



US 151 Corridor Plan

Fond du Lac Bypass

Contact Information:

For more information about the US 151 Corridor Plan contact:

Paul Vraney, P.E.

WisDOT Project Manager
944 Vanderperren Way
Green Bay, WI 54324-0080
Phone: (920) 492-5999
Paul.Vraney@dot.state.wi.us

Kim Rudat, APR

Communications Manager
Phone: (920) 492-5743

www.dot.wisconsin.gov

Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.



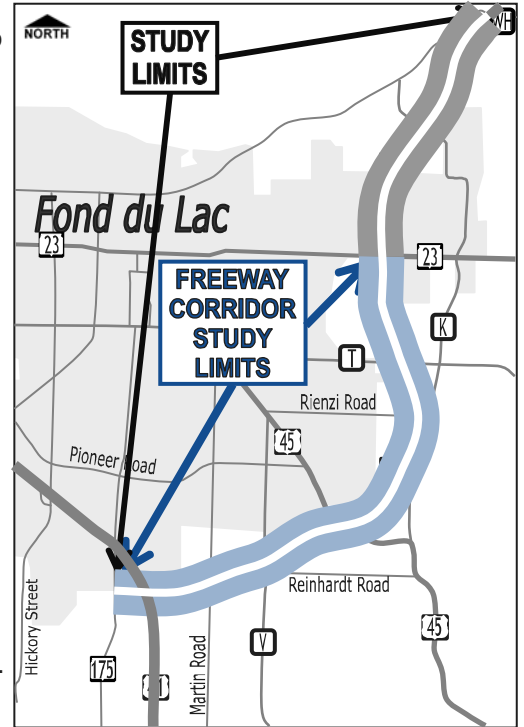
What is in store for the US 151 bypass? We're going to find out!

The Wisconsin Department of Transportation (WisDOT) Northeast Region is conducting a study to develop a US 151 Corridor Preservation Plan for the Fond du Lac bypass. The study corridor is between WIS 175 and County WH (formerly WIS 149).

Based on public input, WisDOT's immediate focus with the corridor study is the US 151 segment between WIS 175 and WIS 23. WisDOT is developing long-term solutions for the corridor that can be implemented incrementally in the coming years.

The plan's goal is officially designating, mapping, and preserving the corridor as a freeway between US 41 and WIS 23. A freeway would mean controlled access with all the at-grade intersections replaced by well-spaced interchange(s), overpasses, and cul-de-sacs. Improvements would also be made to the local transportation network to balance the access and mobility needs of the area.

This planning helps the Fond du Lac area plan growth in light of future transportation improvements. It also helps WisDOT construct roadway improvements to the bypass that are consistent with a long-term vision for the corridor.



What this study will accomplish

- 1. Develop a facility plan consistent with US 151 classification in the Corridors 2020 State Highway Plan.** This plan includes ultimate freeway conversion between US 41 and WIS 23 and increasing mobility and traveler safety. Attributes of the corridor study between WIS 175 and County WH include:
 - The elimination of all at-grade intersections between US 41 and WIS 23
 - The conversion of the existing US 151/US 41 and US 151/WIS 23 service interchanges to system interchanges (with free-flow, non-stop ramps)
 - The installation of overpasses and service interchanges between US 41 and WIS 23 to serve local transportation needs
 - Preservation of long-term intersection safety and operations between WIS 23 and County WH
- 2. How to meet the transportation needs of the area.** This includes:
 - Providing reasonable access to residential, commercial, and industrial areas
 - Reasonable routes for emergency response
 - Truck routes that reduce downtown truck traffic

Meeting the above objectives allows WisDOT to implement staged improvements consistent with a long-range plan and preserve the needed right-of-way for future improvements (reducing right-of-way costs and minimizing relocation impacts). It will also assist Fond du Lac and neighboring communities in planning with a knowledge of anticipated future transportation improvements.

Public Information Meeting

March 27, 2008
6 p.m. to 8 p.m.
University of Wisconsin-
Fond du Lac



US 151 Bypass US 41/US 151 Alternatives

Shown on these pages are the alternatives that have been developed through the Stakeholder Meetings and Value Planning discussions. The three areas where alternatives are being considered are at the following locations:

- US 41 and US 151 interchange
- US 151 middle access alternatives between County V and US 45 (including Martin Road)
- US 151 and WIS 23 interchange (including County T)

A graphical depiction of each alternative and a brief description is given for each alternative. For clarification purposes, an interchange provides both an overpass bridge and ramps for access between US 151 and the side road. An overpass provides for safe, uninterrupted side road crossing at US 151 but does not provide access between US 151 and the side road. A system interchange provides continuous free-flow movements between roadways. Service interchanges have controls such as stop lights, stop signs or roundabouts at the end of ramps. Full-access interchanges permit all movements between roadways.

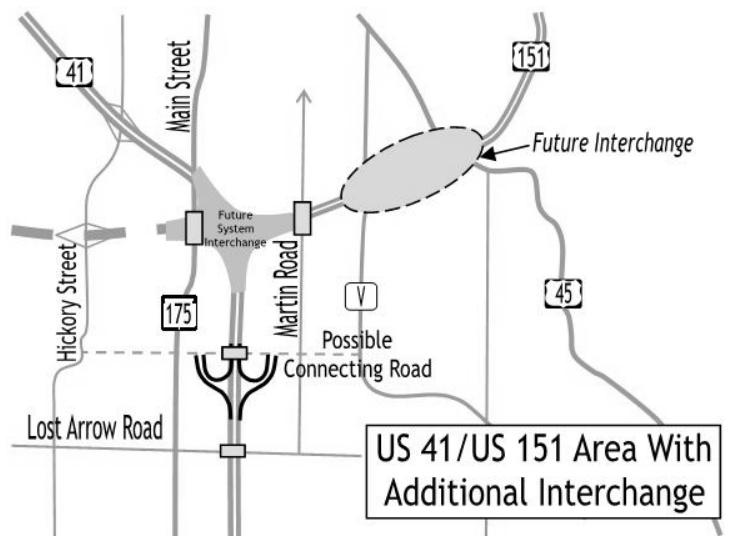
No Additional Interchange Alternative Description

This alternative involves the construction of a new east-west roadway connecting Hickory Street and County V. An overpass over US 41 would be provided along this road.



Additional Interchange Alternative Description

A new service interchange is being considered on US 41 to provide for local movements to Main Street and WIS 175 that are currently being provided by the US 41/US 151 service interchange. This service interchange would be located at a new connecting road linking Hickory Street and County V approximately one mile south of the proposed US 41/US 151 system interchange.

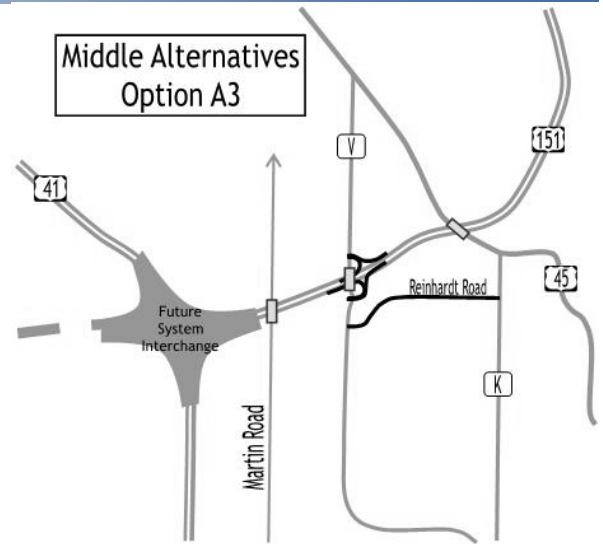




US 151 Bypass Middle Alternatives

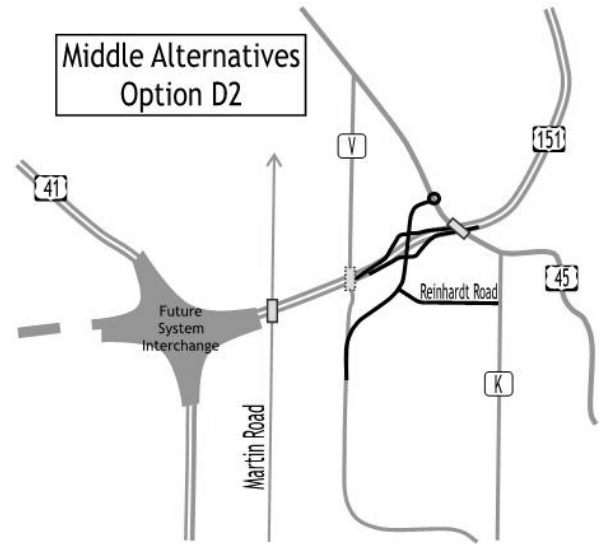
Middle Alternative A3 Description

Option A3 provides a full-access interchange at County V. An overpass would be constructed at Martin Road. The existing US 45 overpass would remain. The existing US 45 jug-handle ramps would be removed with this option. Reinhardt road would need to be realigned to the south.



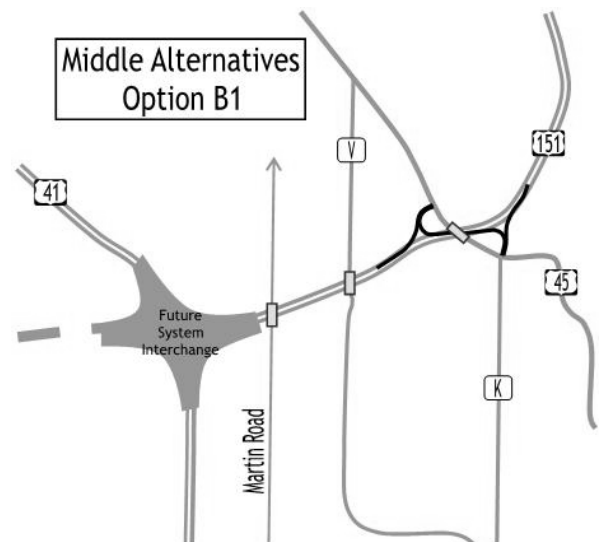
Middle Alternative D2 Description

Option D2 provides a full-access interchange between County V and US 45. An overpass would be constructed at Martin Road. The existing US 45 jug-handle ramps would be removed with this option, though the overpass would remain. A possible third location for an overpass is at County V. Several local road realignment options (at Reinhardt Road and County V) are being considered (not shown).



Middle Alternative B1 Description

Option B1 provides a full-access interchange at US 45 and overpasses would be constructed at Martin Road and County V. The US 45 jug-handle ramps would be removed and replaced with longer, more traditional one-way ramps.

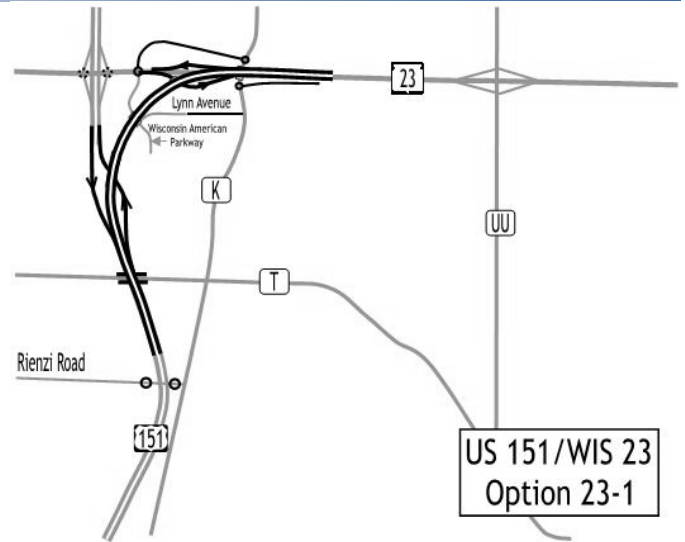




US 151 Bypass US 151/WIS 23 Alternatives

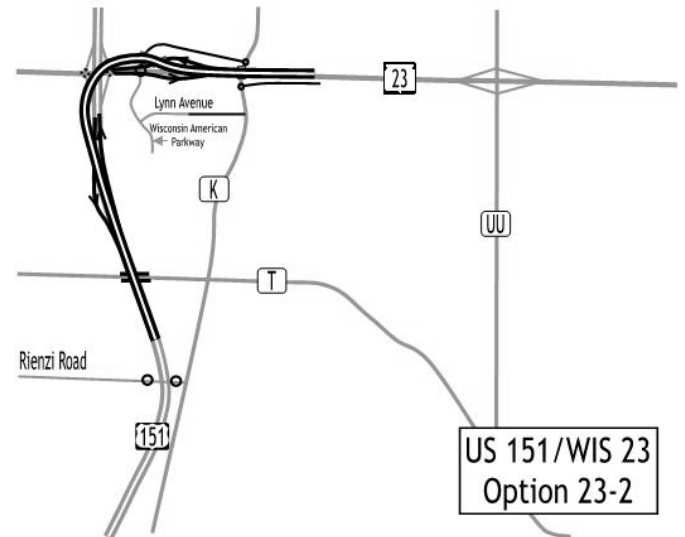
Alternative 23-1 Description

Option 23-1 provides uninterrupted, free-flow movements between US 151 and WIS 23. Traffic flow continuity would be maintained on US 151 with ramps and overpasses. Additional local road connections between County K and Wisconsin American Parkway would accommodate local movements. An overpass would be constructed at County T. Rienzi Road would be cul-de-sac'd. This option has more impacts to development in the southeast quadrant of the US 151/WIS 23 interchange but provides desirable design characteristics.



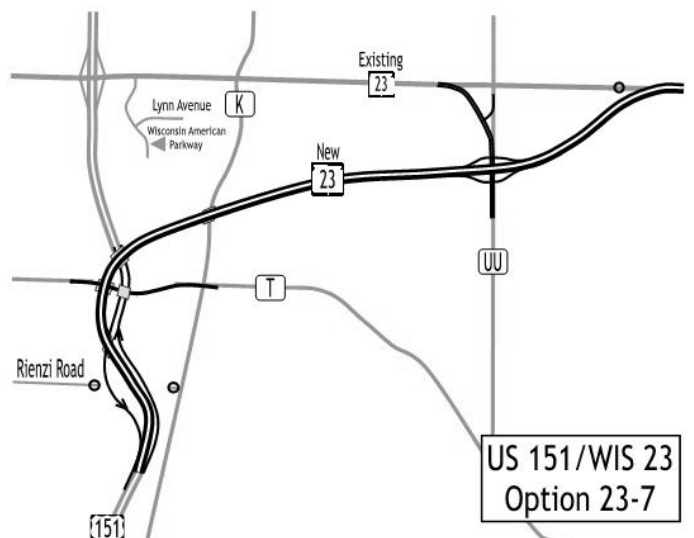
Alternative 23-2 Description

Option 23-2 provides uninterrupted, free-flow movements between US 151 and WIS 23. The system ramps would travel over the existing US 151/WIS 23 diamond interchange, with the existing interchange remaining in place to accommodate local traffic movements. Additional local road connections between County K and Wisconsin American Parkway would accommodate local movements. An overpass would be constructed at County T. Rienzi Road would be cul-de-sac'd. This option has fewer real estate impacts as it follows the WIS 23/US 151 alignment more closely, yet it has less desirable design characteristics and greater wetland impacts than Alternative 23-1.



Alternative 23-7 Description

Option 23-7 relocates WIS 23 south of its existing alignment. It provides uninterrupted, free-flow movements between US 151 and WIS 23. The system ramps would travel over the existing US 151 roadway. Traffic flow continuity would be maintained on US 151 with ramps and overpasses. An overpass would be constructed at County T. Rienzi Road would be cul-de-sac'd. Furthermore, this option provides reasonable opportunity for access between County T and US 151. County UU would have an interchange at realigned WIS 23. Along the existing WIS 23 roadway, at-grade intersections could exist, and some driveways could remain.



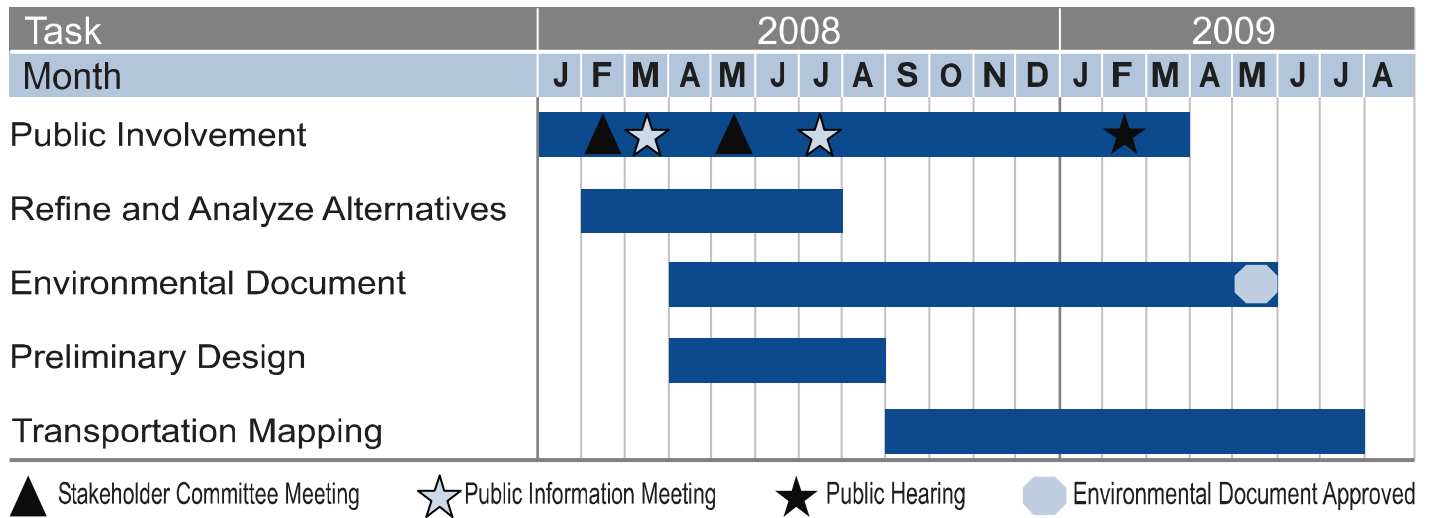


What's next?

After this public information meeting, the study team will conduct the following activities:

- Meetings with local officials and stakeholders – ongoing
- Announce preferred alternatives – summer 2008
- Environmental document approved – spring 2009
- Study completion – mid-2009

Current Study Schedule



US 151 Corridor Stakeholders Committee Members

- Tony Barthuly, Police Chief, City of Fond du Lac
- Allen Buechel, County Executive, Fond du Lac County
- Joe Clow, Fire Chief, Fond du Lac Fire Department/ Emergency Medical Services
- Martin Farrell, County Board Chairperson, Fond du Lac County
- Richard Flood, Fond du Lac County Highway Committee Chairperson
- Jerome Guelig, Chairperson, Town of Taycheedah
- Richard Guell, Chairperson, Town of Eden
- Thomas Herre, City Manager, City of Fond du Lac
- Brenda Hicks-Sorensen, President, Fond du Lac County Economic Development
- Thomas Janke, Highway Commissioner, Fond du Lac County Highway Department
- Mark Jurgella, Council President, City of Fond du Lac
- Mark Lentz, Director, City of Fond du Lac Department of Public Works
- Tom Long, Director of Facilities, Agnesian Health Care
- Greg Maass/Marian Sheridan, Superintendent, Fond du Lac School District
- Harold Manske, Chairperson, Town of Fond du Lac
- Mary Jo Merwin, Administrator, Aurora Health Care
- James Pierquet, Chairperson, Town of Empire
- Walt Raith, Assistant Director, East Central Wisconsin Regional Planning Commission
- Joe Reitemeier, CEO, Fond du Lac Association of Commerce
- Wayne Rollin, Director, City of Fond du Lac Community Development
- Jeremy Thiesfeldt, Council Vice-President, City of Fond du Lac
- Sam Tobias, Director, Fond du Lac County Planning & Development
- Captain Dean Will, Fond du Lac County Sheriff's Department

WisDOT would like to thank the stakeholder committee members for their continued involvement and dedication to this corridor study.