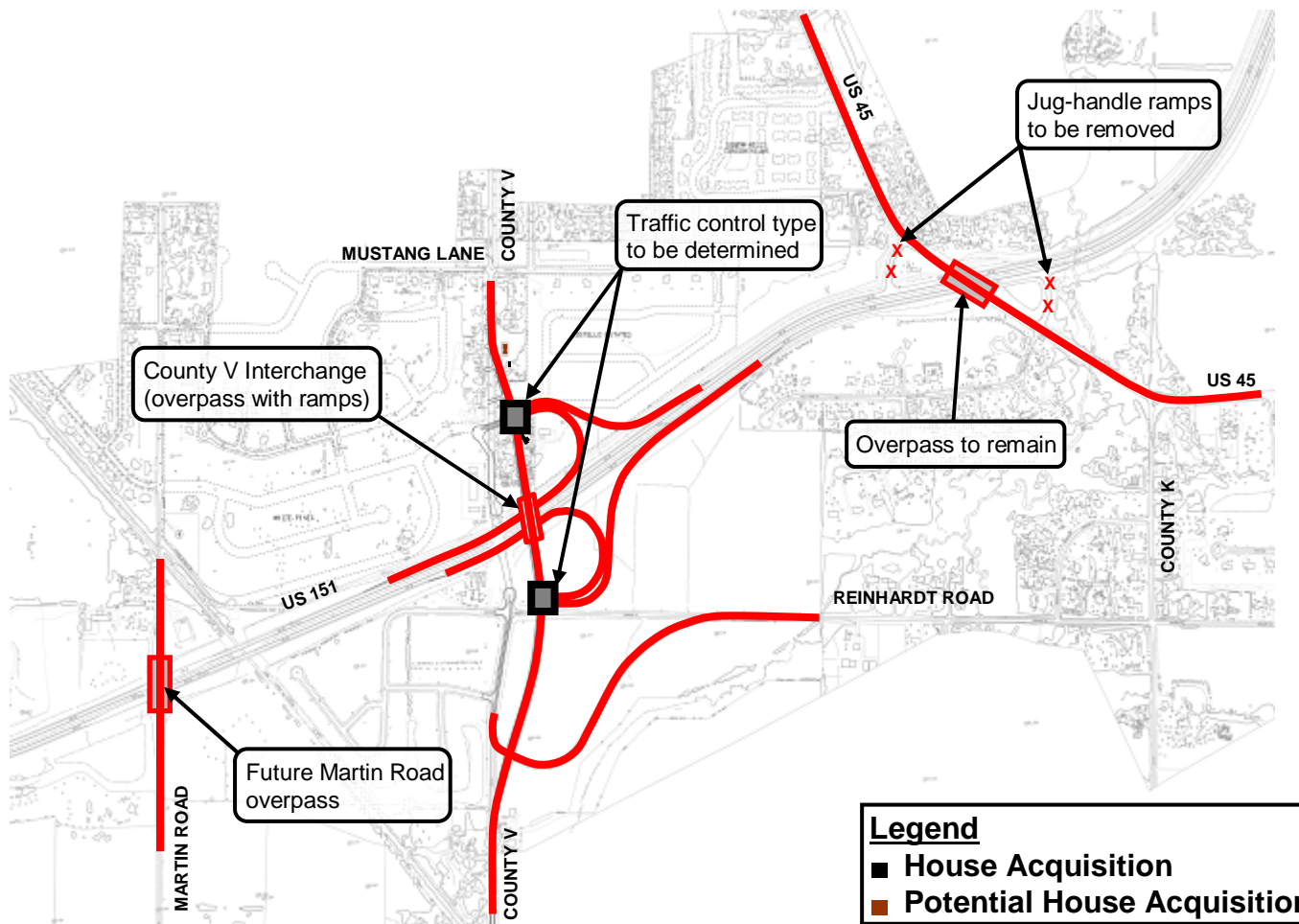




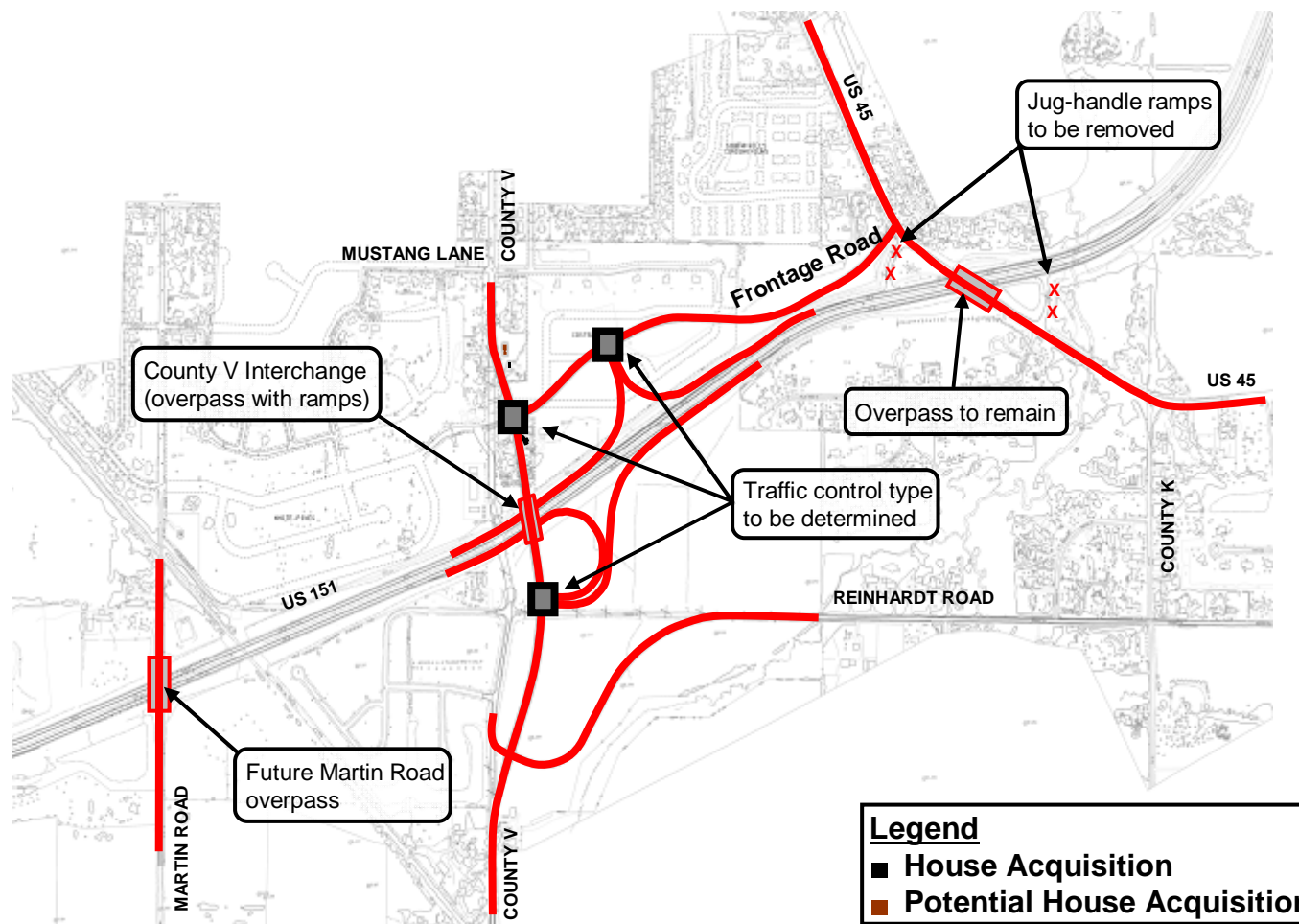
US 151

**MIDDLE CORRIDOR
ALTERNATIVES**

Middle Alternative A3-Option 1

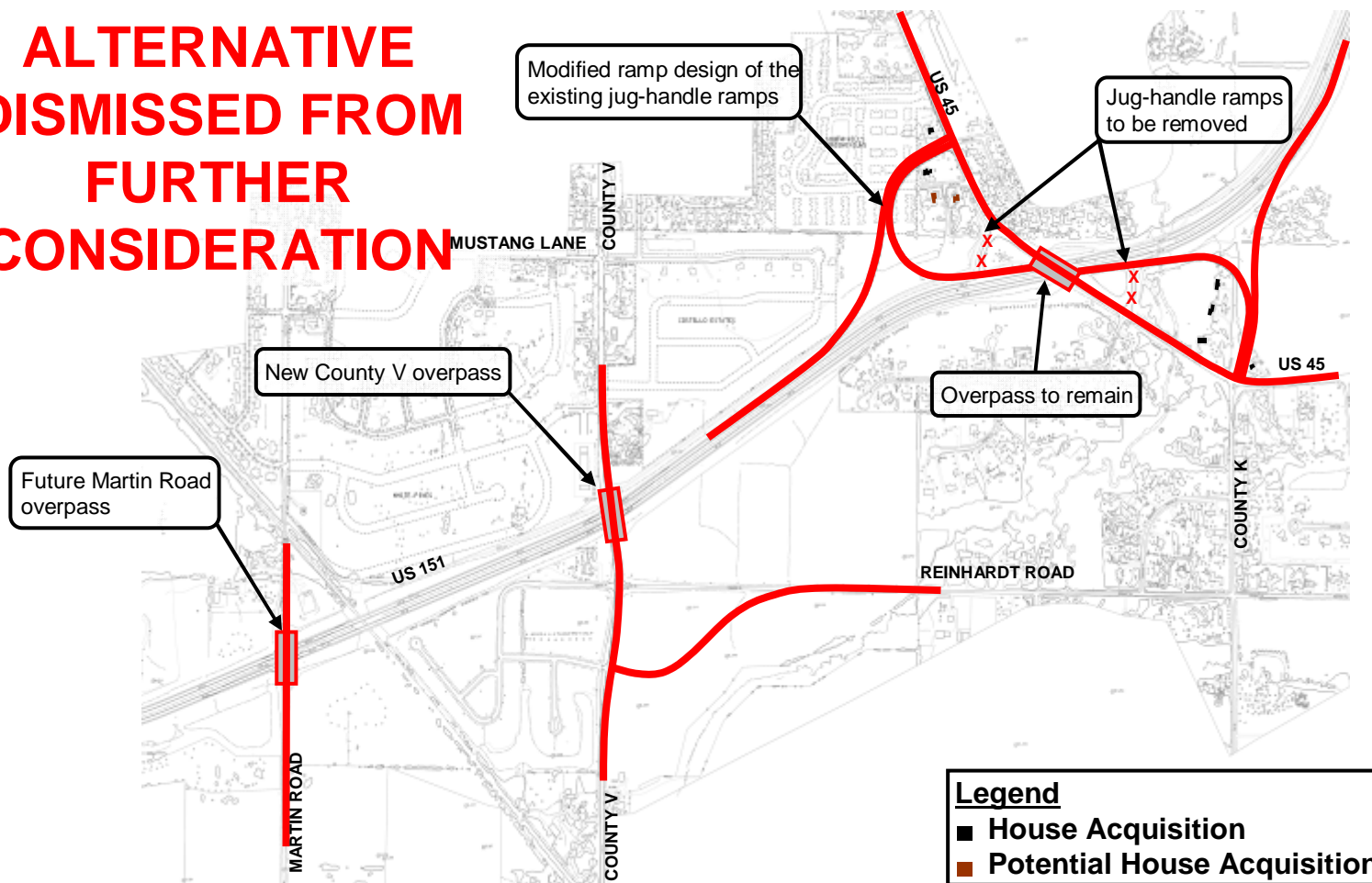


Middle Alternative A3-Option 4



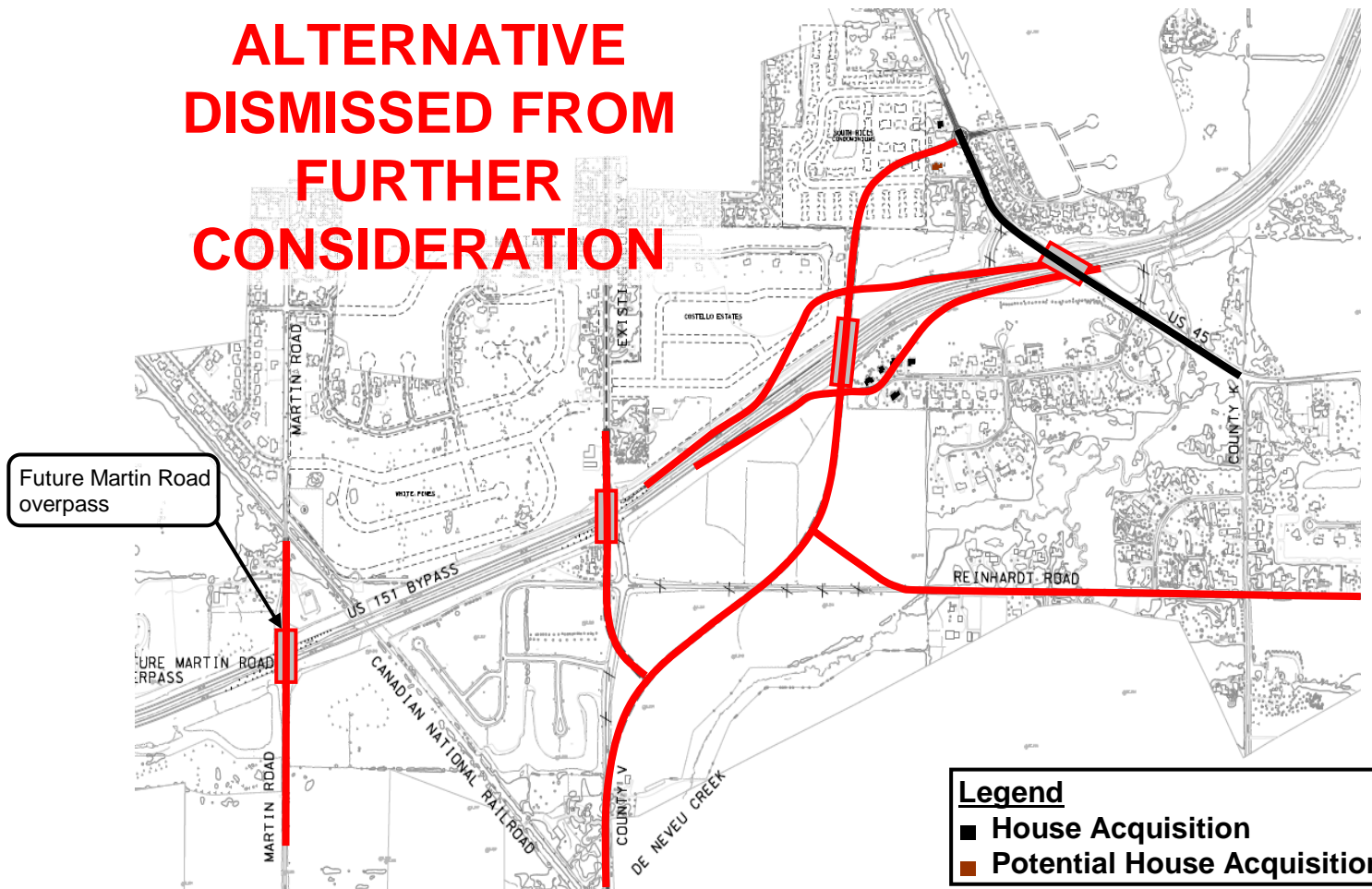
Middle Alternative B1

**ALTERNATIVE
DISMISSED FROM
FURTHER
CONSIDERATION**



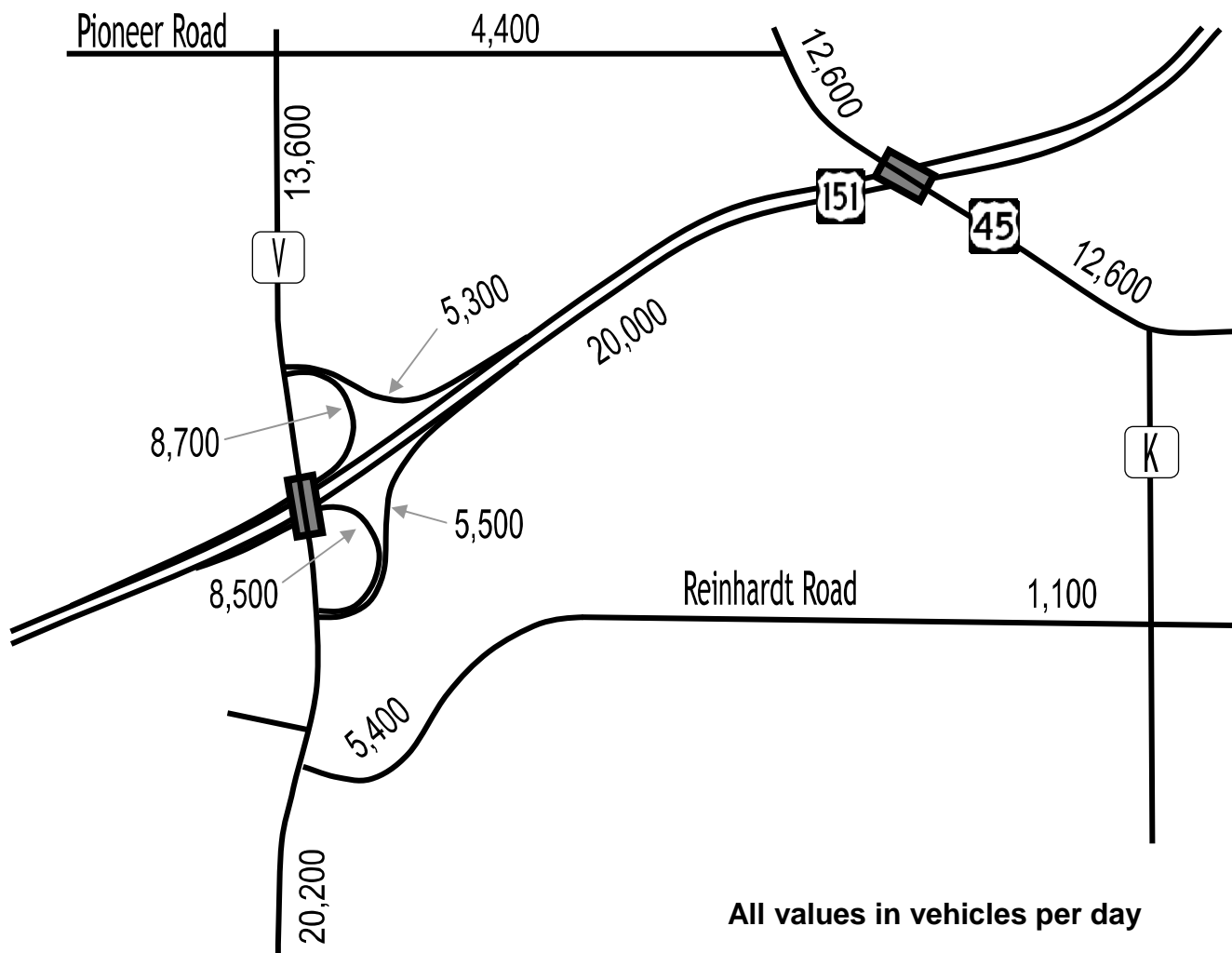
Middle Alternative D2

**ALTERNATIVE
DISMISSED FROM
FURTHER
CONSIDERATION**



Middle Alternative A3-Option 1 Traffic Volumes

2035
Projected
Daily
Traffic
Volumes



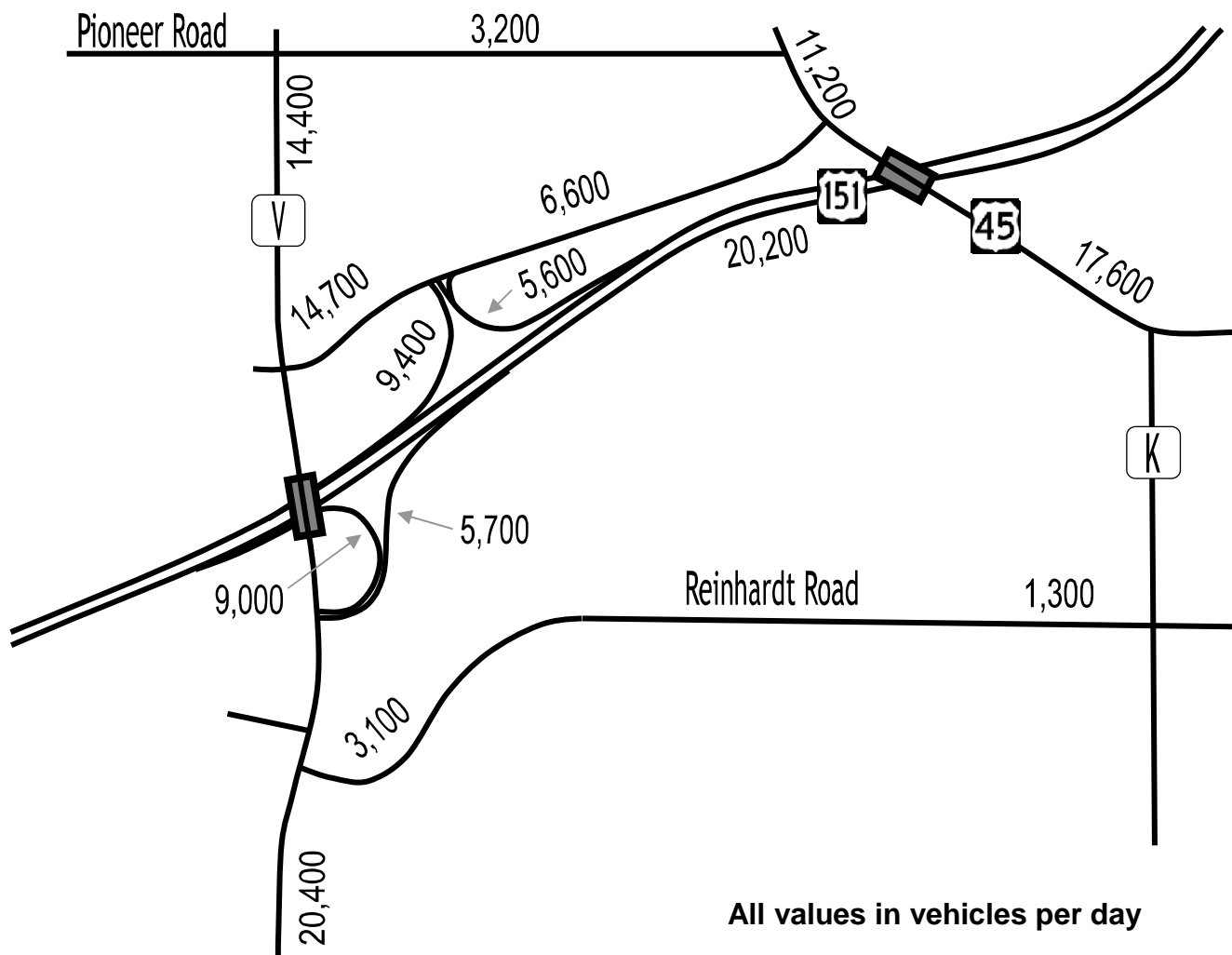
All values in vehicles per day





Middle Alternative A3-Option 4 Traffic Volumes

2035
Projected
Daily
Traffic
Volumes



All values in vehicles per day



Conclusions from Traffic Modeling

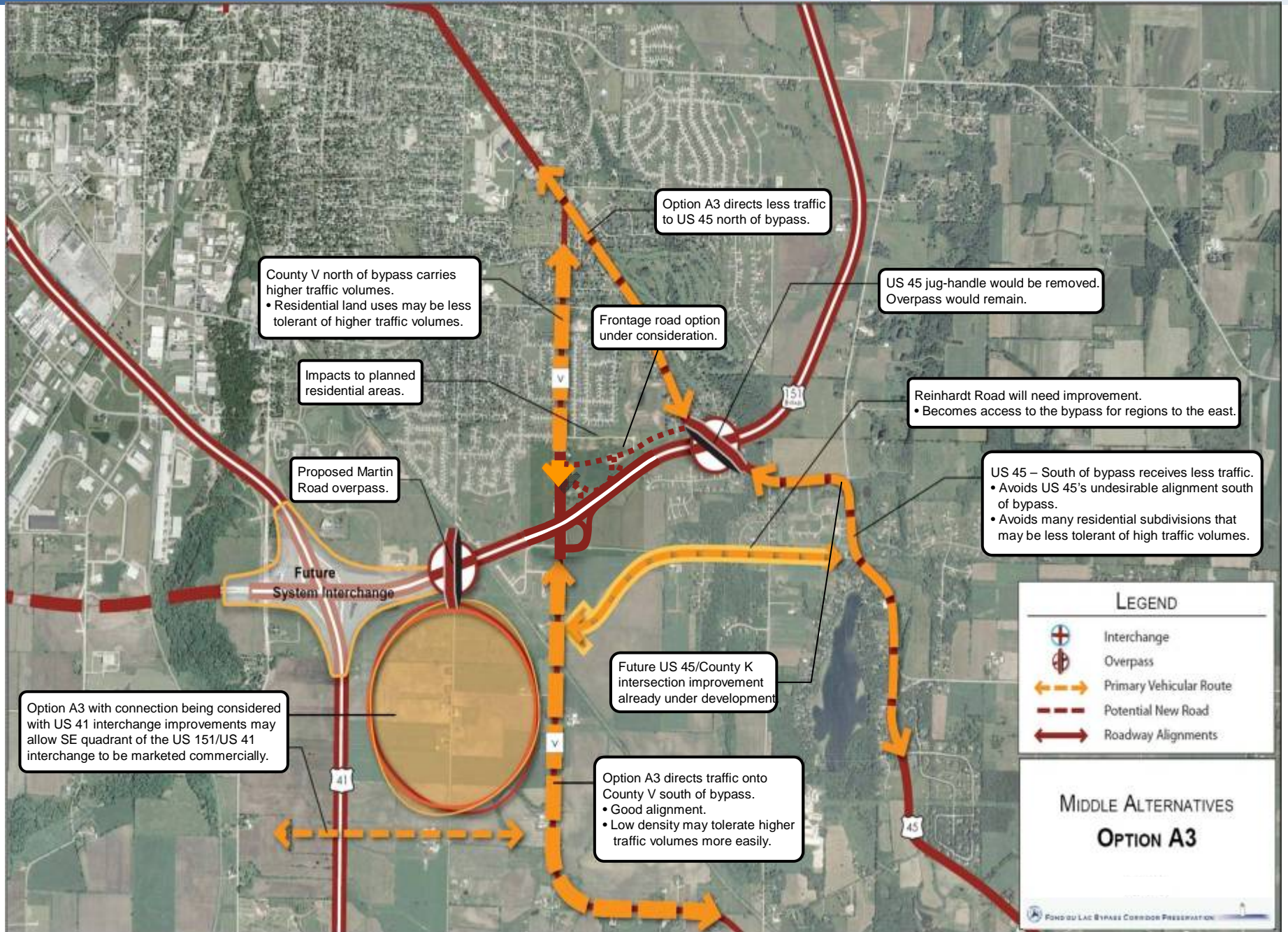
- With Alternative A3, County V would carry 13,000 to 14,000 vehicles per day (vpd) north of US 151 and about 20,000 vpd south of US 151 in 2035.
- A frontage road north of US 151 would remove about 2,000 vpd from Reinhardt Road and about 1,000 vpd from Pioneer Road.
- A frontage road north of US 151 would attract about 6,600 vpd

WisDOT has selected A3 as the Preferred Alternative

- Reasons for the selection of this alternative include:
 - Alternative A3 has fewer residential relocations associated with it than the other middle alternatives.
 - Alternative A3 provides economic opportunities while minimizing impacts to existing and planned development.
 - Estimated costs for Alternative A3 are competitive with or lower than other alternatives studied.
 - South of the US 151 bypass, County V is an improved road with good alignment and able to accommodate higher traffic volumes.
 - Alternative A3 is endorsed by the majority of adjacent local governments and has support from local emergency response personnel.



Middle Alternatives – Option A3



Details Still Needing Resolution

- North frontage road or no north frontage road
- Access on County V
 - BP
 - Future Park Avenue



Middle Alternative Impact Comparison

	County V Alternative A3 without North Frontage Road (Option 1)	County V Alternative A3 with North Frontage Road (Option 4)	US 45 Alternative B1	Between County V and US 45 Alternative D2	
Study Objective Criteria	1. Develop a facility plan consistent with US 151 classification in the Connections 2030 plan. This consistency includes ultimate freeway conversion which will increase mobility and traveler safety. Attributes of the freeway conversion include: a. Elimination of all at-grade intersections. b. Conversion of the US 151/US 41 and US 151/WIS 23 interchanges to system interchanges. c. Installation of grade separations/service interchanges to serve local transportation needs.	This alternative eliminates at-grade intersections on US 151, improving its mobility consistent with the Connections 2030 Plan. It also allows the future conversion of US 41/151 and WIS 23/US 151 service interchange into system interchanges.	This alternative eliminates at-grade intersections on US 151, improving its mobility consistent with the Connections 2030 Plan. It also allows the future conversion of US 41/151 and WIS 23/US 151 service interchange into system interchanges.	This alternative eliminates at-grade intersections on US 151, improving its mobility consistent with the Connections 2030 Plan. It also allows the future conversion of US 41/151 and WIS 23/US 151 service interchange into system interchanges.	
	2. Provide an ultimate facility that meets the transportation needs of the area.				
	a. Providing reasonable access to business and industry areas.	Provides an opportunity to link lands adjacent to County V to regional economic centers surrounding US 41/US 151 quadrants. This provides opportunity for new industry/commercial areas, yet would require change from current land use plan. Provides access to pocket commercial north of US 151.	Provides an opportunity to link lands adjacent to County V to regional economic centers surrounding US 41/US 151 quadrants. This provides opportunity for new industry/commercial areas, yet would require change from current land use plan. Provides access to pocket commercial north of US 151.	Limited new economic opportunities. Separates US 45 corridor from US 41 corridor. Does not provide access to pocket commercial north of US 151 on County V.	Provides an opportunity to link lands adjacent to County V to regional economic centers surrounding US 41/US 151 quadrants. This provides opportunity for new industry/commercial areas yet would require change from current land use plan. Does not provide access to pocket commercial north of US 151.
	b. Providing reasonable routes for emergency response.	Adequate access-preferred.	Slightly better access-preferred.	Adequate access.	Adequate access.
c. Providing truck routes that reduce downtown truck traffic.	Alternative increases mobility of US 151 bypass, keeping US 151 as a preferred truck route.	Alternative increases mobility of US 151 bypass, keeping US 151 as a preferred truck route.	Alternative increases mobility of US 151 bypass, keeping US 151 as a preferred truck route.	Alternative increases mobility of US 151 bypass, keeping US 151 as a preferred truck route.	
Right-of-way Impacts	42 acres of right-of-way (including Rainhardt Road realignment), 2 to 3 residential relocations.	49 acres of right-of-way (including Rainhardt Road realignment), 2 to 3 residential relocations.	38 acres of right-of-way (including Rainhardt Road realignment), 6 to 8 residential relocations.	25 acres of right-of-way, 6 residential relocations.	
Cost (construction, real estate, and compensable utilities)	\$11.2 million	\$12.8 million	\$13.1 million	\$17.1 million	
Traffic Volume County V North/South (vpd)	13,600/20,200	13,400/20,300	12,300/12,900	NA	
Traffic Volume US 45 North/South (vpd)	12,600/12,600	10,900/15,900	14,500/22,900	NA	
Appropriateness of Roadways	County V south of US 151 excellent for projected traffic volumes. County V residential areas north of US 151 less suited for higher traffic volumes.	County V south of US 151 excellent for projected traffic volumes. County V residential areas north of US 151 less suited for higher traffic volumes.	US 45 south of US 151 has poor alignment that is less suited for projected traffic volumes. Mixed land uses on US 45 north of US 151 better suited for higher traffic volumes.	County V south of US 151 excellent for projected traffic volumes. Mixed land uses on US 45 north of US 151 better suited for higher traffic volumes.	
Consistency with Land Use	Consistent with residential land uses in area. Provides small highway commercial pocket with access to US 151. Introduces more traffic to residential land uses north of US 151.	Consistent with residential land uses in area. Provides small highway commercial pocket with access to US 151. Introduces more traffic to residential land uses north of US 151.	Consistent with residential land uses in area. Does not provide US 151 access to small highway commercial pocket on County V.	Consistent with residential land uses in area. Land impacts require changes in site plans for adjacent proposed subdivisions. Does not provide US 151 access to small highway commercial pocket on County V.	
Indirection introduced	Changes current US 151 access pattern at US 45. More indirection introduced for residents in the southeast (such as Whispering Springs) desiring to access US 151 bypass.	Changes current US 151 access pattern at US 45. Frontage road helps provide more direct access to bypass for residents in the southeast.	Keeps access patterns consistent with current situation. Residential areas to the southeast continue to have direct access to US 151.	Changes current US 45 access pattern at US 45, though not as substantially. Some indirection for residents in southeast-though not as great as Alternative A3.	
Overhead Utilities	No impacts anticipated.	No impacts anticipated.	Probable relocation of up to 6 high-voltage power poles.	Probable relocation of up to 3 high-voltage power poles.	
Archaeological/Historical	No resources eligible for National Register of Historic Places (NRHP) identified.	No resources eligible for NRHP identified.	No resources eligible for NRHP identified.	No resources eligible for NRHP identified.	
Environmental Effects	No concerns cited by resource agencies.	No concerns cited by resource agencies.	Concerns cited by resource agencies regarding wetland and upland in southeast quadrant.	No concerns cited by resource agencies. Creek avoided.	
Public Support/Official Positions	Supported by City of Fond du Lac. Generally supported by Fond du Lac County.	Supported by Fond du Lac County. Generally supported by City of Fond du Lac.	Supported by Town of Fond du Lac.	Less public support.	

