

Increasing capacity on our nation's transportation system will:

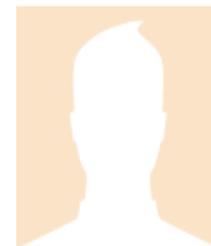
- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The benefits of a highway expansion project along Interstate 39/90 are enormous. An improved corridor would support economic growth and development in the county, the region, and the entire state."

—Frank Busalacchi, Wisconsin Department of Transportation Secretary



Freight Capacity Needs

Interstate 39/90 Corridor

Interstates 94/894 & U.S. 45 Zoo Interchange

Interstate 94 North/South Corridor

U.S. 41

Interstate 39/90 Corridor

The Interstate 39/90 Corridor from the Illinois/Wisconsin border north to the U.S. 12/18 interchange near Madison stretches for about 45 miles. The corridor links the urban centers of Beloit, Janesville, and Madison plus the many small, rural communities between them. It serves daily commuter traffic and the region's agricultural interests, including hundreds of individual farming operations. The busy corridor also provides an entry point into the state and to locations in Minnesota, northern Michigan, and Canada. It is a key route for moving freight and handling the steady flow of tourism traffic bound for destinations throughout Wisconsin and beyond.



The Interstate 39/90 corridor from the Wisconsin state line to the US Highway 12/18 interchange near the city of Madison stretches for approximately 45 miles

Capacity Needs *continued*

An environmental study was recently completed. The proposed improvements involve reconstructing the existing four-lane divided interstate highway and adding an additional lane in each direction. Eleven interchanges would be reconstructed to current safety standards to modernize ramp configurations and provide multilane divided roadways and bridges between ramp terminals on side roads.

The proposed project is estimated to cost a little more than \$1 billion. It would improve the corridor by meeting current design standards and by enhancing safety, functionality, and the operational level of service consistent with the requirements of an interstate corridor serving significant national, regional, and local travel.

If no improvements are made, increasing congestion will grow to unacceptable levels. Daily traffic along the corridor by 2030 is projected to range from 70,000 to 90,000 vehicles, with 30% of that being truck traffic.

Improvements will improve traffic safety. Almost half of the corridor already has a crash rate above the statewide average. Also, much of the existing roadway is more than 40 years old. It has been patched and repaired, but is now in need of major rehabilitation.

Interstates 94/894 & U.S. 45 Zoo Interchange

The Zoo Interchange is a critical system link for Interstates 94 and 894 and U.S. 45. The interchange provides a link for travelers and industry across the northern United States, the Fox Valley, Chicago, Madison, and the Milwaukee metro area. The Zoo Interchange carries more than 345,000 vehicles on an average week-day -- more than any other freeway interchange in Wisconsin. By 2035, traffic volumes are expected to rise 18% over the current volumes.

Interstate 94 North/South Corridor

The reconstruction of I-94 to an eight-lane freeway from Milwaukee to the Illinois border with design and safety improvements is another critical need in Wisconsin. The region has the most businesses and manufacturers in the state (40%) and more than 2 million people (38% of the state's total population). 57% of the region's manufacturers are located within two miles of the interstate system. More commodities (by tonnage) are moved by truck in this region than other locations in the state.

U.S. 41

Conversion of state highway to interstate design standards is needed along U.S. 41 from Milwaukee to Green Bay. The corridor serves major tourist and sports attractions including Miller Baseball Park, EAA AirVenture air show in Oshkosh, and Lambeau Field, home of the Green Bay Packers. The corridor serves the second largest concentration of businesses and manufacturers in the state. It provides access to the state's largest paper, truck assembly, boat manufacturing, and food processing plants.



Wisconsin & Southern Railroad Company – A Class II regional road operating on state owned railroad tracks provides rail service for manufacturers, food processors and agricultural products in south central Wisconsin