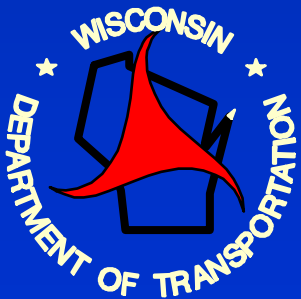


US 151

Fond du Lac Bypass

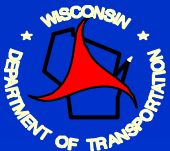
Public Information Meeting

July 22, 2008



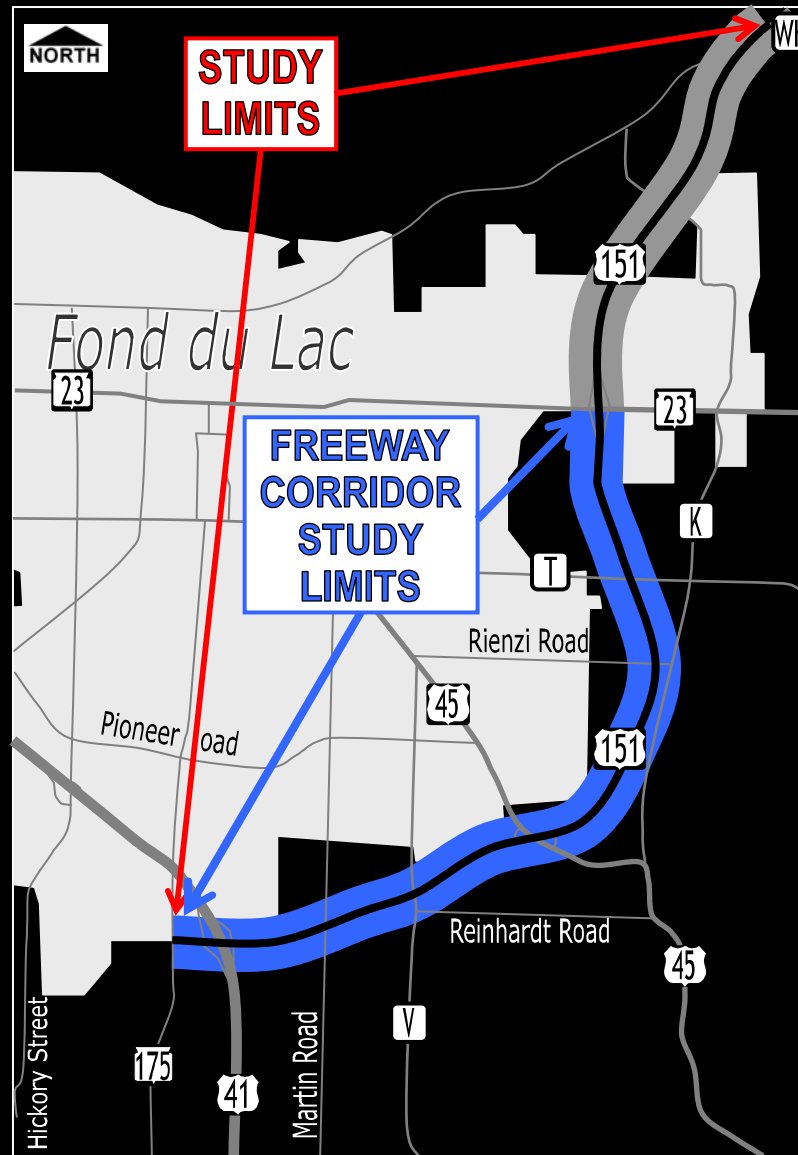
US 151 Corridor Plan

- Introductions
- Meeting Format
- Presentation Outline
 - ◆ Goals and Objectives
 - ◆ Preferred Middle Segment Alternative
 - ◆ West and East Segment Updates
 - ◆ Study Process and Schedule

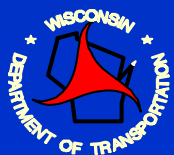


July 22, 2008

Study Area



July 22, 2008



Corridor/Study Objectives

- Increase mobility and traveler safety by converting US 151 to a freeway facility between US 41 and WIS 23
- Long term safety and operations along US 151 between WIS 23 and County WH
- Provide an ultimate facility that meets the transportation needs of the area.
- Map the right-of-way needed to preserve for the future.



July 22, 2008



Middle Alternatives Studied

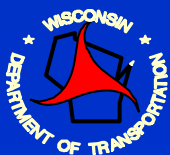
- Interest by public for expedited improvements
- Martin Road overpass will be mapped

Alternative D2



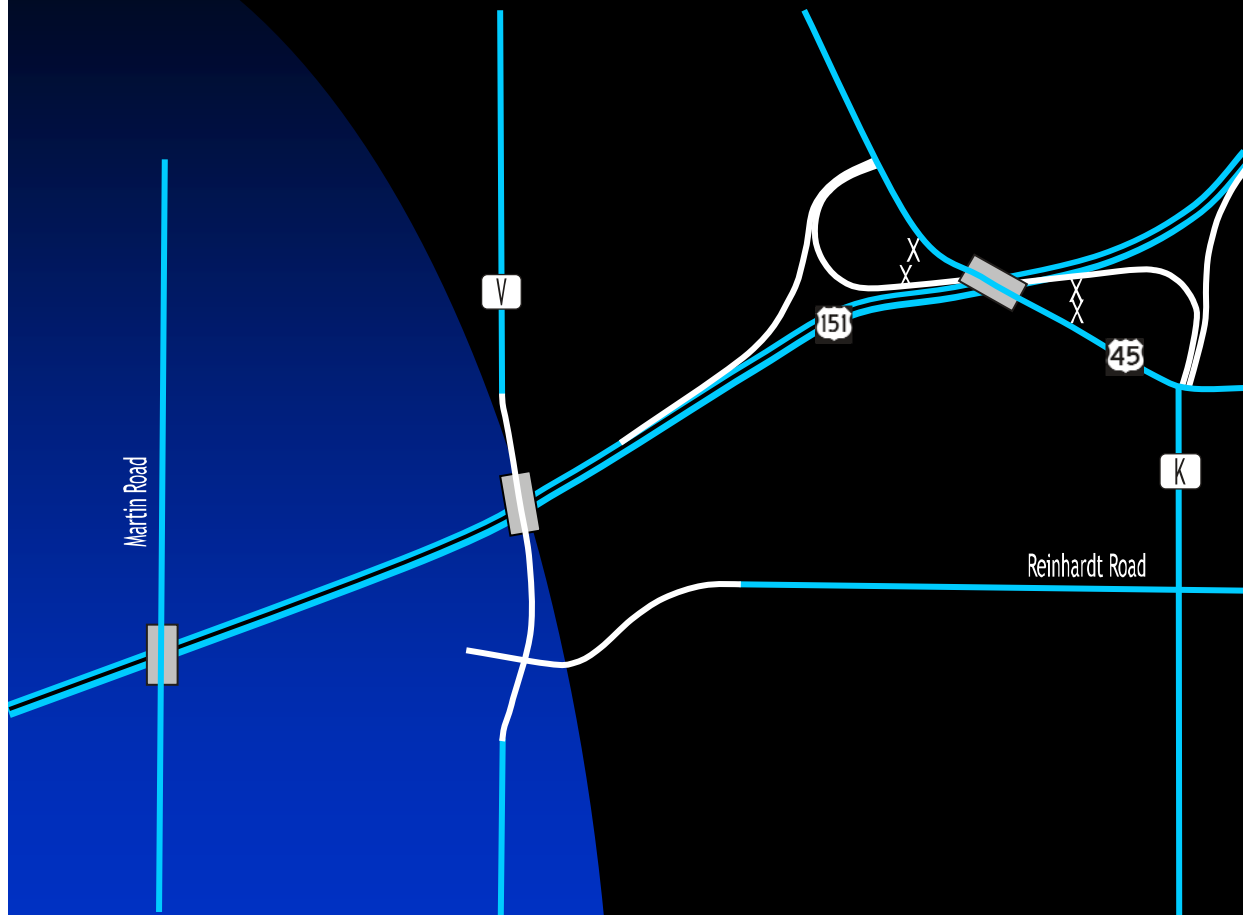
Reasons for dismissal:

- ◆ Greater number of residential and utility relocations
- ◆ Lack of public and governmental support
- ◆ Higher costs



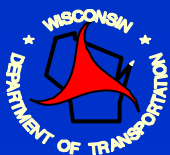
July 22, 2008

Alternative B1



Reasons for dismissal:

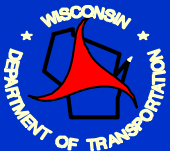
- ◆ Greater number of residential and utility relocations
- ◆ Focuses traffic on less suitable corridor
- ◆ Does not provide future economic opportunities
- ◆ Non-conforming access spacing within interchange



July 22, 2008

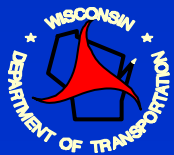
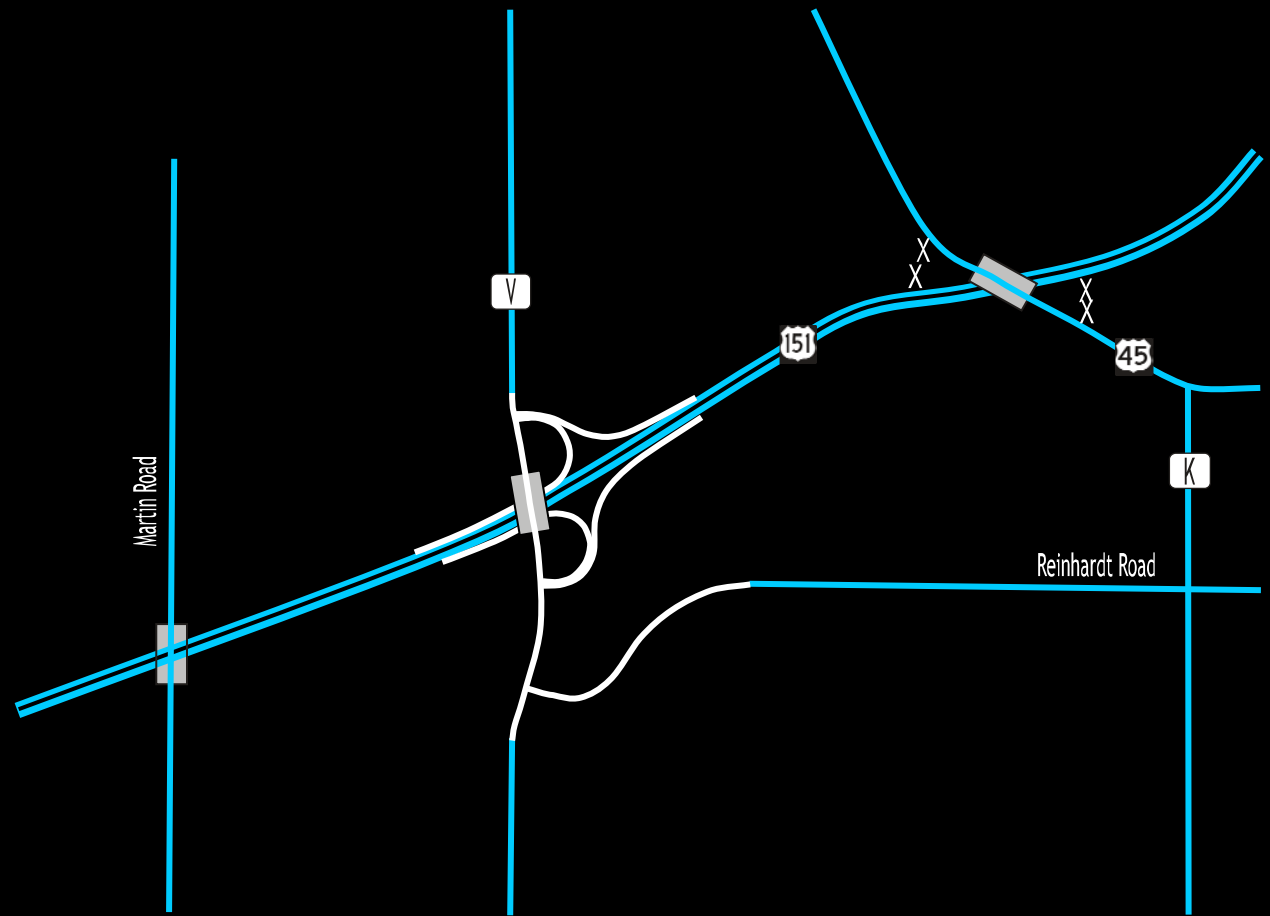
WisDOT has selected A3 as the Preferred Alternative

- Reasons for the selection of this alternative include:
 - ◆ Fewer residential relocations
 - ◆ Increased economic opportunities and reduced impacts to existing and planned developments
 - ◆ Estimate cost is competitive or lower than the other alternatives
 - ◆ The support of two out of three local governments affected by the decision and local emergency response personnel
 - ★ City of Fond du Lac
 - ★ Fond du Lac County
 - ◆ Local connectivity and the good quality of the County V roadway south of the bypass.
- A3 has two options



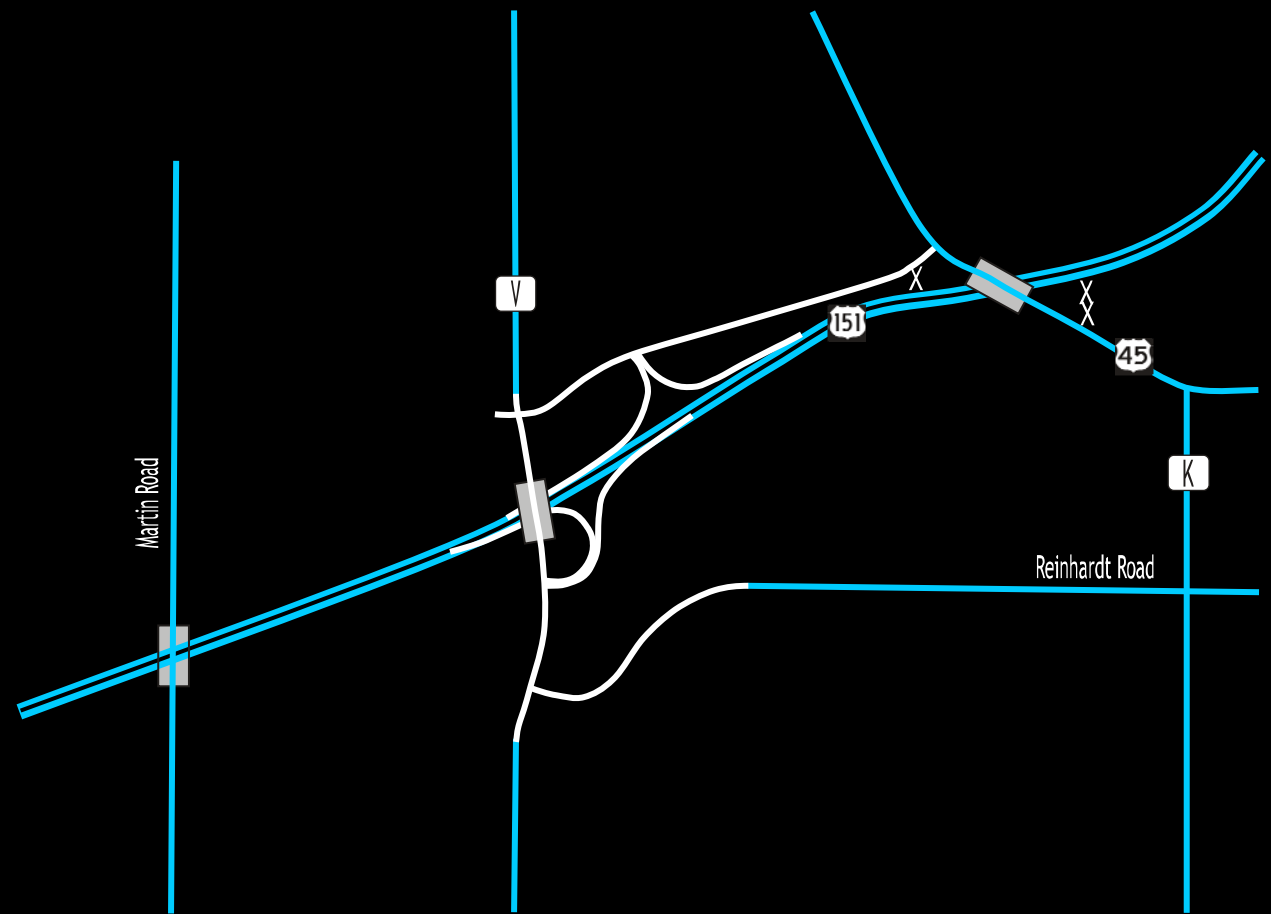
July 22, 2008

Alternative A3 Without Frontage Road (Option 1)



July 22, 2008

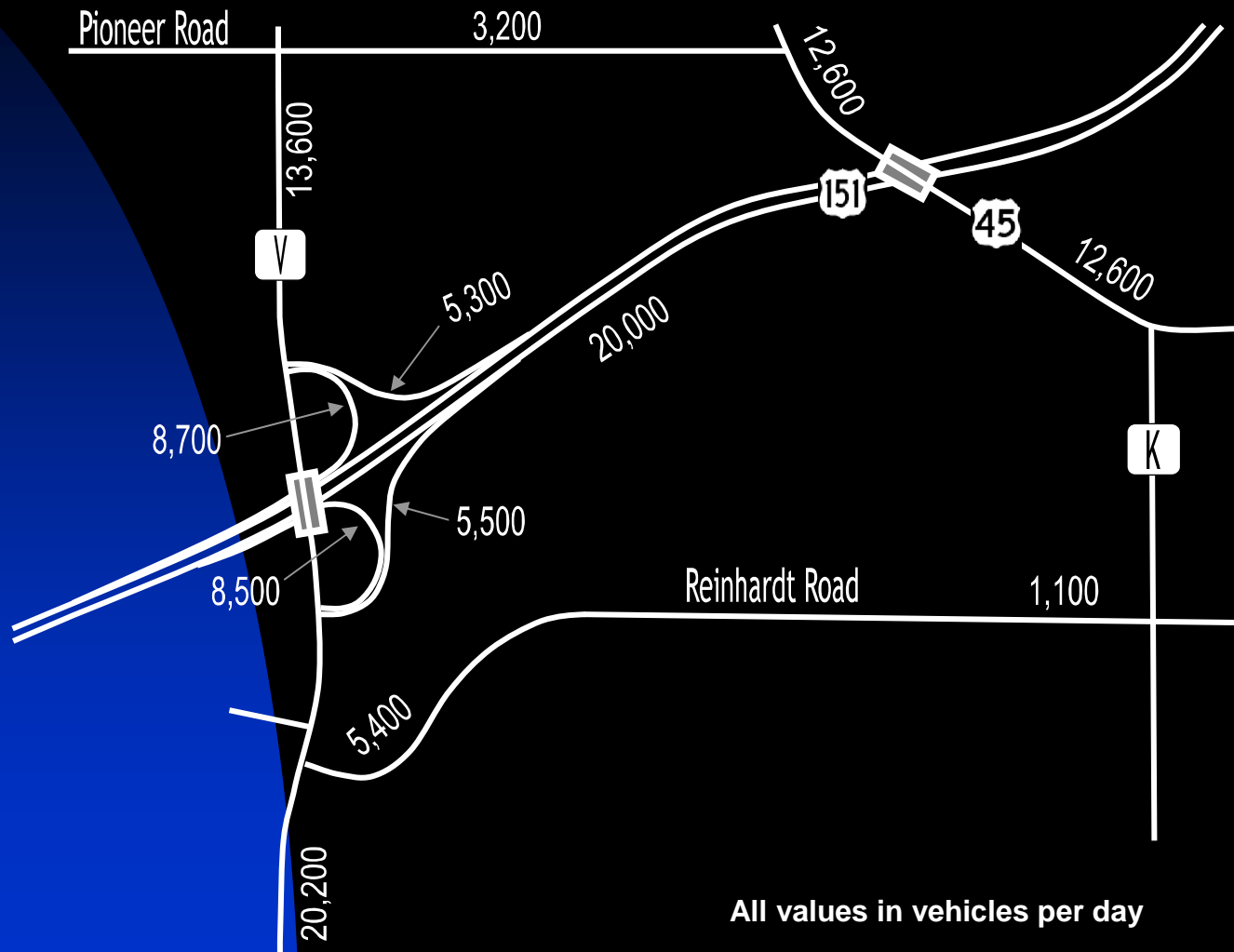
Alternative A3 With North Frontage Road (Option 4)



July 22, 2008

Middle Alternative A3-Option 1 Traffic Volumes

2035
Projected
Daily
Traffic
Volumes



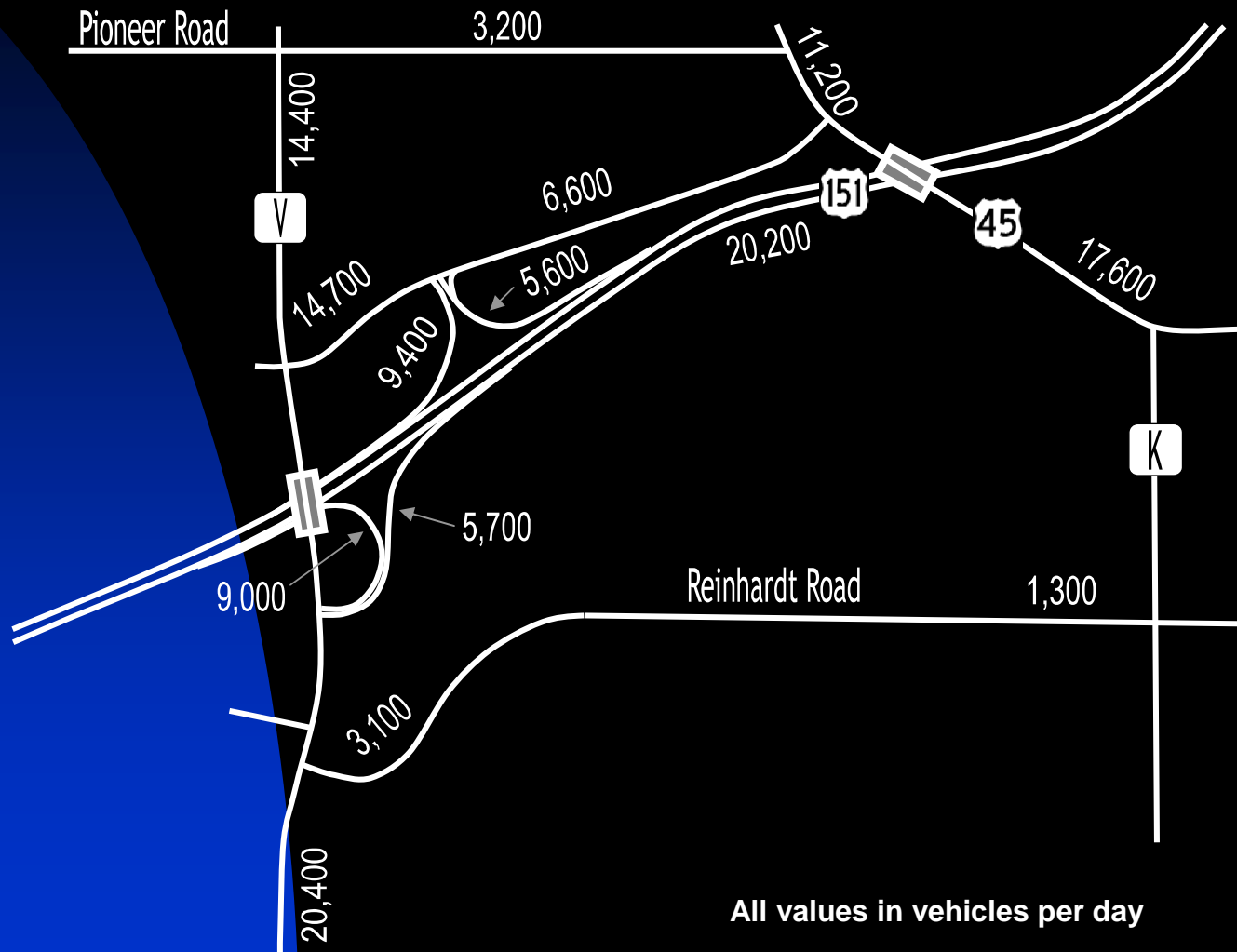
All values in vehicles per day



July 22, 2008

Middle Alternative A3-Option 4 Traffic Volumes

2035
Projected
Daily
Traffic
Volumes



All values in vehicles per day

July 22, 2008



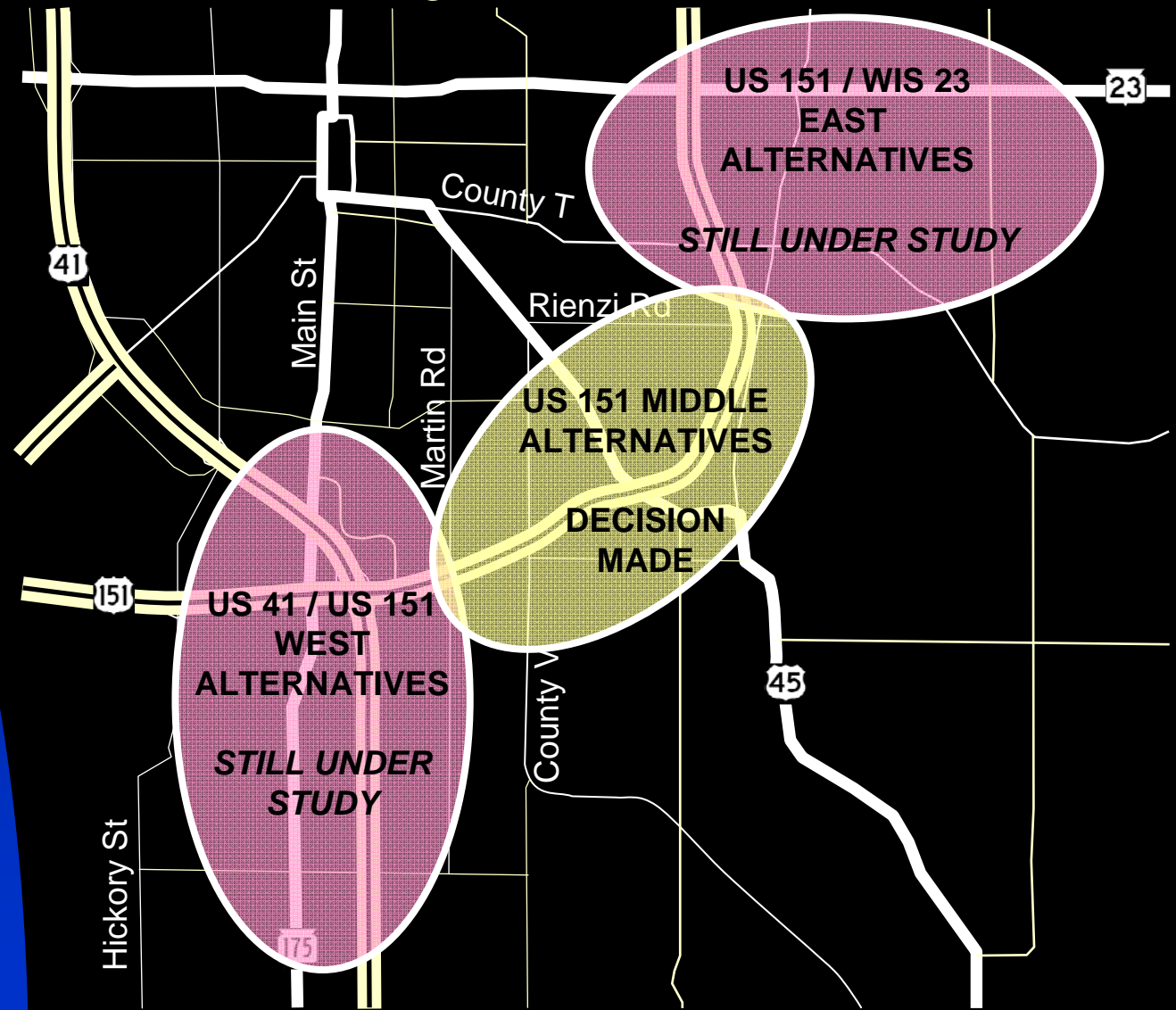
Conclusions from Traffic Modeling

- 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

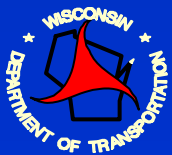


July 22, 2008

US 151 Fond du Lac Bypass Corridor Preservation Study



July 22, 2008

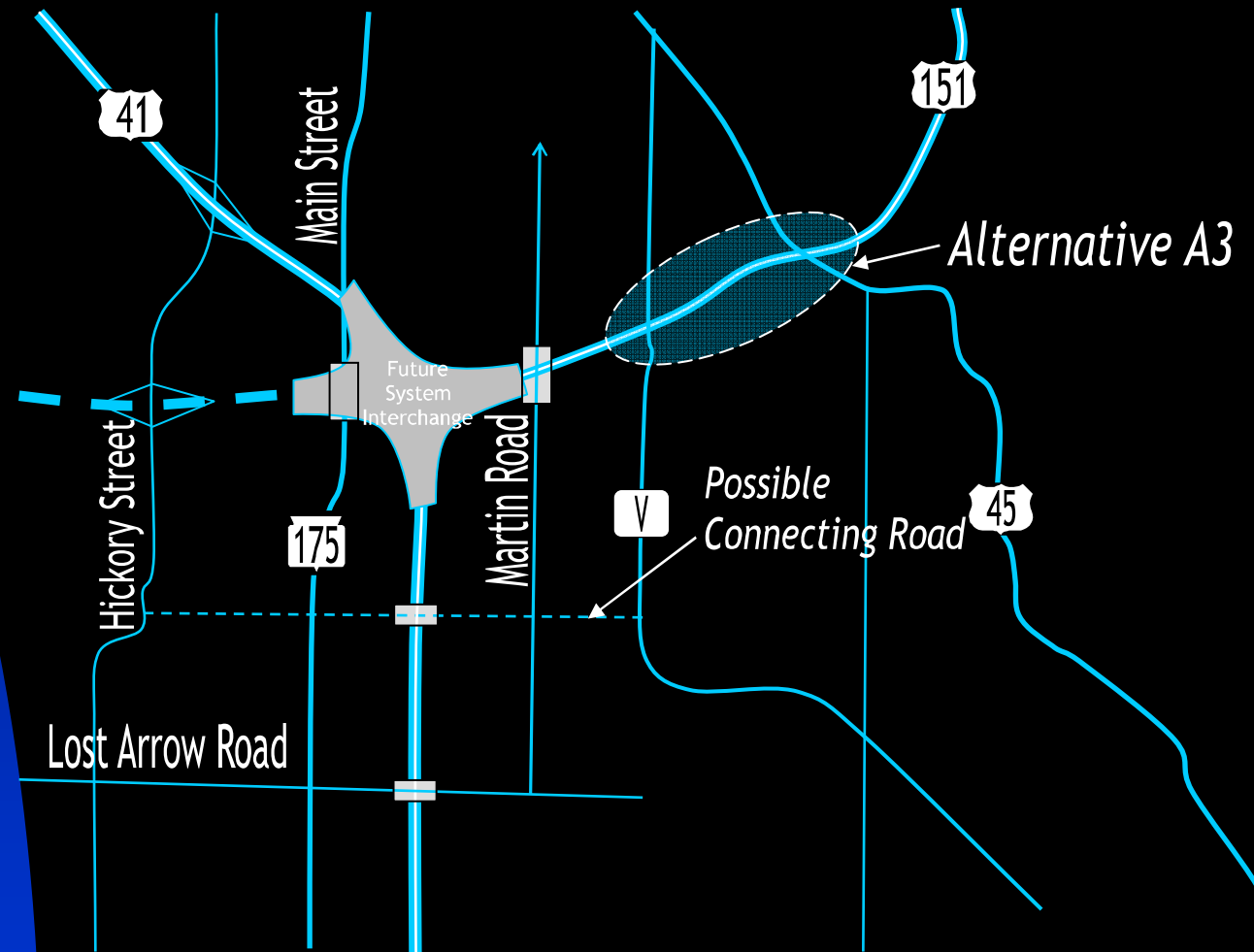


US 41/US 151 West Alternatives

Long-range implementation plan

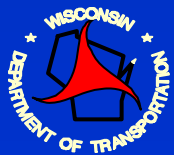
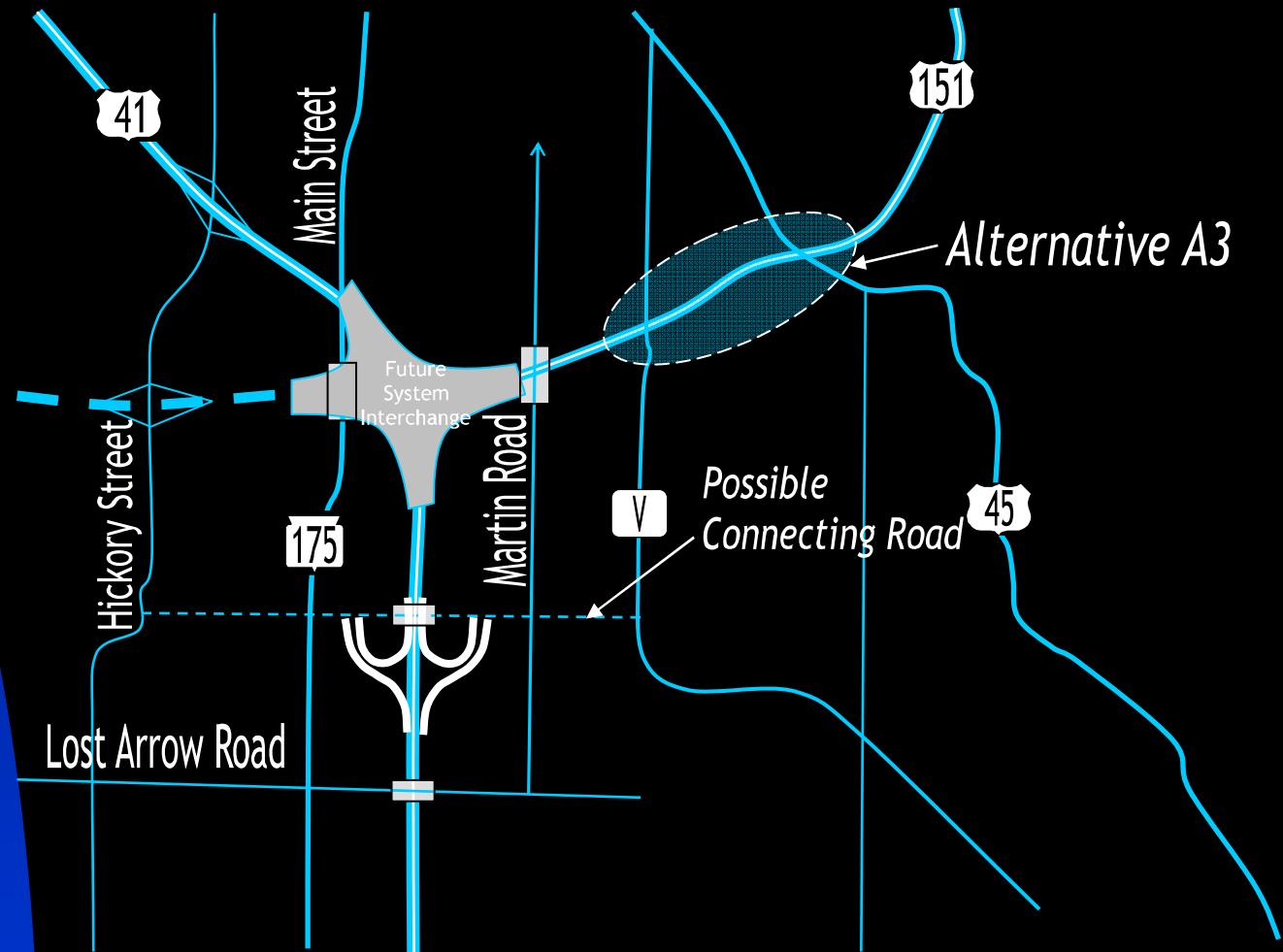
- Greater than 20 years.
- Goal is to preserve land for future improvements
- Allows community to plan development accordingly
- Investigations still being conducted
- Will be the subject of a future public information meeting

US 41 Area Without Additional Interchange (Option 1)



July 22, 2008

US 41 Area With Additional Interchange (Option 2)



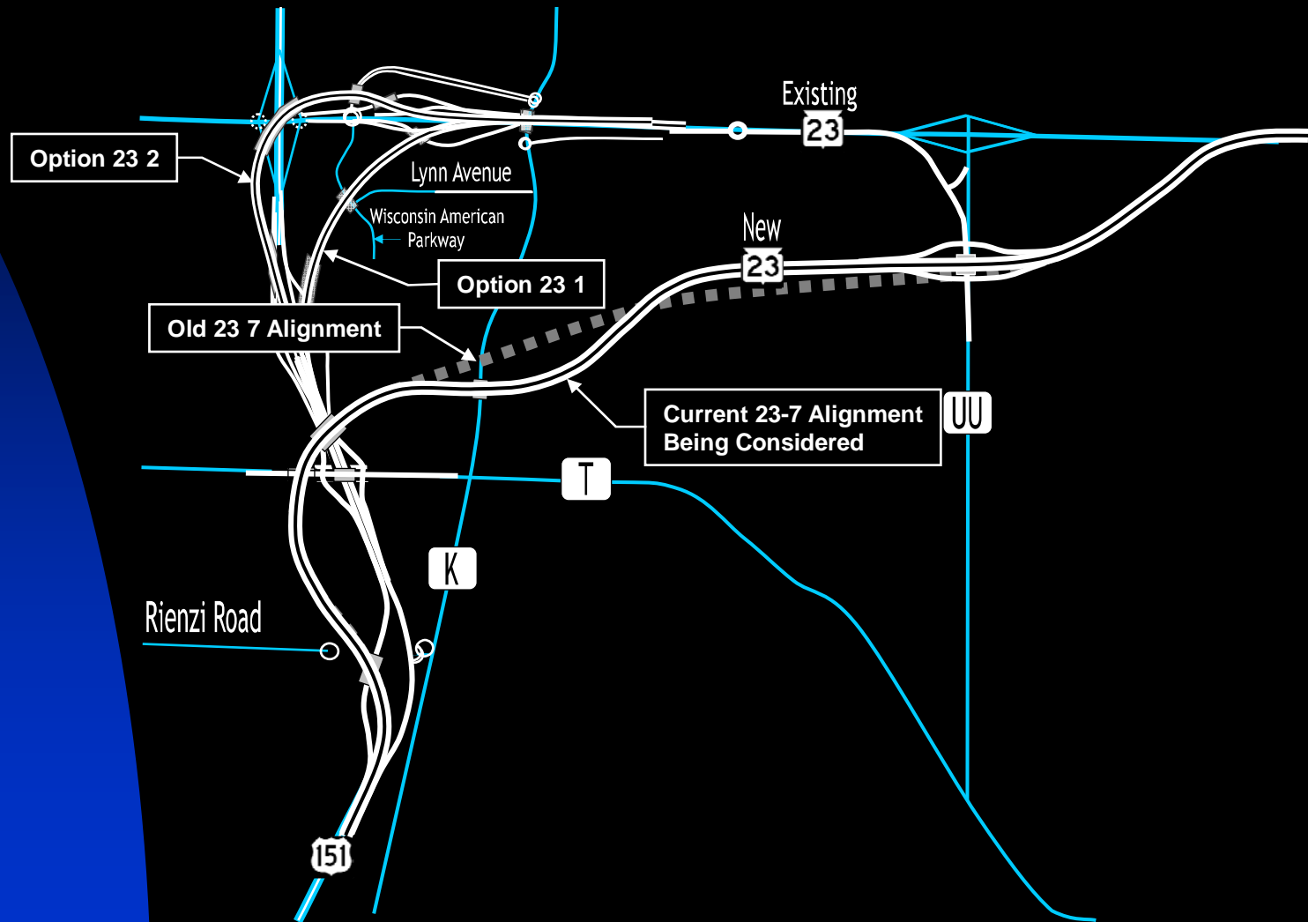
July 22, 2008

WIS 23 East Alternatives

Long-range implementation plan

- May be constructed sooner than future US 41/US 151 improvements
- Goal is to preserve land for future improvements
- Allows community to plan development accordingly
- WisDOT is committed to County T overpass
- Options still being considered
- Will be the subject of a future public information meeting

WIS 23 Options

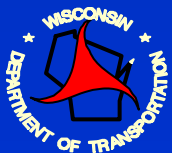


July 22, 2008

Next Steps

- Refine design of County V interchange
- Work to secure funding
- Continue work on US 41/west alternatives and WIS 23/east alternatives (*Decision on west and east alternatives in 12 to 18 months*)
- Continue National Environmental Policy Act (NEPA) process (*middle alternative environmental document - approximately 12 months*)
- Identify future right-of-way needs
- Develop right-of-way map (*middle alternative - approximately 12 months*)

Land acquisition will occur after an improvement project is authorized and funding is secured.



July 22, 2008

Stakeholder Committee

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



July 22, 2008

Questions?
