



# CONNECTING WISCONSIN



# US 41 Project

**US 41 - Memorial Drive to County M  
Public Information Meeting  
March 3, 2010**

# Presentation outline

- Meeting purpose
- US 41 Project overview
- US 41 Memorial Drive to County M
- Project purpose and need
- Design alternatives
- Alternative evaluation
- Project schedule and next steps

# Meeting purpose

- Present current design alternatives
- Learn about upcoming planning, engineering and environmental studies
- Provide feedback to project staff

# Meeting purpose

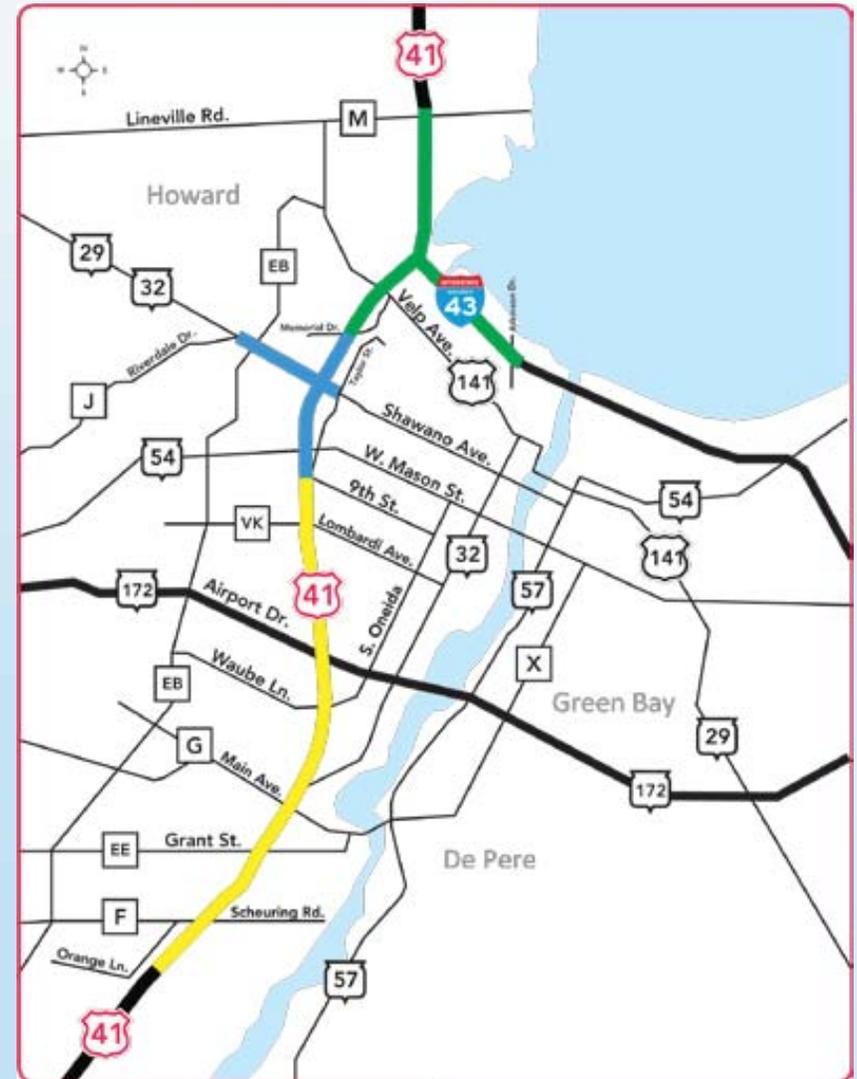
- Environmental scoping process
  - Required for all environmental impact statements (EIS)
  - Provides opportunity for early and open communication
  - Identifies significant issues
- Make Coordination Plan and Methodology Report available for review

# US 41 Project overview

- Largest construction project in the history of Northeast Wisconsin
  - Add new lanes to 31 miles of freeway in Winnebago and Brown Counties
  - Improve 16 interchanges (13 will be completely rebuilt)
  - Construct up to 44 roundabouts
  - Add traffic cameras and dynamic message signs
  - Improve lighting
  - Provide pedestrian and bicycle amenities

# US 41 Project overview

- Brown County
  - Limits: Orange Lane to County M
  - Length: 14 miles
  - Construction: 2010 – 2017
  - Budget: \$1.005 billion



# US 41 Project overview

- Winnebago County
  - Limits: WIS 26 to Breezewood Lane
  - Length: 17 miles
  - Construction: 2009 – 2016
  - Budget: \$510 million



# US 41 Mega Project goals

- Deliver the US 41 Mega Project on time.
- Deliver the US 41 Mega Project on budget.
- Deliver a high quality Project.
- Maintain public support, trust and confidence.
- Create opportunity.
- Deliver a safe project.
- Provide aesthetics that enhance the character of the Project and represent a desired community image.
- Enhance multi-modal opportunities
- No surprises

# US 41 Memorial to County M

- Study area
  - US 41 (Memorial Drive to County M)
  - I-43 (US 41 to Atkinson Drive)
  - Includes three interchanges
    - US 141/Velp Avenue
    - I-43
    - County M



# Purpose and need

- Purpose
  - Maintain and improve mobility
  - Improve safety
  - Minimize disturbances to natural and built environments
  - Compatibility with interstate standards
  - Provide balance between regional traffic and local access needs
  - Support the region's economic competitiveness

# Purpose and need

- Need
  - System linkage and route importance
    - Links major transportation facilities and economic centers
    - Connections 2030 “backbone” route
    - Component of National Highway System
    - Long truck route
    - Future conversion to interstate
  - Traffic demands and operations
    - Traffic expected to increase over 50% by 2035
    - Exceeds freeway’s capacity

# Purpose and need

- Need
  - Existing highway deficiencies
    - Built over 35 years ago
    - Freeway and interchanges do not meet design standards
    - Pavement condition
    - Bridge condition
  - Safety
    - Exceeds average crash rates between US 141/Velp Avenue and I-43

# Design alternatives

- No build
  - Alternative A
- Four build alternatives
  - Common elements among all build alternatives
  - Alternative B
  - Alternative C
  - Alternative D
  - Alternative E

# Design alternatives

- Alternative A - No build
  - Maintain US 41 as a four-lane freeway
  - Make minimal improvements to:
    - Preserve current service levels
    - Repair structures
    - Maintain driving surfaces
    - Address safety concerns
      - Spot locations

# Common design elements

- Alternatives B,C,D,E – all build alternatives
  - Add capacity to US 41 mainline (4 to 6 lanes)
    - Auxiliary lanes
  - New bridges over US 141/Velp Avenue, Canadian National Railroad, I-43, and Duck Creek
  - Reconstruct US 141/Velp Avenue Interchange
  - New bridges over US 41 at Lakeview Drive, County M
  - Provide alternate access to Wietor Wharf Park
  - Reconstruct County M Interchange

# Common design elements

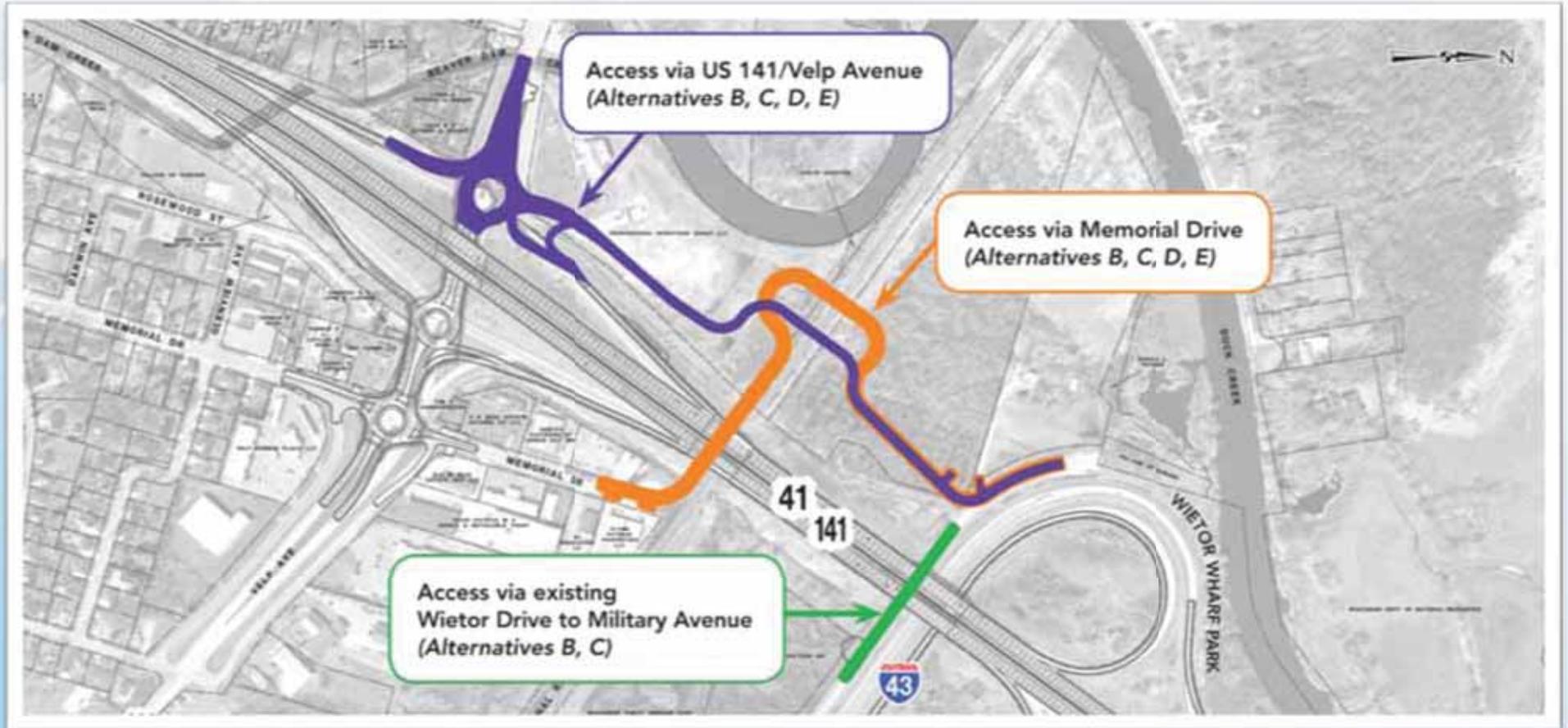
- US 141/Velp Avenue Interchange
  - Roundabouts at ramp terminal intersections
  - Roundabout at Memorial Drive intersection



# Common design elements

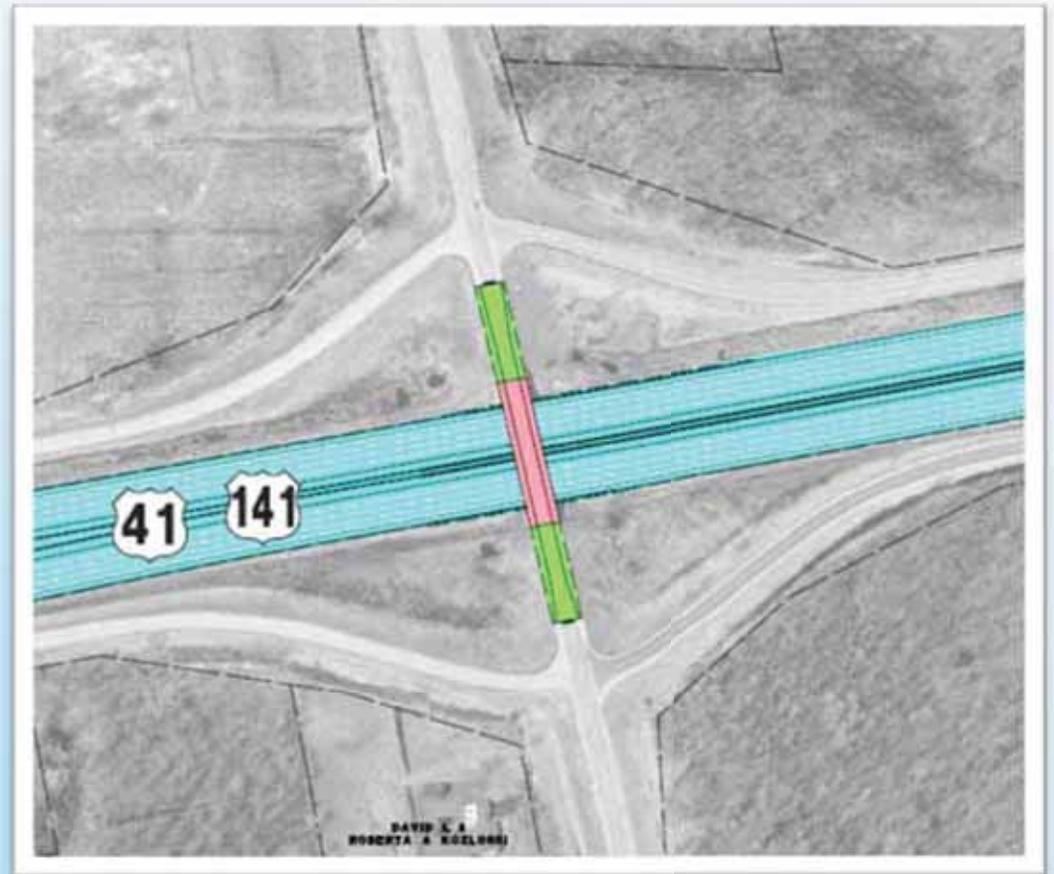
- Wietor Wharf Park access
  - Option 1 - Access from US 141/Velp Avenue
    - Alternatives B,C,D,E
    - Requires 5-legged roundabout
  - Option 2 - Access from Memorial Drive
    - Alternatives B,C,D,E
    - Extends under US 41
    - Longer bridges required
  - Option 3 – Access via existing Wietor Drive
    - Alternatives B and C

# Wietor Wharf Park Access



# Common design elements

- Lakeview Drive Overpass
  - Replace bridge in existing location



# Common design elements

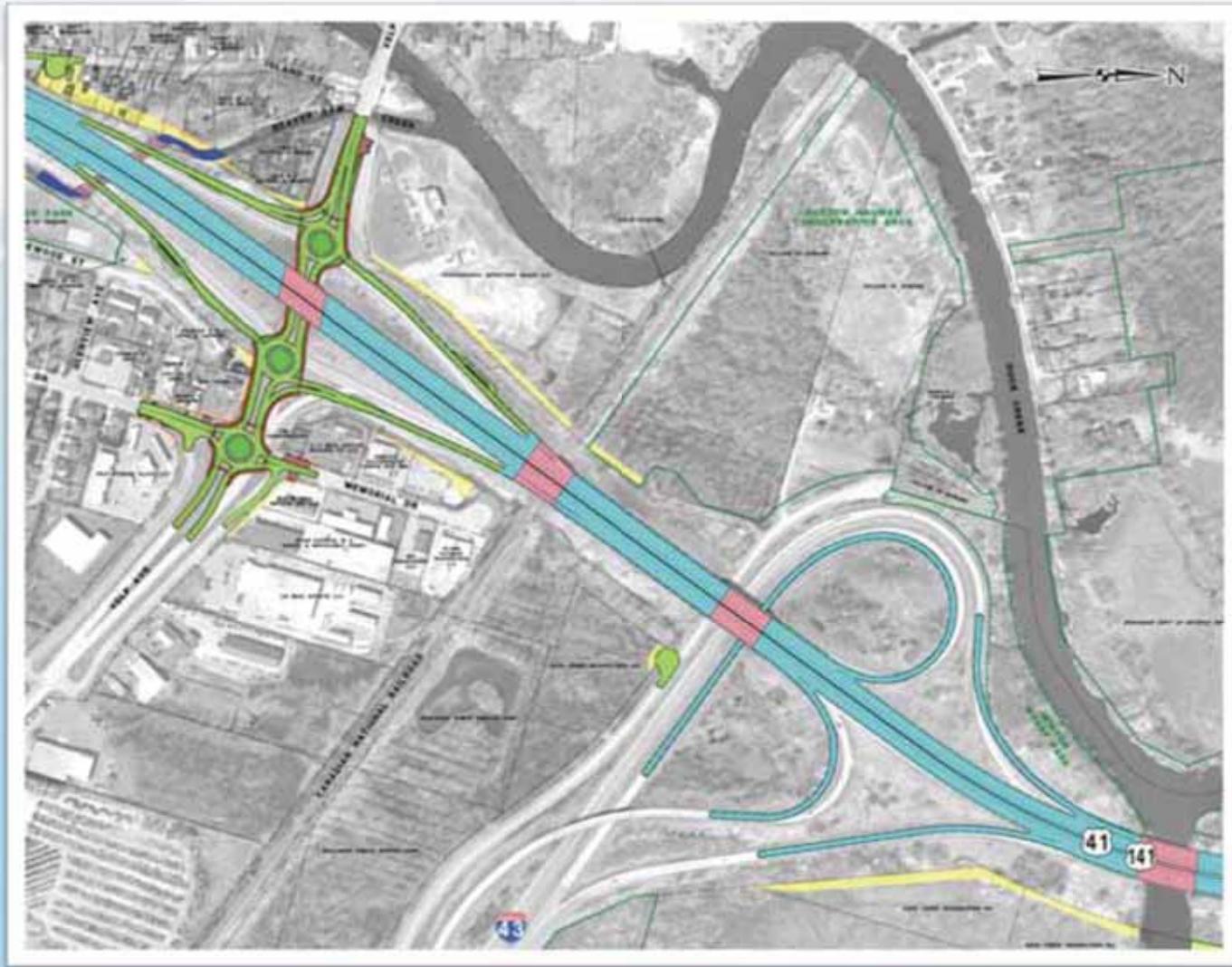
- County M Interchange
  - 4 roundabouts
  - Investigate shifting County M north
  - Replace bridge



# Alternative B

- US 41 expansion with minor ramp improvements to I-43/US 41 interchange
  - Add auxiliary lanes to US 41 between US 141/Velp Avenue and I-43 interchanges
  - Minor geometric improvements to loop ramps at I-43 interchange
  - Access maintained between US 141/Velp Avenue and I-43 via US 41

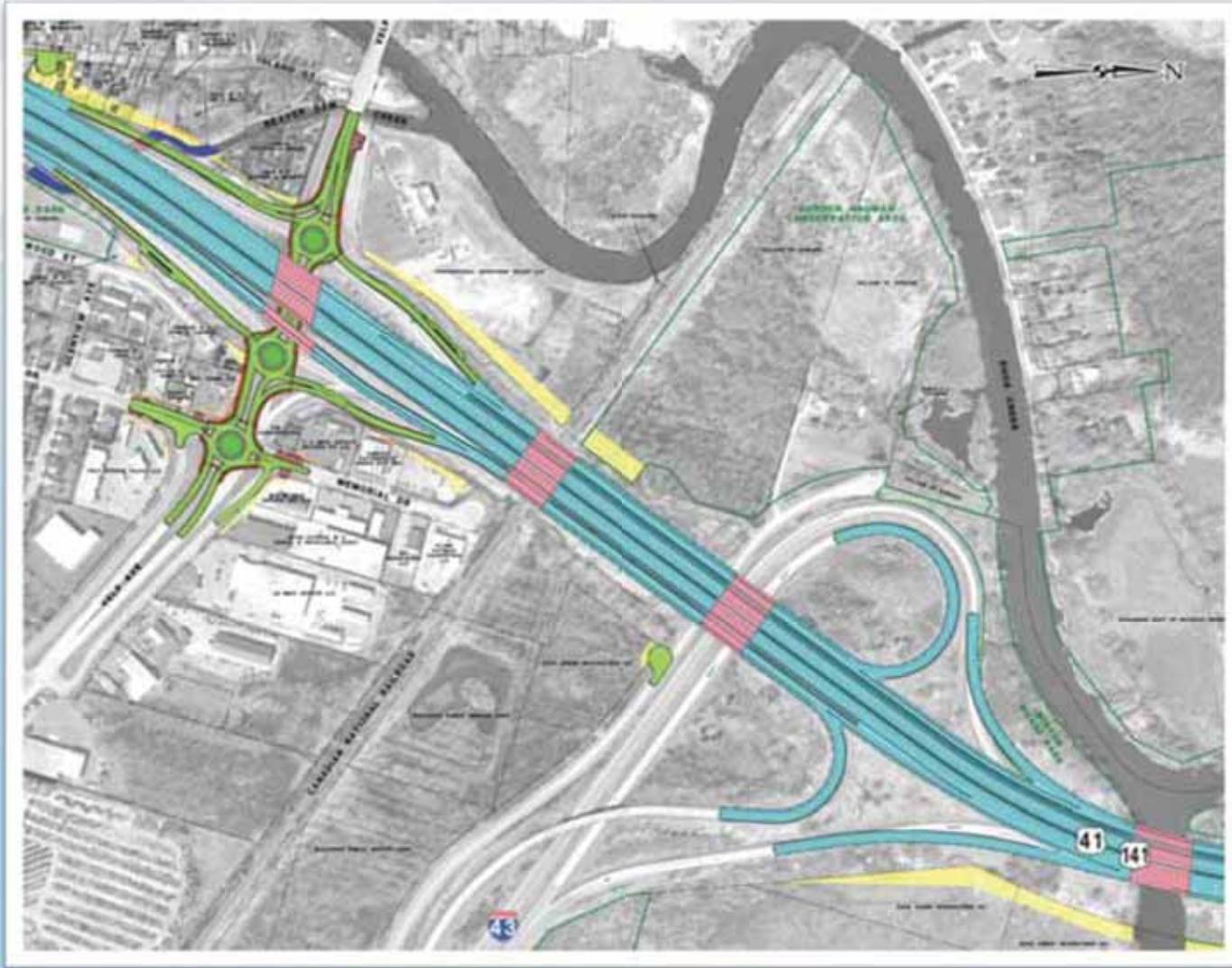
# Alternative B



# Alternative C

- US 41 expansion with C/D roadways between US 141/Velp Avenue and I-43
  - Add collector-distributor roads to US 41 between US 141/Velp Avenue and I-43 interchanges
  - Minor geometric improvements to loop ramps at I-43 interchange
  - Access maintained between US 141/Velp Avenue and I-43 via US 41

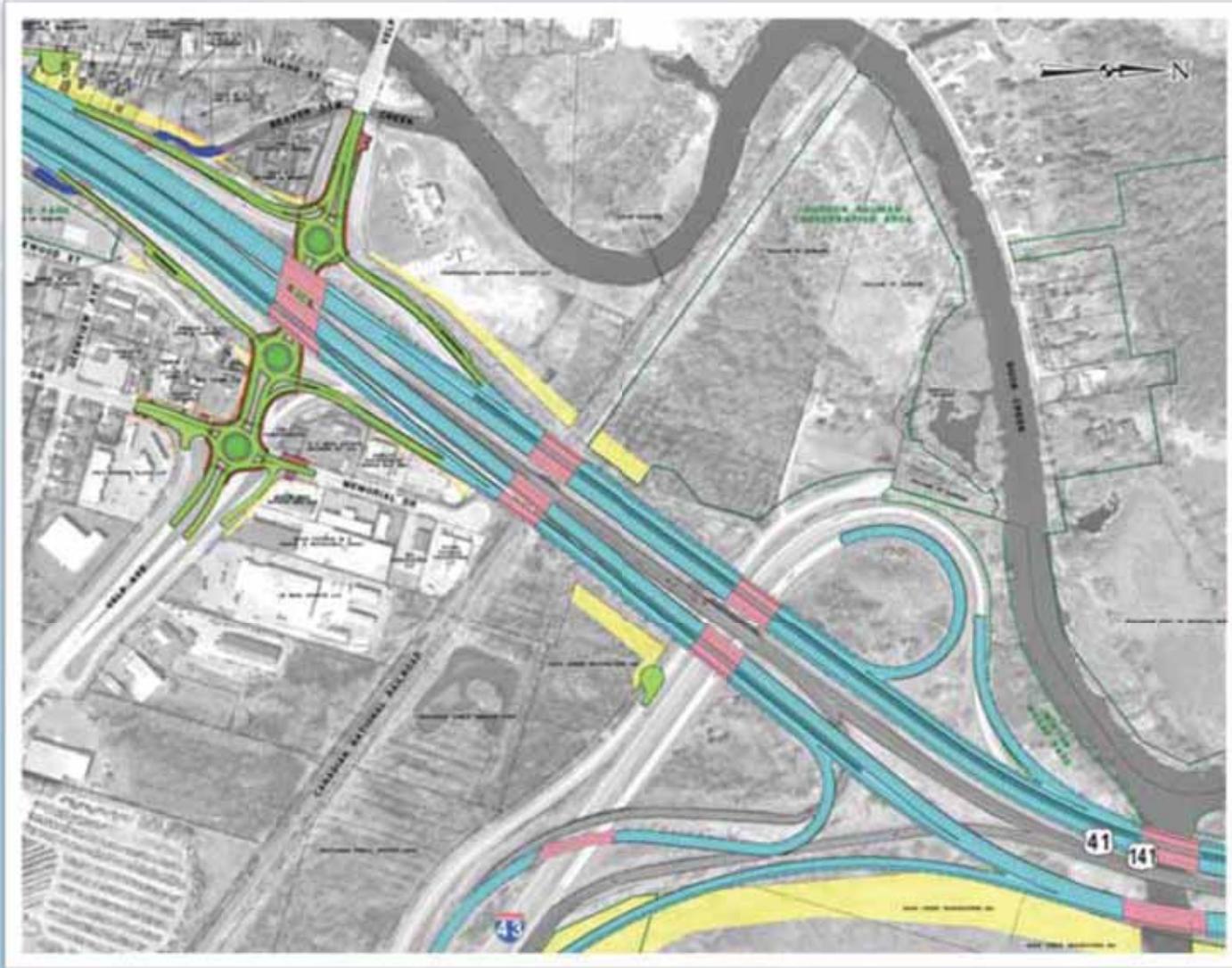
# Alternative C



# Alternative D

- US 41 expansion with C/D roadways between US 141/Velp Avenue and I-43
- Compatibility with I-43/US 41 interchange to full reconfiguration
  - Add collector-distributor roads to US 41 between US 141/Velp Avenue and I-43 interchanges
  - Modify I-43/US 41 interchange – compatible with future full reconfiguration
  - Improve ramps at I-43 interchange
  - Access maintained between US 141/Velp Avenue and I-43 via US 41

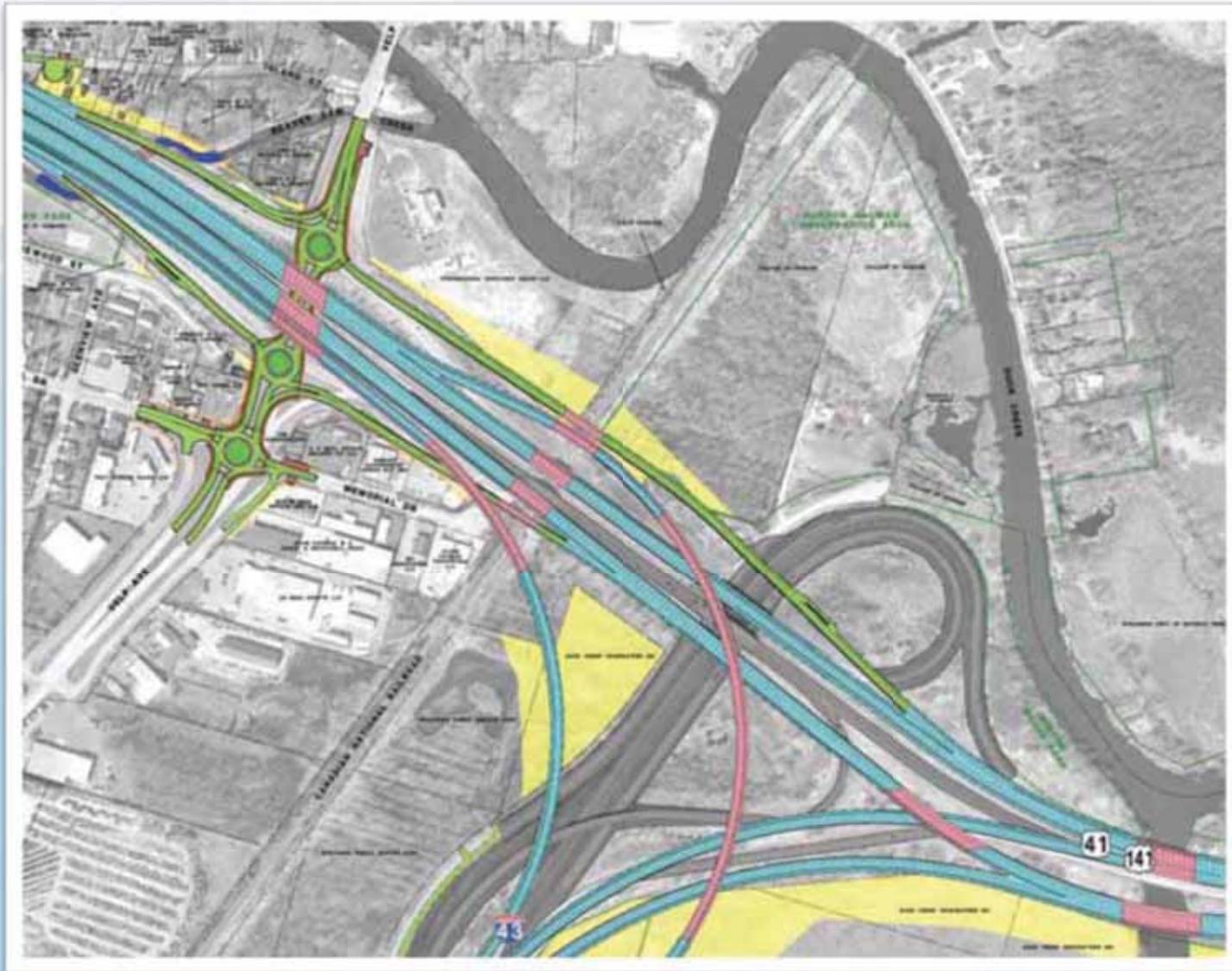
# Alternative D



# Alternative E

- US 41 expansion with full reconfiguration of I-43/US 41 interchange
  - Reconstruct the system interchange at US 41 and I-43
    - Provides high speed ramps
  - Access between US 141/Velp Avenue and I-43 via US 41 eliminated
    - Alternate routes
      - Atkinson Drive
      - Shawano Avenue
      - Lineville Road

# Alternative E



# Alternative evaluation

- EIS considers environmental, cultural, economic and social effects:
  - Wetlands
  - Historic resources
  - Residential properties
  - Businesses
  - Parks and recreation areas
  - Other

# Alternative evaluation

- Engineering factors considered include:
  - Safety
  - Mobility
  - Transportation access
  - Traffic volumes/capacity
  - Geometrics
  - Interstate conversion
  - Other
- Public input
- Cost

# Project schedule

Project phase	2009	2010	2011	2012	2013	2014	2016	2017
EIS and preliminary engineering								
Final Design								
Real Estate Acquisitions								
Construction								

Schedule contingent on NEPA process

# Next steps

- Review public comments
- Refine alternatives
- Prepare EIS
- Hold public hearing on draft EIS (fall 2010)
- Review comments
- Select preferred alternative
- Release final EIS (summer 2011)

# US 41 Project

Questions?