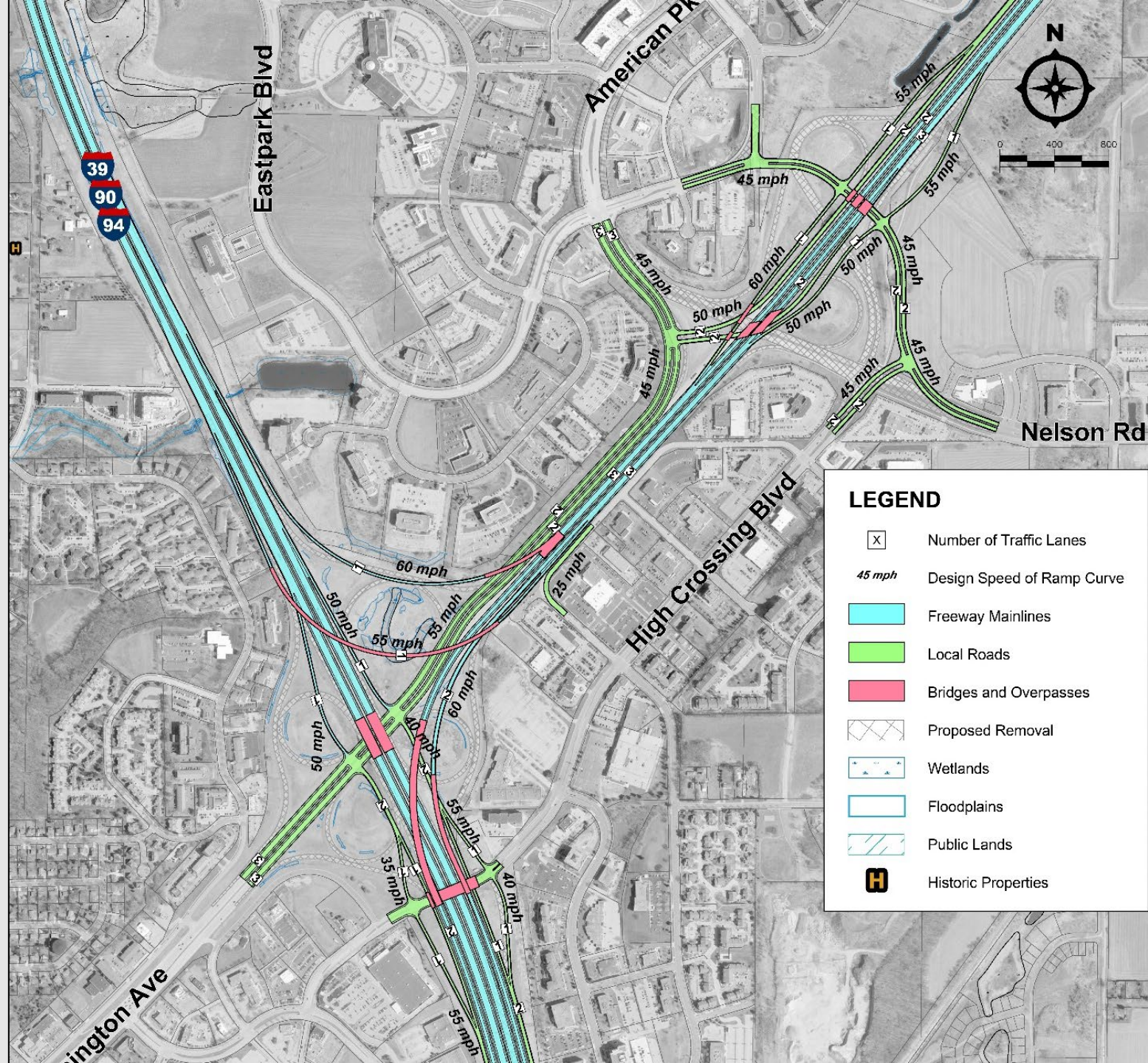
US 151 Interchange – Alternative 3 (East Washington Boulevard – South)

- Extend East Washington Avenue into business park connecting to AmFam Drive
- Two signals at East Washington Avenue
- High Crossing Boulevard access from the north
- *E. Wash extension increases local connectivity, redev. prospects*



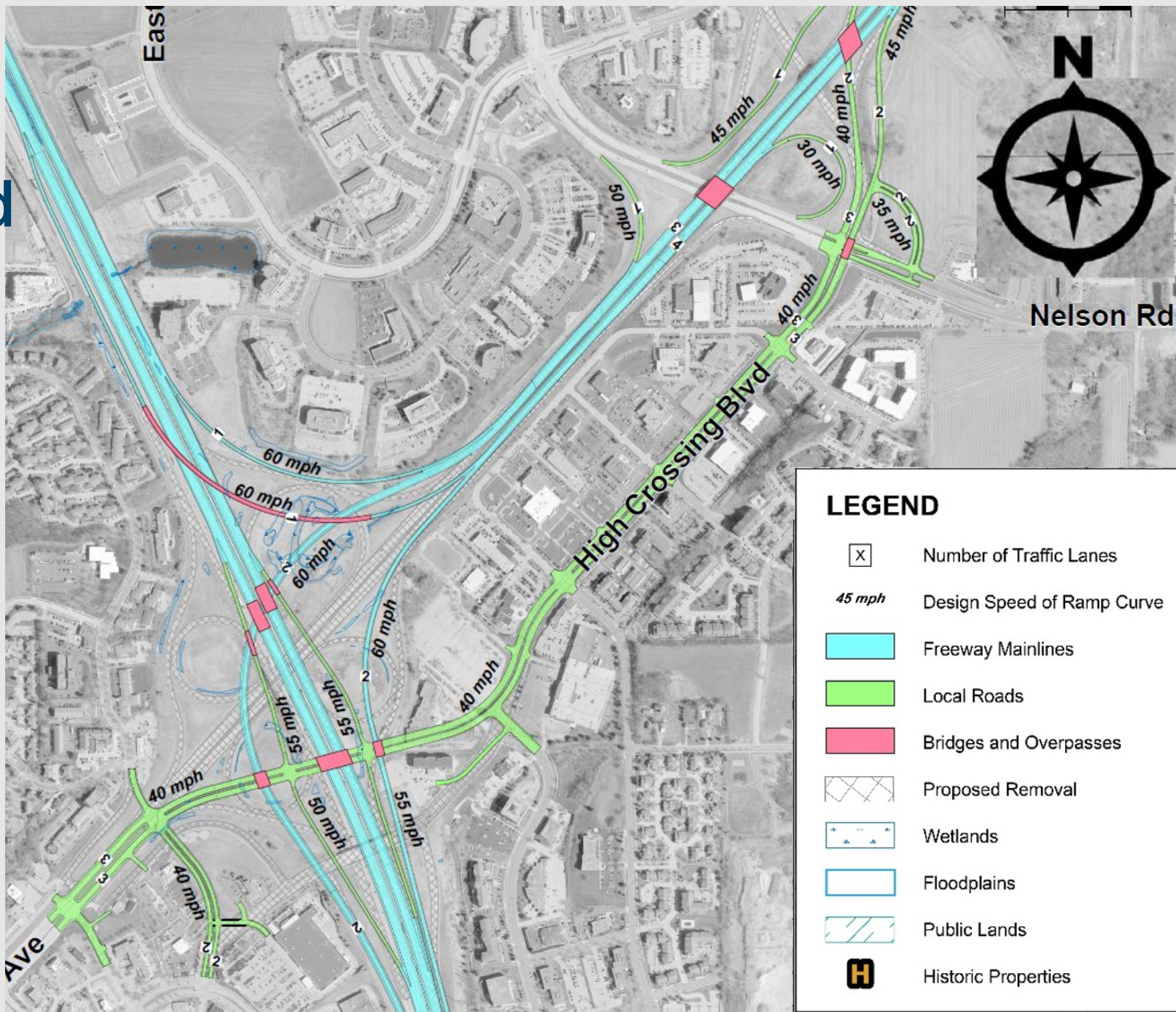
US 151 Interchange – Alternative 4 (East Washington Boulevard – North)

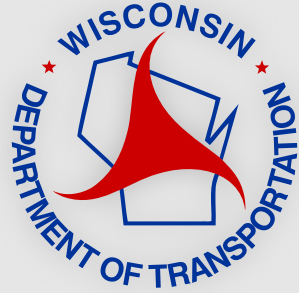
- Extend East Washington Avenue into business park connecting to American Pkwy
- Two signals at East Washington Avenue
- High Crossing Boulevard access from the north
- *E. Wash extension connects to American Center*



US 151 Interchange – Alternative 5 (East Washington Boulevard – High Crossing)

- Extend East Washington Avenue to High Crossing into American Pkwy
- High Crossing Blvd becomes an extension of East Washington Ave
- Two signals at East Washington Avenue/High Crossing Blvd
- Many freeflow ramps go below
- *Increases local connectivity, redevelopment opportunities*





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[Potential New] Milwaukee Street Interchange

Summary

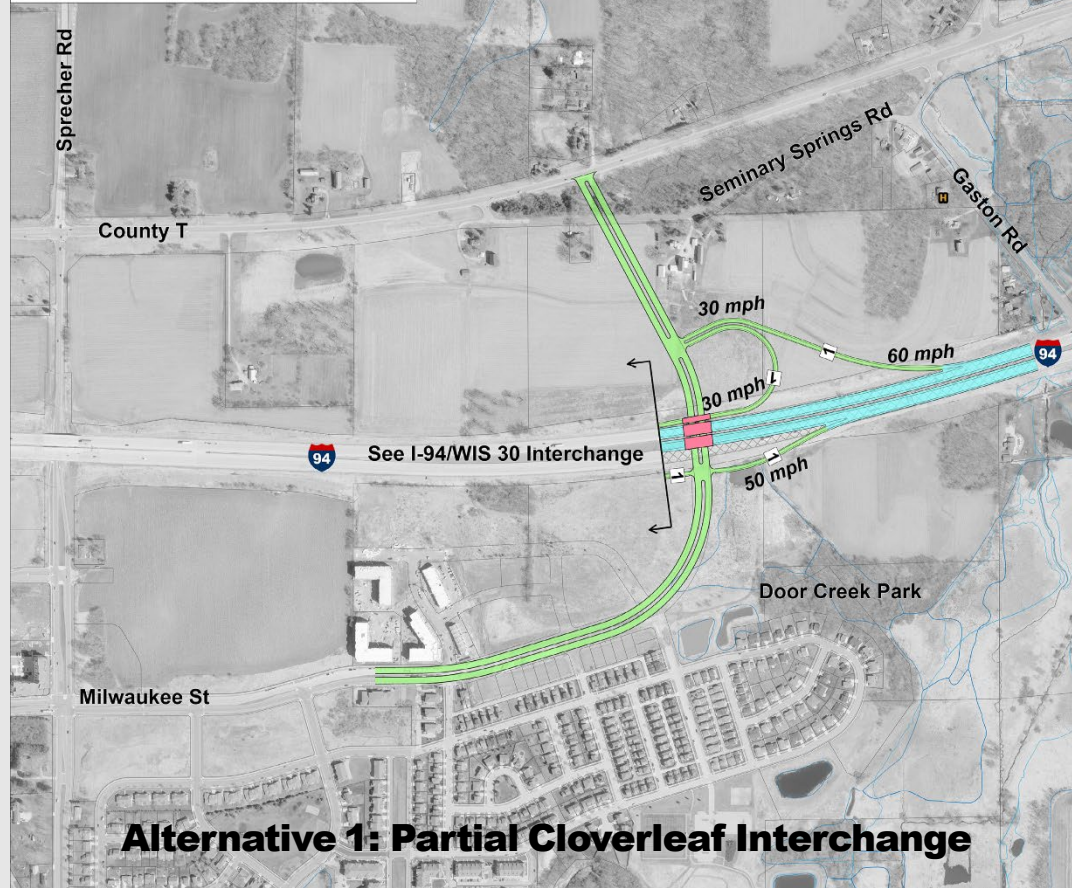
- Constructs a new interchange.
- This alternative is compatible with any I-94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 Sprecher Neighborhood Development Plan.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination with future development to determine interchange location and connection to County T.
- Requires local cost-share.
- WisDOT anticipates this alternative reduces traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 1
New Right of Way Needed	10 to 15 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0

LEGEND

- Number of Traffic Lanes
- Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- Historic Properties



Alternative 1: Partial Cloverleaf Interchange

Summary

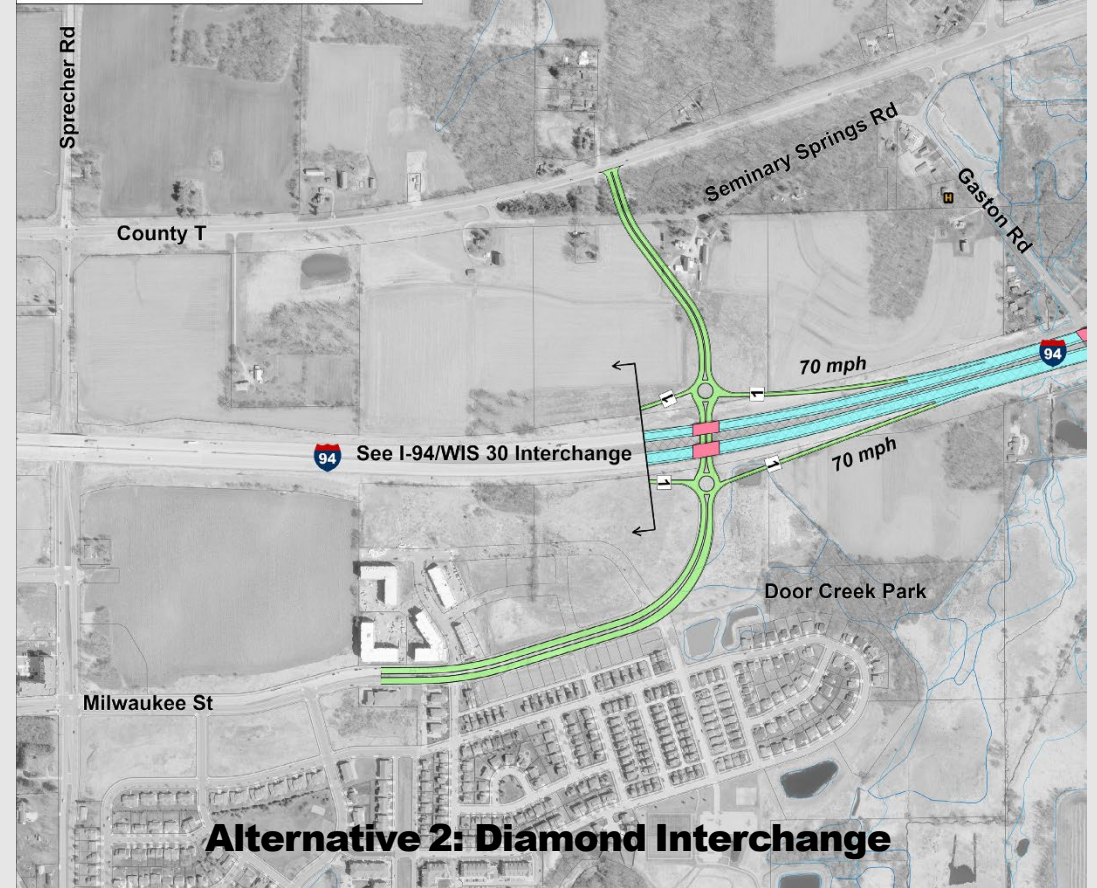
- Constructs a new interchange.
- This alternative is compatible with any I-94/WIS 30 Interchange alternative.
- Meets recommendations outlined in the 2012 Sprecher Neighborhood Development Plan.
- New interchange provides full access between an extended Milwaukee Street and County T.
- Requires coordination with future development to determine interchange location and connection to County T.
- Requires local cost-share.
- WisDOT anticipates this alternative reduces traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	10 to 15 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	0
Historic Properties	0
Floodplains	0

LEGEND

- Number of Traffic Lanes
- Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- Historic Properties



Alternative 2: Diamond Interchange

Milwaukee Street Interchange

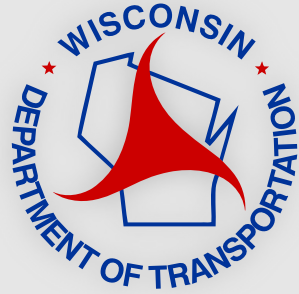
- Benefits

- Provides Interstate access for existing and future East Side residents and employers
- Included in adopted City of Madison plans
- Builds planned Milwaukee Street crossing of I-94
- Milwaukee Street and Sprecher Road near the planned site are built to accommodate an interchange
- Increases first response coverage by Fire Station 13

- Challenges

- Milwaukee Street connection to County T north of I-94 may require extensive grading
- Would be located relatively close to the I-94 & WIS 30 system interchange
- Would increase traffic volumes on some area roadways.





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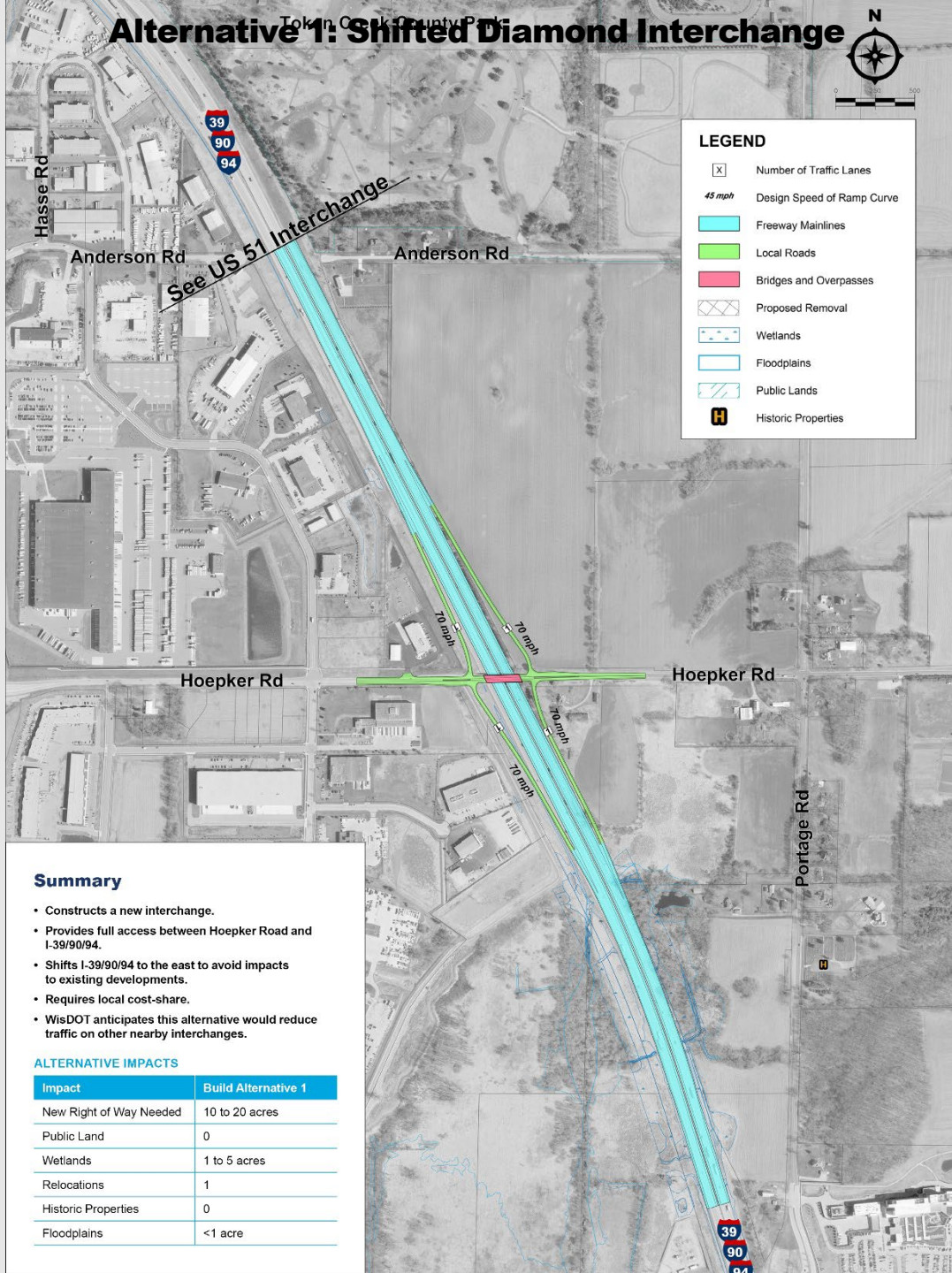
[Potential New] Hoepker Road Interchange

Alternative 1: Shifted Diamond Interchange



LEGEND

- x Number of Traffic Lanes
- 45 mph Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- H Historic Properties



Summary

- Constructs a new interchange.
- Provides full access between Hoepker Road and I-39/90/94.
- Shifts I-39/90/94 to the east to avoid impacts to existing developments.
- Requires local cost-share.
- WisDOT anticipates this alternative would reduce traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

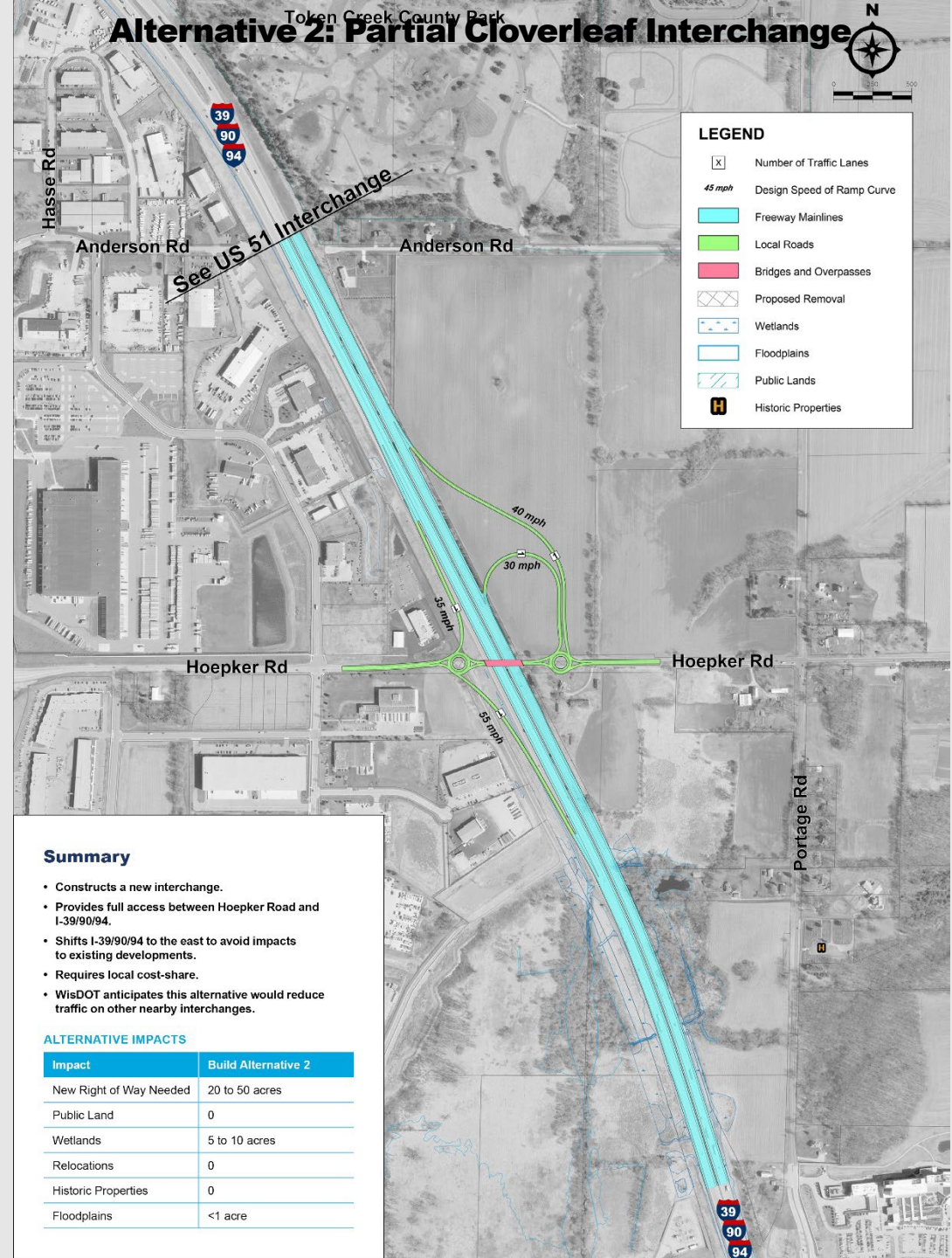
Impact	Build Alternative 1
New Right of Way Needed	10 to 20 acres
Public Land	0
Wetlands	1 to 5 acres
Relocations	1
Historic Properties	0
Floodplains	<1 acre

Alternative 2: Partial Cloverleaf Interchange



LEGEND

- x Number of Traffic Lanes
- 45 mph Design Speed of Ramp Curve
- Freeway Mainlines
- Local Roads
- Bridges and Overpasses
- Proposed Removal
- Wetlands
- Floodplains
- Public Lands
- H Historic Properties



Summary

- Constructs a new interchange.
- Provides full access between Hoepker Road and I-39/90/94.
- Shifts I-39/90/94 to the east to avoid impacts to existing developments.
- Requires local cost-share.
- WisDOT anticipates this alternative would reduce traffic on other nearby interchanges.

ALTERNATIVE IMPACTS

Impact	Build Alternative 2
New Right of Way Needed	20 to 50 acres
Public Land	0
Wetlands	5 to 10 acres
Relocations	0
Historic Properties	0
Floodplains	<1 acre

Hoepker Road Interchange

- Benefits

- Improves Interstate access to area employers and regional medical facilities
- Interchange can be constructed with minimal impacts on adjacent properties
- Serves planned residential growth northeast of the interchange
- Potentially facilitates further development on sites within the American Center

- Challenges

- Increases traffic on Hoepker and Portage roads, which are rural and may need improvements to accommodate increased traffic
- Future development somewhat limited by airport height restrictions, existing development, and natural areas
- Adopted City plans do not currently consider a Hoepker interchange (but could be revised)



Hoepker & Milwaukee Interchanges

- Local cost share with WisDOT likely needed for construction
- Currently City policy is to assess benefitting properties for new interchanges. (ex: Junction Rd, High Crossing)
- Other funding options could be considered
 - Borrowing – future repayment via general property tax levy (unlikely to be used as sole funding source)
 - Tax Increment Financing (TIF) – would require a new Tax Increment District be created



Evaluating Alternatives

All alternatives will be screened against the following:

Purpose and Need

- Traffic demand and level of service
- Safety
- Pavement and bridge condition
- Corridor resiliency
- Impacts
- Public and agency input
- Cost



Next Steps

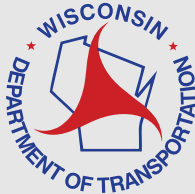
- Reduce alternatives:
 - Traffic & safety analysis
 - Environmental impacts & cost
 - Feedback from agencies & PIMs
- Publish a Notice of Intent to prepare a Draft Environmental Impact Statement/Public Scoping (Spring 2023)
- Develop remaining alternatives
- Determine a “Preferred Alternative”
- PIM #3 (late 2023)
- Draft EIS (April 2024)
- Public Hearing (May 2024)



Contact and Website Information



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City of Madison Planning



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WEB

tinyurl.com/InterstateStudy

