



CONNECTING WISCONSIN



US 41 Project

**US 41 - Memorial Drive to County M
Public Information Meeting
August 18, 2010**

Presentation outline

- Meeting purpose
- US 41 Project overview
 - Brown and Winnebago Counties
- US 41 Memorial Drive to County M
- Project purpose and need
- Design alternatives update
- Environmental Impact Statement (EIS) development
- Project schedule
- Next steps

Meeting purpose

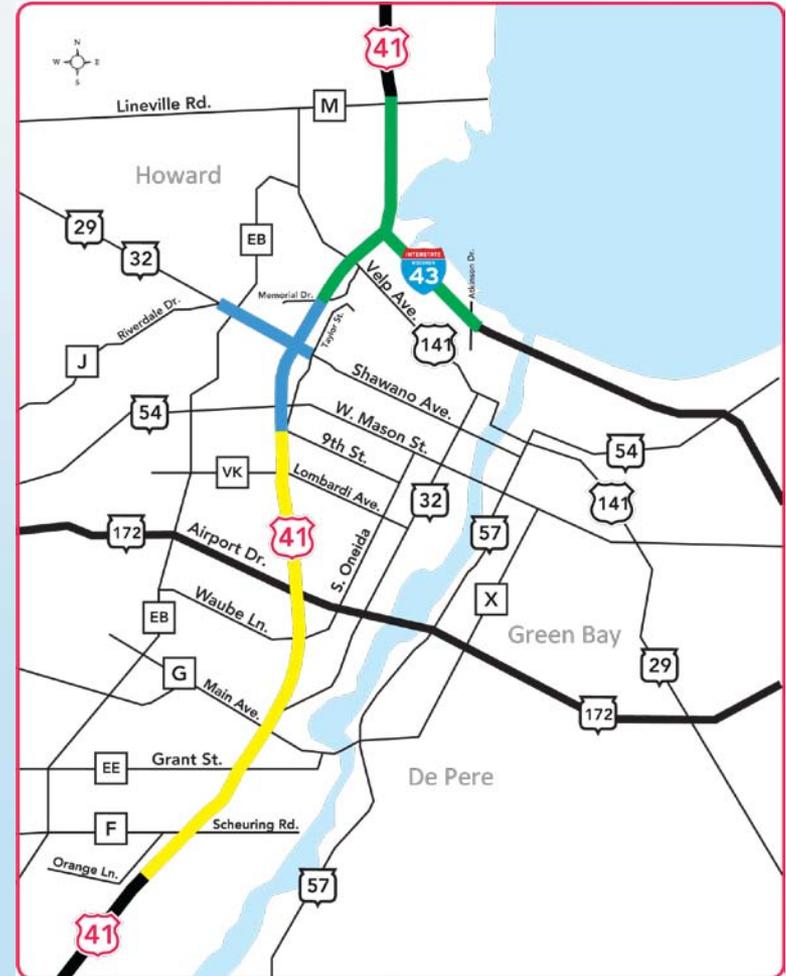
- Present updated design alternatives
- Learn about the development of the EIS
- Make the Coordination Plan (CP) and updated Impact Analysis Methodology (IAM) Report available for review
- Provide feedback to project staff

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

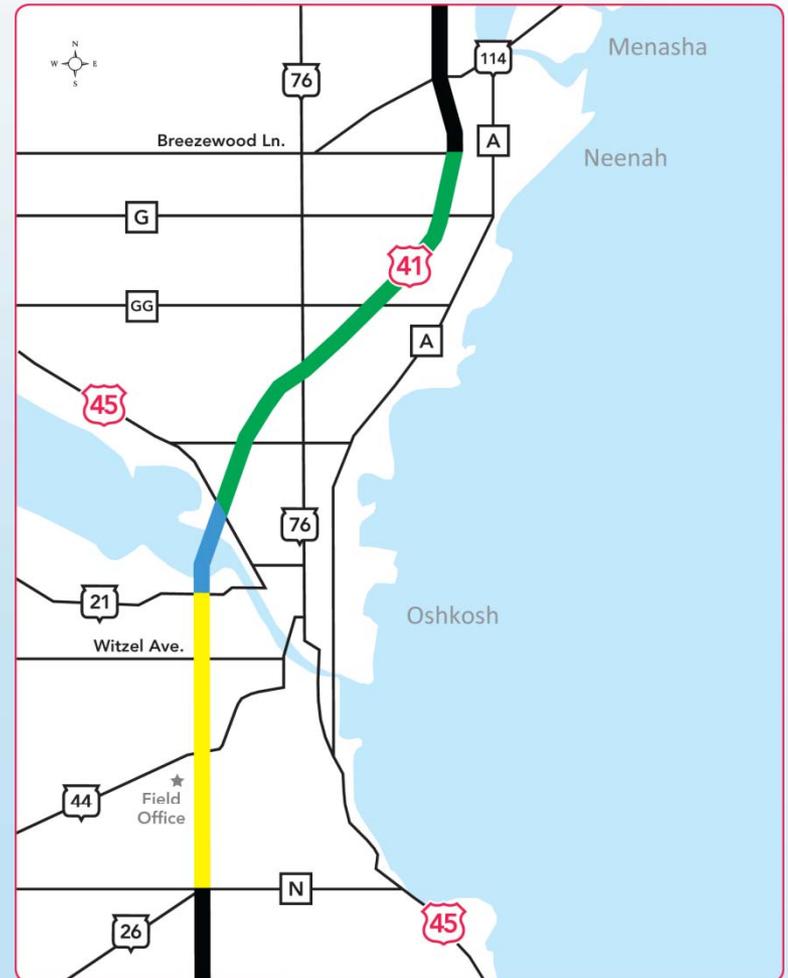
US 41 Project overview

- 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.
- Meet interstate design standards.
- 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
 - Provide 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
 - Component of National Highway System
 - Long truck route
 - Potential 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
 - US 41 crash rates within the project segment are among the highest throughout the Brown County US 41 corridor

Design alternatives update

- Input on alternatives / impacts
 - March 2010
 - Agency scoping and public information meetings
 - June 2010
 - Agency meeting to review designs and minimize impacts
 - June 2010
 - Federal Highway Administration (FHWA) comments on compatibility of alternatives with potential future interstate conversion

Design alternatives update

- Alternative A (No Build Alternative) eliminated from further consideration because it fails to:
 - Provide additional capacity
 - Address geometric deficiencies
 - Improve safety
- Does not address the project's key purpose and need factors

Design alternatives update

- Alternative B (US 41 expansion with minor ramp improvements) eliminated from further consideration because it fails to:
 - Address geometric deficiencies
 - Improve safety
 - Provide acceptable level of service for traffic operations
 - Does not address operational and safety issues resulting from short weaving section along US 41 mainline

Design alternatives update

- Alternatives C, D, and E refined since March 2010
 - Address public and agency comments
 - Minimize impacts

Design alternatives update

Common design elements (Alts C, D, and E)

- Increase capacity to US 41 mainline
 - Memorial Drive to County M
- Improve I-43
 - US 41 to Atkinson Drive
- Replace and/or build new bridges



Design alternatives update

Common design elements (Alts C, D, and E)

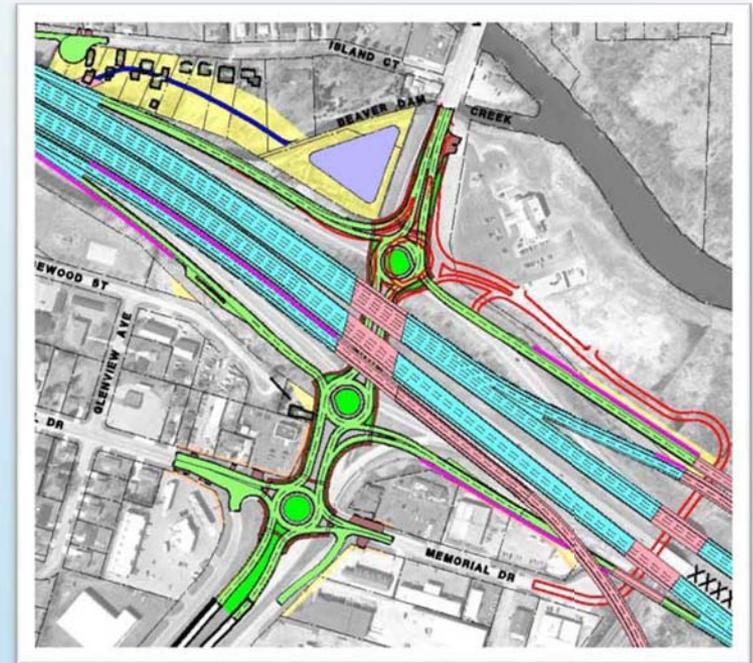
- Reconstruct Interchanges
 - US 141/Velp Avenue
 - County M
 - US 41/I-43
- Realign Beaver Dam Creek
- Maintain existing access to Wietor Wharf Park



Design alternatives update

Common design elements (Alts C, D, and E)

- US 141/Velp Avenue Interchange reconstruction
 - Improve safety and operations
 - Roundabouts at ramp terminals and at Memorial Drive intersection
 - Optional 5-legged roundabout



Design alternatives update

Common design elements (Alts C, D, and E)

- County M Interchange reconstruction
 - Improve safety and operations
 - Construct roundabouts at ramp terminals and at East and West Deerfield Avenues
 - Replace County M bridge over US 41



Design alternatives update

Common design elements (Alts C, D, and E)

- Beaver Dam Creek realignment
 - Required due to mainline expansion and Velp Avenue Interchange reconfiguration
 - Shift crossing 400 feet south
 - Requires residential relocations
 - Avoids Lehner Park impacts
 - Improves stream habitat



Design alternatives update

Alternative C



Design alternatives update

Alternative C

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



Design alternatives update

Alternative C

- Continued
 - Makes geometric improvements and safety enhancements to the two inside loop ramps at the I-43 interchange
 - Maintains access between US 141/Velp Avenue and I-43 via US 41



Design alternatives update

Alternative C

- Design refinements since March 2010
 - Geometric design refined to accommodate higher speeds
 - US 41 SB to I-43 SB semi-directional ramp
 - I-43 NB to US 41 NB directional ramp



Design alternatives update

Alternative C

- Design refinements Continued
 - Some bridges lengthened to span wetlands and reduce impacts



Design alternatives update

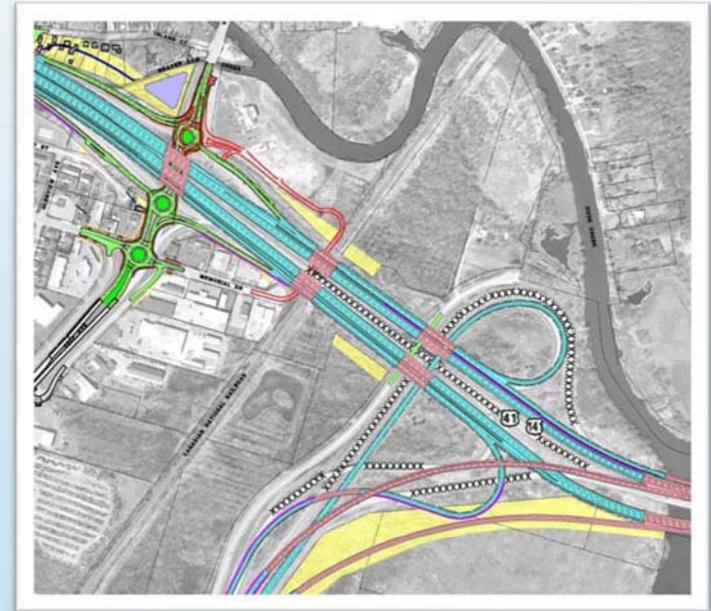
Alternative D



Design alternatives update

Alternative D

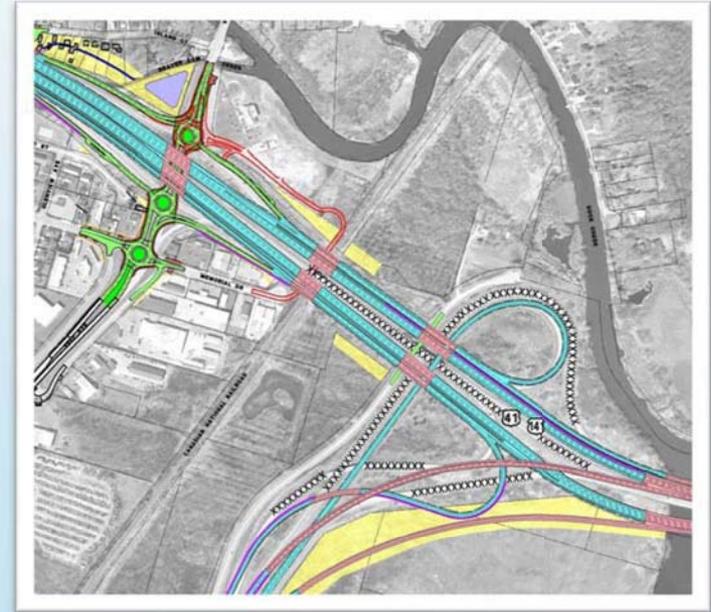
- US 41 expansion with C/D roadways between US 141/Velp Avenue and I-43 with freeway split configuration
 - Adds C/D roadways to US 41 between US 141/Velp Avenue and I-43 Interchanges



Design alternatives update

Alternative D

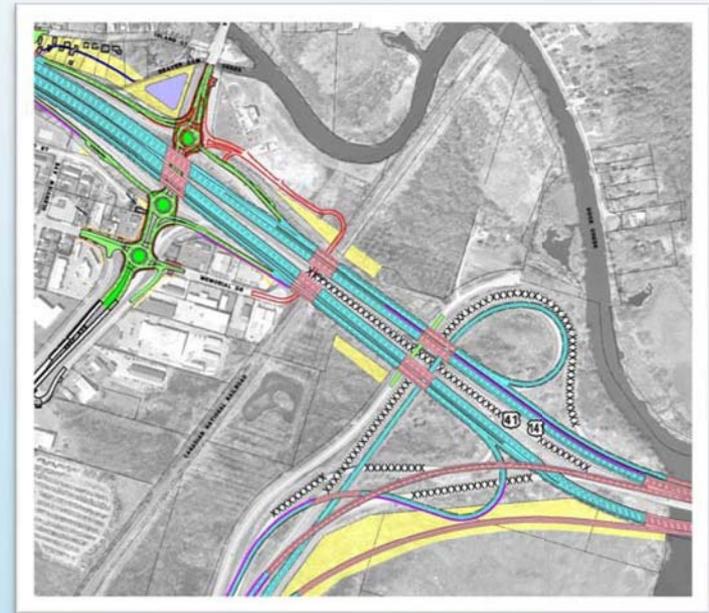
- Continued
 - Makes geometric improvements and safety enhancements to the two inside loop ramps at the I-43 interchange
 - Uses a median split to accommodate a "freeway split configuration" for the US 41 to SB I-43 movement
 - Maintains access between US 141/Velp Avenue and I-43 via US 41



Design alternatives update

Alternative D

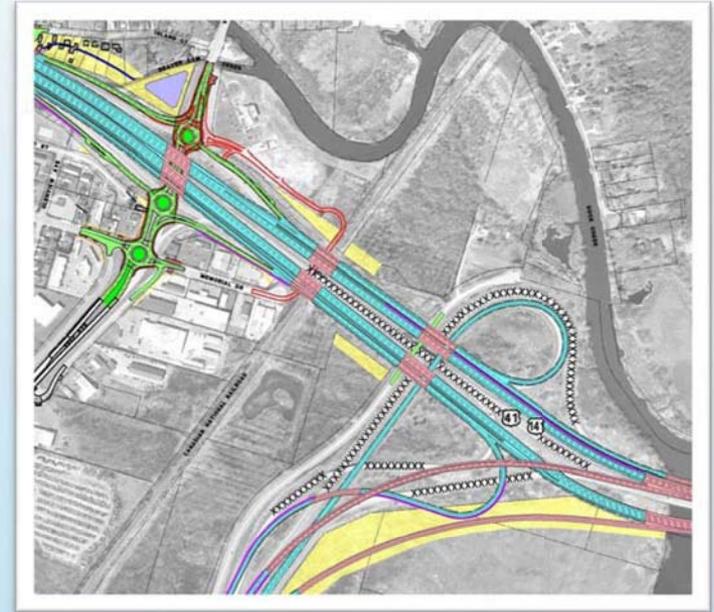
- Design refinements since March 2010
 - Geometric design refined to accommodate higher speeds
 - US 41 SB to I-43 SB semi-directional ramp
 - I-43 NB to US 41 NB directional ramp



Design alternatives update

Alternative D

- Design refinements continued
 - Some bridges lengthened to span wetlands and reduce impacts



Design alternatives update

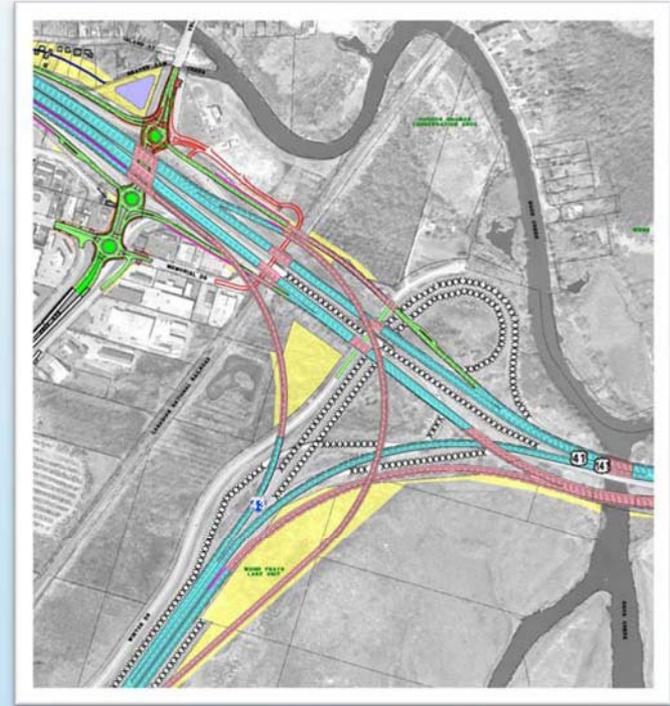
Alternative E



Design alternatives update

Alternative E

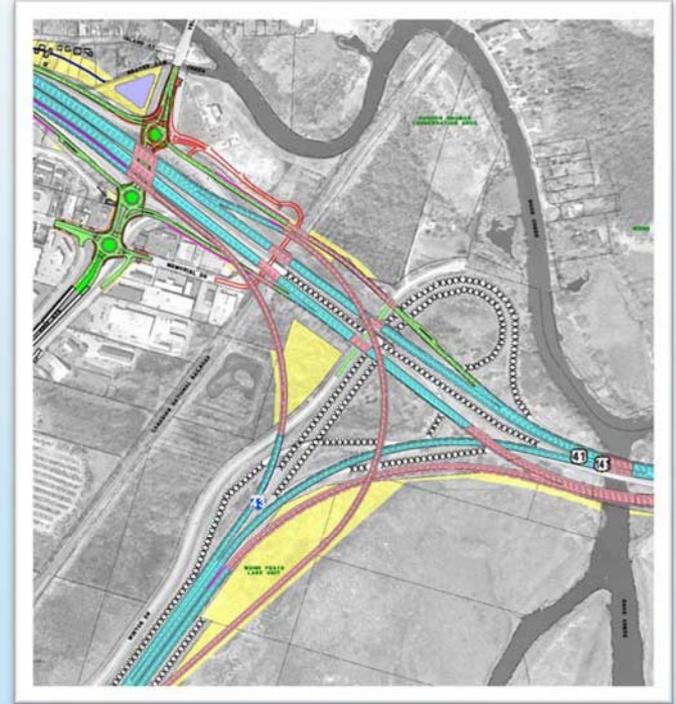
- US 41 expansion with full reconfiguration of I-43/US 41 Interchange
 - Reconstruct the I-43 Interchange
 - Provides high speed design for all ramps
 - Eliminates loop ramps



Design alternatives update

Alternative E

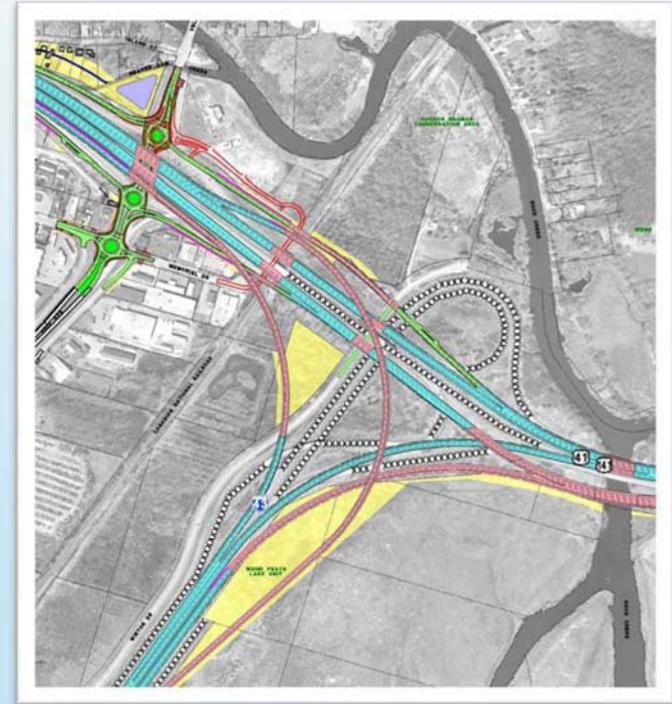
- Continued
 - Eliminates access between US 141/Velp Avenue and I-43 via US 41 to accommodate high speed ramps



Design alternatives update

Alternative E

- Design refinements since March 2010
 - Some bridges lengthened to span wetlands and reduce impacts



Environmental Impact Statement (EIS) development

- EIS development
 - Considers a range of alternatives
 - Evaluates and screens alternatives
 - Selects a preferred alternative
- Considers environmental factors
 - Wetlands
 - Noise
 - Parks and recreation areas
 - Other

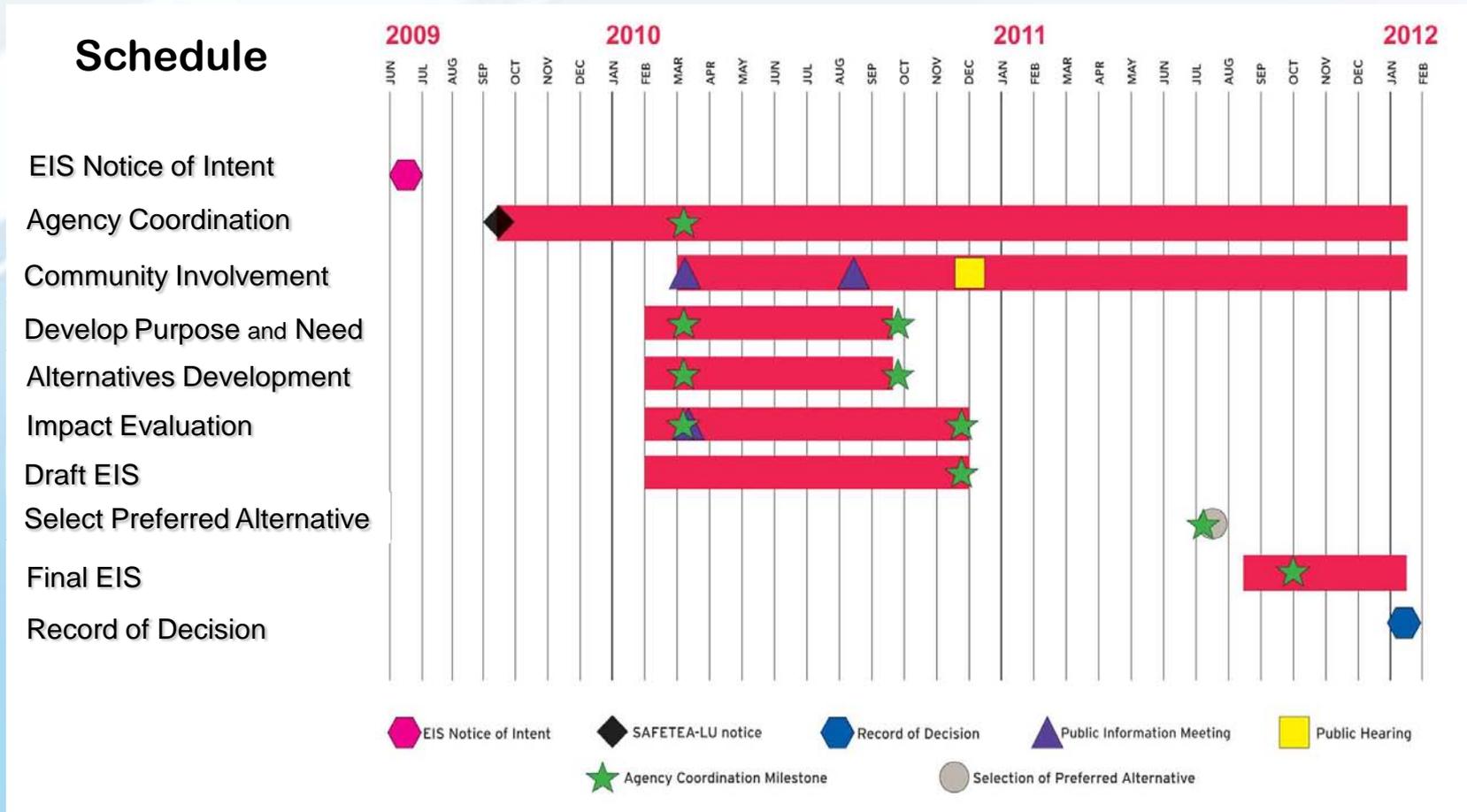
Environmental Impact Statement (EIS) development

- Also considers cultural, economic and social factors
 - Historic resources
 - Residential properties
 - Businesses
 - Other

Environmental Impact Statement (EIS) development

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

Environmental Impact Statement (EIS) development



Project schedule

| Project phase | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------------------------|------|------|------|------|------|------|------|------|------|
| EIS and preliminary engineering | ■ | ■ | ■ | ■ | | | | | |
| Real estate acquisitions | | | | ■ | ■ | ■ | ■ | ■ | |
| Final design | | | | ■ | ■ | ■ | ■ | ■ | |
| Construction | | | | | ■ | ■ | ■ | ■ | ■ |

Next steps

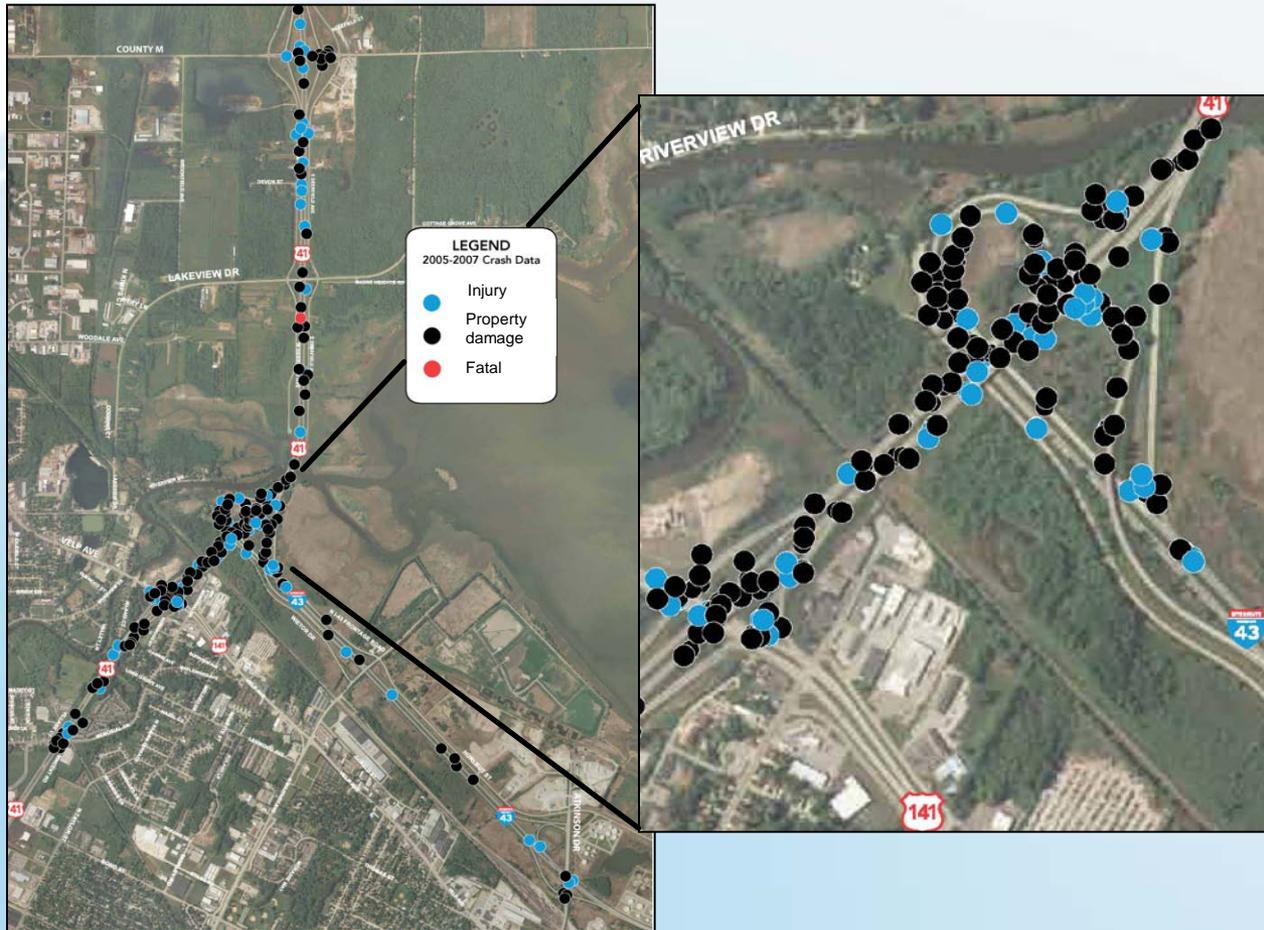
- Review public comments
- Evaluate alternatives
- Continue development of EIS
- Hold public hearing on draft EIS (winter 2010) to gather additional public and agency comments
- Select preferred alternative
- Release final EIS (winter 2011)

US 41 Project

Questions?

Purpose and need

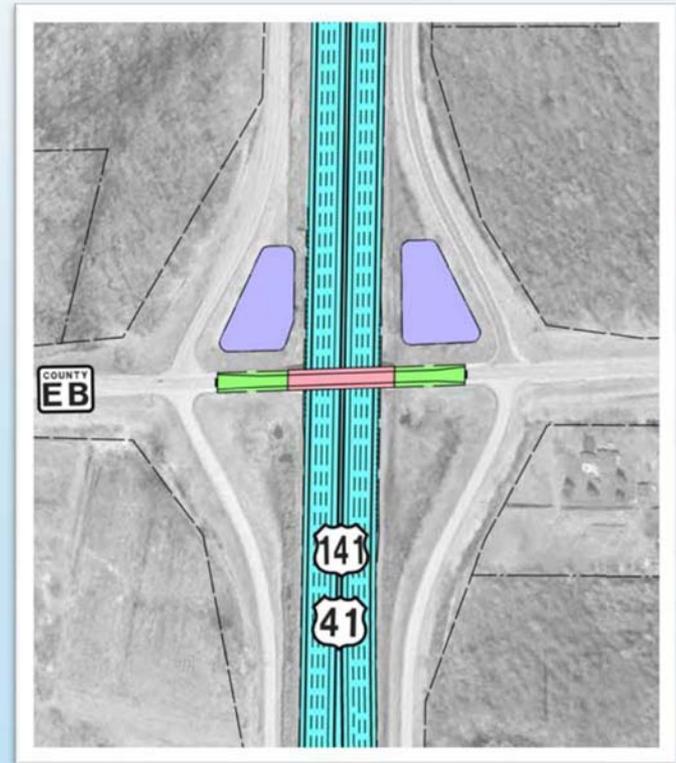
2005-2007 crash data



Design alternatives update

Common design elements

- Lakeview Drive Overpass
 - Replace bridge in existing location
 - Add stormwater detention basins



Design alternatives update

Ramp types and speeds

