



## CONNECTING WISCONSIN

WELCOME to the US 41 PROJECT

*Memorial Drive to County M*

# PUBLIC INFORMATION MEETING

Bay View Middle School

March 3, 2010 from 5 p.m. to 7 p.m.



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### MEETING PURPOSE

The Wisconsin Department of Transportation (WisDOT) is hosting tonight's meeting to present current design alternatives for US 41 between Memorial Drive and County M. Please take time to review the plans and learn about upcoming planning, engineering and environmental studies. Feedback received at this meeting will be used to help refine design alternatives and will be considered in the Environmental Impact Statement (EIS) currently being prepared.

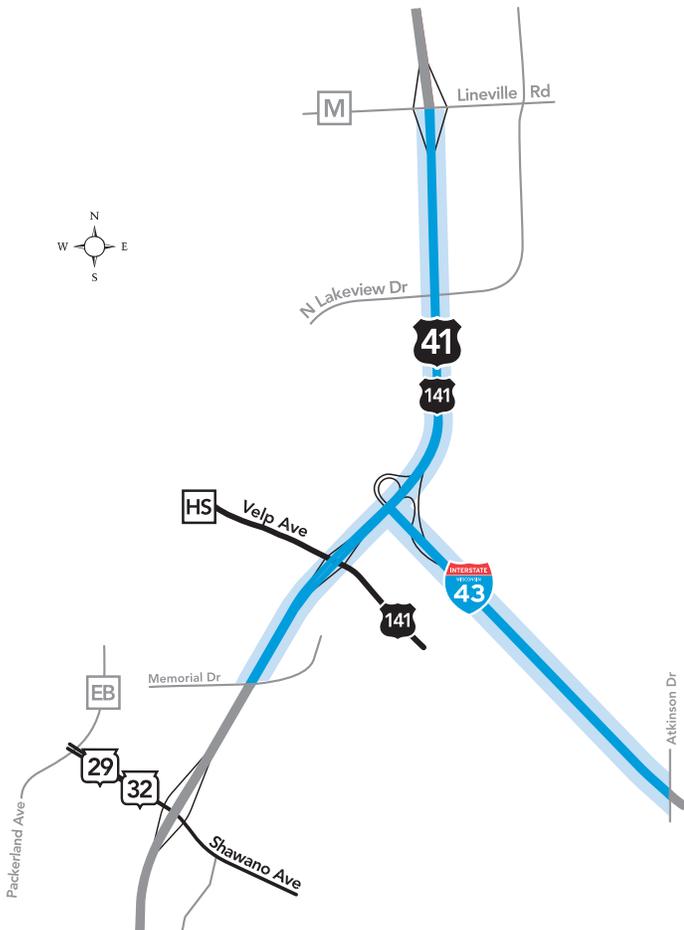
### MEETING FORMAT

Today's meeting is an open house from 5 p.m. to 7 p.m. WisDOT staff will give a presentation at 5:15 p.m. in the auditorium. Please review the project displays and feel free to speak with project staff. A form is available for written comments. It can be turned in at the meeting or mailed to WisDOT by March 20.



## PROJECT DESCRIPTION

As part of the US 41 Project, WisDOT is planning to reconstruct approximately 3.5 miles of US 41 between Memorial Drive and County M. A segment of I-43 between US 41 and Atkinson Drive is also being evaluated for possible reconstruction.



## PROJECT PURPOSE AND NEED

The purpose of the proposed action is to accommodate local and regional mobility needs, reduce congestion and improve safety by upgrading the interchanges and providing additional capacity on the US 41 mainline. Several factors influence the need for the project and the type of improvements to consider for the freeway:

- **System linkage and route importance:** US 41 is an important freeway that links to other major regional and national transportation systems and provides access to local and regional economic centers. It is a component of the National Highway System, and is planned for conversion to an interstate highway. The improvements for this project will need to be compatible with the future conversion of US 41 to an interstate highway.
- **Traffic demands and operations:** Future traffic volumes on this segment of US 41 are expected to increase by more than 50% by the year 2035, exceeding the highway's capacity to safely handle traffic at an acceptable level of service.
- **Existing highway deficiencies:** The freeway and its interchanges do not meet current design standards to safely handle projected traffic volumes.
- **Safety:** Parts of US 41, including the section between US 141/Velp Avenue and I-43, exceed the statewide average crash rate.

## COMPARING THE ALTERNATIVES

The EIS process will complete a review of the environmental, cultural, economic and social effects that could occur as a result of the proposed design alternatives. This includes impacts to wetlands, historic resources, residential properties and businesses. These effects along with various engineering factors such as safety, mobility, and transportation access will be used to screen alternatives and to ultimately select a recommended alternative. Public input will also be considered.

# PROJECT ALTERNATIVES

WisDOT is considering a no build alternative and four separate build alternatives for the US 41 Project between Memorial Drive and County M.

## No-Build Alternative

**Alternative A** is a no-build alternative. This means US 41 would remain a four-lane freeway in its same configuration. Only minimal improvements would occur to preserve current service levels, repair existing structures, maintain driving surfaces and address safety concerns.

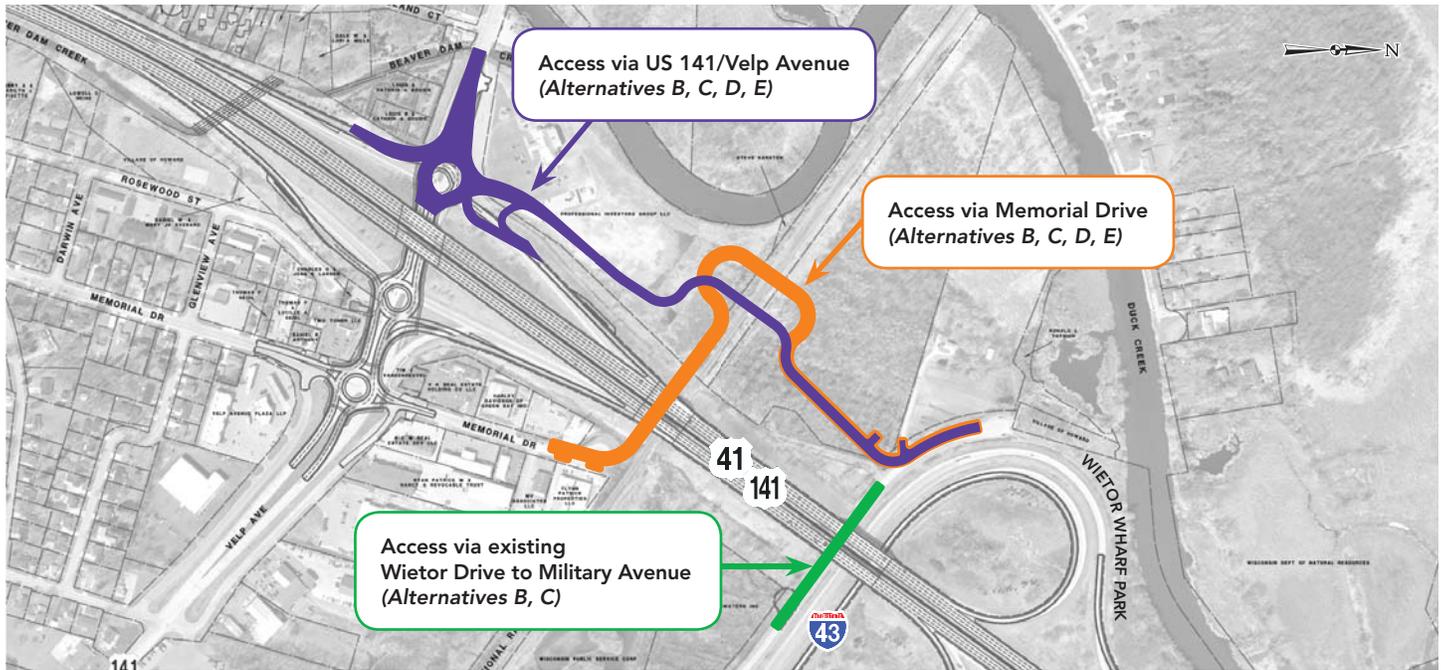
## Build Alternatives

Four build alternatives are under consideration. The main difference among the alternatives is how improvements to the I-43 interchange would be handled. The improvements proposed for Alternatives B through E are described on Pages 3 and 4. The improvements that are common to all build alternatives are described at right.

## Common Improvements

All build alternatives have the following elements in common:

- Adding capacity to the US 41 mainline by widening from four to six lanes
- Building new bridges over US 141/Velp Avenue, Canadian National Railroad, I-43, and Duck Creek
- Reconstructing the US 141/Velp Avenue Interchange and building roundabouts at the ramp terminals and at intersection of US 141/Velp Avenue and Memorial Drive
- Providing access to Wietor Wharf Park
- Building new bridges over US 41 at Lakeview Drive and County M
- Reconstructing the County M Interchange and building roundabouts at the ramp terminals and intersections with frontage roads

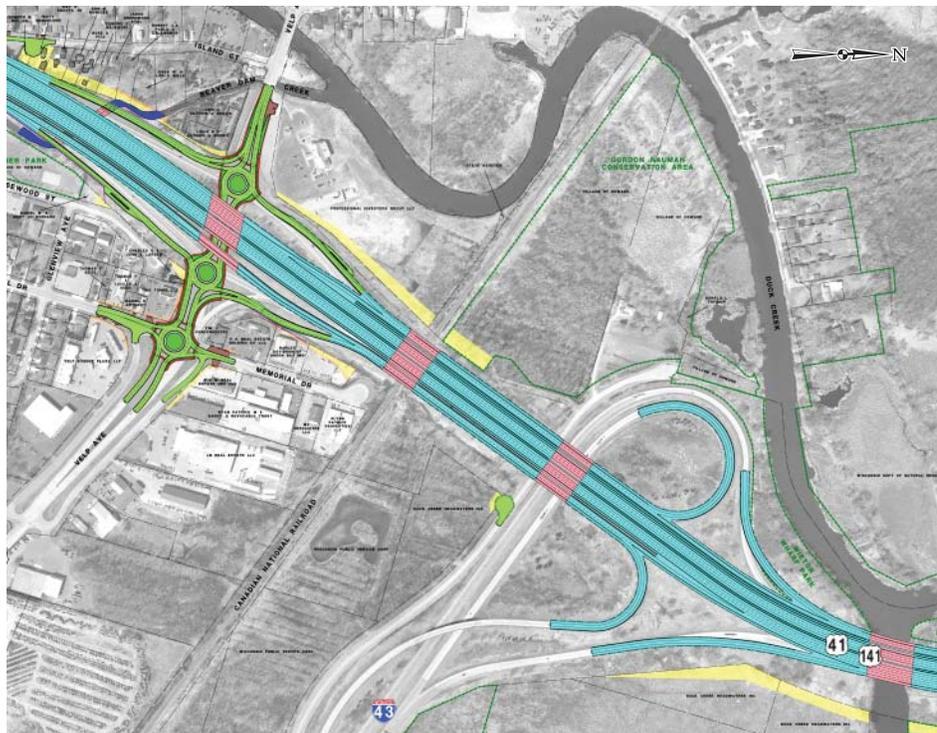
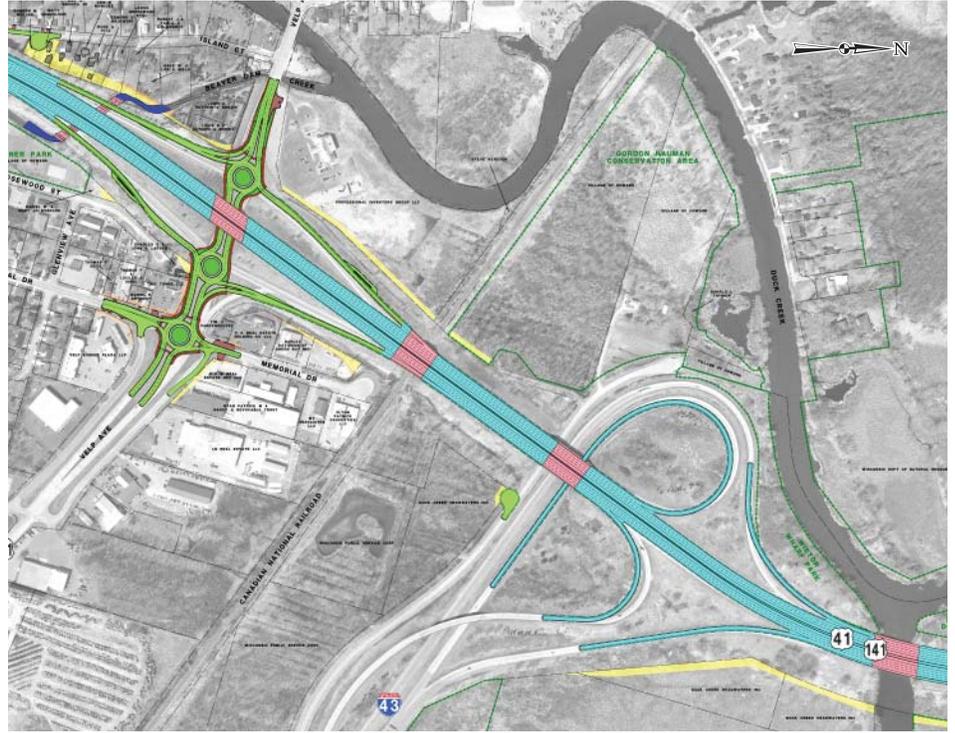


Overview of Wietor Wharf Park access options.

## ALTERNATIVE B

*US 41 expansion with minor ramp improvements to I-43/US 41 interchange*

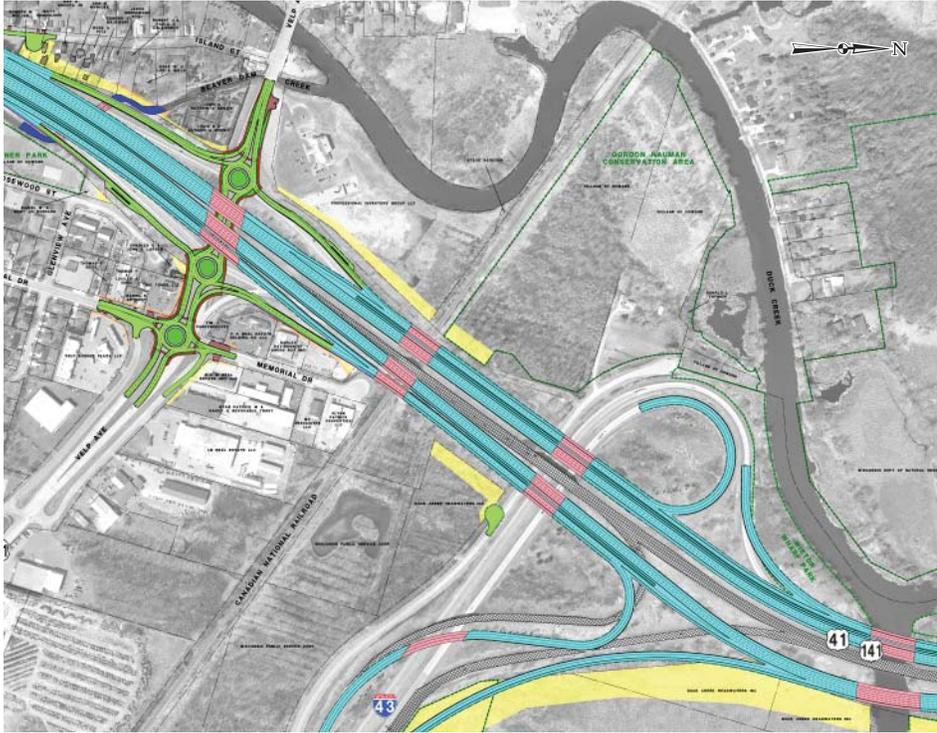
**Alternative B** would add auxiliary lanes to northbound and southbound US 41 between the US 141/Velp Avenue and I-43 interchanges. This alternative would make minor improvements to existing ramps at the I-43/US 41 interchange for a wider US 41 mainline. Access to and from US 141/Velp Avenue would be the same as it is today. See Page 2 for access options to Wietor Wharf Park.



## ALTERNATIVE C

*US 41 expansion with collector-distributor (C/D) roadways between US 141/Velp Avenue and I-43*

**Alternative C** would add C/D roads on both sides of US 41 between US 141/Velp Avenue and I-43. The C/D roads allow vehicles to enter or exit the freeway without interfering with the flow of traffic on the through lanes. This alternative would make minor improvements to existing ramps at the I-43/US 41 interchange for a wider US 41 mainline. Access to and from US 141/Velp Avenue would be the same as it is today. See Page 2 for access options to Wietor Wharf Park.



## ALTERNATIVE D

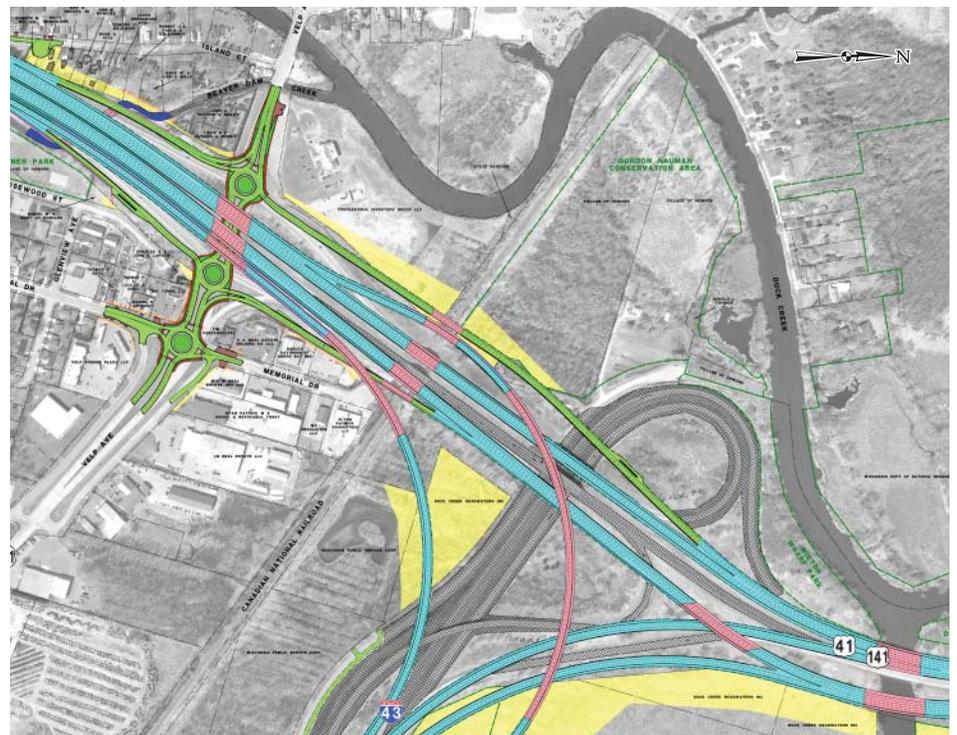
*US 41 expansion with C/D roadways between US 141/Velp Avenue and I-43, and compatibility of I-43/US 41 interchange to full reconfiguration*

**Alternative D** is the same as Alternative C except the US 41 mainline alignment would be modified to be compatible with the future reconstruction of the I-43 interchange. This alternative would improve existing ramps at the I-43/US 41 interchange for a wider US 41 mainline. Access to and from US 141/Velp Avenue would be the same as it is today. See Page 2 for access options to Wietor Wharf Park.

## ALTERNATIVE E

*US 41 expansion with full reconfiguration of I-43/US 41 interchange*

**Alternative E** would construct a system interchange between US 41 and I-43. The system interchange would include new ramps that would allow free-flow movements in all directions between the two freeways. Access between I-43 and US 141/Velp Avenue via US 41 would be eliminated. Local traffic would use an alternate interchange such as Atkinson Avenue to access I-43. See Page 2 for access options to Wietor Wharf Park.



## FOR GENERAL PROJECT INFORMATION



Find us online at:  
[www.US41wisconsin.gov](http://www.US41wisconsin.gov)



Project Hotline:  
 (920) 492-4120

### NEXT STEPS

After today's meeting, WisDOT will review all comments and refine alternatives as needed. Feedback received at today's meeting will be considered and incorporated into the draft EIS (DEIS). Then, in the fall of 2010, a public hearing on the DEIS will be held. WisDOT will select a preferred alternative after reviewing comments on the DEIS and input received from the public hearing. The final EIS will identify the preferred alternative and any commitments needed to mitigate impacts as the project proceeds into construction. The final EIS is expected to be completed in fall 2011.

### PROJECT SCHEDULE

Final design is expected to begin immediately after the final EIS is completed in 2011. Construction would then begin in 2013 and end in 2017.

### CONTACT INFORMATION

For additional information, please contact one of the following staff members:

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## PROJECT SCHEDULE – MEMORIAL DRIVE to COUNTY M (subject to change)

	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>PROJECT PHASE</b>									
EIS and Preliminary Engineering	█								
Final Design			█						
Real Estate Acquisitions			█						
Construction				█					