

# WisDOT Interstate Project

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Plan Commission – Transportation Commission  
July, 2023

# I-39/90/94 Corridor Study

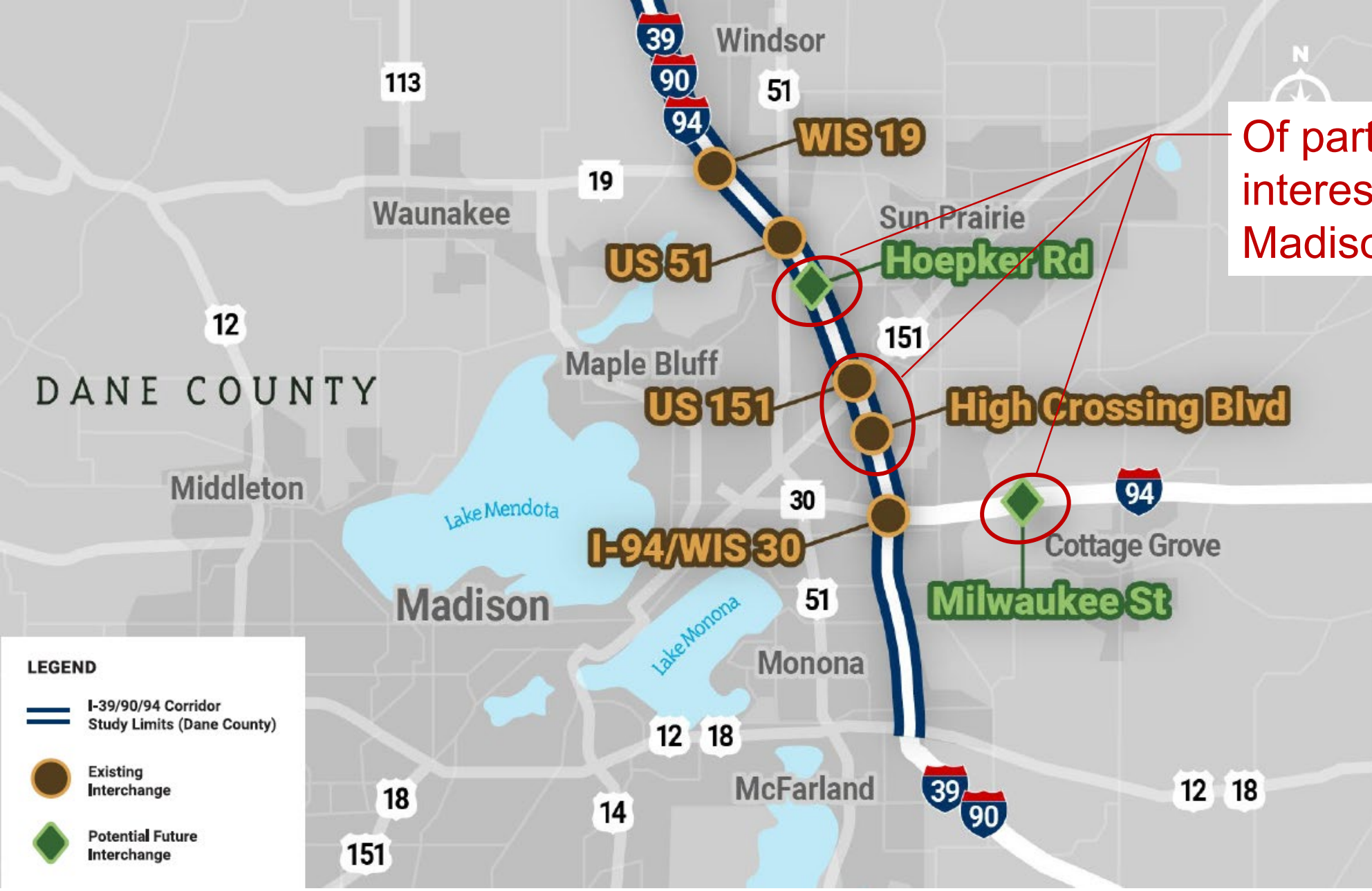
WisDOT is preparing Environmental Impact Statement – Spring 2024

- 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

Desire to select preferred alternative Fall of 2023

Goes before State Transportation Projects Commission late 2024



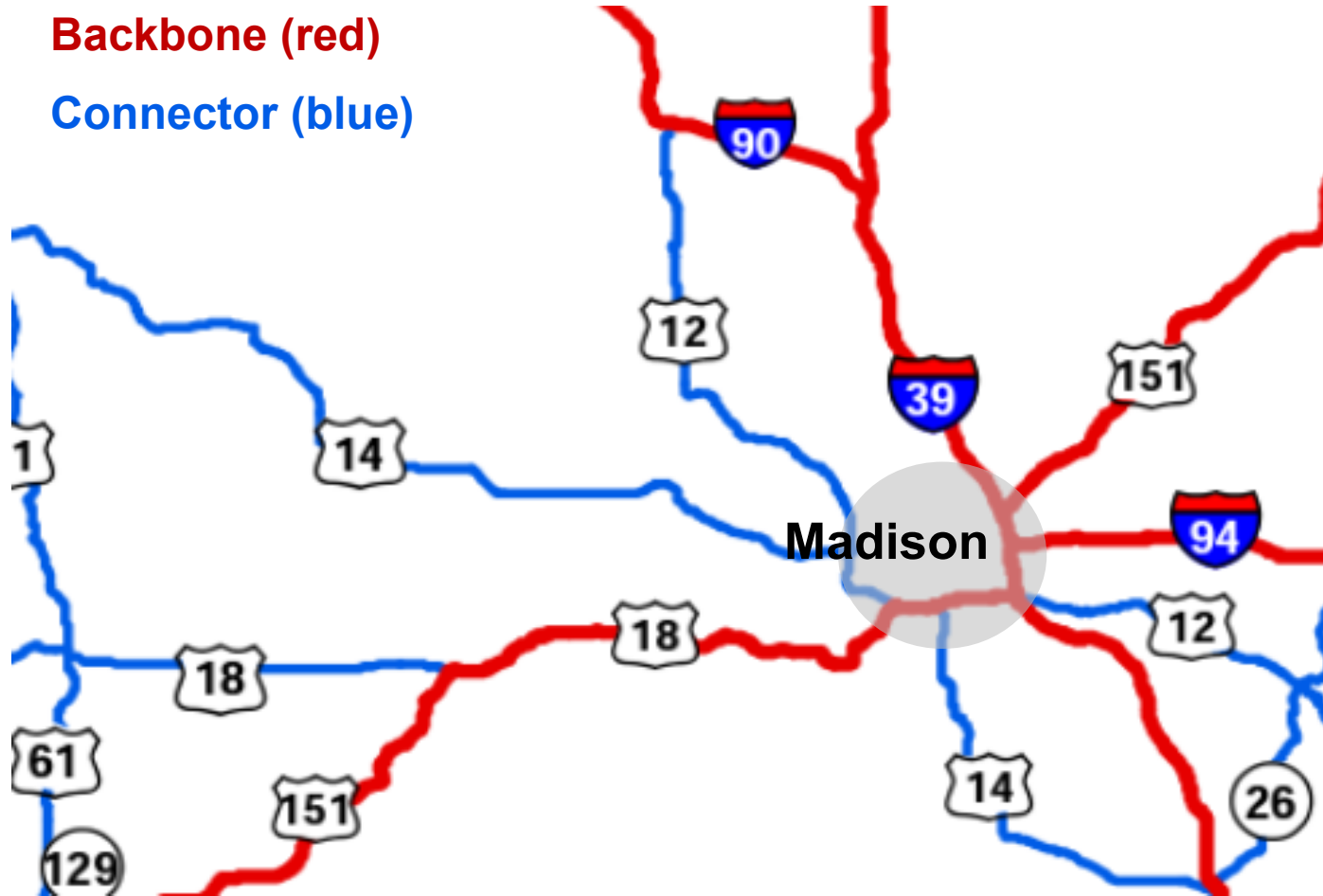


Of particular interest to Madison

## Corridors 2030 Routes (State Highway Plan)

Backbone (red)

Connector (blue)

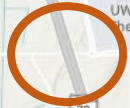


Generally WisDOT prefers system (freeflow) connections between Corridors 2030 routes

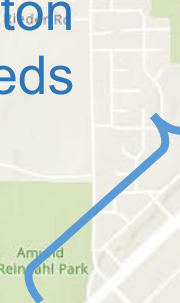
Madison has input opportunities over service (local) interchanges

# Opportunities

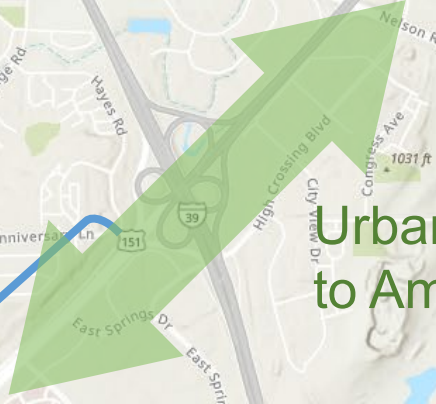
Interstate Access to the American Center



Decrease East Washington Speeds



Urban street access to American Center



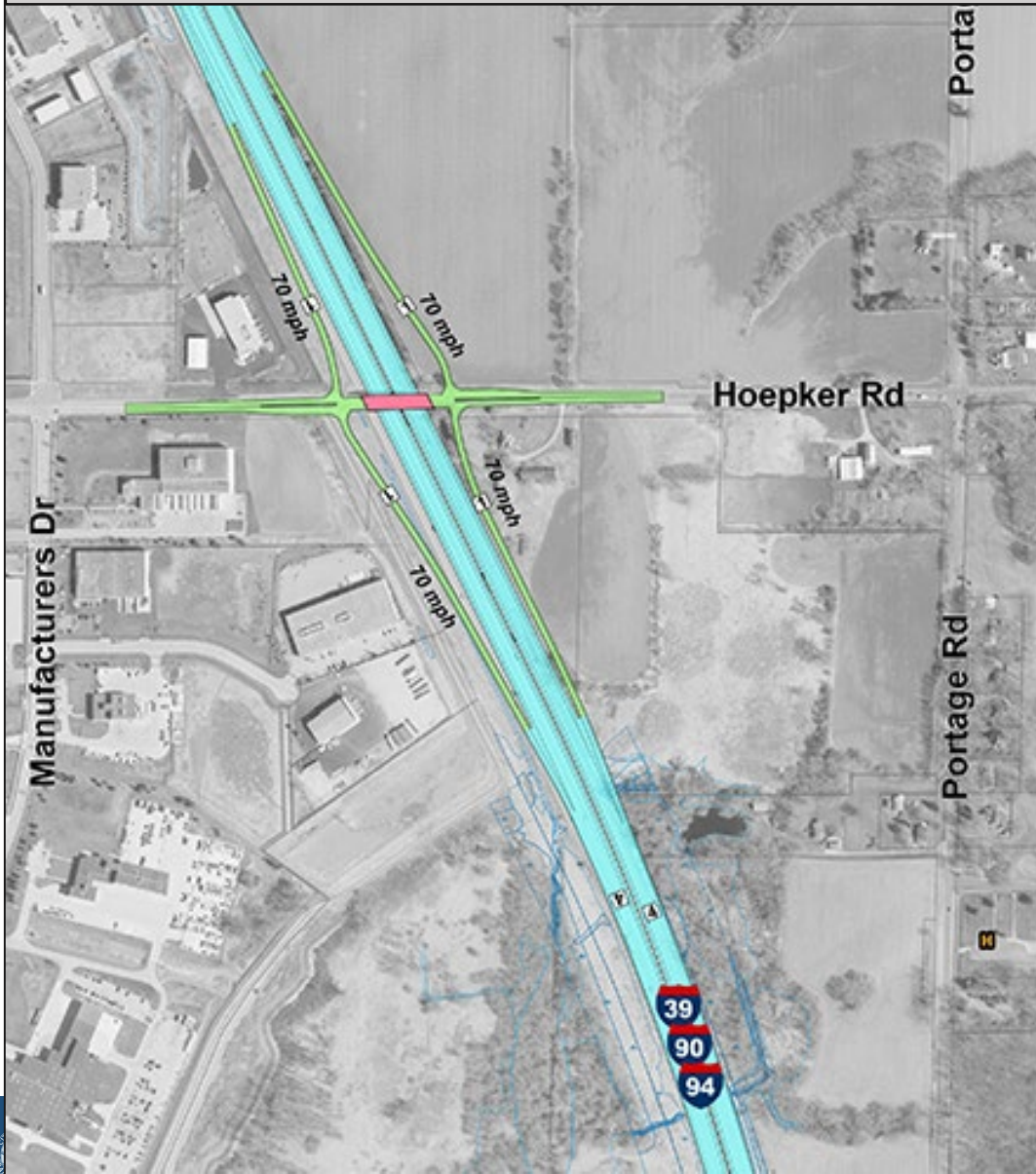
Milwaukee St Interchange



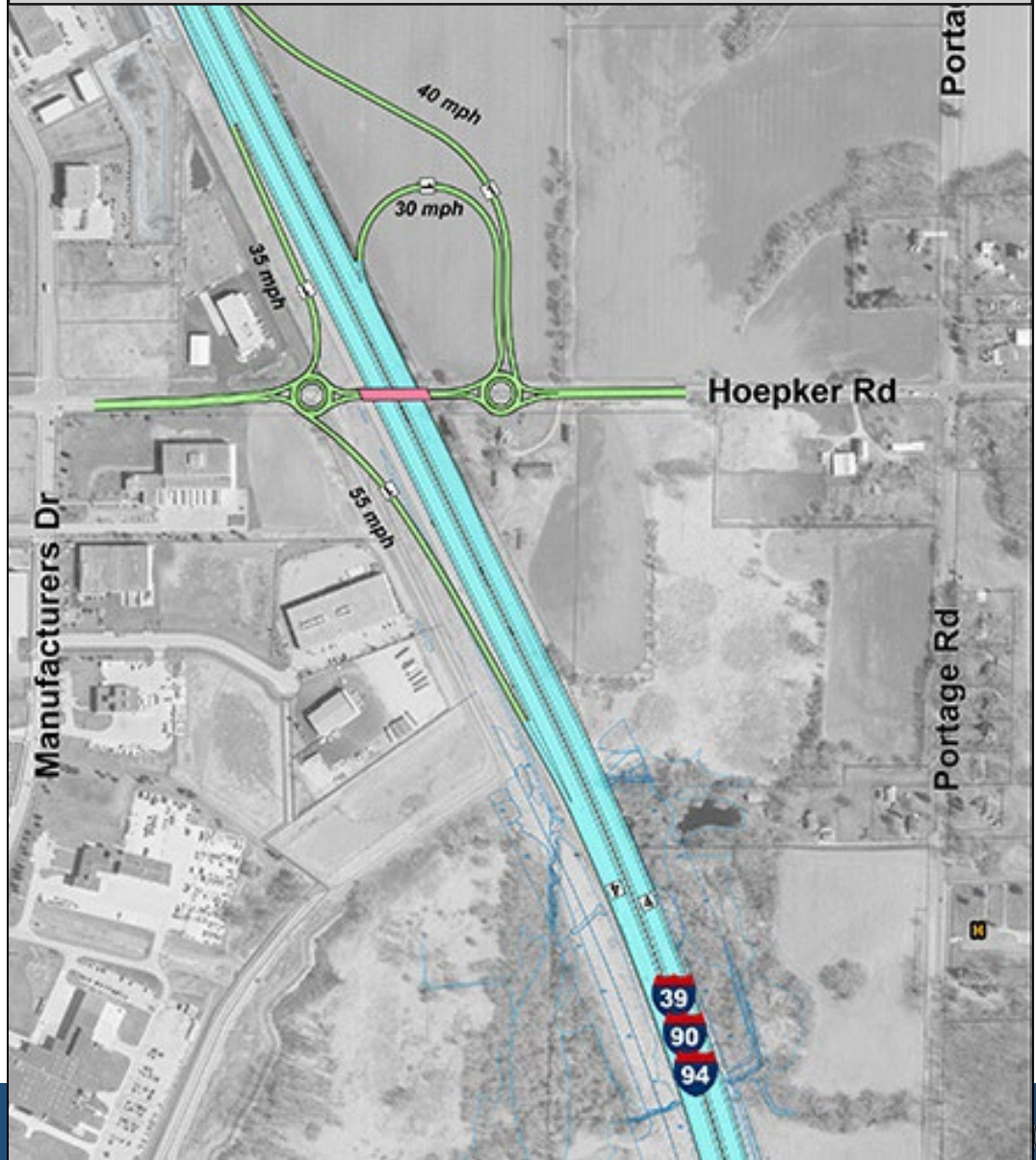
# Discussion

- **Hoepker Road Interchange**
- **Milwaukee St Interchange**
- **US 151 Interchange**
- **Interstate Alternatives**
- **Pedestrian and Bicycle Accommodations**

## Hoepker Alternative 1: Shifted Diamond



## Hoepker Alternative 2: Partial Cloverleaf



# Hoepker Road Interchange

## Benefits

- Improves Interstate access to area employers and regional medical facilities
- Serves planned residential growth northeast of the interchange
- Potentially facilitates further development on sites within the American Center

## Challenges

- Increases traffic on Hoepker Road, and may need improvements to accommodate increased traffic
  - (Note that traffic impacts to Portage Road are somewhat limited)
- West of Interstate, future development somewhat limited by airport height restrictions, Adopted City plans do not currently consider a Hoepker interchange (but could be revised)



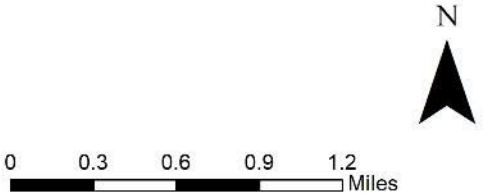


# Hoepker Road DRAFT Interchange Impact Area

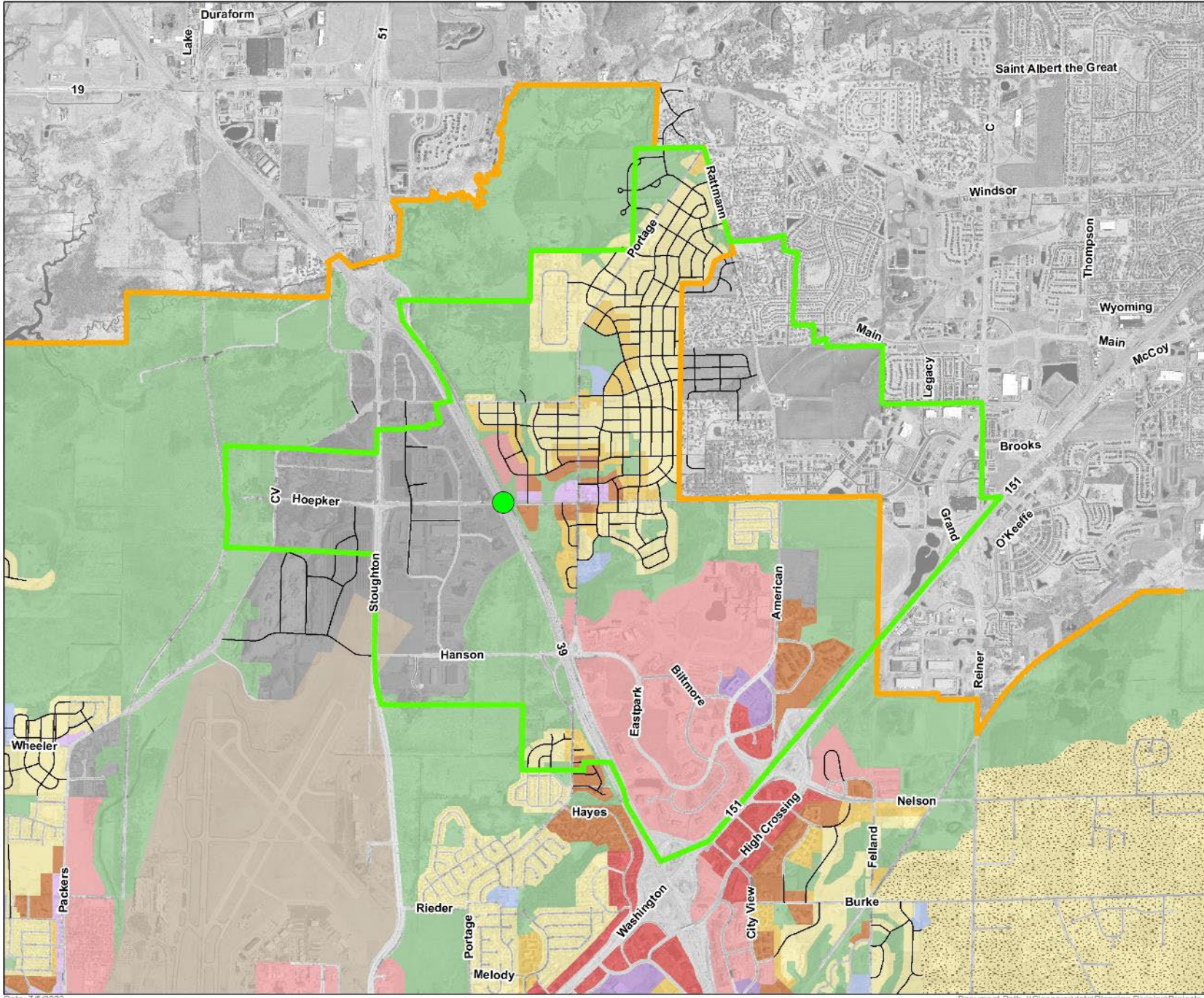
- Potential Hoepker Interchange
- Interchange Impact Area
- Future City of Madison Boundary\*
- Planned Street Centerlines (2018)

## Generalized Future Land Use\*

- Low Residential (LR)
- Low-Medium Residential (LMR)
- Medium Residential (MR)
- High Residential (HR)
- Neighborhood Mixed Use (NMU)
- Community Mixed Use (CMU)
- Regional Mixed Use (RMU)
- Downtown Mixed Use (DMU)
- Downtown Core (DC)
- General Commercial (GC)
- Employment (E)
- Industrial (I)
- Parks and Open Space (P)
- Special Institutional (SI)
- Airport (A)
- Neighborhood Planning Area (NPA)



\*2018 Comprehensive Plan, updated with land use from adopted plans 2018-2022.  
Sources: City of Madison Planning Division; Dane County



# Hoepker Road Interchange

UW Hospital



Baker Tilly



Alliant Energy



American Family



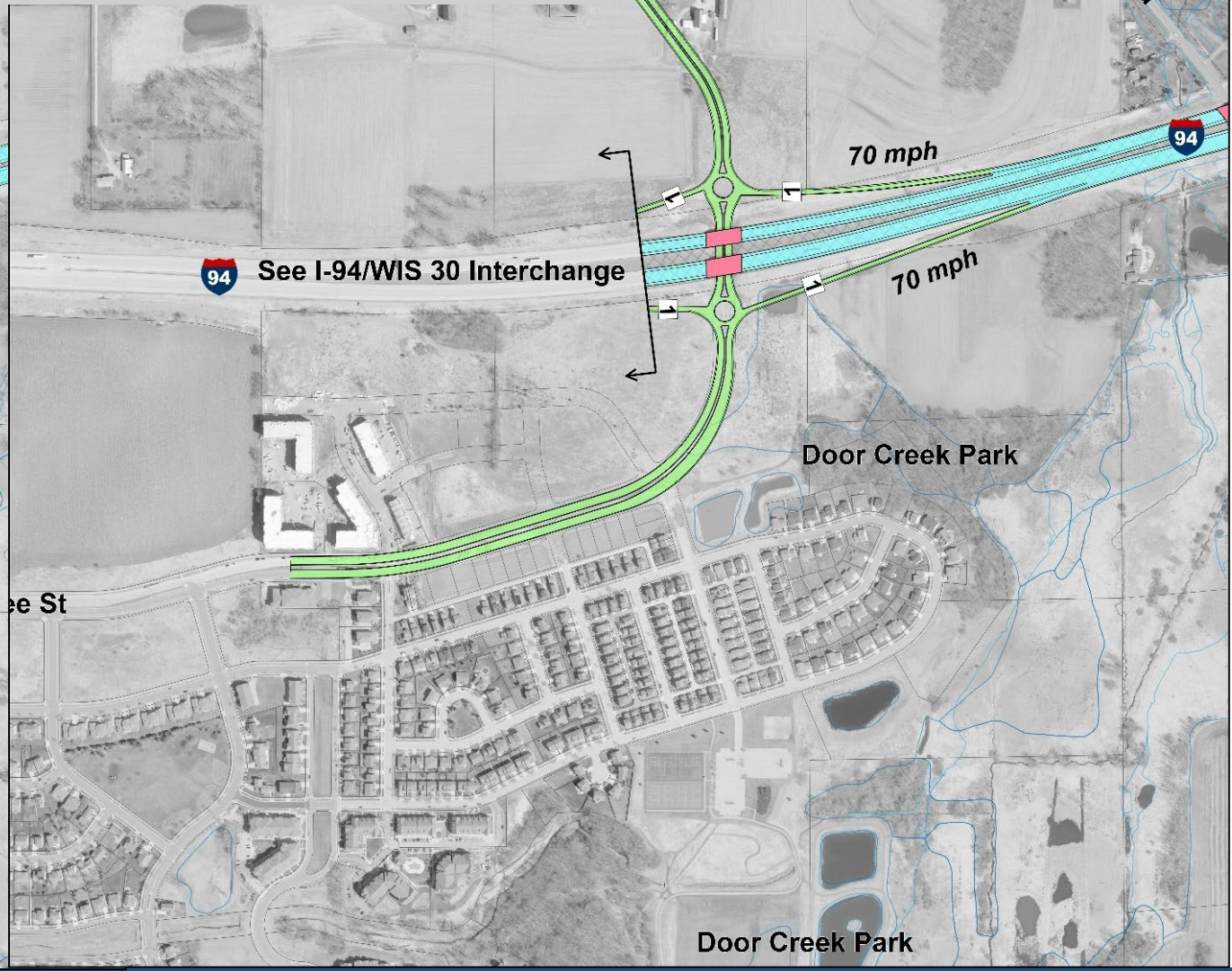
UW Clinic



# Potential New Milwaukee Street Interchange – Alternative 1 (Partial Cloverleaf)



# Potential New Milwaukee Street Interchange – Alternative 2 (Diamond)



# 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
- Traffic volume increases are expected to be modest

## Challenges

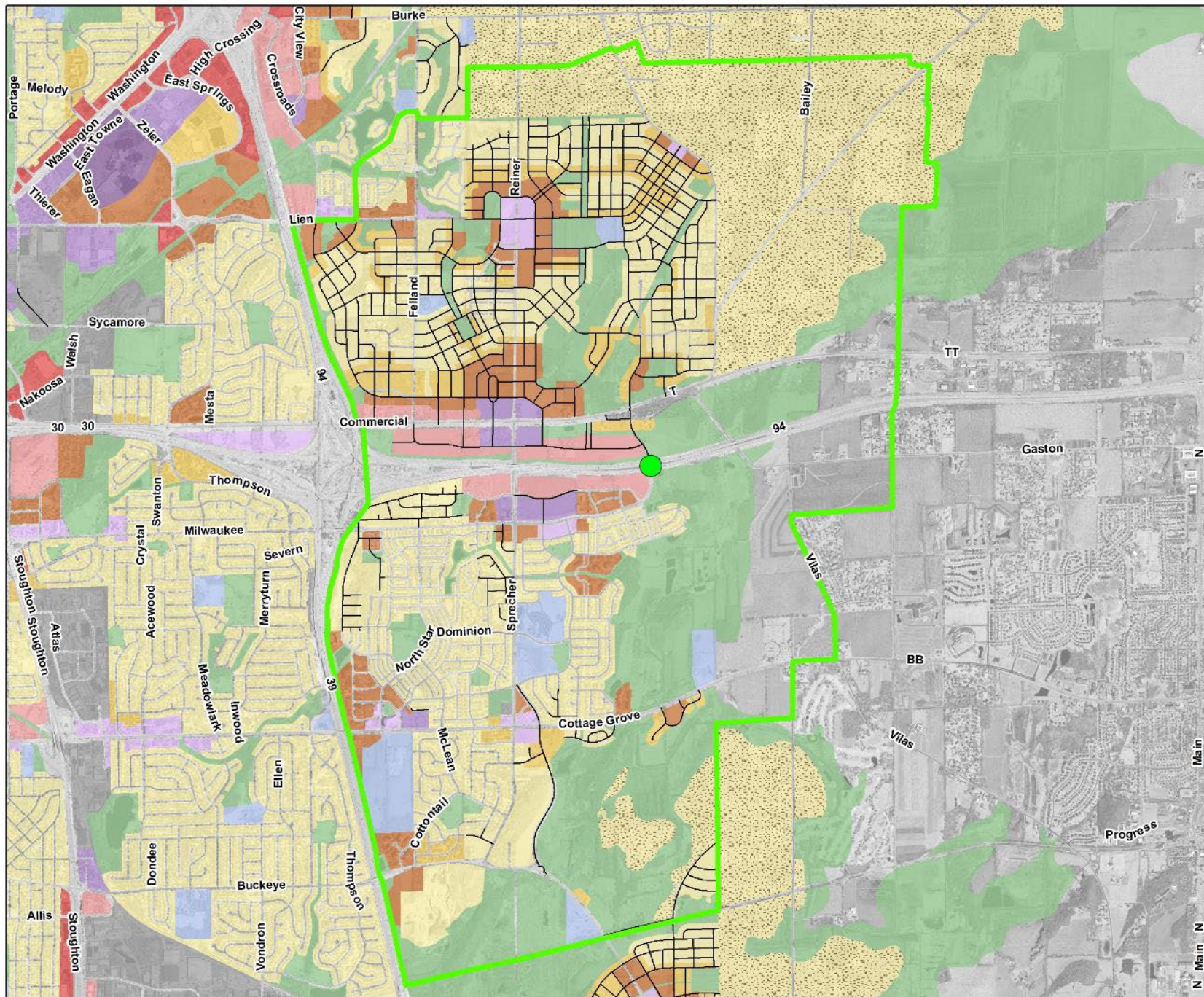
- Milwaukee Street connection to County T north of I-94 may require extensive grading
- Would be located relatively close to the I-94 & WIS 30 system interchange

# Milwaukee Street DRAFT Interchange Impact Area

- Potential Milwaukee Street Interchange
- Interchange Impact Area
- Planned Street Centerlines (2018)

## Generalized Future Land Use\*

- Low Residential (LR)
- Low-Medium Residential (LMR)
- Medium Residential (MR)
- High Residential (HR)
- Neighborhood Mixed Use (NMU)
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- Downtown Core (DC)
- General Commercial (GC)
- Employment (E)
- Industrial (I)
- Parks and Open Space (P)
- Special Institutional (SI)
- Airport (A)
- Neighborhood Planning Area (NPA)



0 0.3 0.6 0.9 1.2 Miles

\*2018 Comprehensive Plan, updated with land use from adopted plans 2018-2022.  
Sources: City of Madison Planning Division; Dane County



Date: 7/5/2023

Document Path: \\Gisserver\data\Planning Division\Projects - Planning Department\Interstate Interchanges\GIS & Maps\InterchangeAnalysis\_MIL\_GFL

PCED



# Milwaukee Street Interchange in Plans

**Interchange is shown in Sprecher Neighborhood Development Plan (1998; last amended 2012)**

**Interchange is shown in Comprehensive Plan (2018): “*An interstate interchange in this general location would help implement higher intensity employment and mixed use land uses planned for this area.*”**

**Interchange study recommended by Common Council in 2017 (Legistar #48640):**

- *“The City supports the concept of an interchange at Interstate Highway 94 subject to additional study to determine the impacts of the project on the City, the environment and planned City growth areas.”*
- *“An interchange would help implement land use and transportation recommendations in the Northeast Neighborhoods Neighborhood Development Plan and the Sprecher Neighborhood Development Plan.”*

# Milwaukee Street Interchange

## EAST METRO VISION

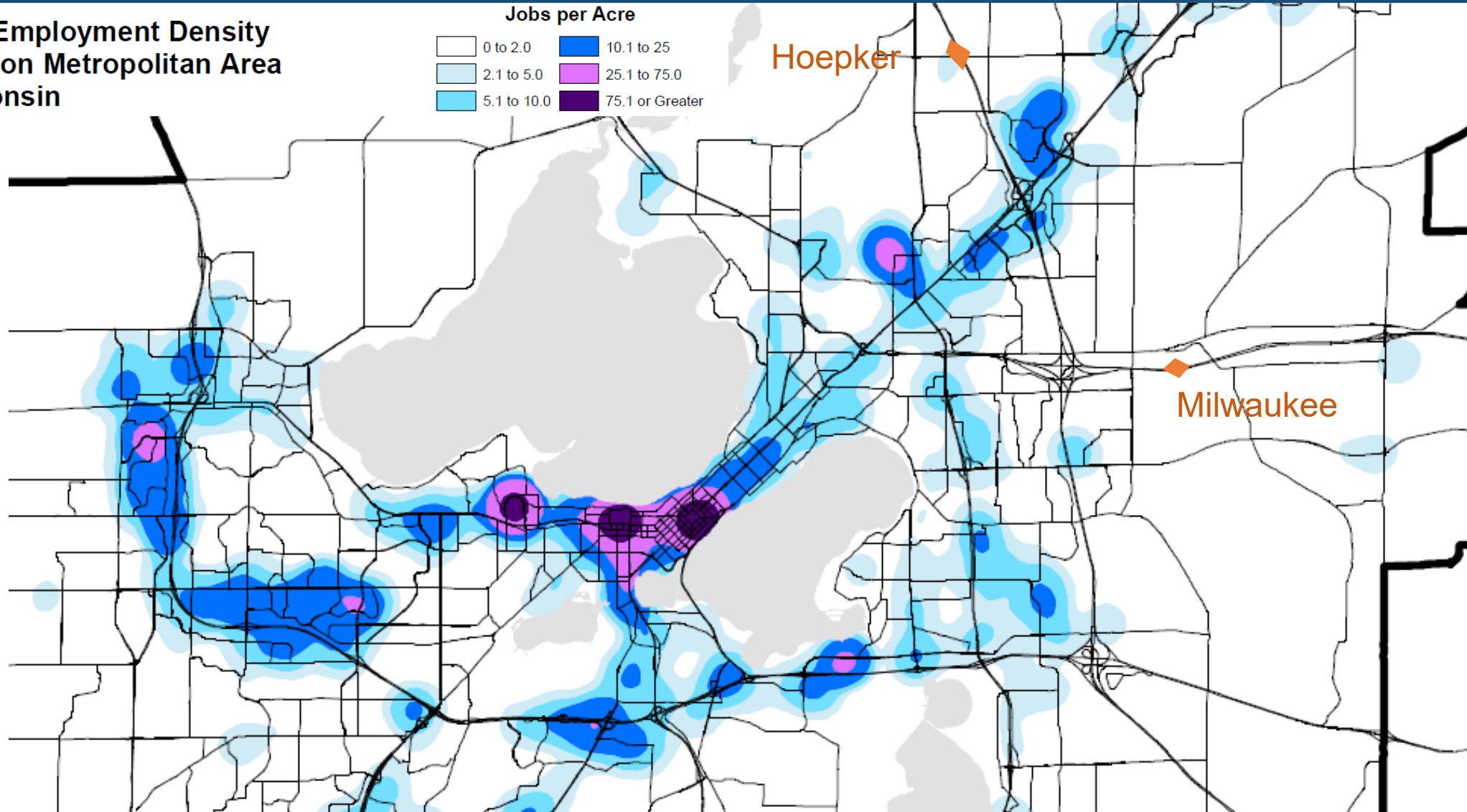


Balanced Growth for City and Region



# 2023 Employment Centers

## 2023 Employment Density Madison Metropolitan Area Wisconsin





# US 151 Interchange

## Key Objectives

- Slow Speeds on East Washington
- Urban Connection to American Center
- Reduce Noise Impacts
- Enhance Dev Opportunities
- Complement BRT
- Rattman NDP Entrance





Image Landsat / Copernicus

Google Earth

# East Washington West of Interstate



Image Landsat / Copernicus

# High Crossing East of Interstate

Google Earth



Image Landsat / Copernicus

Google Earth

# American Center East of Interstate



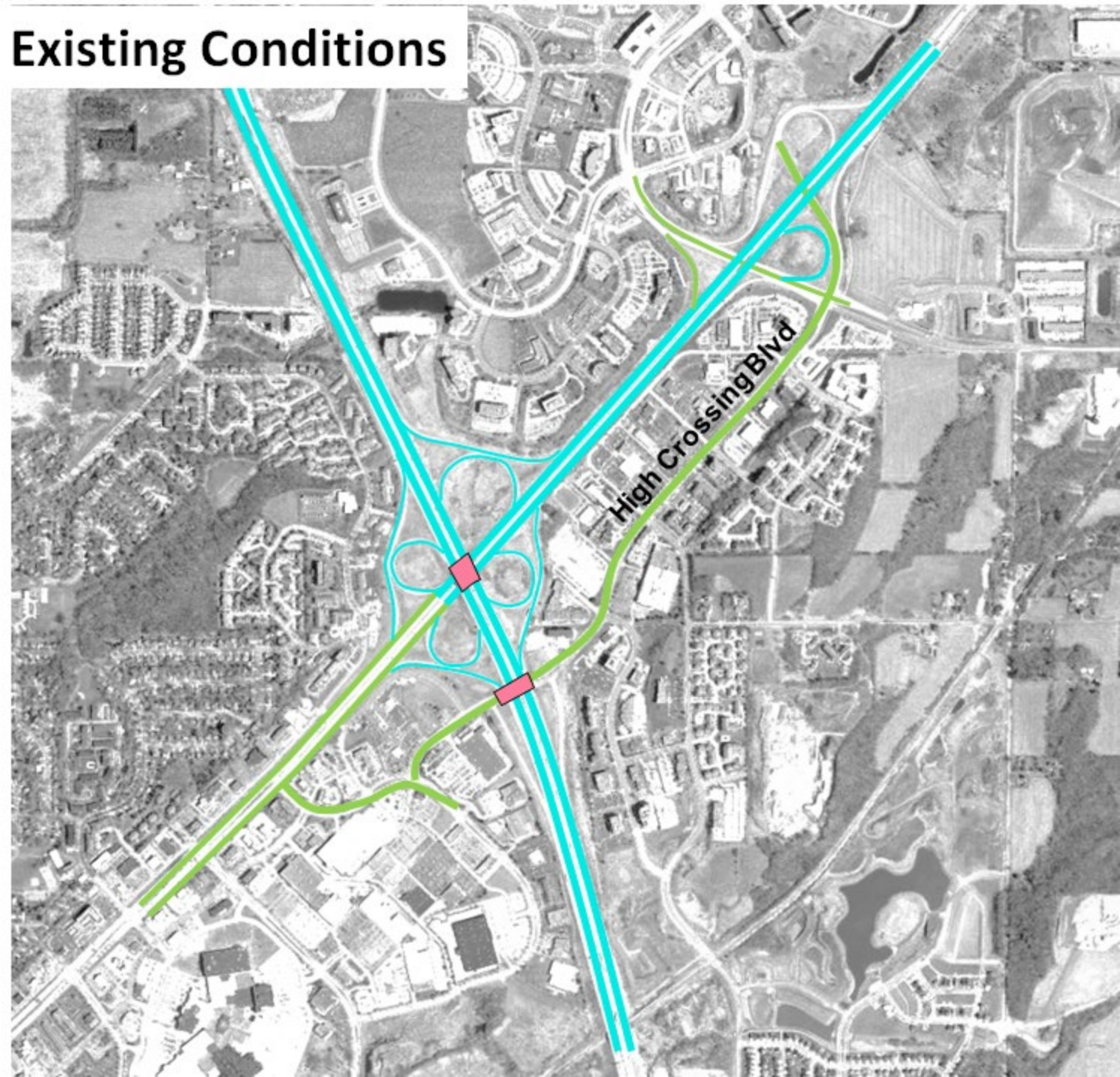
MADISON DEPARTMENT OF TRANSPORTATION



DPCED

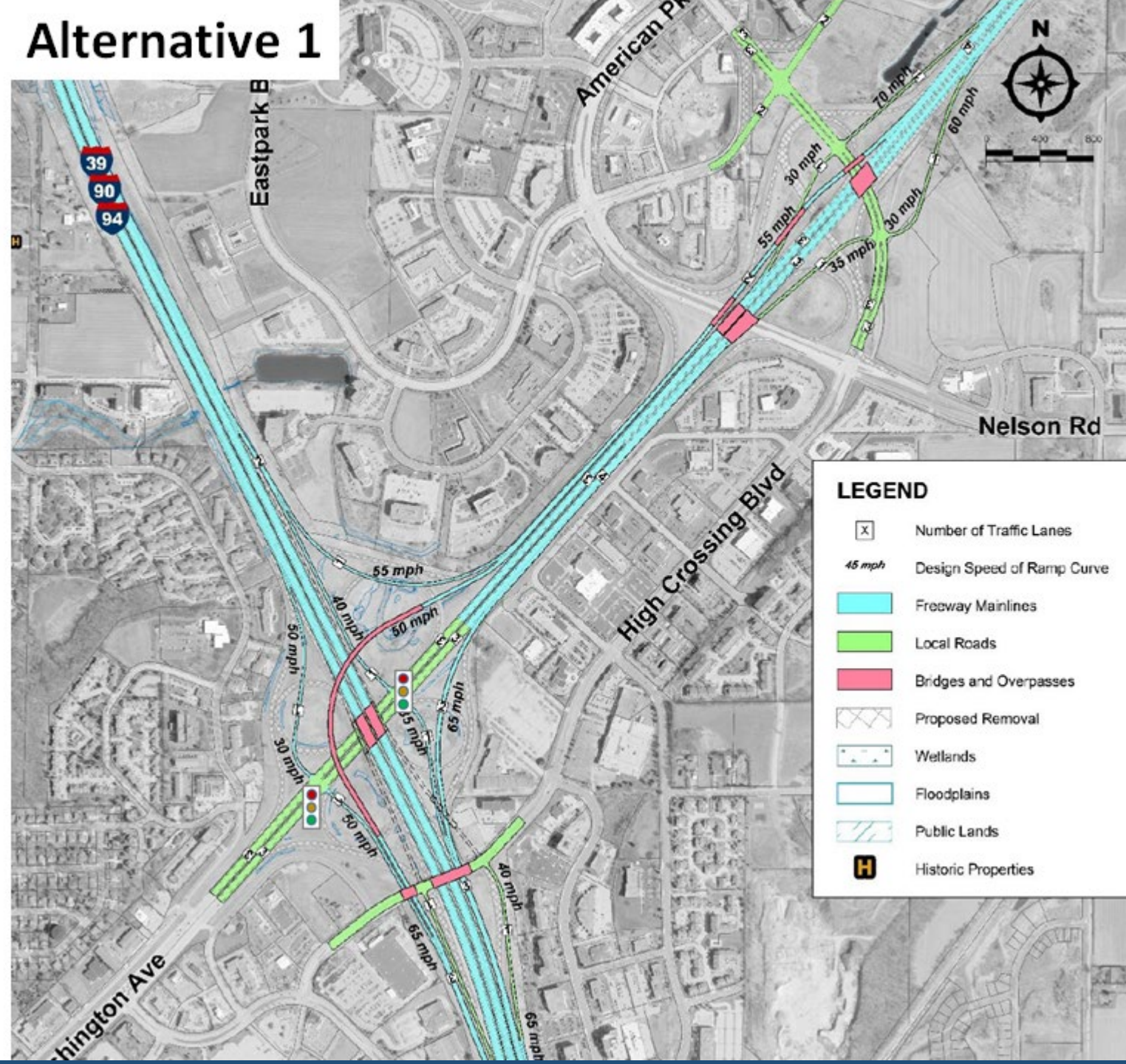
# Existing Conditions

Criteria	Exist
Slow EW Speeds	Red
Urban Connection?	Red
Noise	Green
Enhance Dev Op	Red
Complement BRT	Yellow
Added American Cntr Entrance	Red



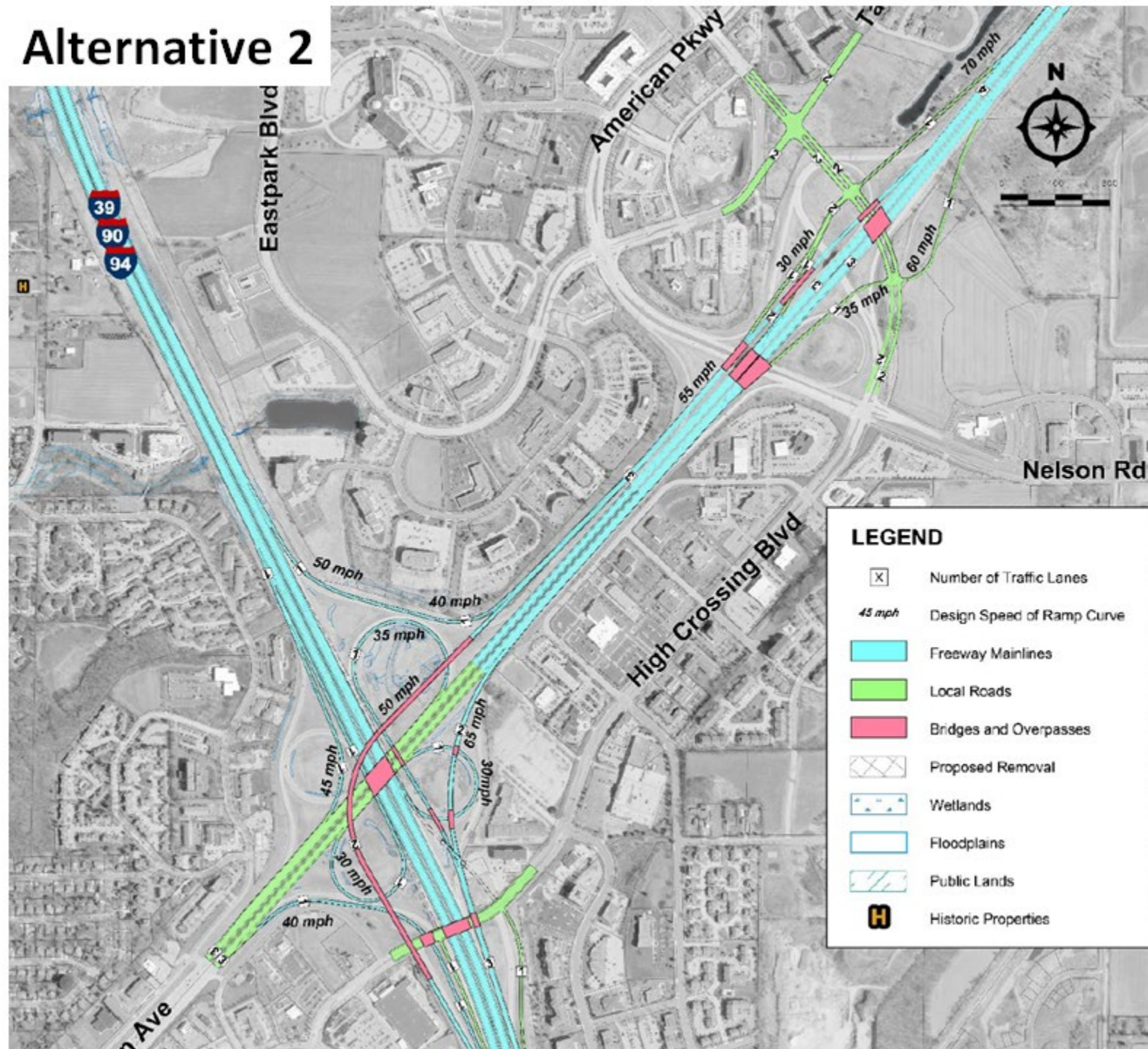
Criteria	1
Slow EW Speeds	Yellow
Urban Connection?	Red
Reduce Noise	Yellow
Enhance Dev Op	Red
Complement BRT	Yellow
Added American Cntr Entrance	Yellow

# Alternative 1



# Alternative 2

Criteria	2
Slow EW Speeds	Red
Urban Connection?	Red
Noise	Yellow
Enhance Dev Op	Red
Complement BRT	Yellow
Added American Cntr Entrance	Red

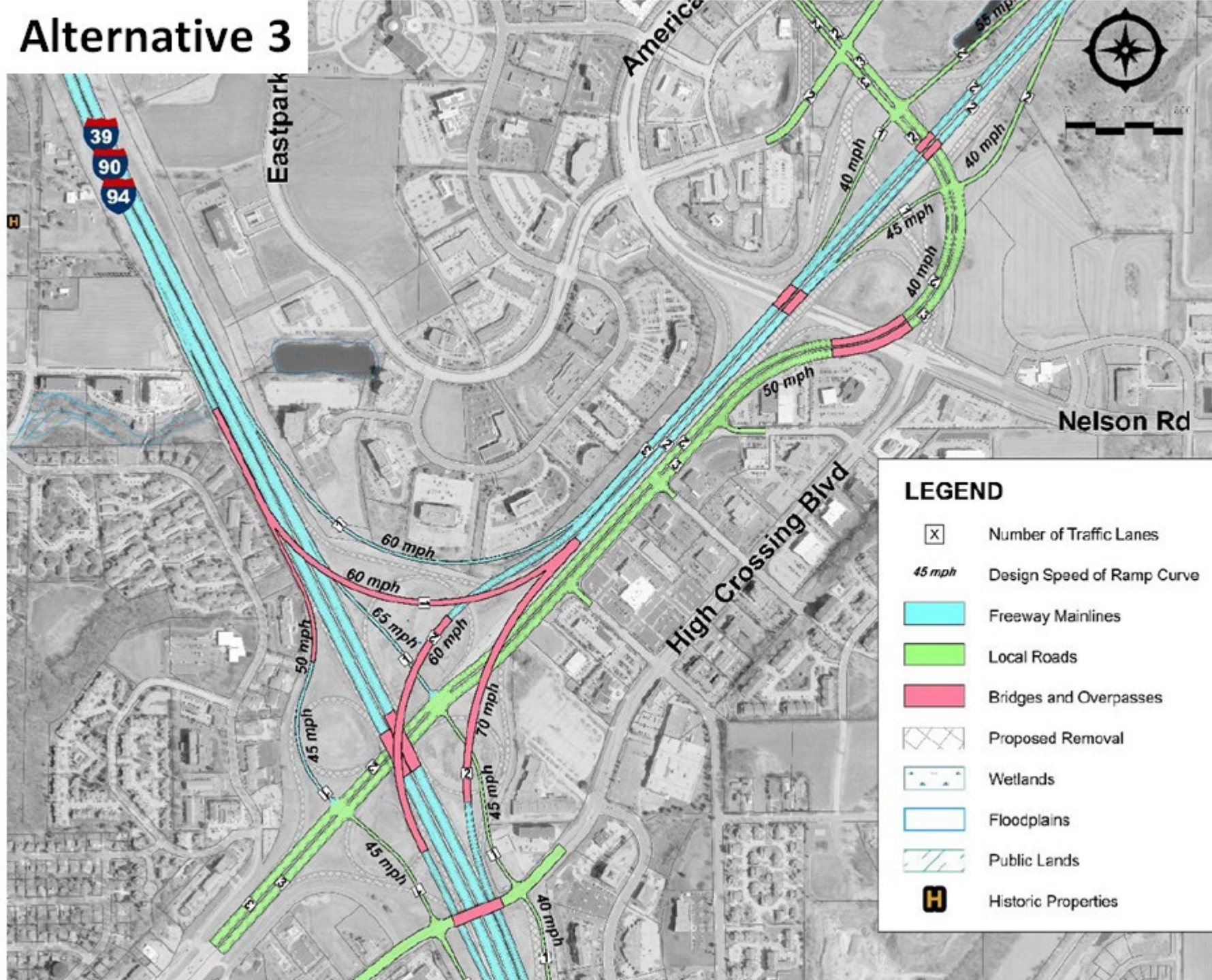


**LEGEND**

- [X] Number of Traffic Lanes
- 45 mph Design Speed of Ramp Curve
- [Cyan Line] Freeway Mainlines
- [Green Line] Local Roads
- [Pink Line] Bridges and Overpasses
- [Cross-hatch] Proposed Removal
- [Blue Dashed] Wetlands
- [Light Blue] Floodplains
- [Diagonal Line] Public Lands
- [H] Historic Properties

# Alternative 3

Criteria	3
Slow EW Speeds	Green
Urban Connection?	Green
Noise	Red
Enhance Dev Op	Yellow
Complement BRT	Yellow
Added American Cntr Entrance	Red



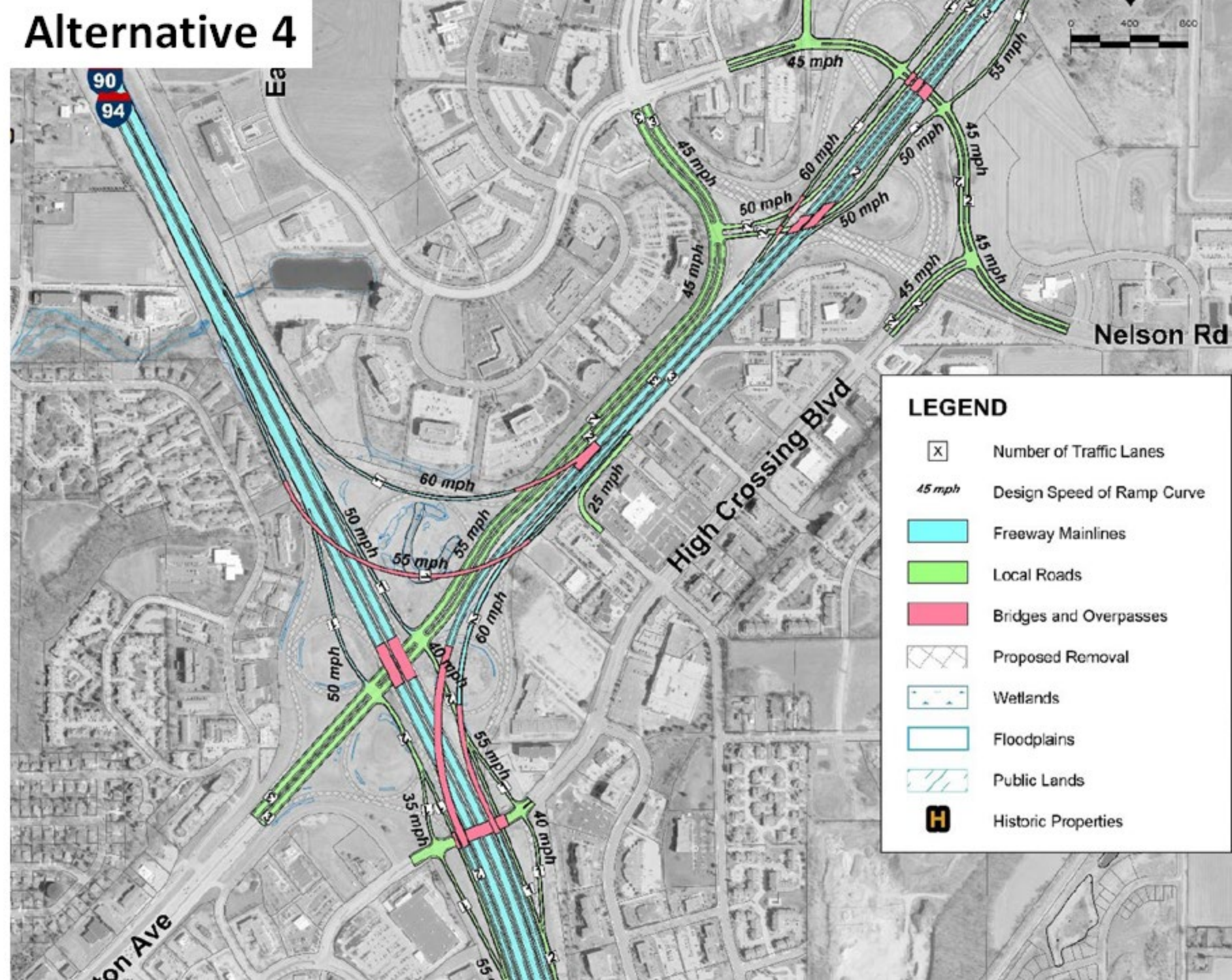
**LEGEND**

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



# Alternative 4

Criteria	4
Slow EW Speeds	Yellow
Urban Connection?	Yellow
Noise	Red
Enhance Dev Op	Red
Complement BRT	Yellow
American Cntr Entrance	Yellow

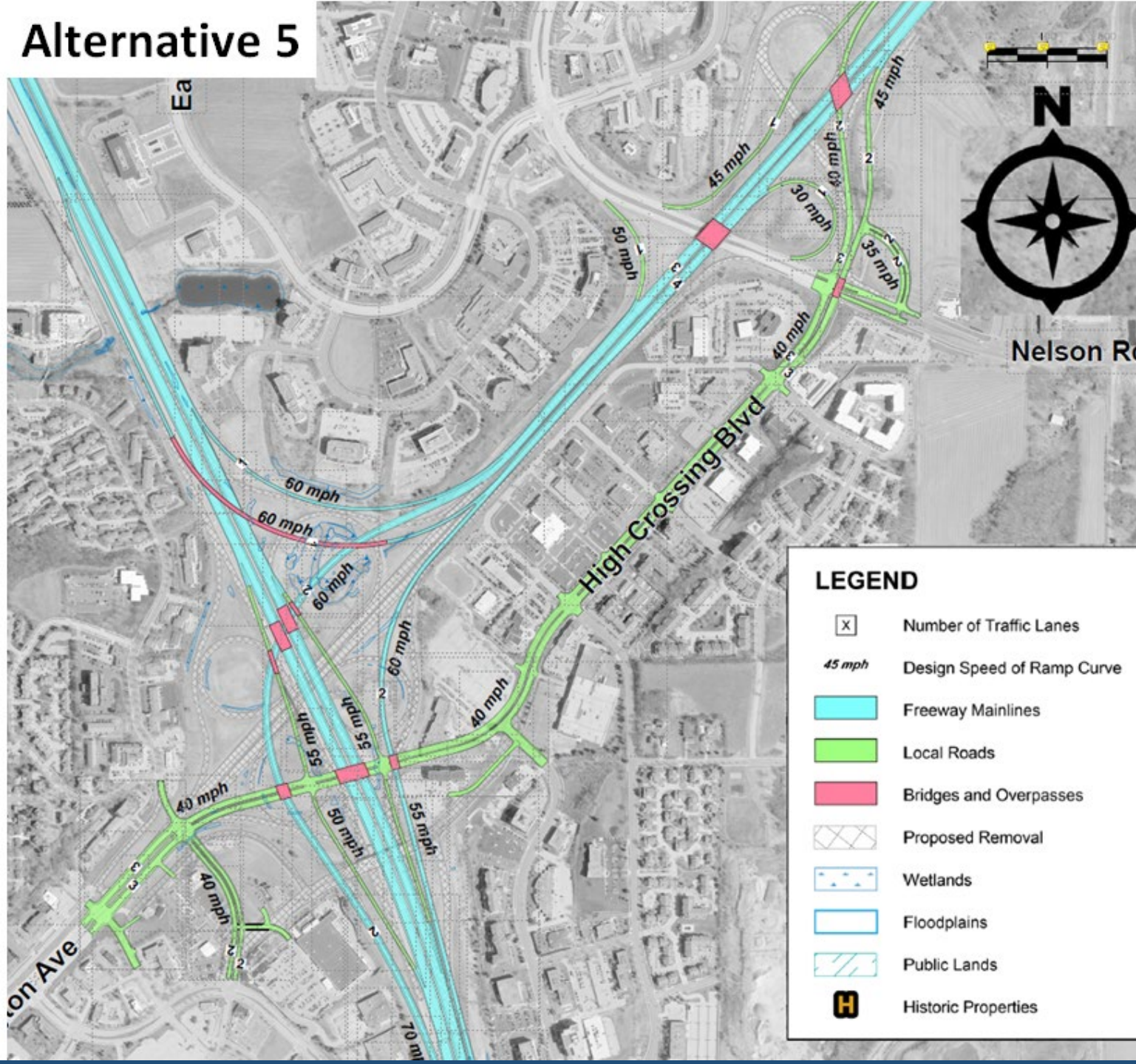


**LEGEND**

- 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

# Alternative 5

Criteria	5
Slow EW Speeds	Green
Urban Connection?	Green
Noise	Yellow
Enhance Dev Op	Green
Complement BRT	Green
Added American Cntr Entrance	Yellow

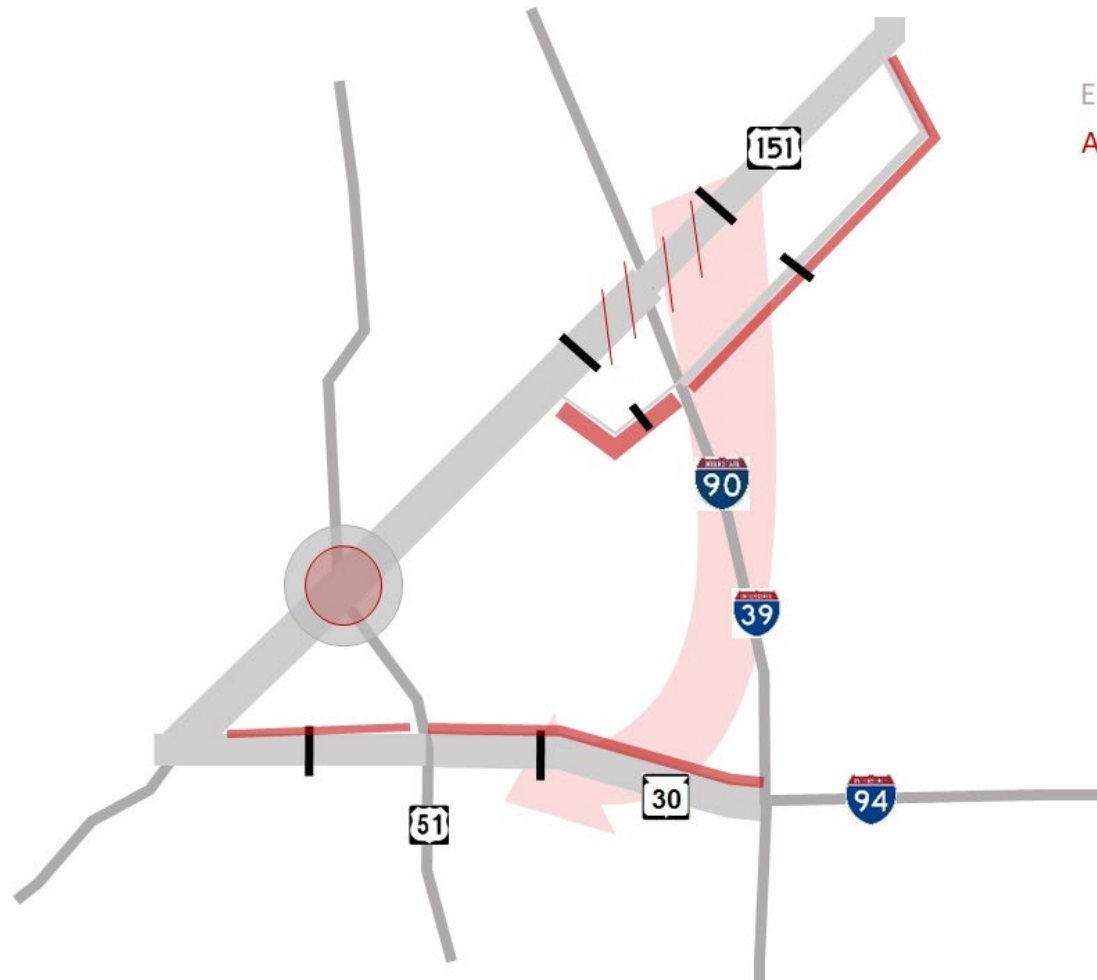


**LEGEND**

- [X] Number of Traffic Lanes
- 45 mph Design Speed of Ramp Curve
- [Cyan Box] Freeway Mainlines
- [Green Box] Local Roads
- [Pink Box] Bridges and Overpasses
- [Hatched Box] Proposed Removal
- [Blue Dotted Box] Wetlands
- [Light Blue Box] Floodplains
- [Blue Hatched Box] Public Lands
- [H Box] Historic Properties

# Volume Shift

Line thicknesses  
roughly  
proportional to  
traffic volume shift



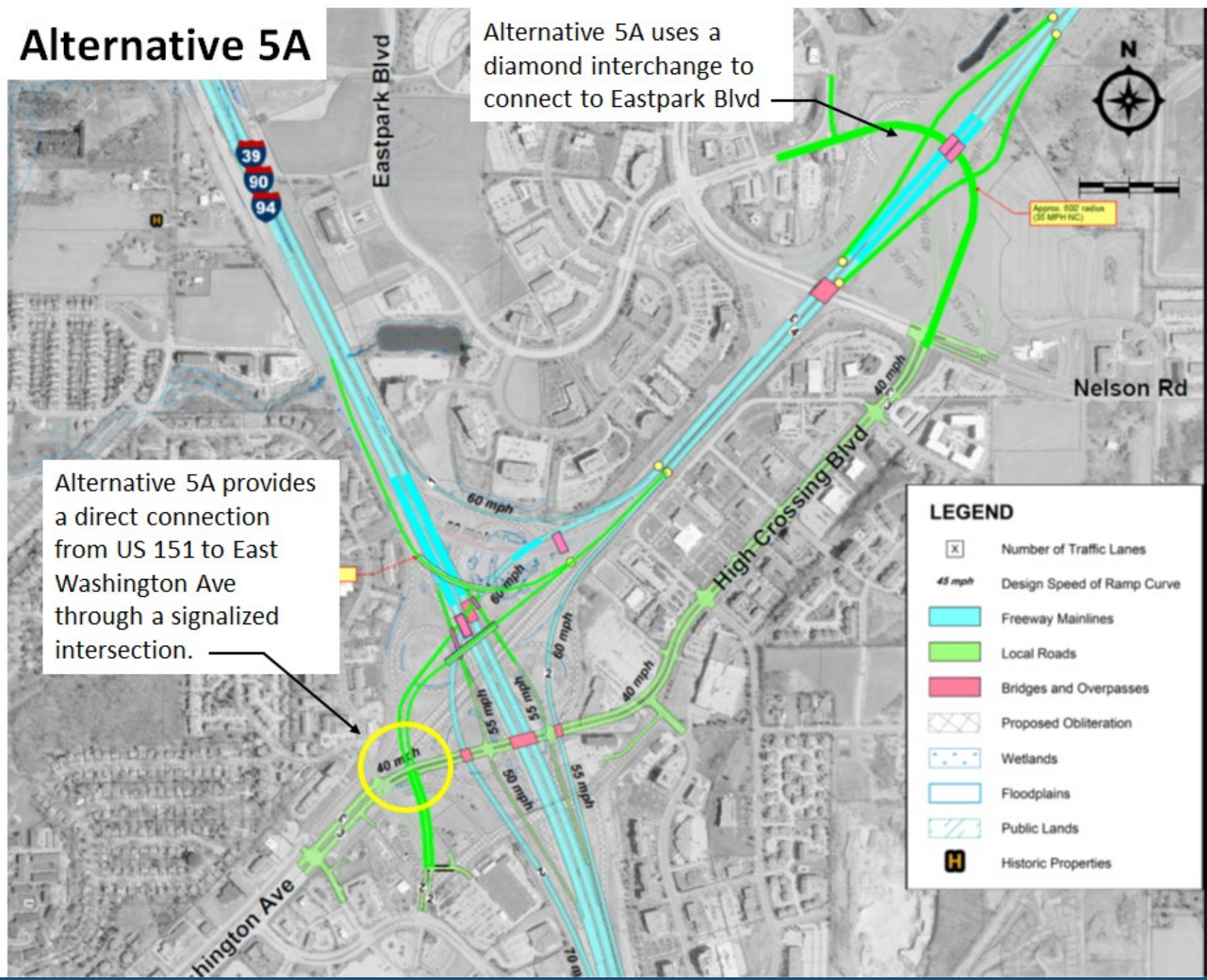
Existing Conditions  
Alts 3- 5

# Alternative 5A

Alternative 5A uses a diamond interchange to connect to Eastpark Blvd

Criteria	5A
Slow EW Speeds	Green
Urban Connection?	Green
Noise	Yellow
Enhance Dev Op	Green
Complement BRT	Green
American Cntr Entrance	Yellow

Alternative 5A provides a direct connection from US 151 to East Washington Ave through a signalized intersection.

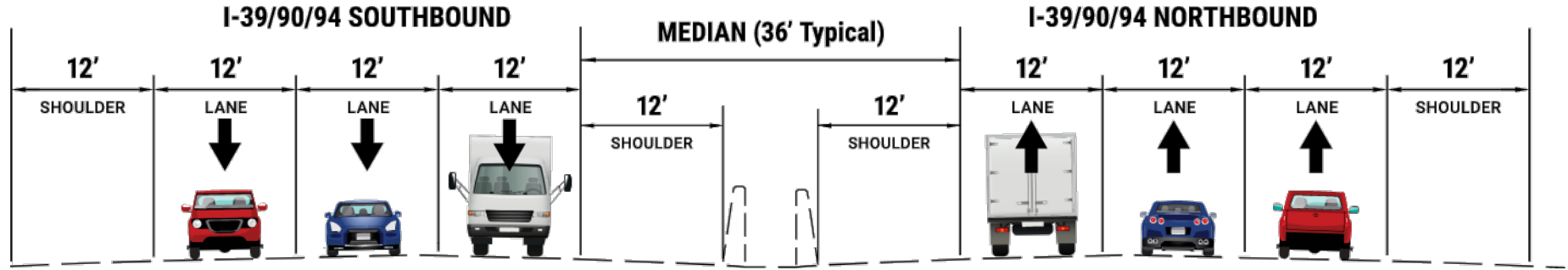


# Staff Recommendations

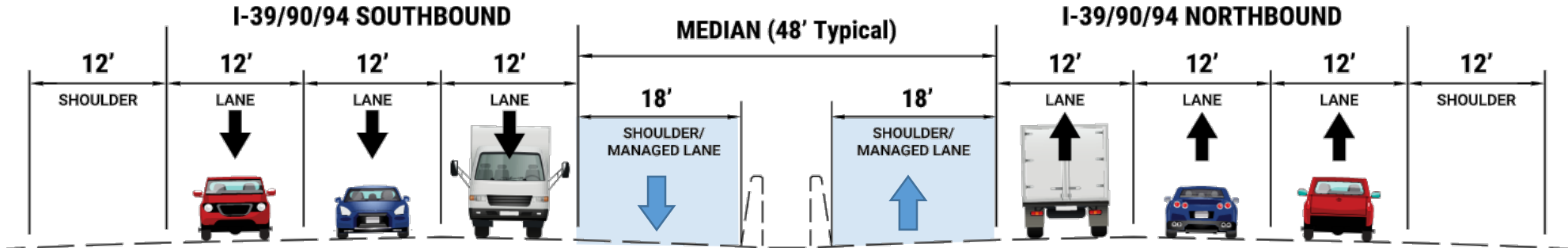
- **Generally believe Alt 5 accomplishes greatest number of objectives, and reduces volumes on East Washington Ave**
- **If Alt 5 can not be implemented, Alt 5A with similar geometry to Alt 5 accomplishes many objectives**
  - Urban intersection connection to East Washington
  - All Ages and Abilities connections to High Crossing
- **Alt 3 accomplishes some objectives**

# Mainline Alternatives

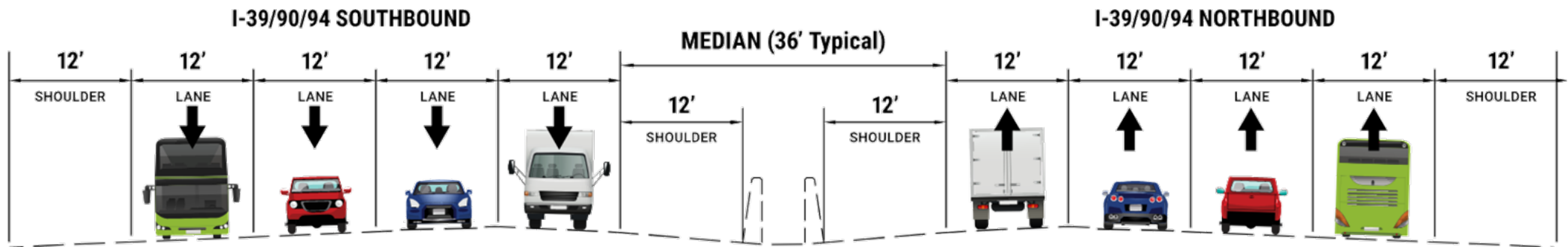
Modernization  
of Existing  
Travel Lanes



Modernization  
with  
Managed Lanes



Modernization  
Plus Added  
General  
Purpose Lane



# Noise

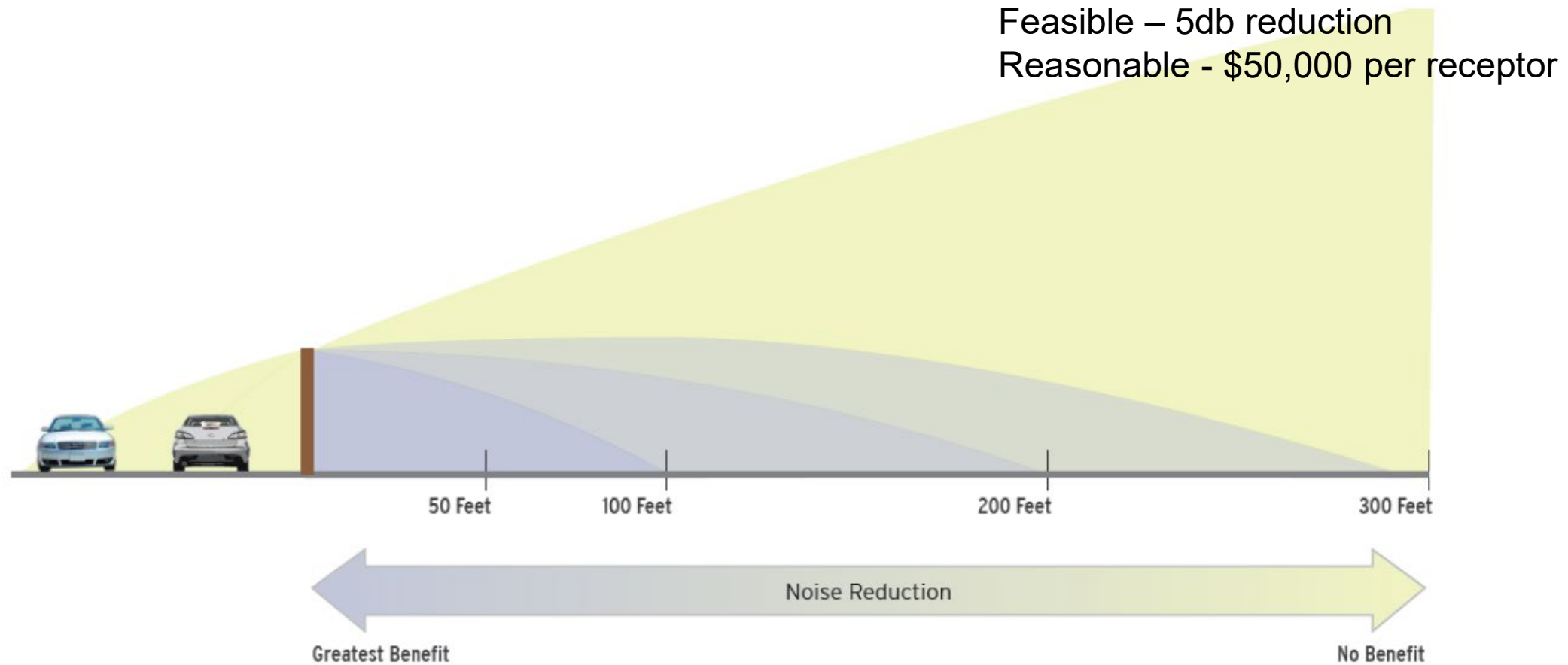
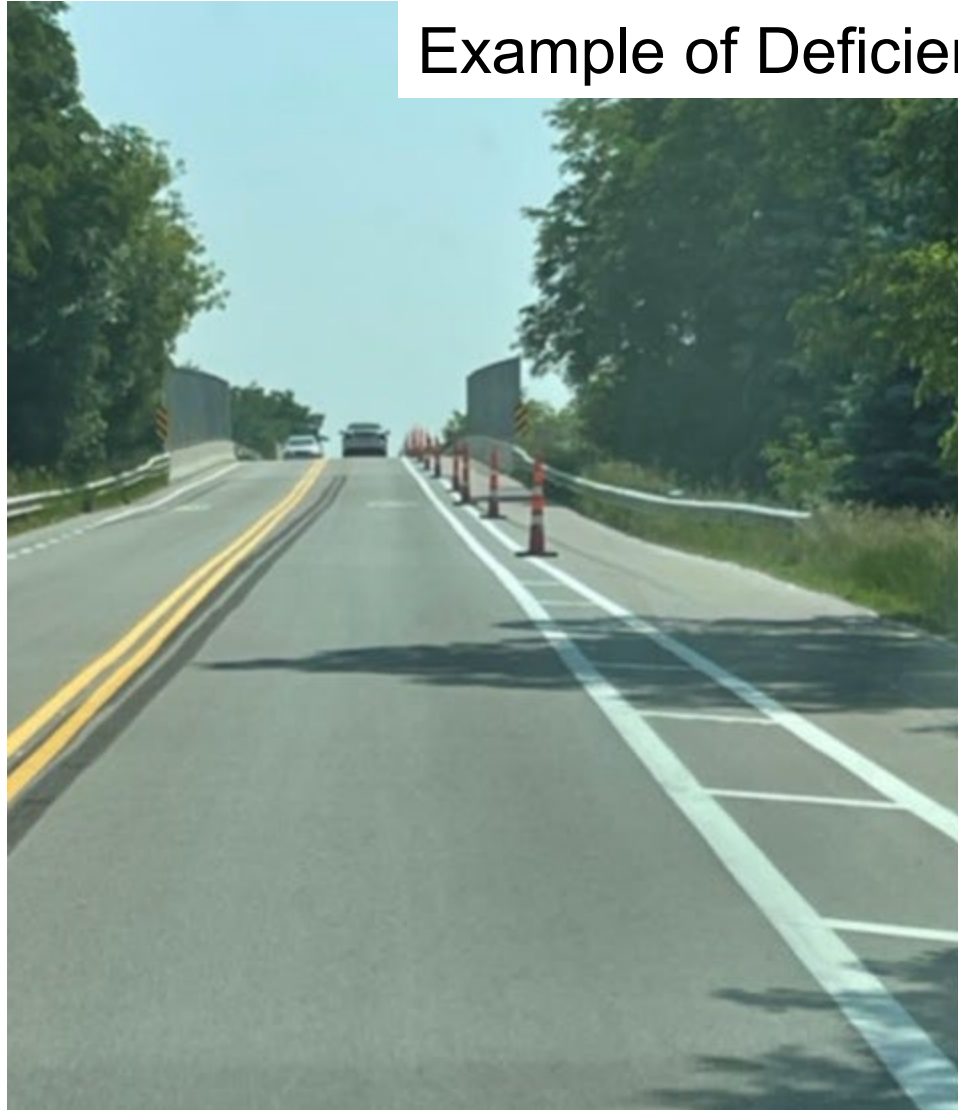


Figure D-3.2 Noise Wall Effectiveness

Recommend revising “Reasonable Criteria”

# Ped/Bike

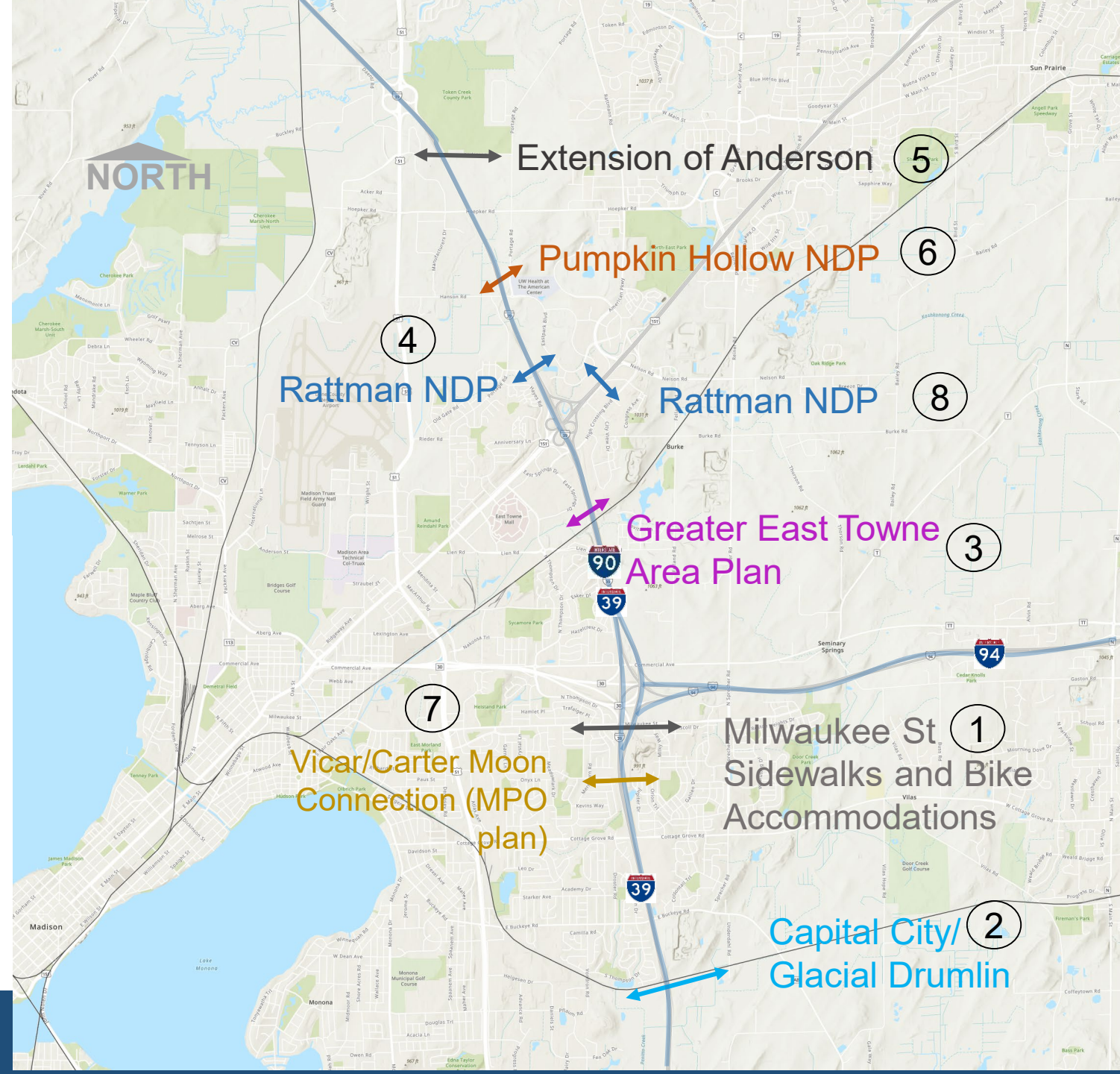
Example of Deficiencies – Milwaukee St





# Ped/Bike

## Recommended Connections



# WisDOT Milestones

