



US 151 Corridor Preservation Plan Fond du Lac Bypass



Public Information Meeting Handout - July 22, 2008

West and east segment update

The Wisconsin Department of Transportation (WisDOT) is continuing work on refining system interchange options for the US 41 area and investigating options for the US 151/WIS 23 connection. Activities include refining the design of the alternatives and understanding potential traffic patterns with the various options. More information on the west and east segments is anticipated to be available in the fall of 2008. A public meeting will be conducted at that time to further discuss west and east segment updates.

Why is WisDOT studying future system interchanges at US 41 and WIS 23?

Studying system interchanges at US 41 and WIS 23 is part of WisDOT's development of a US 151 corridor preservation plan for the eventual freeway conversion of the Fond du Lac bypass. WisDOT is studying freeway conversion for its most important highways within the state. These highways, called Corridors 2020 routes, make up just 3 percent of all roadways in the state, yet carry 54 percent of all truck traffic and 37 percent of all auto travel. System interchanges at US 41 and WIS 23 will allow the study to meet one of its main objectives in the State Highway Plan:

Develop a facility plan consistent with US 151 classification in the Corridors 2020 State Highway Plan. This plan includes ultimate freeway conversion and increasing mobility and traveler safety. Attributes of the freeway conversion 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 (with stop signs, traffic signals, or roundabouts) to system interchanges (with free-flow, non-stop ramps)
- The installation of overpasses and service interchanges to serve local transportation needs

Under this US 151 study, the goal is to officially designate, map, and preserve the US 151 corridor as a freeway between WIS 175 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.

US 41/US 151 area (west) alternatives

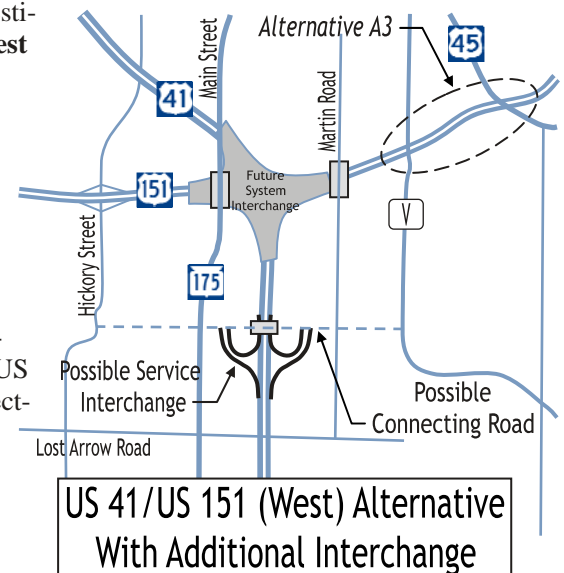
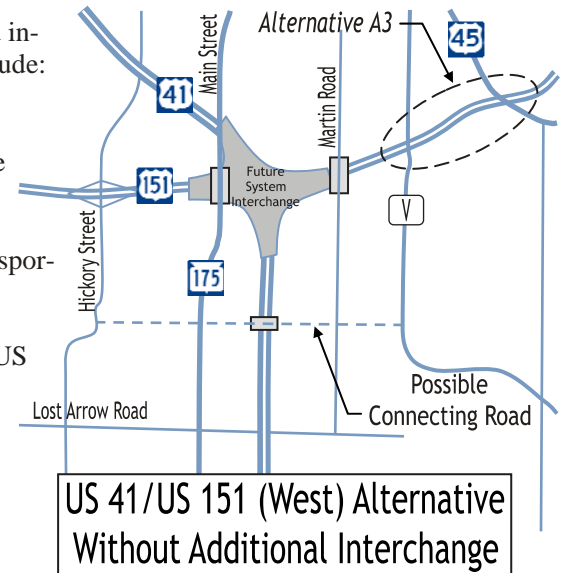
Work has continued on the two west alternatives. However, no decision has been made on which future US 41/US 151 alternative will be selected. Construction is estimated to begin in a minimum of 20 to 30 years. **The selection of the preferred west alternative is anticipated to take a minimum of 12 to 18 months.**

1) No additional interchange alternative

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.

2) Additional interchange alternative

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/WIS 23 area (east) alternatives

Work has continued on the east segment (Alternatives 23-1, 23-2, and 23-7) for the US 151 corridor plan. The alignment of the Alternative 23-7 corridor has been modified, while no changes have been made to alignments of Alternative 23-1 and 23-2. In addition, no decision has been made on which future US 151/WIS 23 system connection is the preferred alternative for ultimate construction. **The selection of the preferred east alternative is anticipated to take a minimum of 12 to 18 months.**

1) Alternative 23-1

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.

2) Alternative 23-2

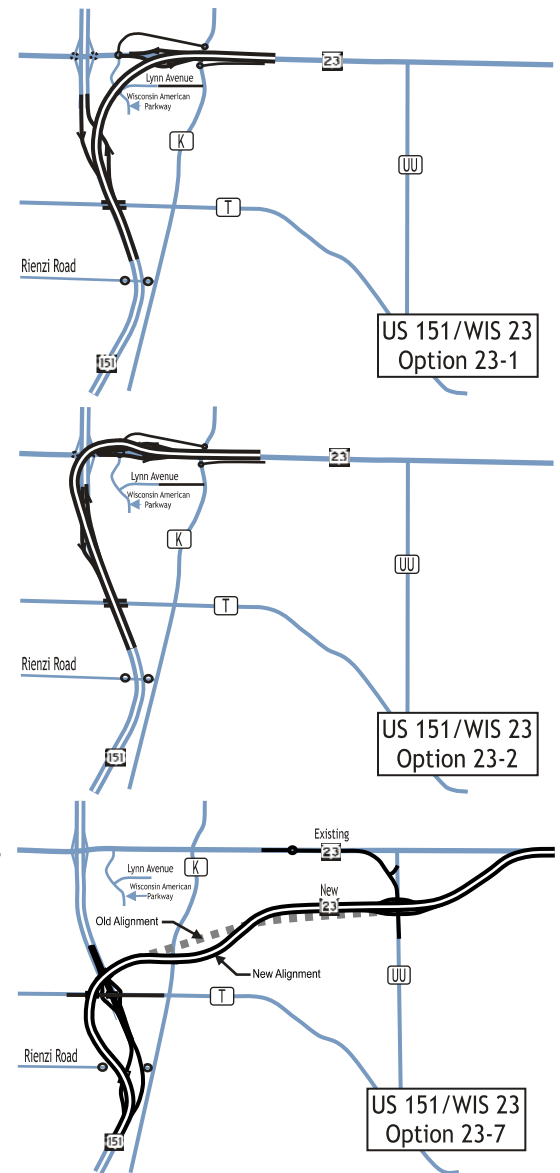
Option 23-2 provides uninterrupted, free-flow movements between US 151 and WIS 23 as a three-level system interchange. The system ramps would travel over the existing US 151/WIS 23 diamond interchange, with the existing interchange remaining in place to accommodate local traffic movements. Additional 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.

3) Alternative 23-7

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 up on WIS 23?

Under a separate project, a Final Environmental Impact Statement is being prepared for WIS 23 between US 151 in Fond du Lac County and County P in Sheboygan County. The WIS 23 project will provide a four-lane divided highway that serves existing and projected traffic volumes and improves traffic flow and safety for local and regional traffic. The project will be constructed in two stages. The rural portion from Taft Road to County P will be constructed first and is tentatively scheduled for 2013-2014. The second stage will incorporate the urban/rural portion of the corridor from US 151 to Taft Road and is tentatively scheduled for 2015. The exact construction limits of this project are dependent on WisDOT's selection of the future US 151/WIS 23 system interchange alternative.



Contact Information

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