

WisDOT Interstate Project

April 24, 2024

I-39/90/94 Corridor Study

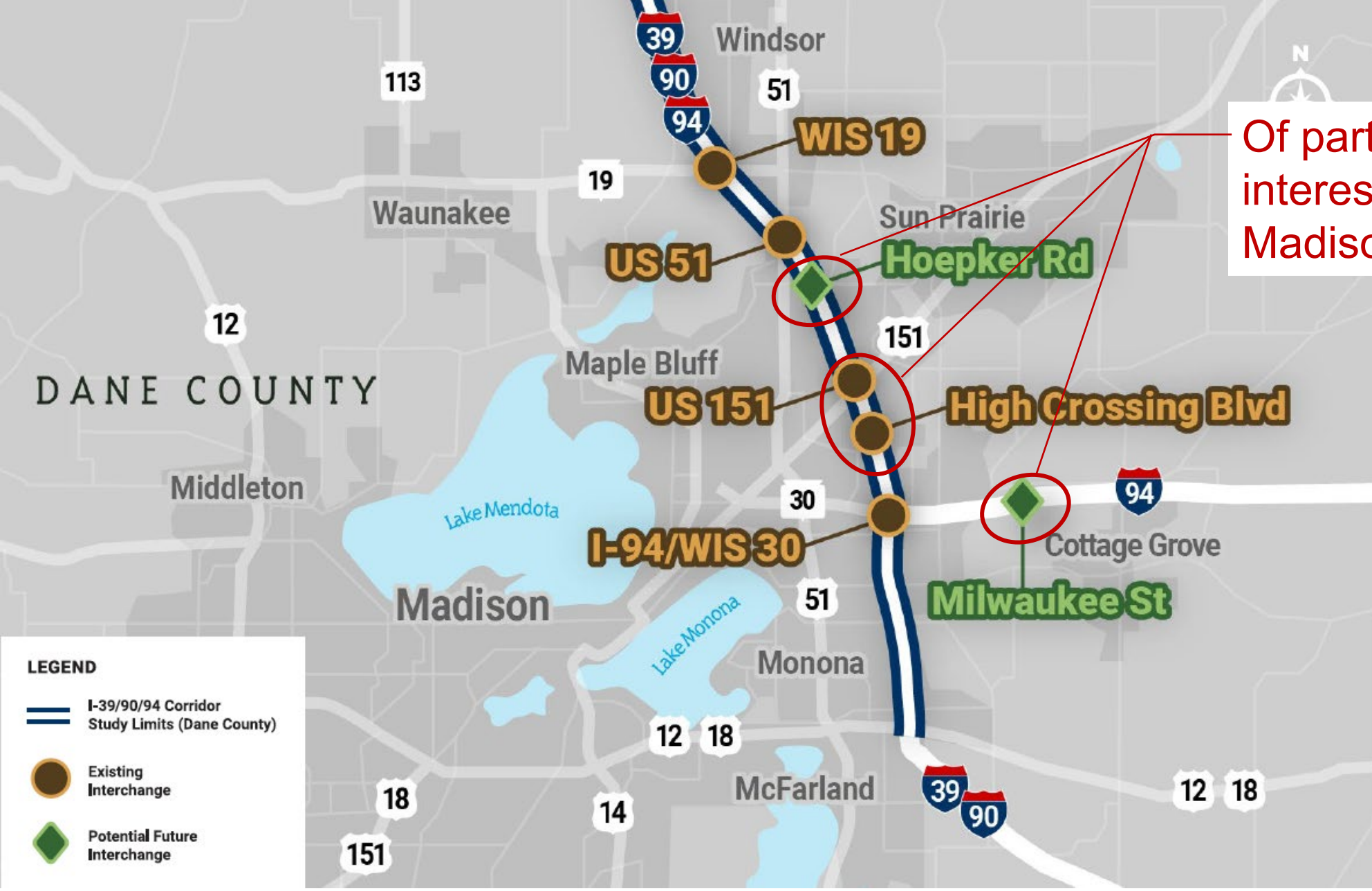
WisDOT is preparing Environmental Impact Statement – Spring 2024

- 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





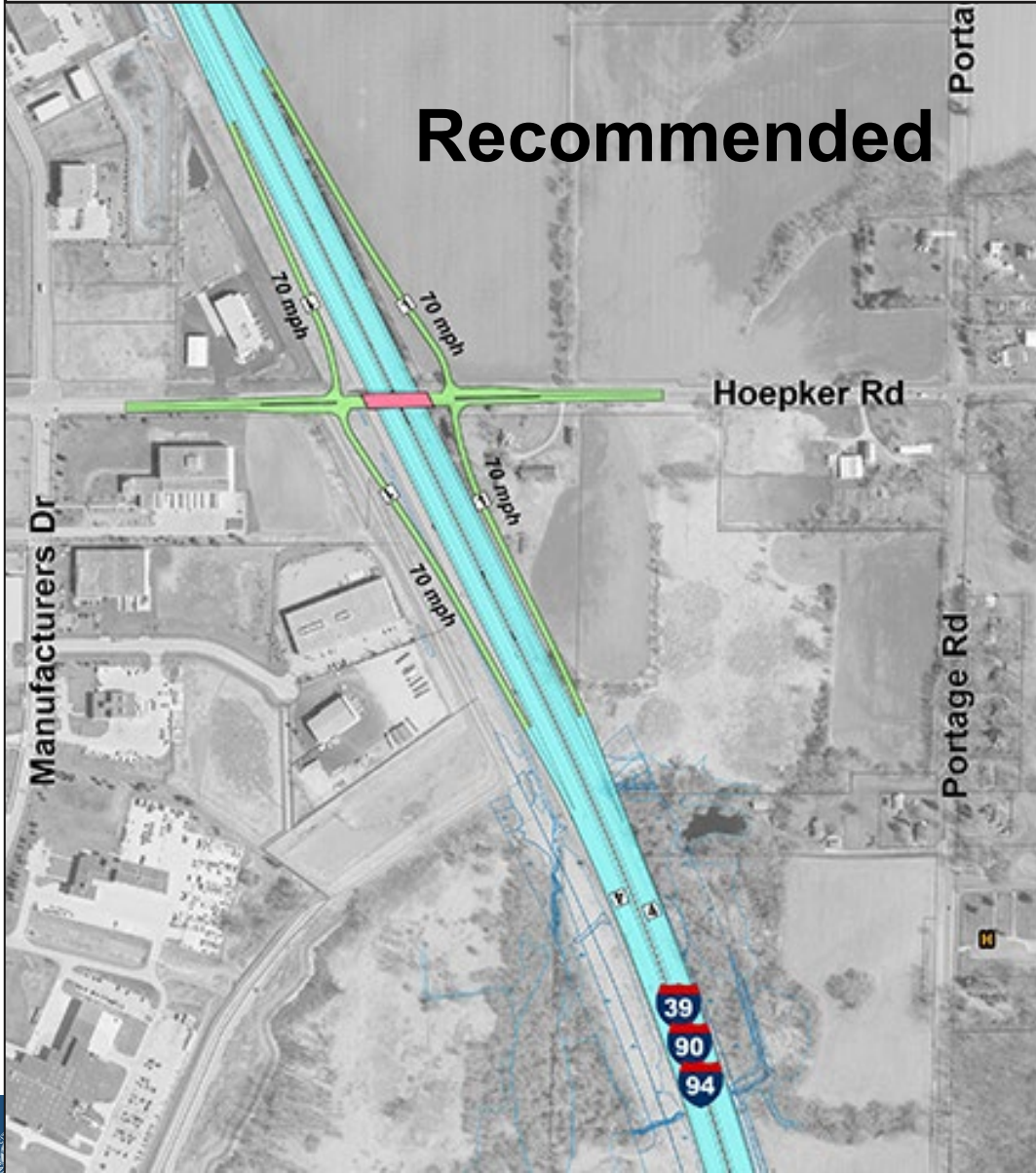
Of particular interest to Madison

Discussion

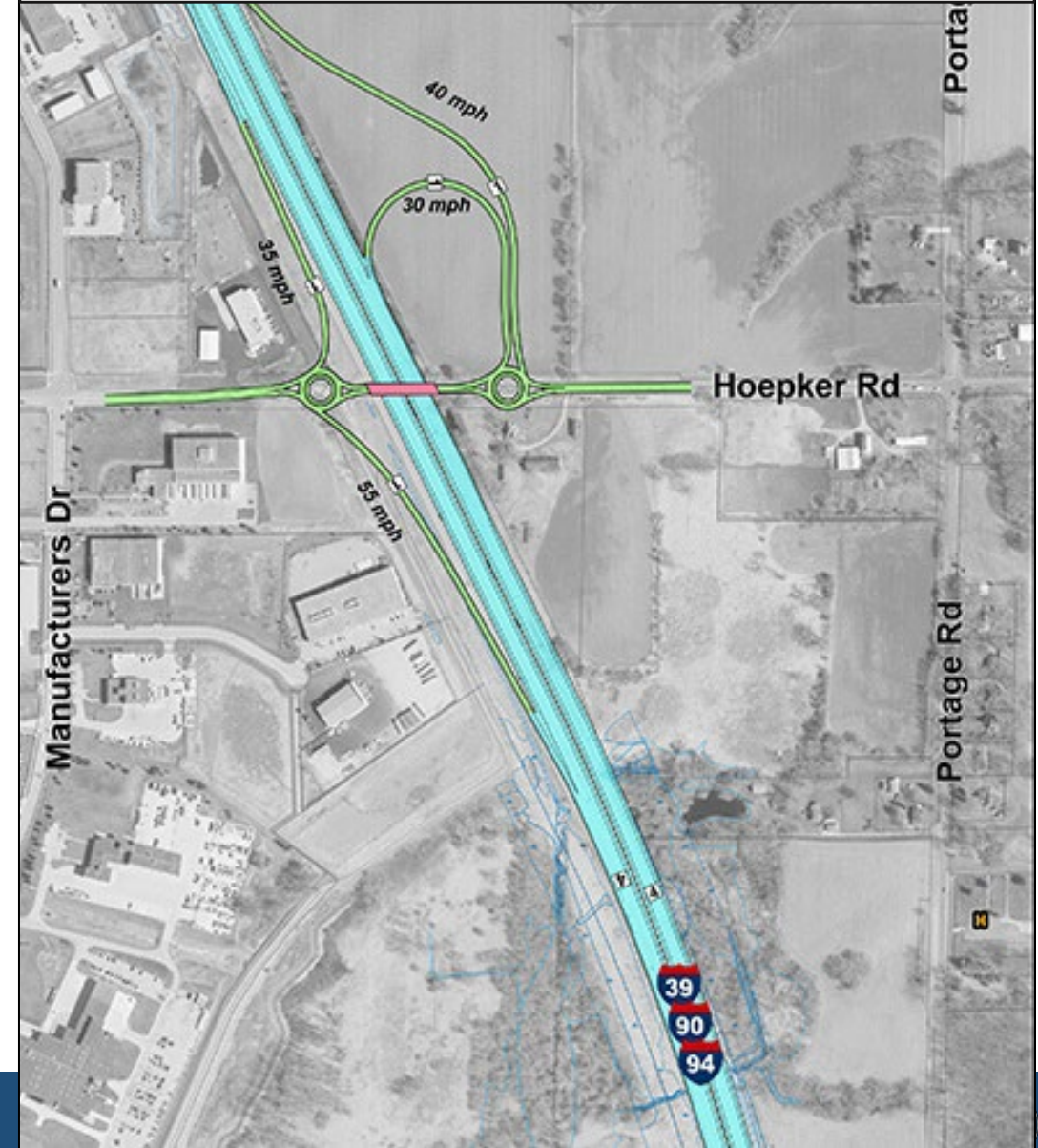
- Hoepker Road Interchange
- Milwaukee St Interchange
- US 151 Interchange
- Highway 30 Interchange
- Interstate Typical Section Alternatives
- Pedestrian and Bicycle Accommodations

Hoepker Alternative 1: Shifted Diamond

Recommended



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

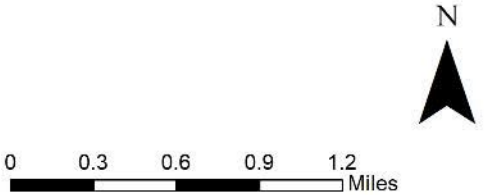
- Increases traffic on Hoepker Road, and may need improvements to accommodate increased traffic
 - (Note that traffic impacts to Portage Road are somewhat limited)
- West of Interstate, future development somewhat limited by airport height restrictions, Adopted City plans do not currently consider a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



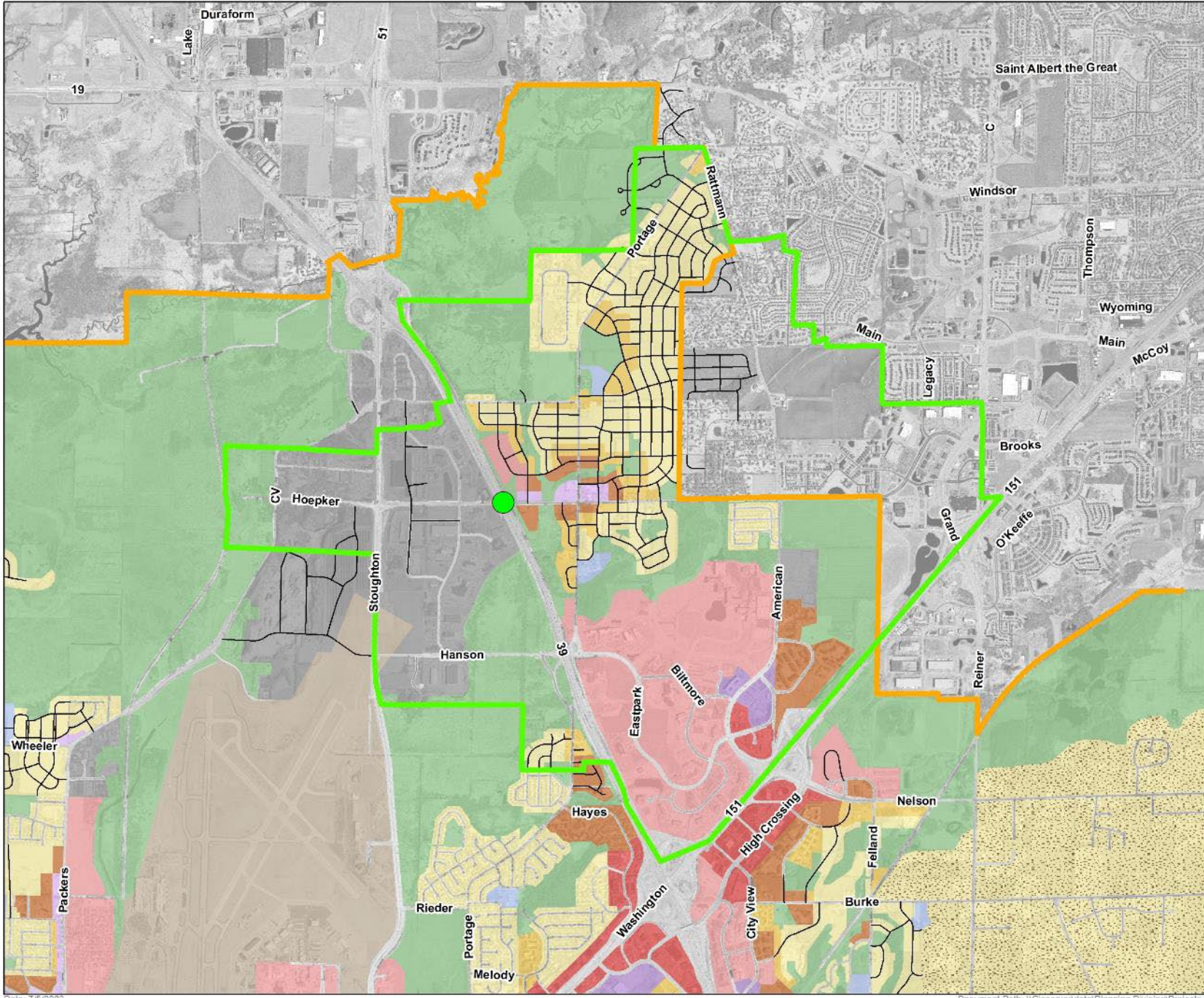
Hoepker Road DRAFT Interchange Impact Area

- 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

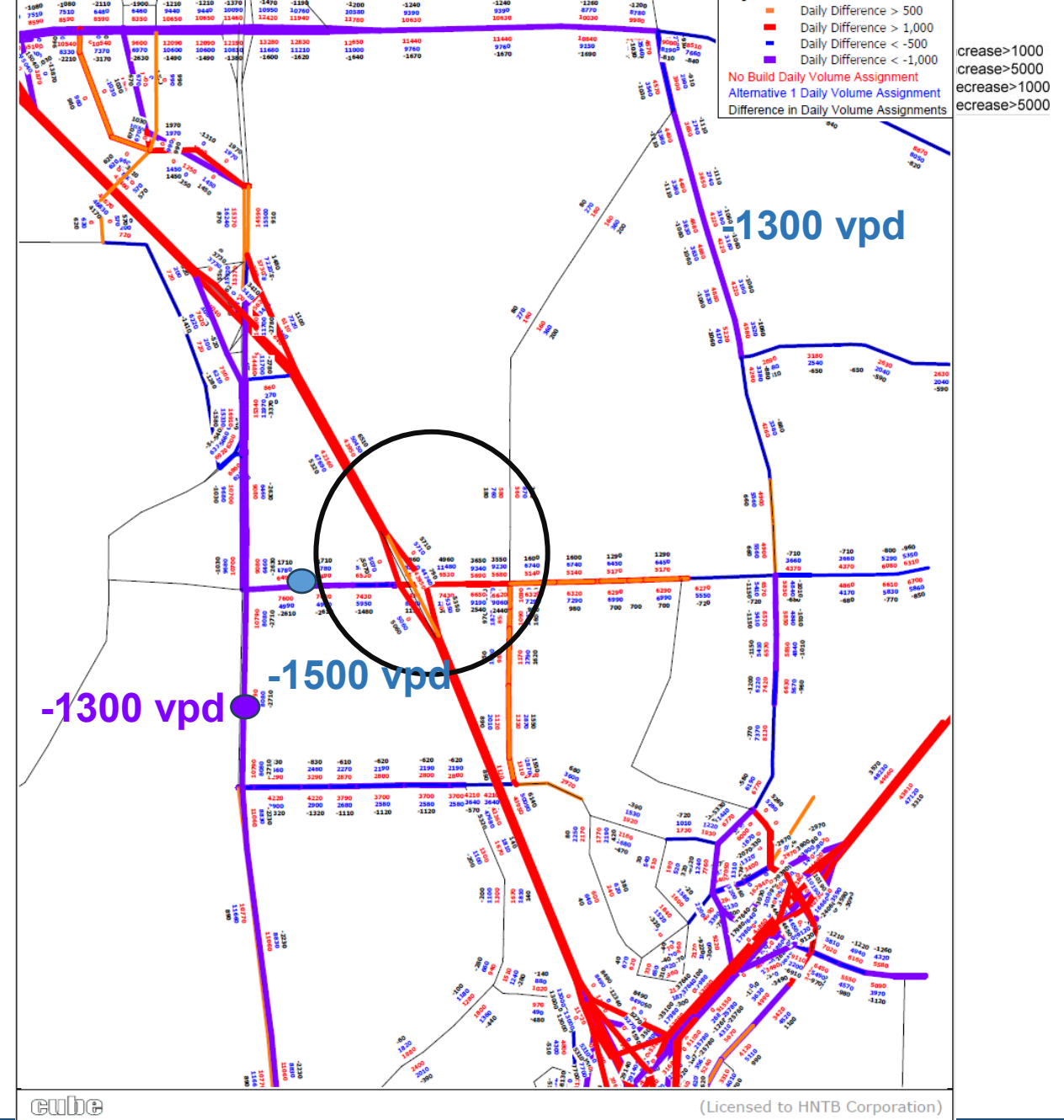


UW Clinic



Hoepker Road Traffic Shifts

- Everything in **red** (such as the interstate) sees a traffic increase
- Everything in **blue** (such as Portage Road) sees a traffic decrease



Traffic Assignments and Diversions

Hoepker Road Interchange Area

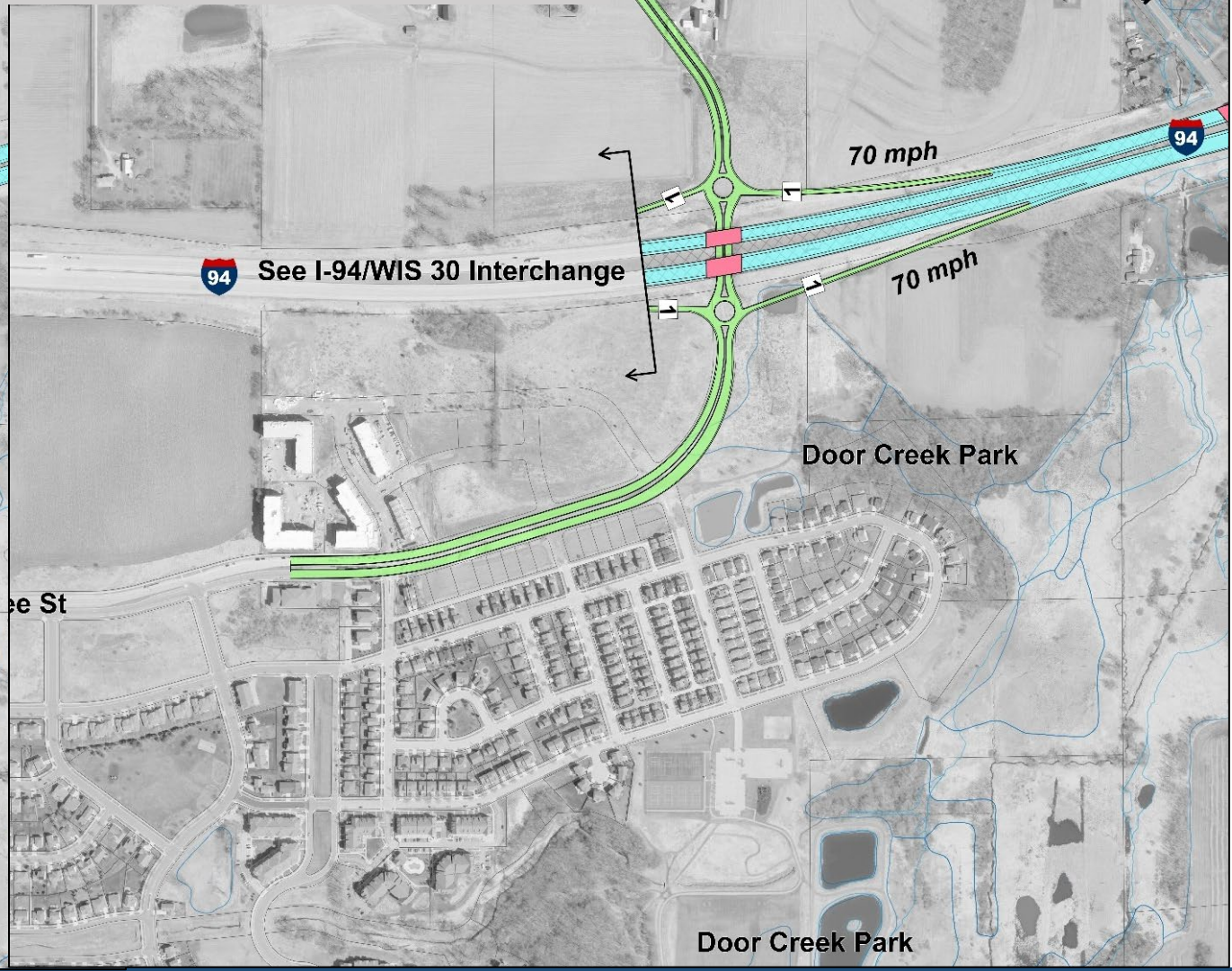
	Hoepker Road Area				
	West of I-39/90	East of I-39/90	Total of Ramps	Portage Rd, north of Hoepker Rd	Portage Rd, south of Hoepker Rd
No Build	14,000	14,000	--	900	1,900
Alternative 1 Preferred	11,800	22,800	21,200	1,600	4,500
Diff from No Build					
Alternative 1 Preferred	(2,200)	8,800	21,200	700	2,600

Alternative 1 does NOT include Hoepker Road Interchange

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

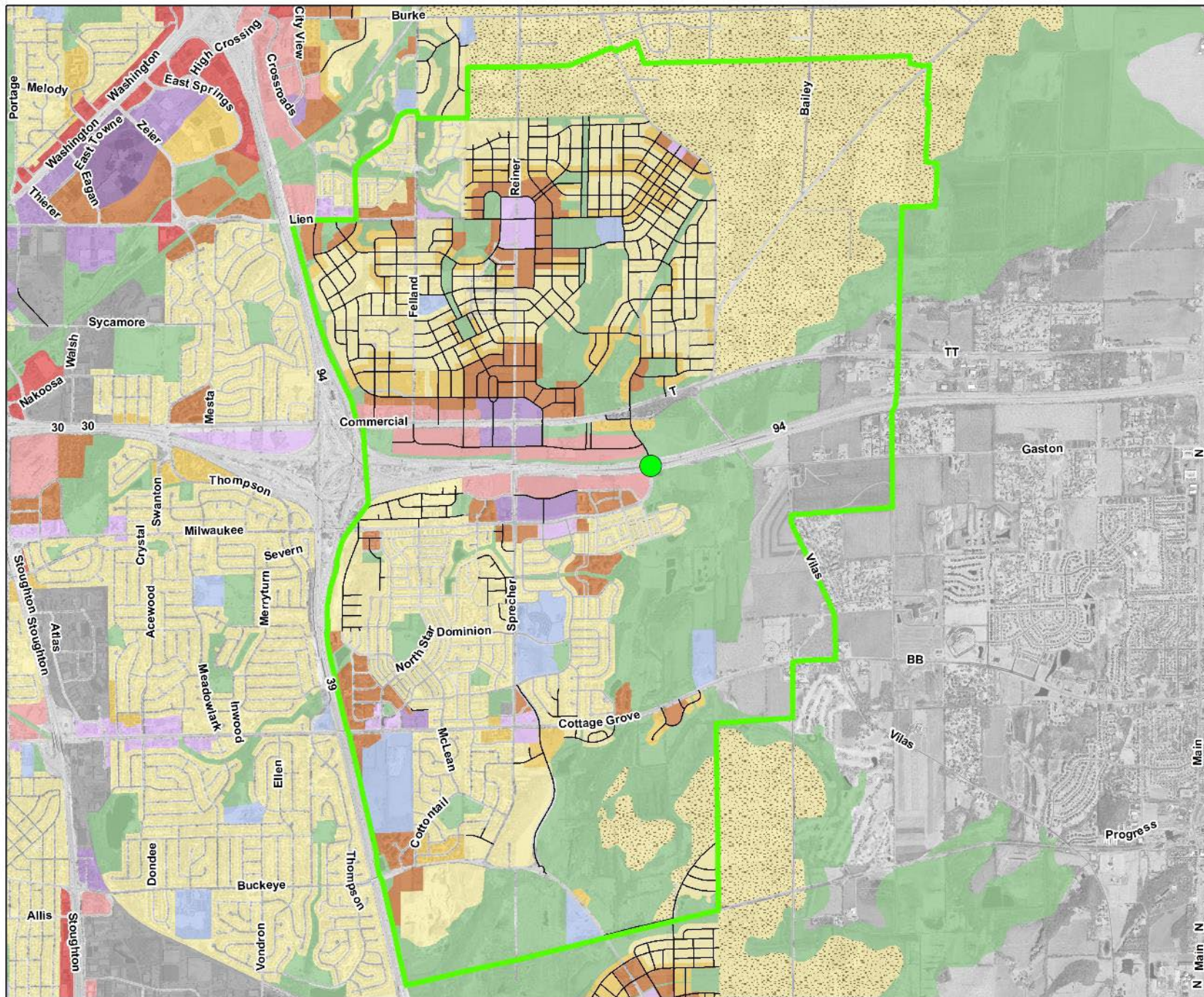
- Milwaukee Street connection to County T north of I-94 may require extensive grading
- Would be located relatively close to the I-94 & WIS 30 system interchange

Milwaukee Street DRAFT Interchange Impact Area

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

Generalized Future Land Use*

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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

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



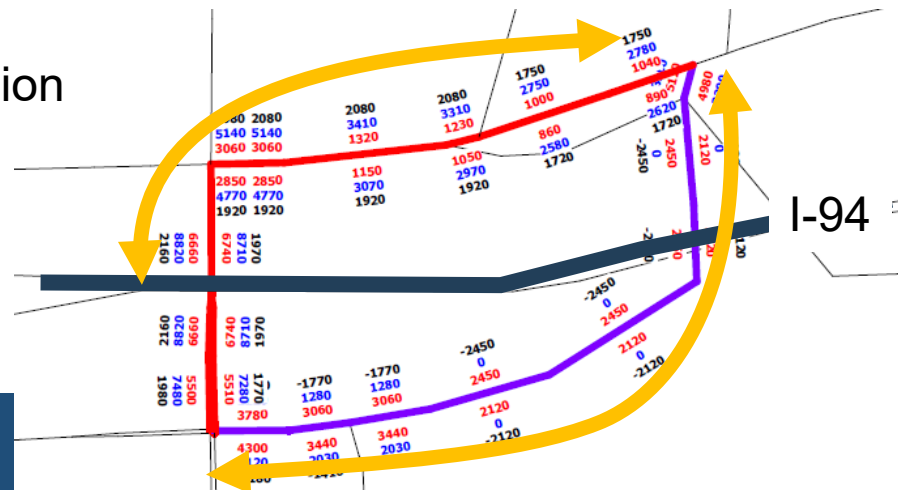
Traffic Assignments and Diversions

Milwaukee Street Interchange Area

	Milwaukee Street Area							
	Milwaukee N of I-94	Milwaukee S of I-94	Total of Ramps	Milwaukee St (I-39/90 crossing)	Milwaukee St, W of Sprecher	Sprecher Road (I-94 crossing)	Sprecher Rd (N of CTH T)	Sprecher Rd (S of Milwaukee St)
No Build	4,500	4,500	--	8,000	6,700	12,800	9,700	14,300
Alternative 1 Preferred	20,900	10,900	29,900	8,200	7,500	12,900	8,600	14,900
Diff from No Build								
Alternative 1 Preferred	16,400	6,400	29,900	200	800	100	(1,100)	600

Milwaukee St Extension
w/o Interchange

~ 4000 vpd



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



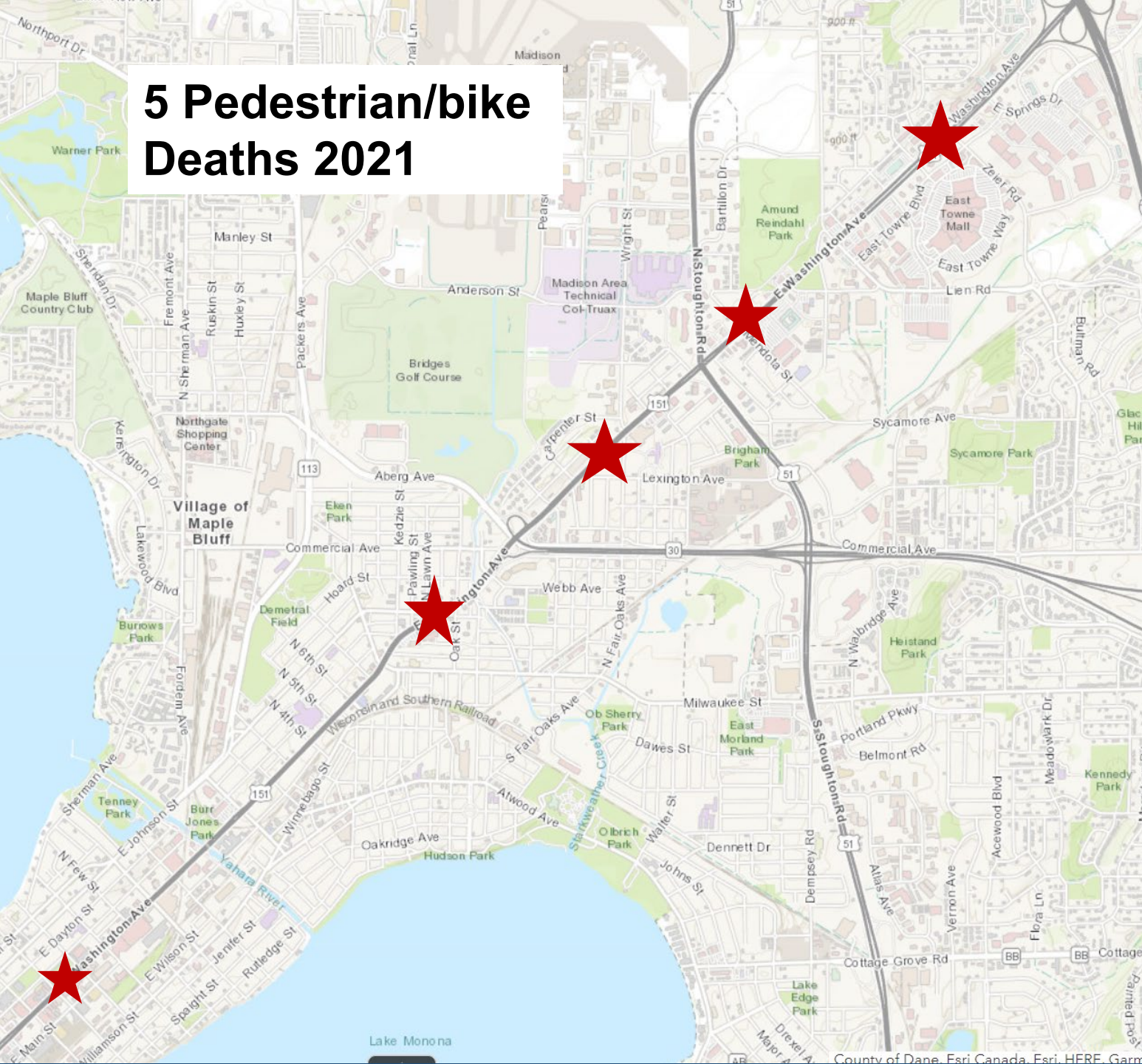


Image Landsat / Copernicus

Google Earth

East Washington West of Interstate

5 Pedestrian/bike Deaths 2021



55 mph

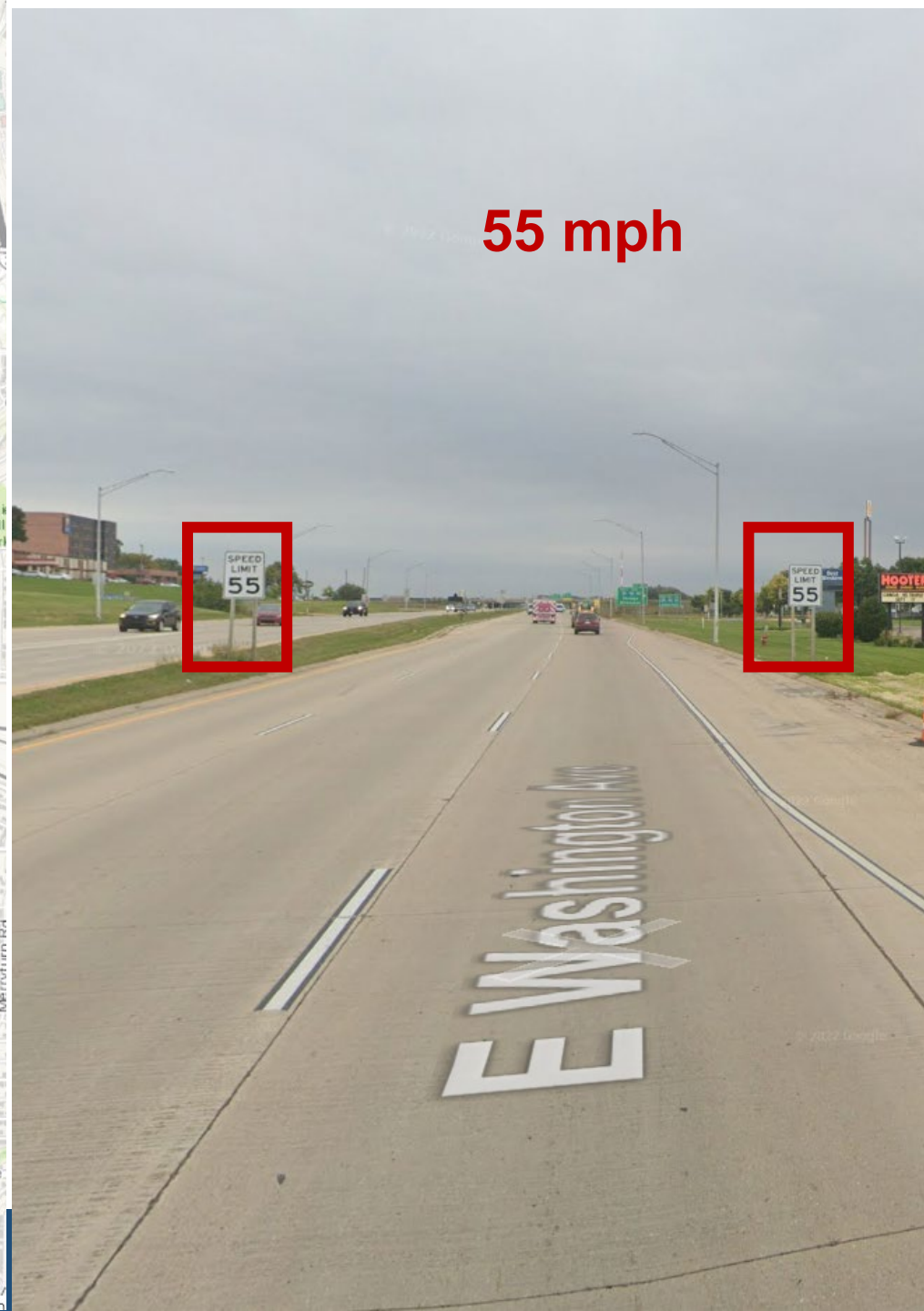




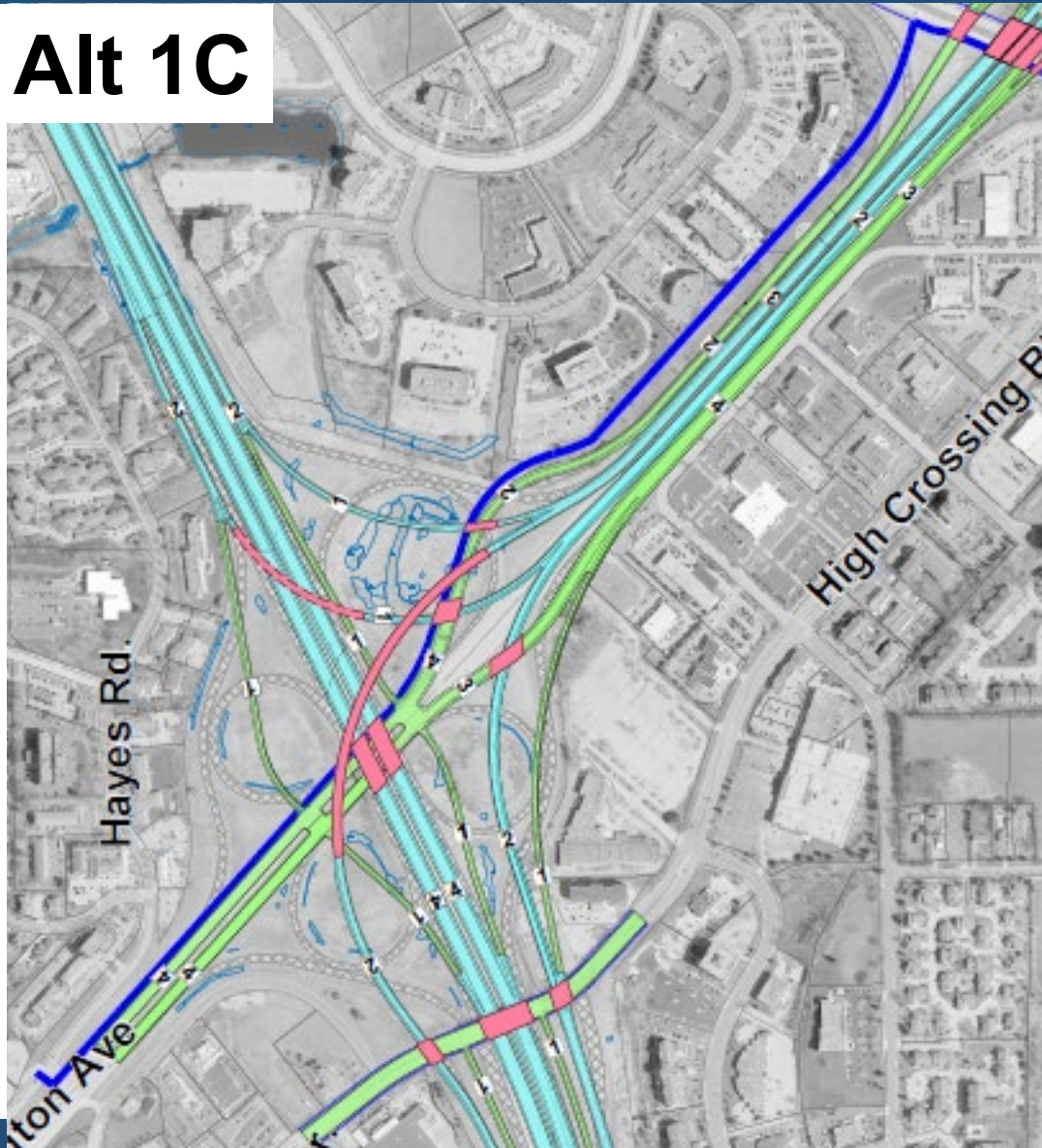
Image Landsat / Copernicus

High Crossing East of Interstate

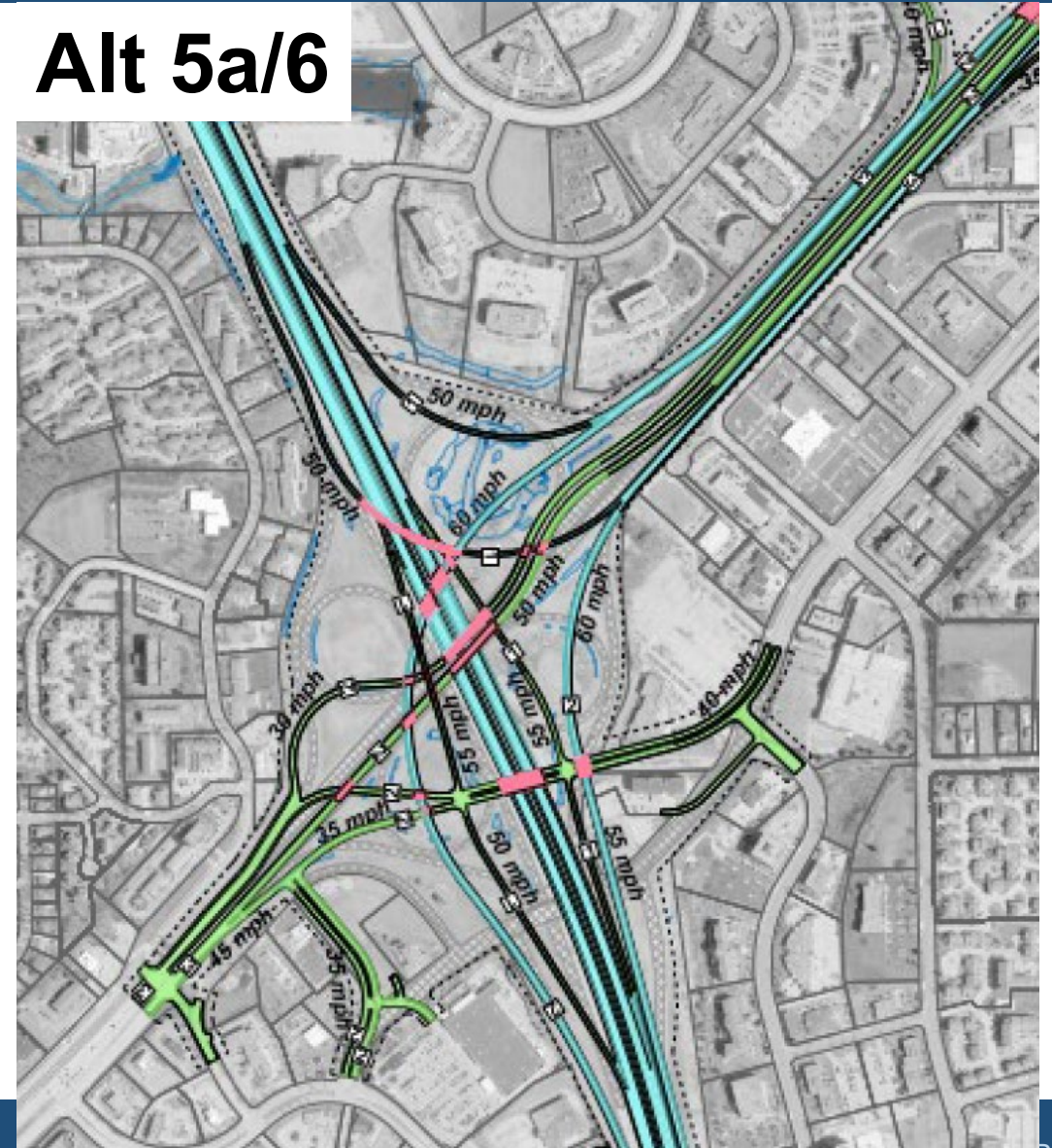
Google Earth

US 151 Interchange

Alt 1C



Alt 5a/6



Alternative 5a/6

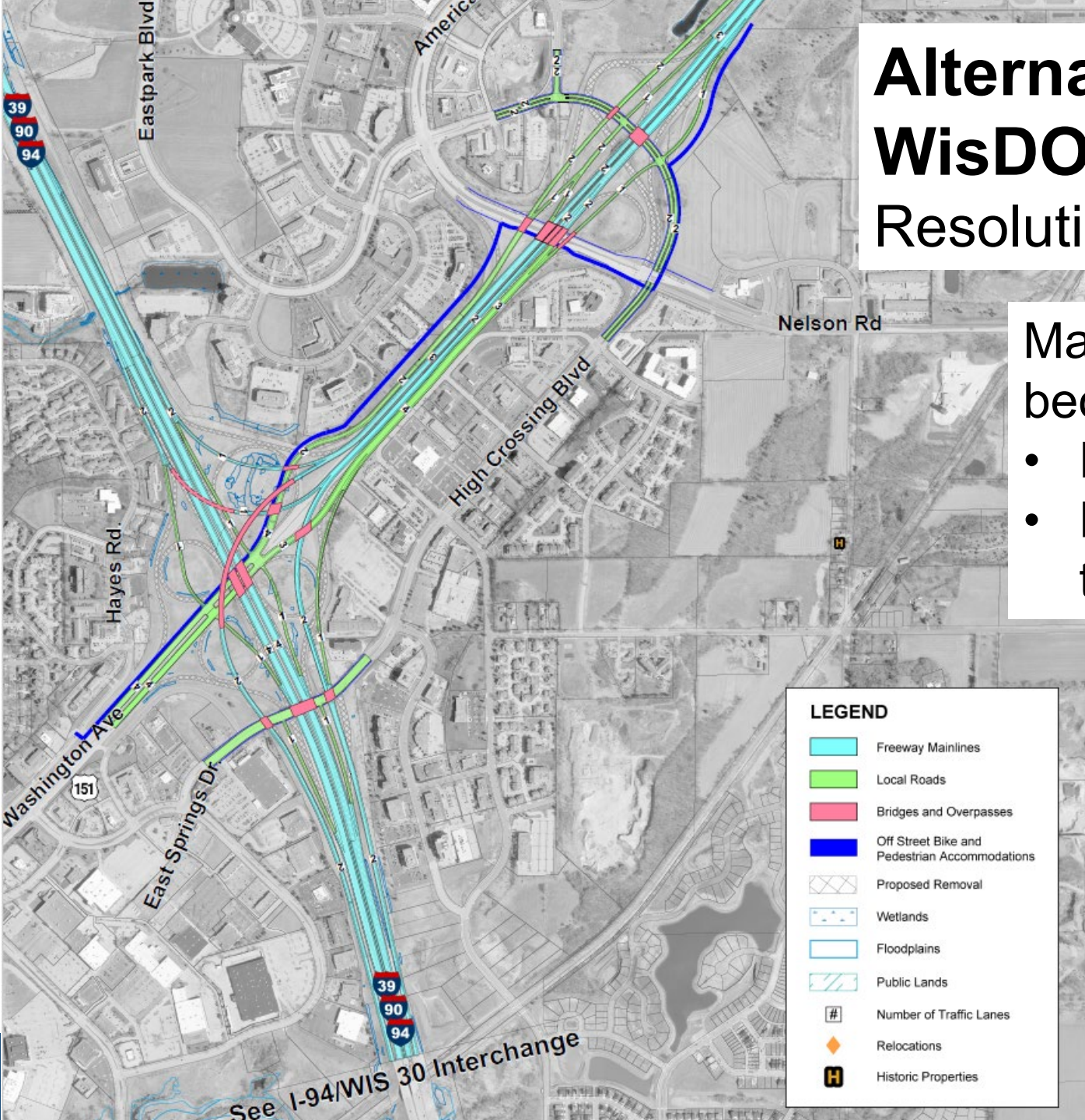
**WisDOT Modified
original concept**

- Madison staff no longer support
- No signals to slow traffic
 - Freeflow ramps with no logical ped/bike connections
 - Madison staff no longer support

Alternative 1C WisDOT Recommended Resolution supports

Madison staff currently support because

- Has signals to slow traffic
- Extends a bike accommodation to the American Center

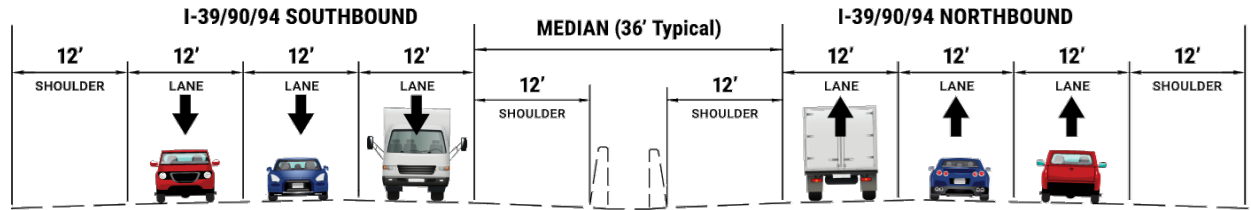


I-94/Hwy 30 Interchange



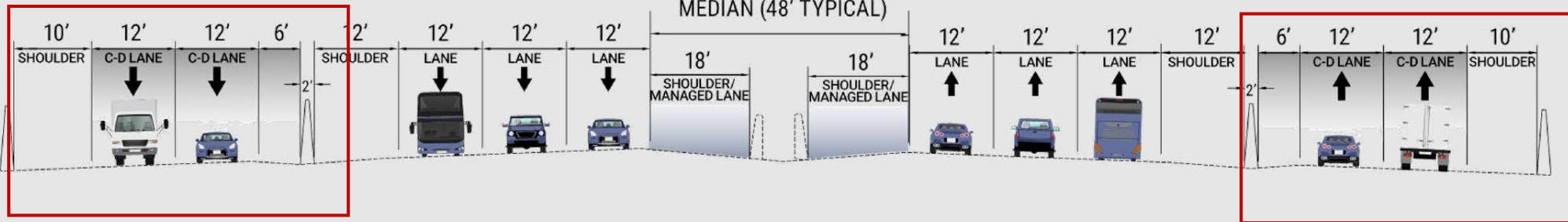
Managed Lane and CD Roads Between Hwy 30 and US 151

Modernization
of Existing
Travel Lanes



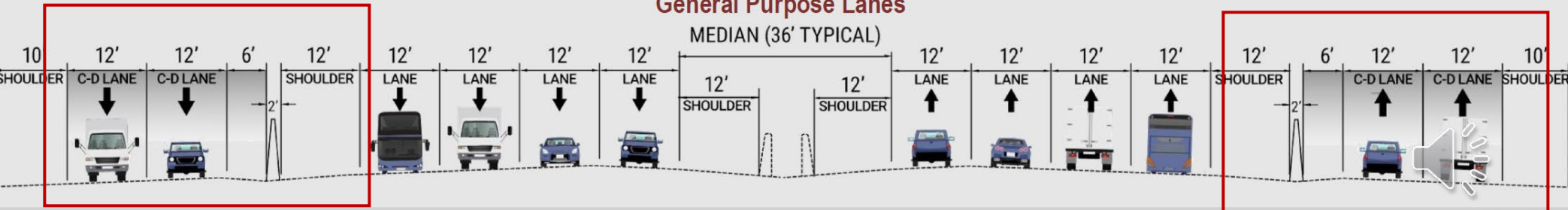
6 to 8 lanes

Modernization Hybrid



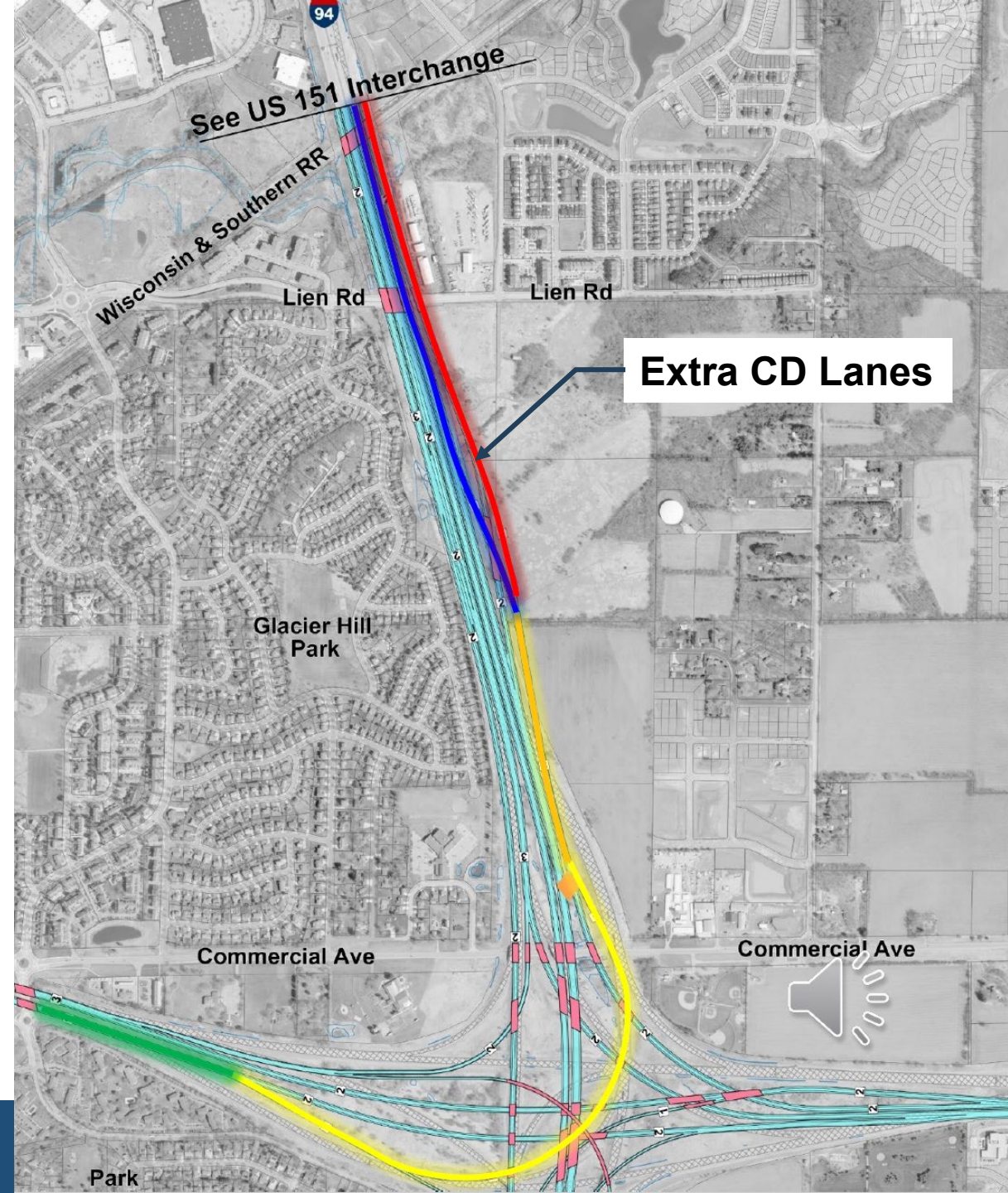
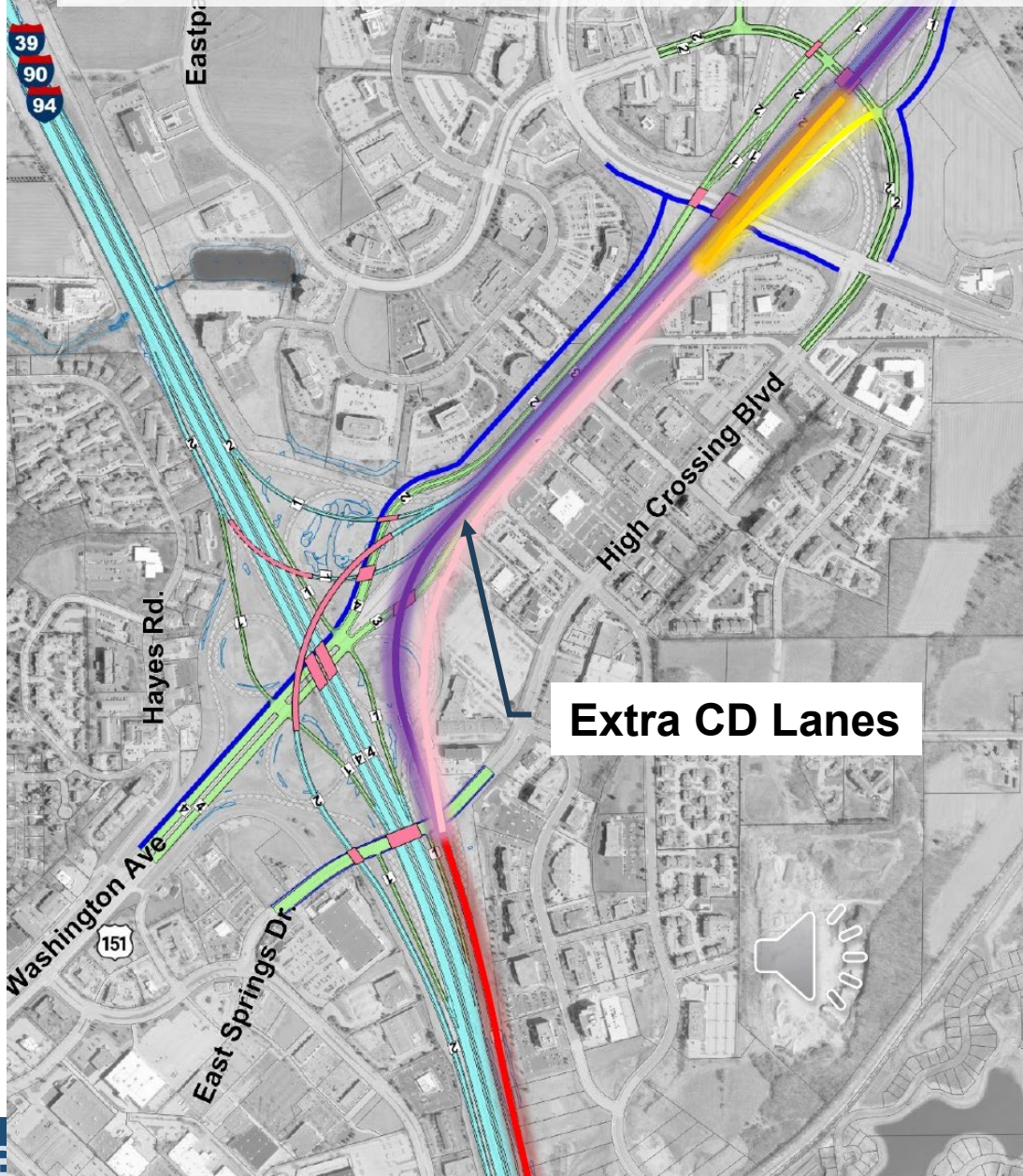
10 lanes +
2 managed

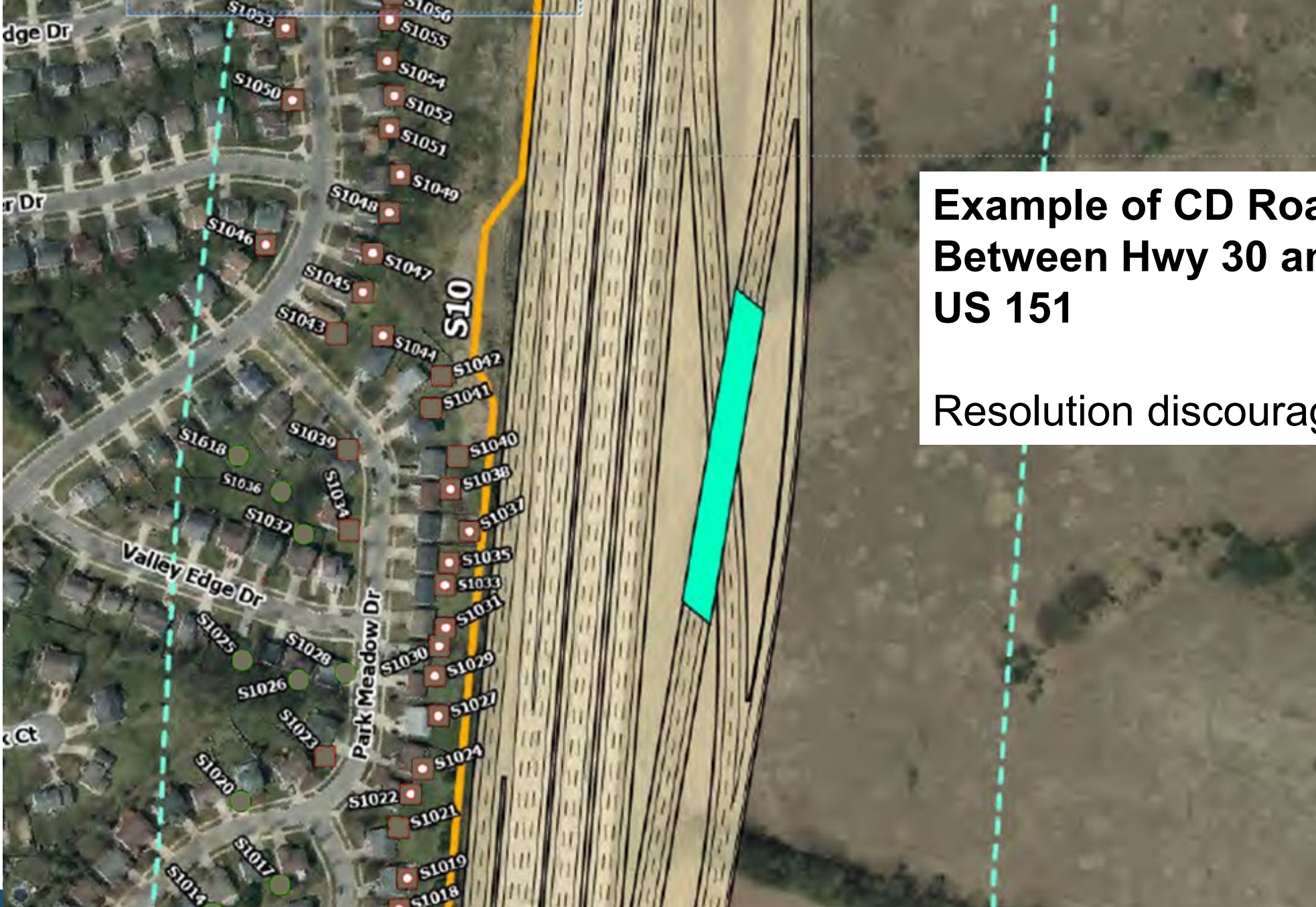
Modernization Plus Added
General Purpose Lanes



12 lanes
WisDOT
Recommended

Discourage CD Roads



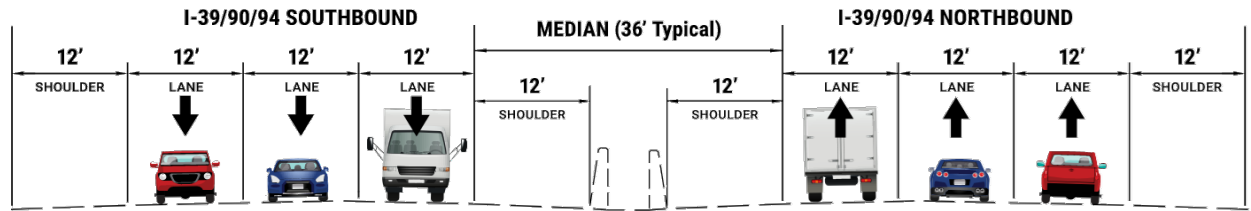


Example of CD Roads Between Hwy 30 and US 151

Resolution discourages

Managed Lane and CD Roads Between Hwy 30 and US 151

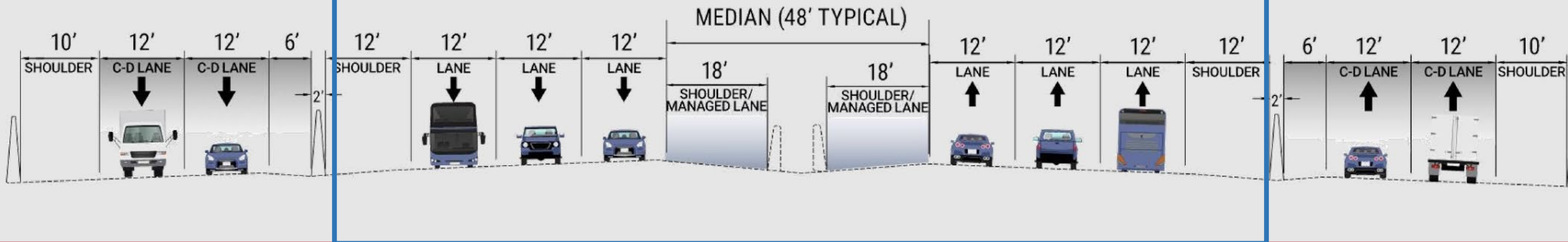
Modernization
of Existing
Travel Lanes



6 to 8 lanes

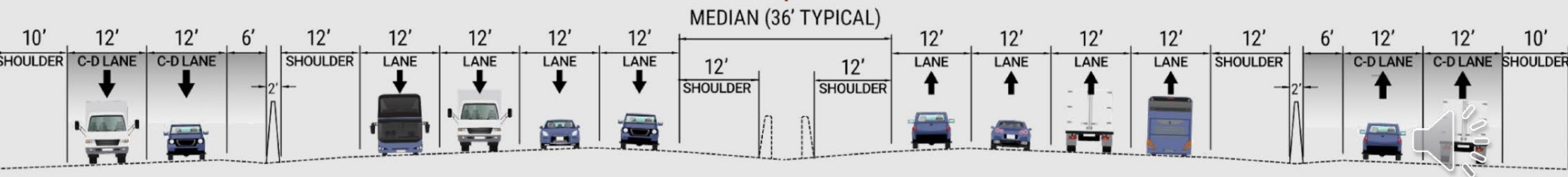
Madison Preferred Modernization Hybrid

Madison Discourages



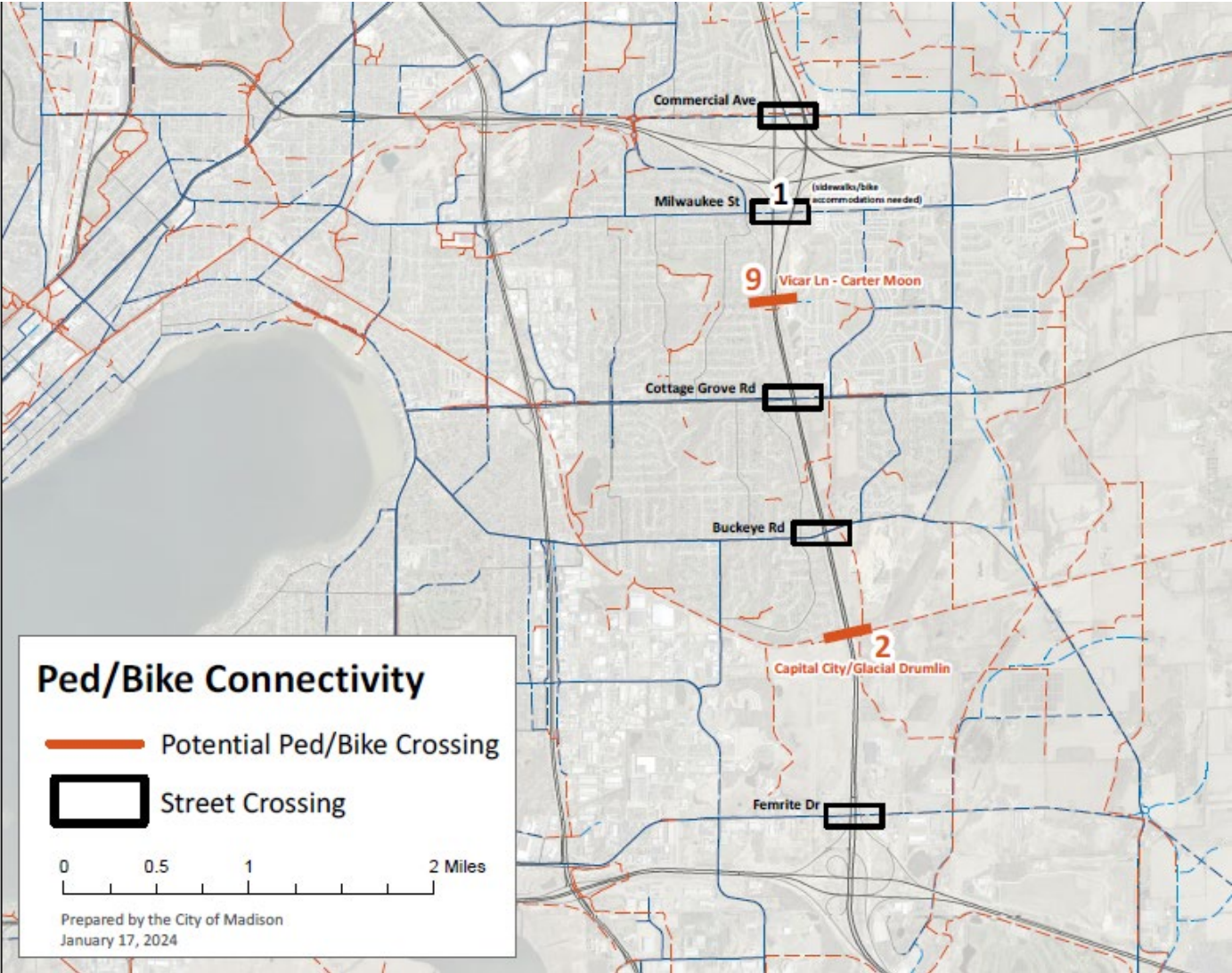
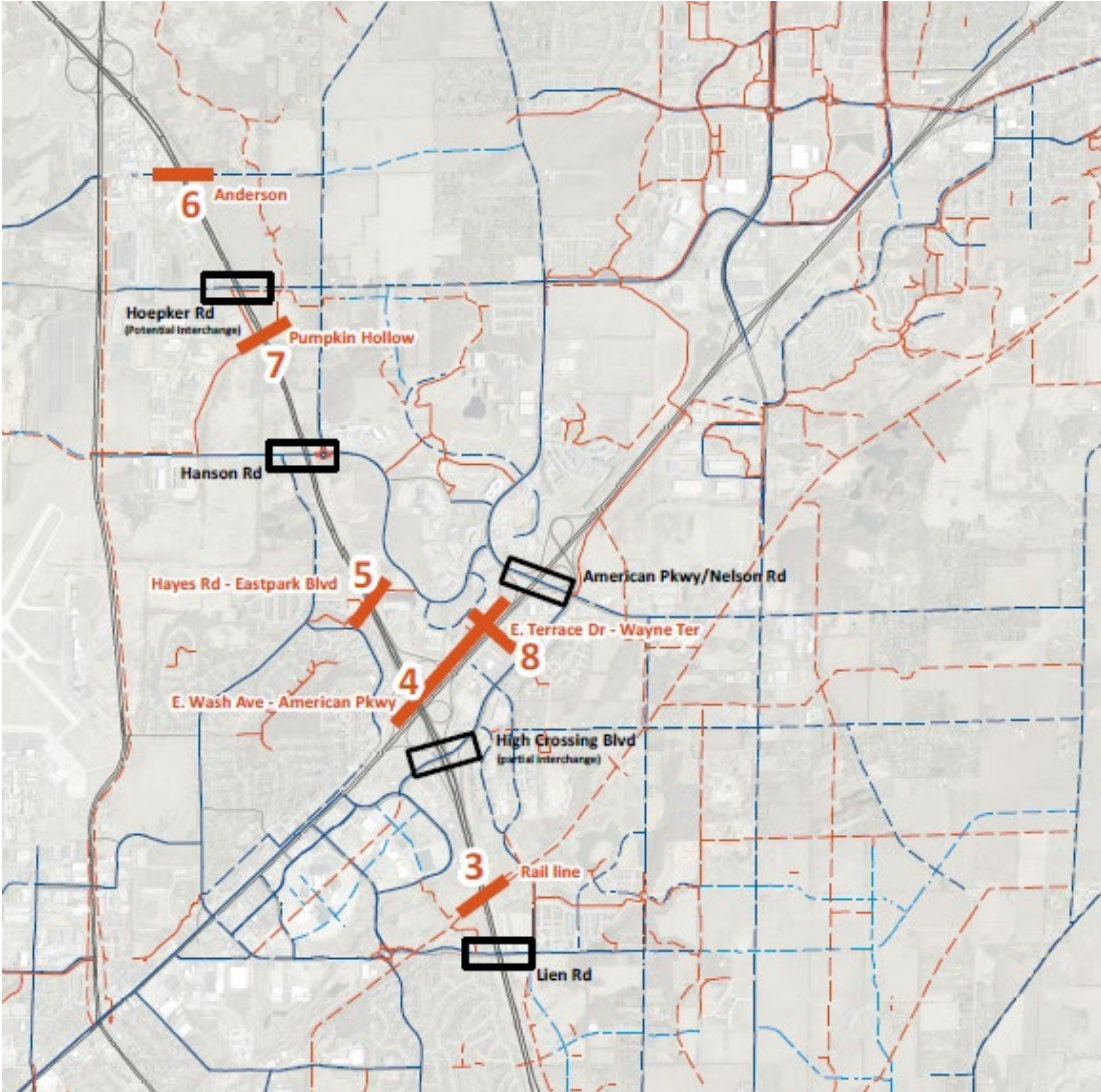
10 lanes +
2 managed

Modernization Plus Added
General Purpose Lanes



12 lanes
WisDOT
Recommended

Bike Ped Recommendations



Ped/Bike Connectivity

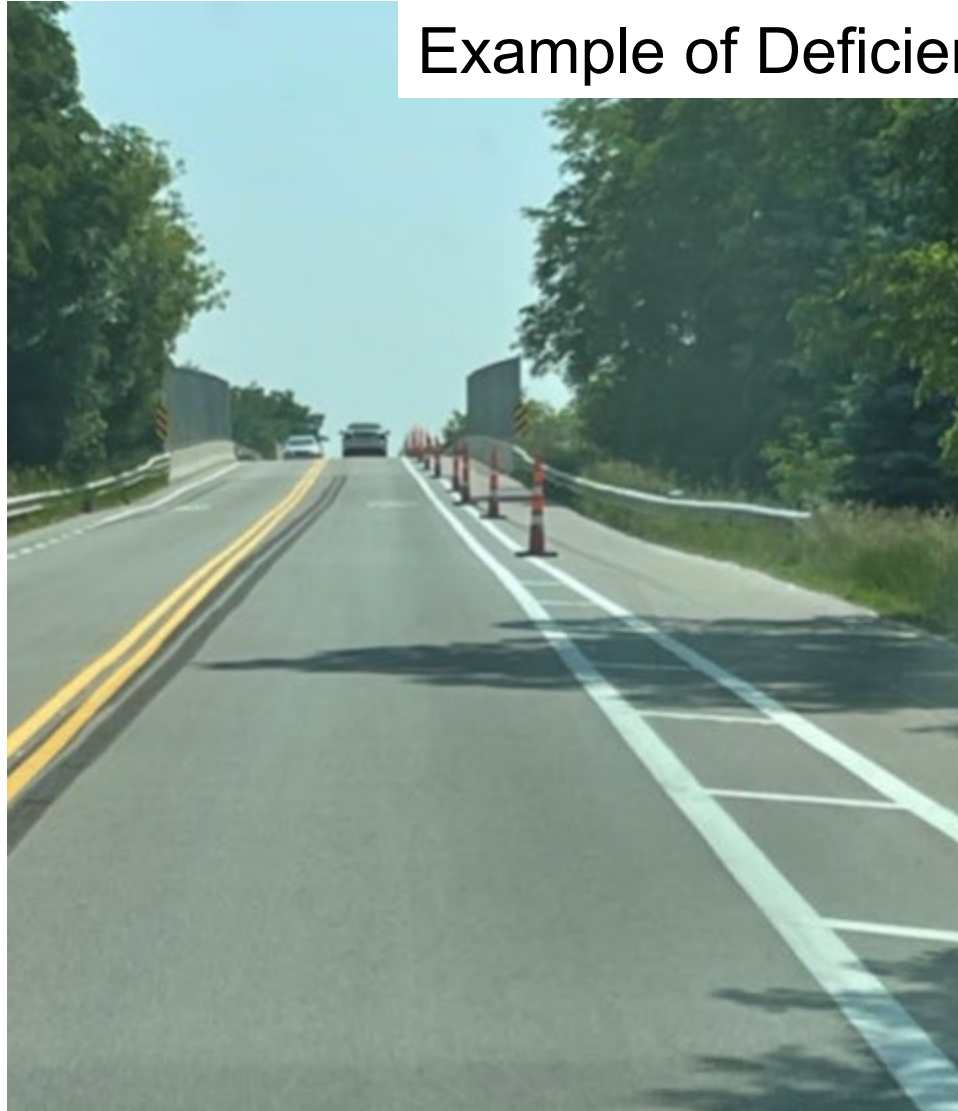
- Potential Ped/Bike Crossing
- ▭ Street Crossing

0 0.5 1 2 Miles

Prepared by the City of Madison
January 17, 2024

Ped/Bike

Example of Deficiencies – Milwaukee St



Noise

Initial Noise Wall Modeling is Promising

Feasible – 5db reduction
Reasonable - \$50,000 per receptor

WisDOT is willing to build many noise walls

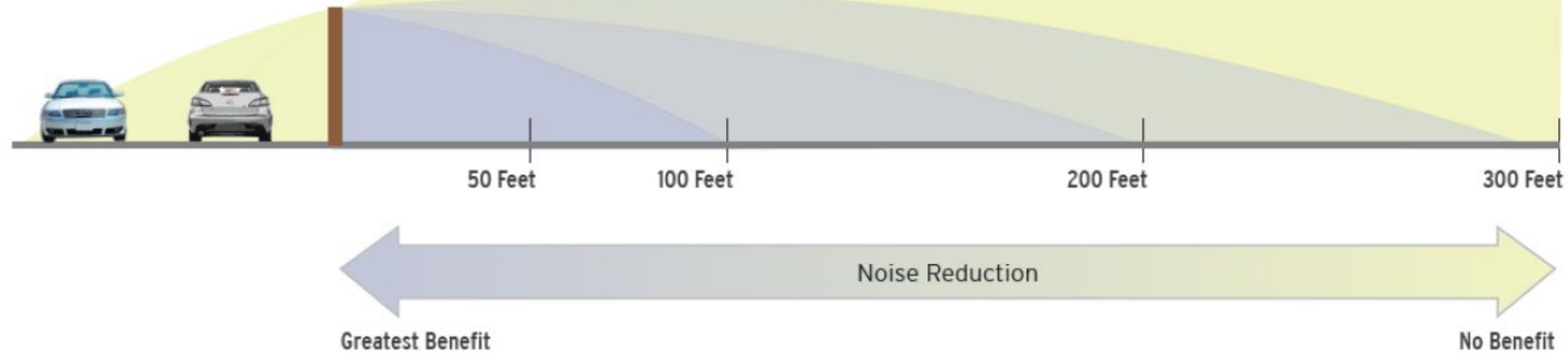


Figure D-3.2 Noise Wall Effectiveness

Recommend revising “Reasonable Criteria”

Cost Share Policy and Federal Funding

- **WisDOT Policy is 50% for new interchanges and crossings.**
- **We would like 50% minus federal participation**
- **Example - \$20 million Interchange, 70% federal funds**
 - Current WisDOT policy = \$20 million x 50% = \$10 million local cost
 - Requested treatment = [\$20 million – (\$20 million x 70%)] x 50% = \$3 million local cost
 - If paid with impact fees, generally single-family residences would not have an impact fee

WisDOT Milestones

