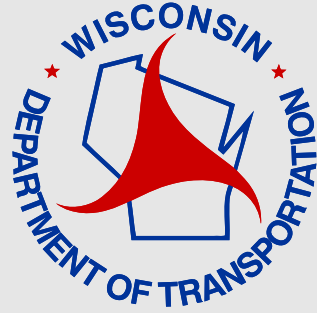




I-39/90/94 Corridor Project

Noise Barrier Public Involvement Meeting

Wisconsin Dells High School

August 10, 2026

Agenda

- 1 Project Overview
- 2 Proposed Improvements
- 3 Noise Analysis
- 4 Proposed Noise Barrier Locations
- 5 Noise Barrier Voting Process
- 6 Project Team Contacts



Project Overview

- 67 miles of freeway
 - From US 12/18 to US 12/WIS 16
 - Spans Dane, Columbia, Sauk and Juneau counties
 - Includes spurs of I-39, I-94 and US 151
- 17 interchanges
 - 15 existing interchanges
 - 2 potential new interchanges
- Does **not** include:
 - Wisconsin River Bridges project
 - WIS 60 interchange reconstruction



Project Purpose and Corridor Needs

Project purpose:

Address existing and future **traffic demands**, **safety** issues, aging and **outdated** corridor **infrastructure**, and corridor **resiliency**.



Project Purpose and Corridor Needs

Corridor needs:

TRAFFIC



Traffic volumes along the project corridor are increasing, causing vehicle congestion and backups on the Interstate and decreasing travel time reliability

SAFETY



Crash rates along the project corridor, especially at interchanges, exceed the statewide average crash rate

Project Purpose and Corridor Needs

Corridor needs:

PAVEMENT



Pavement maintenance projects are anticipated in **26 of the next 30 years** somewhere in the project corridor

BRIDGES



84 of 113 structures in the project corridor will be over 50 years old by 2030, and many bridges do not meet current design standards

FLOODING



Floods causing **Interstate closures** impact corridor resilience and disrupt vital commerce and emergency services connections

Mainline Alternative

Selected Alternative

- Expands the Interstate mainline through most of the corridor
- Focuses on the safety of the traveling public and our construction partners
- Replaces the pavement, bridges and culverts
- Works with our local partners to enhance bicycle and pedestrian opportunities



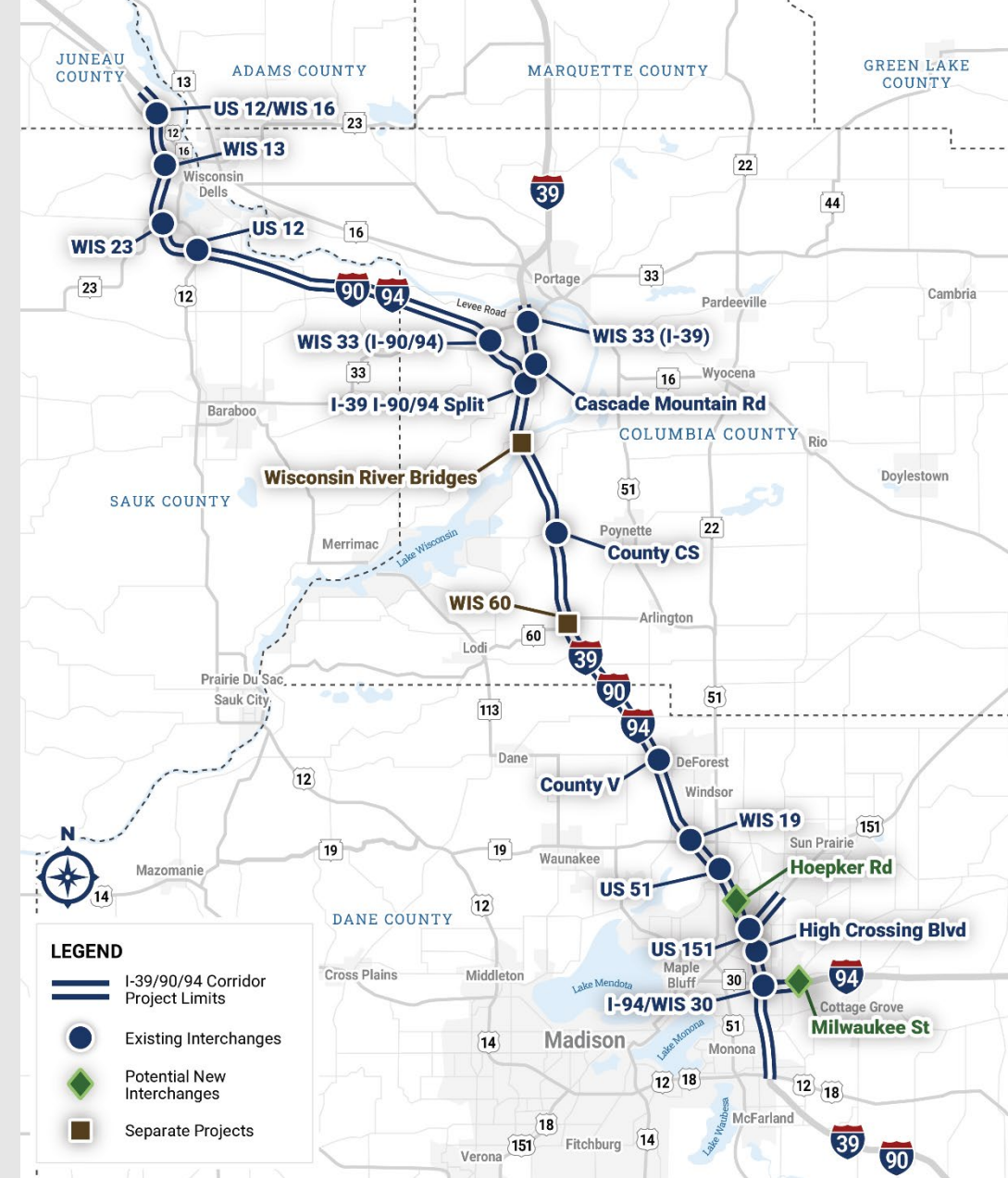
Interchange Alternatives

• Existing Interchanges

- I-94/WIS 30
- US 151
- WIS 19
- County CS
- WIS 33 at I-39
- WIS 33 at I-90/94
- WIS 23
- US 12/WIS 16
- High Crossing Blvd.
- US 51
- County V
- **WIS 60**
- I-39 and I-90/94 Split
- Cascade Mountain Road
- US 12
- WIS 13

• Potential New Interchanges

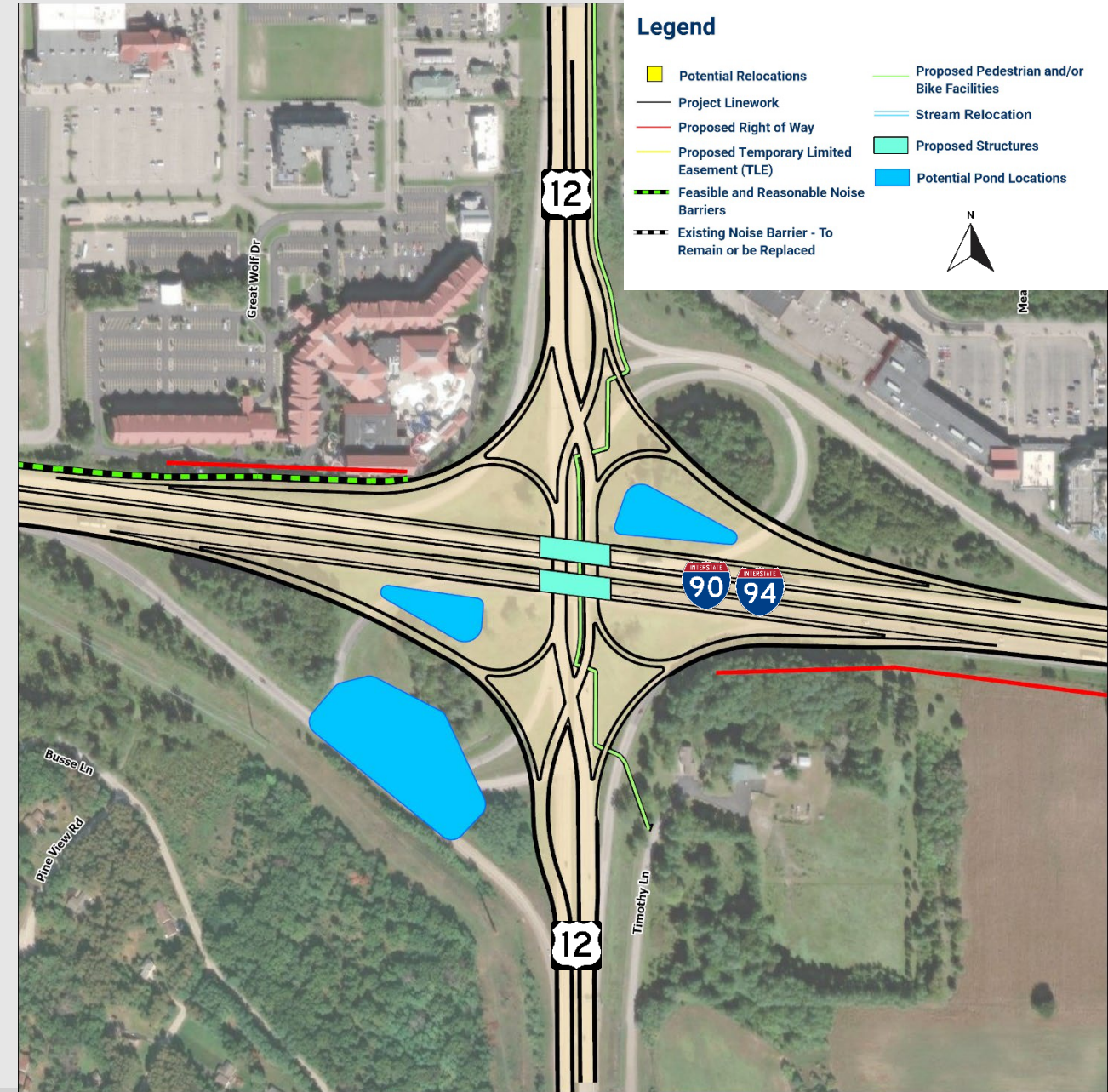
- Hoepker Road
- Milwaukee Street



Interchange Alternatives

US 12 Interchange

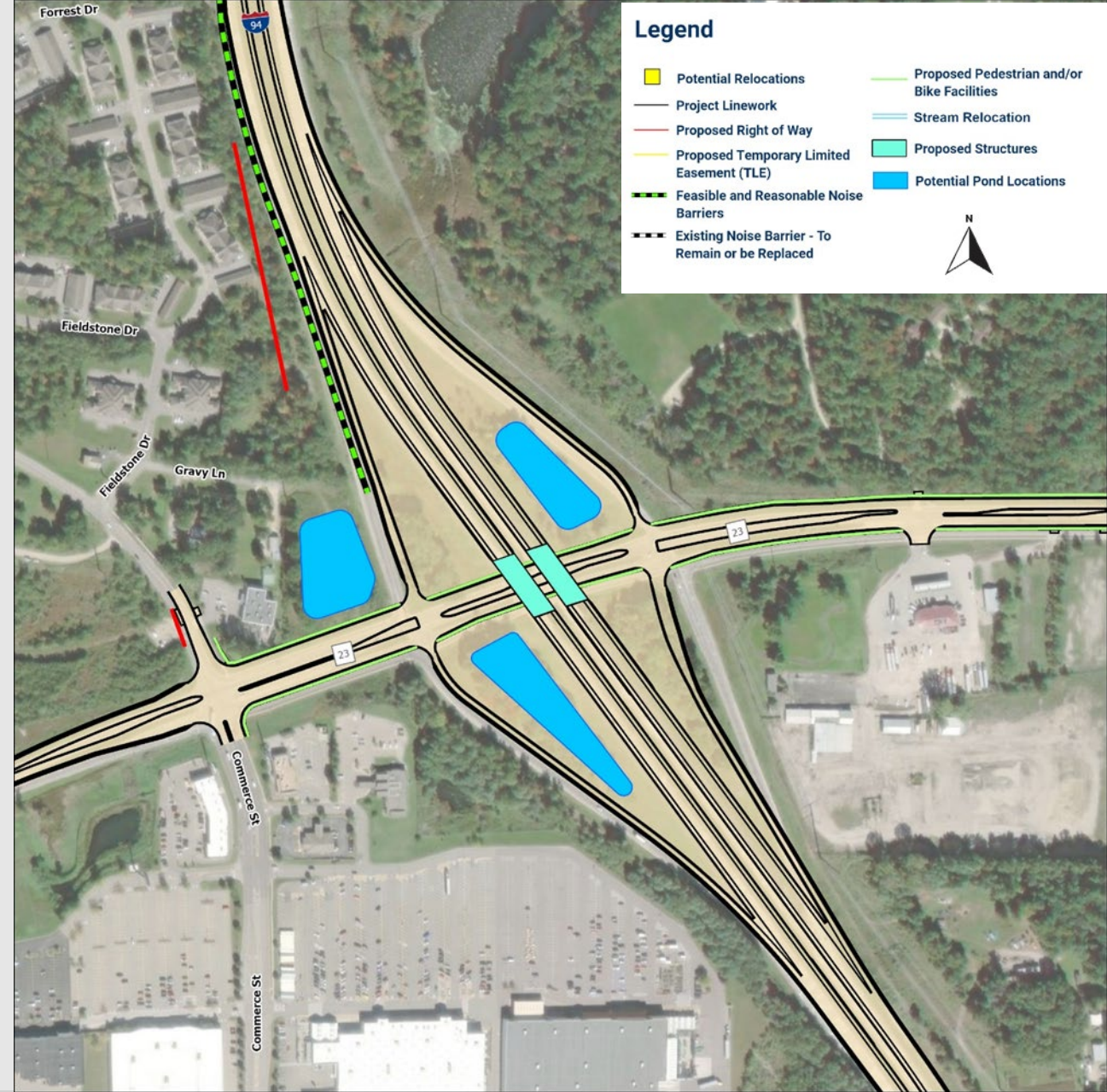
- Diverging Diamond Interchange (DDI)
- Provides free-flow left turns to entrance ramps
- Ramp alignments improve sight distances
- Signalized intersections at diverge points
- Pedestrian and bicycle path along US 12



Interchange Alternatives

WIS 23 Interchange

- Diamond Interchange
- Similar footprint to existing
- Improved ramp alignments
- Bicycle and pedestrian accommodations added



Other Improvements

Between US 12 and WIS 23

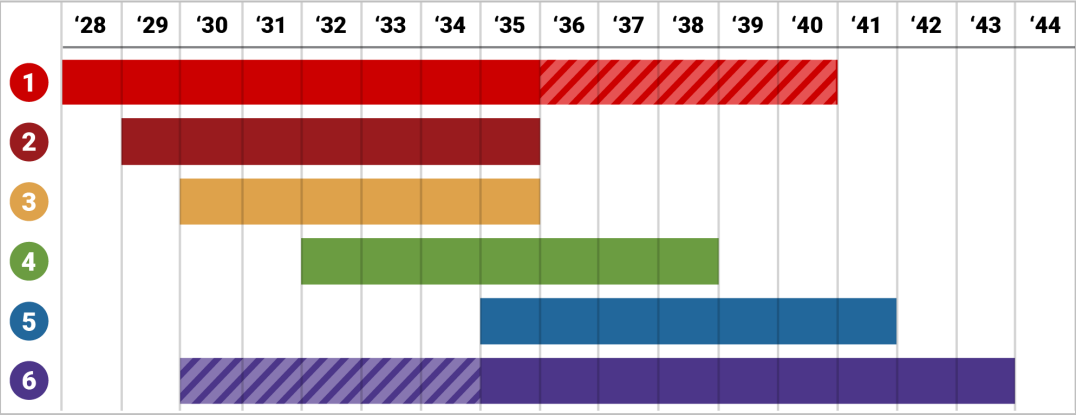
- Mainline expanded to 3 lanes in each direction
- Replacing bridges at:
 - US 12
 - Ishnala Road
 - Mirror Lake
 - Xanadu Road
 - WIS 23



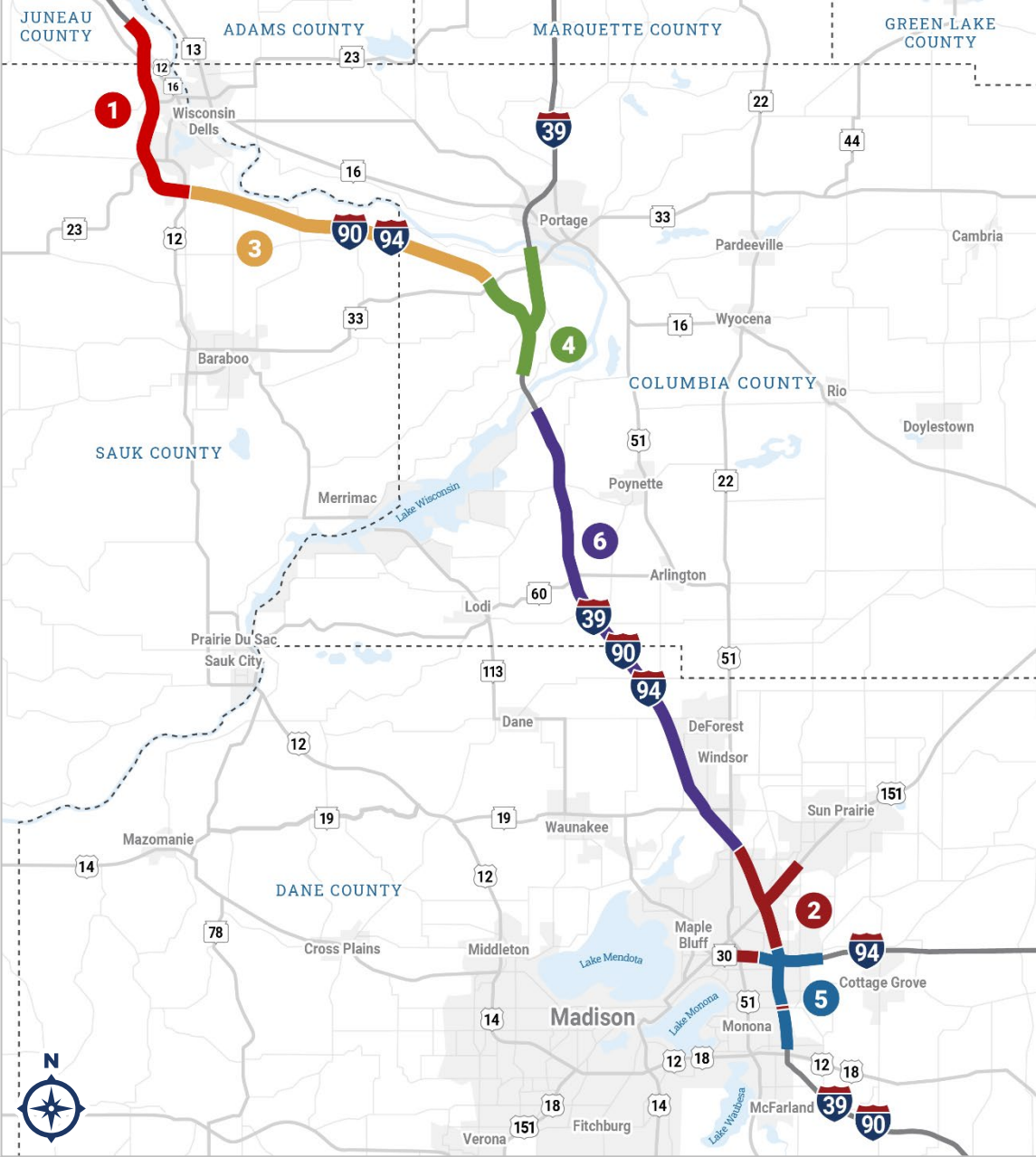
Project Schedule

WisDOT completed an environmental study in late 2024. Design is ongoing with construction beginning in some areas as soon as 2028.

***Note:** Schedule is dependent on funding availability and subject to change.



[Hatched Box] No work is scheduled on the mainline.
All work is limited to interchanges/overpasses.

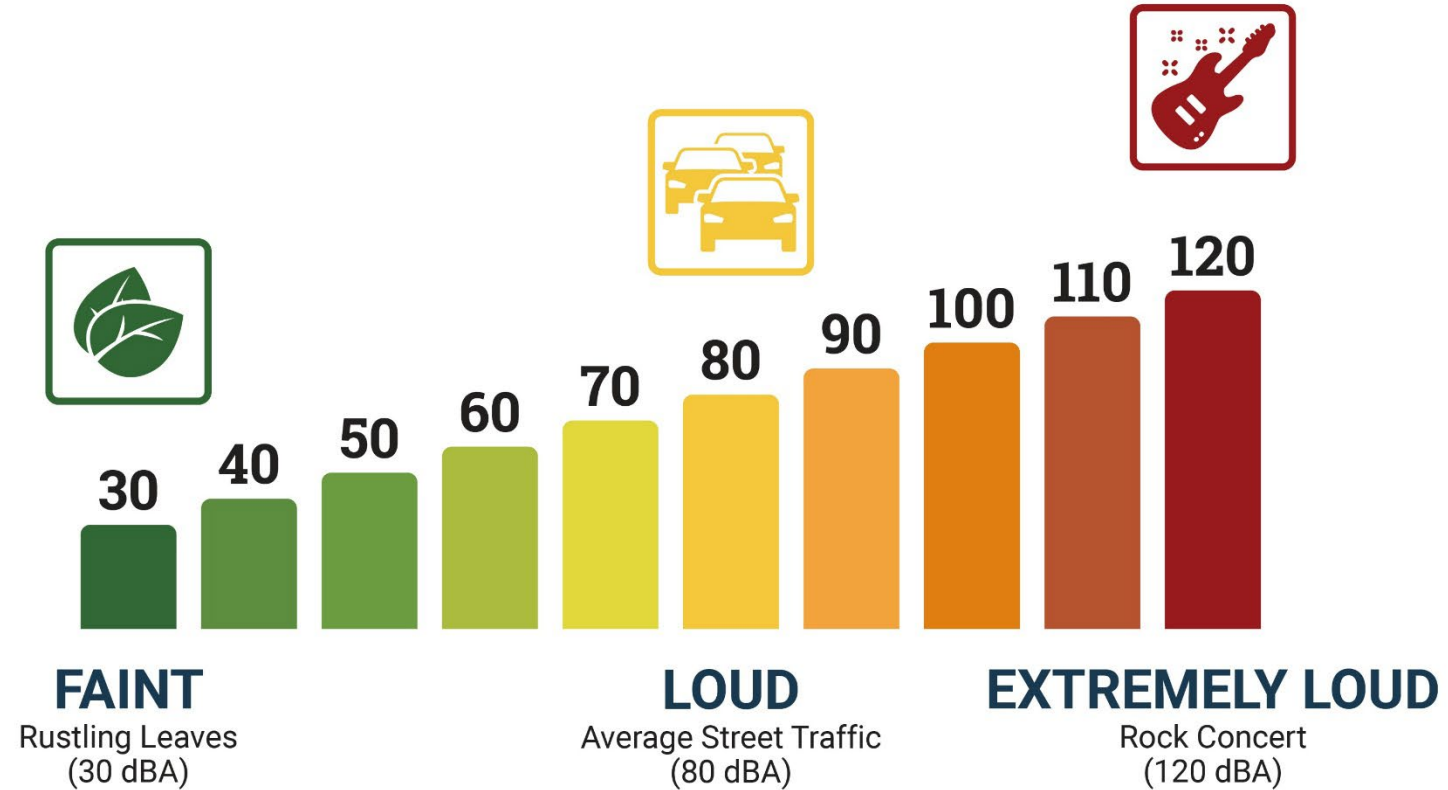


Understanding WisDOT's Noise Policy

- Why does WisDOT build noise barriers?
 - It is part of a federal requirement to assess highway noise impacts
- The Noise Level Criteria (NLC), noise barrier design process and additional information on WisDOT's noise policy can be found on the Resources page of the I-39/90/94 Corridor Project website.

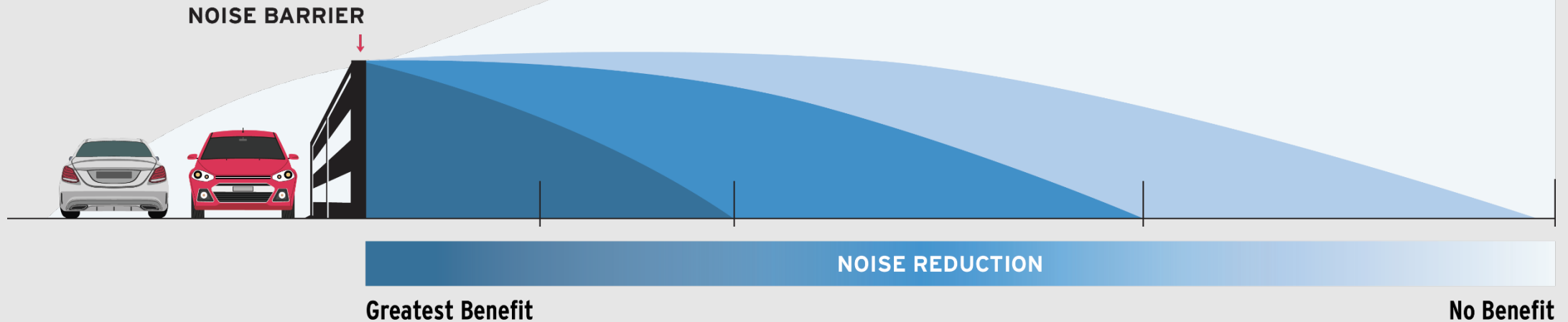


EVERYDAY SOUNDS



Understanding Noise

- Distance from a noise source (traffic) affects the intensity of its sound and the effectiveness of the noise barrier
- Effectiveness of a barrier diminishes with increasing distance



** Noise distances are also impacted by traffic volumes, wall heights, and surrounding materials*

Noise Analysis Process

- WisDOT identified properties that approach or exceed NLC (noise level criteria) of 67 dB
- Noise barriers were modeled to economically maximize noise reduction
- WisDOT prioritized including as many barriers as possible to ensure effective noise reduction with adherence to policy requirements
- A noise barrier must be both feasible and reasonable to be considered for construction

Noise Barrier Process

- What makes a barrier feasible?
 - One impacted receptor must achieve a 5 dB reduction
 - There are no existing physical (topography, utilities, drainage) or safety conditions preventing it from being built
- What makes a barrier reasonable?
 - One receptor must achieve a 9 dB reduction
 - Each impacted receptor that receives an 8 dB reduction is considered as benefited
 - The total barrier cost may not exceed \$125,000 per benefited receptor

Noise Analysis and Potential Noise Barrier Locations

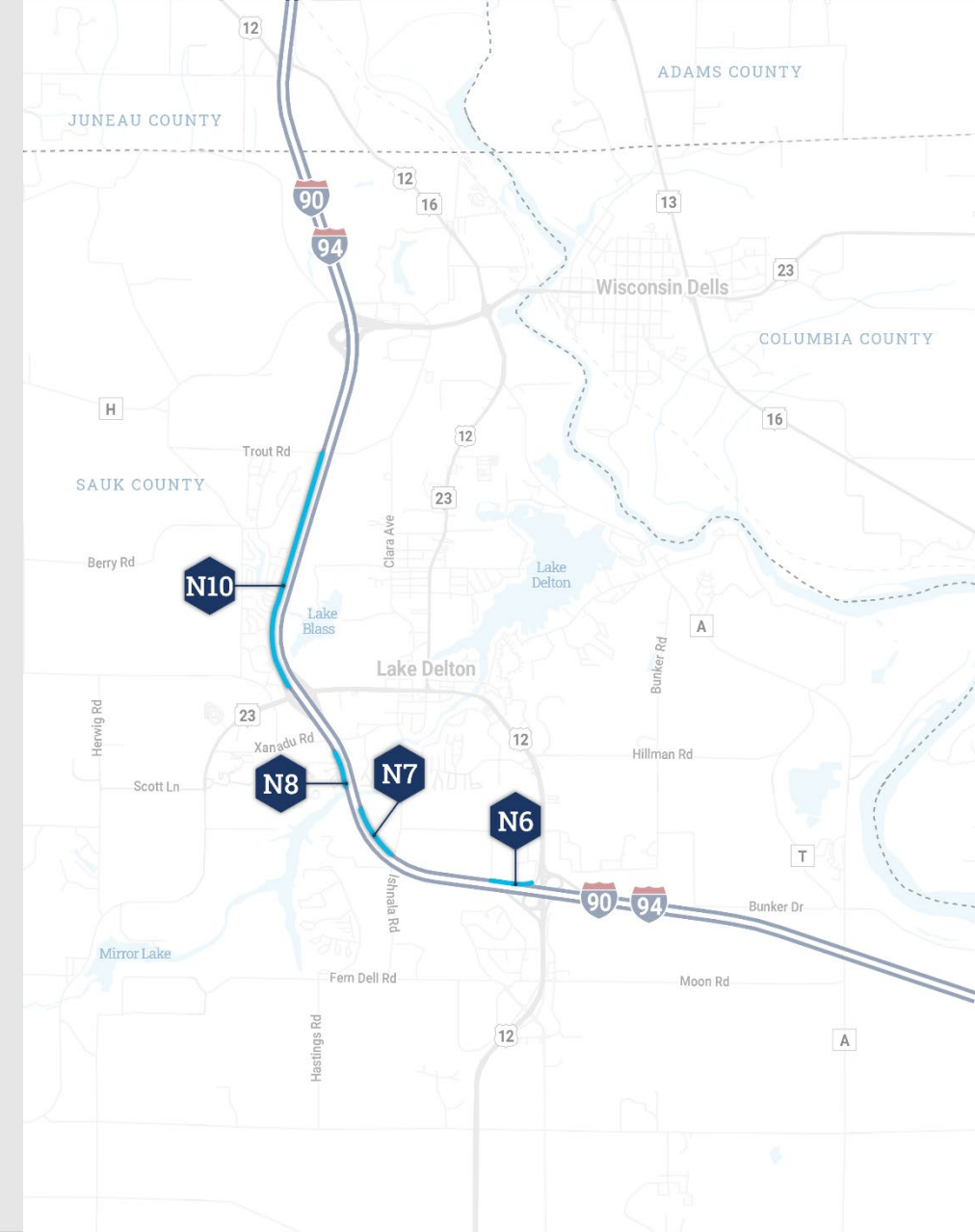
- Locations for new noise barriers were evaluated throughout the corridor
- Existing noise barriers will remain or be replaced
- Reasonable and feasible noise barrier locations are shown on the map to the right



Noise Analysis and Potential Noise Barrier Locations

Sauk County

- Locations for new noise barriers were evaluated throughout the corridor
- Reasonable and feasible noise barriers are shown on the map to the right



Noise Barrier N6: Great Wolf Lodge View

- Noise barriers are made of composite panels
- Proposed barrier heights range from 18-24 feet

* Rendering shown is for illustrative purposes only and may not be to scale. Dimensions, materials, finishes, design features and landscaping are subject to change.



Noise Barrier N7: Jellystone Park View

- Noise barriers are made of composite panels
- Proposed barrier heights range from 22-24 feet

* Rendering shown is for illustrative purposes only and may not be to scale. Dimensions, materials, finishes, design features and landscaping are subject to change.



Noise Barrier N8: Camp Delton Club View

- Noise barriers are made of composite panels
- Proposed barrier heights range from 12-24 feet

* Rendering shown is for illustrative purposes only and may not be to scale. Dimensions, materials, finishes, design features and landscaping are subject to change.



Voting Process

- A vote is conducted of the benefited receptors
 - A benefitted receptor is a property that receives a minimum of 8 dB noise reduction
- Property owners and renters each receive one vote per unit
- Simple majority of votes received will determine if a barrier is built
- Barriers are funded as a part of construction budget

Voting Process

- How votes are submitted:
 - Via ballot mailed to your residence with postage-paid return envelope
 - Via email to 399094Project@dot.wi.gov
 - Submit ballot at tonight's meeting
- Your vote is due by
September 9, 2026



NOISE BARRIER VOTING BALLOT

Noise barriers that are determined to be feasible and reasonable must receive a vote of support from a simple majority of all votes cast by the property owners and the residents benefited by the barrier in order to be considered for construction.

Benefited receptors are those residences or common-use areas receiving a minimum of eight (8) decibels reduction in sound level as a result of the proposed abatement measure. Votes eligible to be counted towards this decision are as follows:

- For each benefited receptor that is owner-occupied, the owner will have one vote.
- For each benefited receptor that is not owner-occupied, the owner will have one vote, and one resident of each non-owner-occupied unit will have one vote.
- For each benefitted receptor that is a multi-family dwelling, the owner shall get one extra vote if the owner is also an occupant of one of the benefited receptors.

Please use the check boxes to the right to submit your vote.

This ballot is due to the Wisconsin Department of Transportation by September 9, 2026.

Please submit your vote using the postage-paid return envelope included for your convenience.

If you have any questions regarding the voting process, please contact I-39/90/94 Corridor Project Manager Sara Schoenmann at (608) 206-7829 or by email at 399094Project@dot.wi.gov.

[PLACEHOLDER NOISE BARRIER TITLE]

[PLACEHOLDER NOISE BARRIER DEVELOPER]

Confirm you're the owner and indicate whether you occupy one of the benefited receptors identified on the following page.

☐ **OWNER** (I am the owner of the units or properties listed on the following page)

☐ **OWNER and occupant** (I am the owner and occupant of one of the benefited units or properties listed on the enclosure). Note: if you check this box, please feel free to discard the separate ballot for single family residences and tenants you'll receive as an occupant. You will be assigned the appropriate number of votes as indicated to the left, based on your response to this ballot.

Please identify occupied unit address:

Please check one:

☐ **I SUPPORT** construction of the eligible noise barrier listed above.

☐ **I DO NOT SUPPORT** construction of the eligible noise barrier listed above.

The information in this document including names, addresses, phone numbers, email addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open record law, sections 19.31 – 19.39 of the Wisconsin Statutes.



Any Questions?

- Staff are available at the meeting to answer questions specific to your location
- Staff can also answer general questions about the noise analysis and voting process
- Comments can also be submitted to 399094Project@dot.wi.gov



Contact Information



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WisDOT Southwest Region Project Supervisor



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Visit the I-39/90/94
Corridor Project
website

i399094project@wisconsindot.gov

Thank you for attending!

