The Wisconsin Department of Transportation (WisDOT) welcomes you to tonight's meeting about the environmental study of the 67 miles of I-39/90/94 in Dane, Columbia, Sauk and Juneau counties from US 12/18 in Madison to US 12/WIS 16 in Wisconsin Dells.

This meeting is a two-hour open house featuring a looping presentation. At your own pace, please view the exhibits and presentation, and feel free to chat with study team members. WisDOT staff are here to answer questions, explain the corridor study process, and provide details about the proposed mainline and interchange alternatives.

We Welcome Your Input!

Your feedback assists WisDOT in developing the I-39/90/94 Corridor Study purpose and need, design alternatives, and a range of transportation solutions and impacts. You may provide comments in four ways:

1. Comment forms are available at tonight's meeting to submit written comments. You may return your completed form to a staff member.
2. You may also return the paper comment form via U.S. mail by May 12, 2023, to the address printed on the form.
3. You may provide comments via the study website at **tinyurl.com/InterstateStudyPI**, and scroll down to the link labeled **Comment now**.
4. Comments and feedback may also be submitted to the I-39/90/94 Corridor Study Project Manager Frank Pritzlaff via email at **Frank.Pritzlaff@dot.wi.gov** or call (608) 246-3803.

April 2023 Public Meeting Dates and Locations

WEDNESDAY, APRIL 12, 2023
from 4:30 to 6:30 p.m

Location:
Yahara Elementary School
(Cafeteria/Gymnasium)
234 N. Lexington Parkway
DeForest, WI 53532

THURSDAY, APRIL 13, 2023
from 4:30 to 6:30 p.m.

Location:
Wisconsin Dells Middle School
(Cafeteria/Gymnasium)
520 Race Street
Wisconsin Dells, WI 53965

Frequently Asked Questions

Q Who is conducting the I-39/90/94 Corridor Study?

A WisDOT's Southwest Region initiated the new I-39/90/94 Corridor Study in September of 2022.

Q What are the limits of the study?

A The 67 miles of I-39/90/94 WisDOT is studying in Dane, Columbia, Sauk and Juneau counties stretches from US 12/18 in Madison north to US 12/WIS 16 interchange in the Wisconsin Dells. The study will also evaluate I-39 from the I-39 I-90/94 split near Portage to Levee Road.

Q Why is WisDOT studying this corridor?

A I-39/90/94 is a principal arterial highway and part of the Wisconsin Backbone System, a primary long-haul truck route and regional vehicle corridor, and an essential component of Wisconsin's economy.

The study corridor connects the Madison metro area to Wisconsin Dells and tourist destinations in northern Wisconsin. The Interstate also links major metropolitan centers Minneapolis and Chicago.

High crash rates, growing traffic volumes, and roadway and bridge deterioration prompted WisDOT to examine the corridor's long-term viability. The most important aspect of this study is determining how to increase safety and preserve functionality along I-39/90/94.

Q When will the study be completed?

A The study will end with the completion of the final environmental impact statement, which WisDOT anticipates by the end of 2024.

Q What is the National Environmental Policy Act?

A Signed into law in 1970, the National Environmental Policy Act, or NEPA, requires federal agencies to assess the environmental effects of proposed actions – including constructing highways and other publicly owned facilities – before making decisions. Agencies use the NEPA process to evaluate the environmental and related social and economic effects of their proposed actions, and they provide opportunities for public review and comment.

Q What is an environmental impact statement?

A NEPA (see above) requires that agencies prepare an environmental impact statement, or EIS, for federally funded actions that could significantly affect the quality of the human environment. An EIS is a decision-making tool, detailing a proposed action's positive and negative environmental effects. An EIS document typically includes the following content:

- **Purpose and need statement:** Identifies the purpose of the study and the issues identified within the area
- **Alternatives:** Describes considerations that could address the purpose and need of the study
- **Affected environment:** Describes the environment of the area the alternatives could affect
- **Environmental consequences:** Discusses the environmental effects and their significance

Q What types of long-term transportation improvements will the study consider?

A The study process includes developing a range of improvement alternatives – including potentially expanding capacity and demand-based or system management options – to preserve functionality and increase safety along I-39/90/94. The EIS (see above) will consider the impacts of a "no-build" alternative in which WisDOT makes no improvements.

Q Will there be more public involvement opportunities?

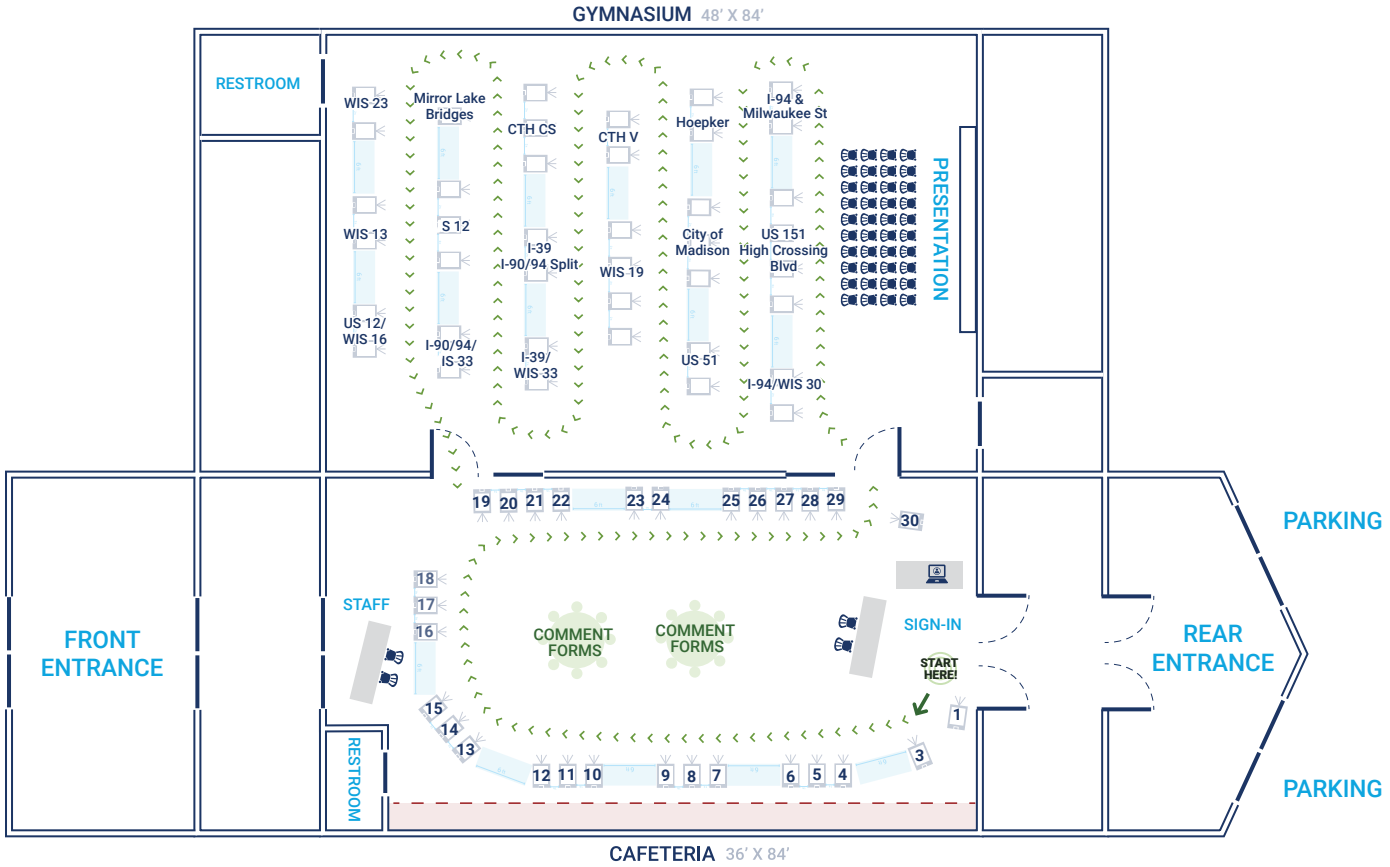
A During the study, WisDOT will hold several public involvement meetings at various locations throughout the study area, and numerous smaller meetings with local municipal representatives, neighborhood associations and business groups. WisDOT encourages the public to subscribe for study email updates at **tinyurl.com/InterstateStudyPI**, where you can also find information about public involvement opportunities.

Q What does studying the corridor involve?

A

- The I-39/90/94 study evaluates impacts on existing and planned future land uses and access to the local transportation network.
- Agencies use the NEPA process to evaluate the environmental and related social and economic effects of their proposed actions, and they provide opportunities for public review and comment on those evaluations.
- The study process will develop strategies and improvement recommendations that integrate land use and transportation systems, so the Interstate operates safely and efficiently.
- The study will end with the completion of an environmental impact statement – draft and final versions of which various agencies and the public will review and approve.
- WisDOT and area communities can use the study outcomes to plan for land use and transportation network needs.
- The Transportation Projects Commission must approve the project before it can proceed to final design and construction.

Exhibit Map: Yahara Elementary School



1 Welcome/Sign-In

3 Citizens, Technical and Local Officials Advisory Committees

4 COVID-19 Pandemic Impacts on Traffic

5 Flood Events

6 I-39/90/94 Corridor Study Location

7 Study Summary

8 Study Purpose and Corridor Needs

9 I-39/90/94 Corridor Interchange Locations

10 Crash Rates and Details – Madison Section

11 Crash Rates and Details – Wisconsin River Section

12 Crash Rates and Details – Wisconsin Dells Section

13 Pavement and Bridge Condition Overview

14 Environmental Considerations (South)

15 Environmental Considerations (North)

16 Traffic Noise Field Measurement Locations

17 Noise Study Process Next Steps

18 Transit, Rail, and Park and Ride Lots

19 Peak-Hour Operations – South Section

20 Peak-Hour Operations – North Section

21 Peak-Hour Operations – South Section Intersections

22 Peak-Hour Operations – North Section Intersections

23 Study Schedule

24 What is "Modernization"?

25 Typical Sections: Modernization of Existing Travel Lanes

26 Typical Sections: Modernization with Managed Lanes

27 About Managed Lanes

28 Typical Sections: Modernization Plus Added General Purpose Lane

29 Potential Collector-Distributor, Managed and Auxiliary Lanes

30 Existing Corridor Conditions

→ Corridor Study Terms

→ annual average daily traffic
A value WisDOT tracks based on a brief – usually 48 hours – traffic count at a given location. The value is adjusted for the changes in traffic volumes during the year and average number of axles per vehicle. The brief counts are completed during three-, six- or 10-year cycles at more than 26,000 locations throughout the state.

→ auxiliary lane
An auxiliary lane is the portion of a roadway connecting the through lanes for speed change, turning, storage for turning, weaving, truck climbing and other purposes that supplement through traffic.

→ bridge parapet
A barrier wall on a bridge.

→ bypass
A road that provides an alternate route for through traffic around a city or town.

→ cloverleaf interchange
An interchange with loops in quadrants. An interchange with one a loop in each quadrant is a "full cloverleaf." Cloverleaf interchanges that have loops in fewer than all four quadrants are known as "partial cloverleafs."

→ collector-distributor lanes
These lanes allow traffic to safely weave and slower moving loop-ramp traffic to adjust and enter the appropriate lane while remaining separated from mainline traffic. These lanes are sometimes needed when the spacing is less than roughly a half-mile between successive interchanges or ramps of high-volume interchanges.

→ diamond interchange
The simplest, most common and generally the least expensive type of interchange. There are different types of diamond interchanges, for different conditions, such as urban or rural environments or based on traffic; diamond interchanges may have traffic signals, stop signs, or roundabouts at the ramp terminals.

→ diverging diamond interchange
A type of diamond interchange in which traffic on the non-freeway road crosses onto the opposite driving side from what's customary. This interchange type provides improvements in safety and efficiency; see the video at this meeting or watch online at www.youtube.com/watch?v=wJ9Vji-AJ3k.

→ footprint (intersection)
The area required for the intersection.

→ grade separation
A method of aligning a junction (with a roadway, railroad, multi-use path, etc.) with multiple heights and using bridges to help prevent disruption of traffic flow.

→ interchange
A junction that uses varying heights for multiple roadways so they do not interfere with each other and using ramps to move traffic between levels. Several types of interchanges exist including cloverleaf, diamond and diverging diamond.

→ intersection
The point at which two roads meet at the same elevation.

→ Interstate
A controlled-access highway that is part of the national Interstate Highway System network, which forms part of the U.S. National Highway System. Interstates typically have higher speeds and connect two or more states.

→ level of service
A nationally used term to describe the quality of travel. Level of service, or LOS, can be used to reference various modes of travel, from vehicular to pedestrian. LOS "grades" – ranging from A to F – are based on specific roadways such as freeways versus rural highways.

For example, freeway LOS is characterized by traffic speed, proximity of vehicles to one another, and freedom of movement within traffic.

→ partial cloverleaf interchange
An interchange in which the loops are only in some quadrants. These interchanges typically are built where rights-of-way are restricted, such as by a stream or railroad.

→ roundabout
A type of circular intersection that the following three principles define:

1. **Yield-at-entry:** Vehicles that reach a roundabout must wait for a gap in circulating traffic before entering.
2. **Deflection:** Traffic entering the roundabout is directed to the right, with a curved entry path into the roadway.
3. **Geometric curvature:** The circular road radius and the angles of entry are designed to slow traffic speeds.

Roundabouts make up about 1% of Wisconsin's total intersections. WisDOT's and other studies show that roundabouts offer a safety advantage over other intersection types, particularly for fatal or injury-causing crashes.

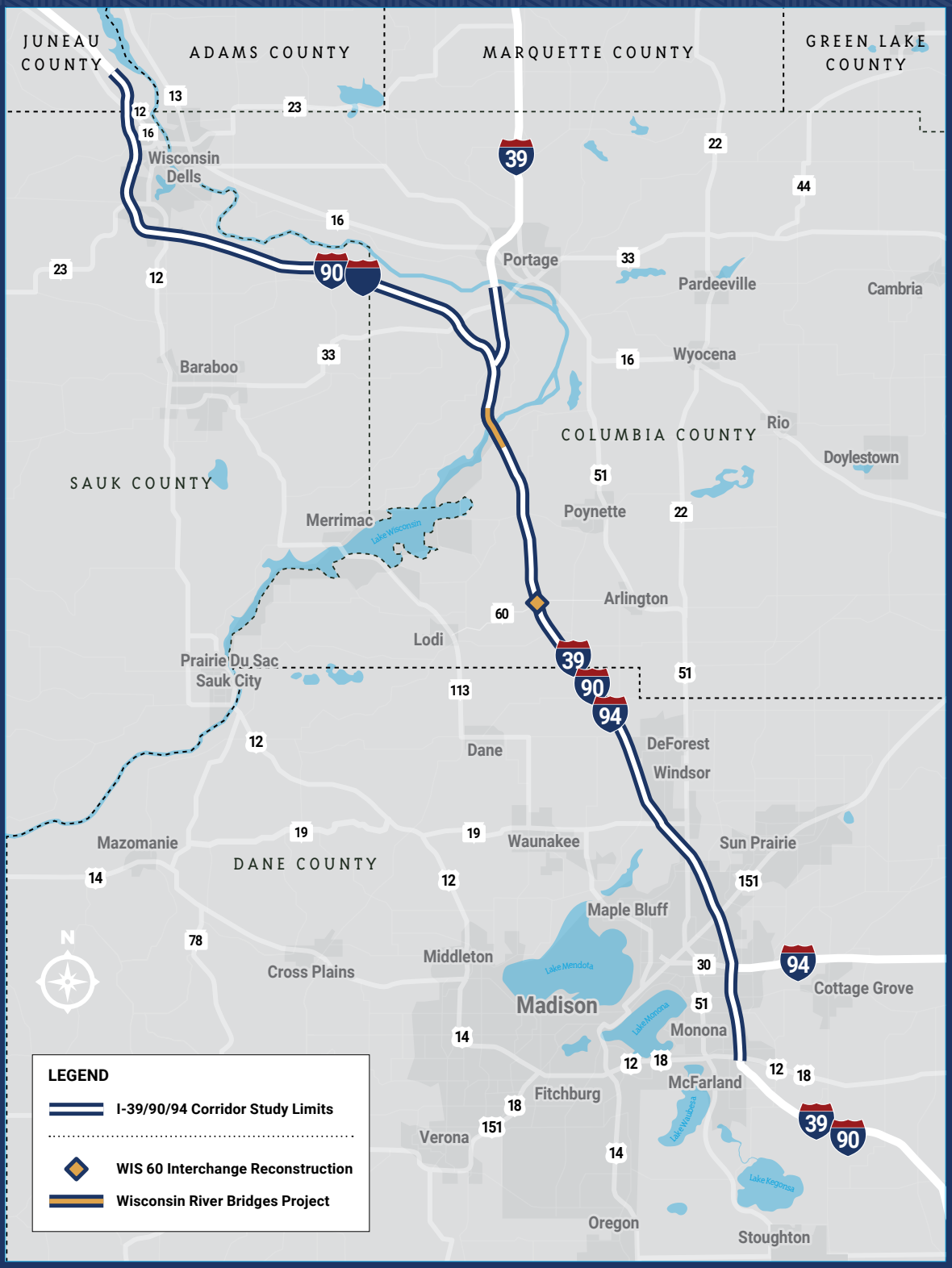
→ service interchange
An interchange that connects a freeway with local surface streets. These interchanges can be low speed or require drivers to stop at the local street connection.

→ system interchange
A high-speed, typically free-flowing interchange that connects two or more freeways.

→ U-ramp
A type of interchange entrance that allows traffic to enter in a continuous motion. These ramps are typically used when a particular area of the interchange is constrained.

→ variable message sign
An electronic message board placed close to roads that quickly notify drivers of changing road conditions such as backups or lane and ramp closures. The signs help reduce related incidents, divert traffic to alternate routes, and other benefits,

About the I-39/90/94 Corridor Study Area



The I 39/90/94 study limits are from US 12/18 in Madison to US 12/WIS 16 in Wisconsin Dells. The study will also evaluate I 39 from its split with I 90/94 near Portage to Levee Road.

This new study will be limited to on- and near alignment alternatives, which means this new study will not consider any bypass alternatives that old studies may have presented.

A short portion of the corridor includes the Wisconsin River Bridge Project (shown in gold on the map at left), which has been studied and will be reconstructed between 2024 and 2027. The Wisconsin River Bridges and WIS 60 projects are not part of the I 39/90/94 study.

Did You Know?

Where I-39, I-90, and I-94 run concurrently – from where I-39/90 merges with I-94 in eastern Madison to where I-39 splits from I-90/94 – is the longest stretch of three concurrent Interstates in America!

What's Next?

For the remainder of 2023, WisDOT will continue the following tasks:

- Continue to collect study data
- Finalizing study purpose and need
- Develop alternatives and identify preferred alternative
- Engaging with stakeholders

Your input is important! WisDOT will use the feedback received from these meetings to refine the study purpose and need, and develop improvement alternatives to present at future public meetings.

Subscribe for Email Study Updates

Stay in the loop with study updates and future meetings by subscribing for our email updates! You can sign up at **tinyurl.com/InterstateStudyPI**. Scroll down to the link labeled **Comment now**.

You may also request to be added to the study email distribution list by emailing I-39/90/94 Study Project Manager **Frank Pritzlaff** at **Frank.Pritzlaff@dot.wi.gov**.

Study Schedule

2023

- » Finalize study purpose and need
- » Alternatives analysis
- » Begin environmental impact analysis
- » Continued public involvement activities

2024

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

Want to review anything from tonight's meeting? To view study information, share comments and subscribe for email updates, visit tinyurl.com/InterstateStudy or scan the QR code below with your smartphone:

Contact Information

If you have questions or would like additional information after the public meeting, you may contact the study team members listed below.

Michael Bie
Southwest Regional Communications Manager
(608) 246-7928
Michael.Bie@dot.wi.gov

Frank Pritzlaff, P.E.
I-39/90/94 Corridor Study Project Manager
(608) 246-3803
Frank.Pritzlaff@dot.wi.gov