

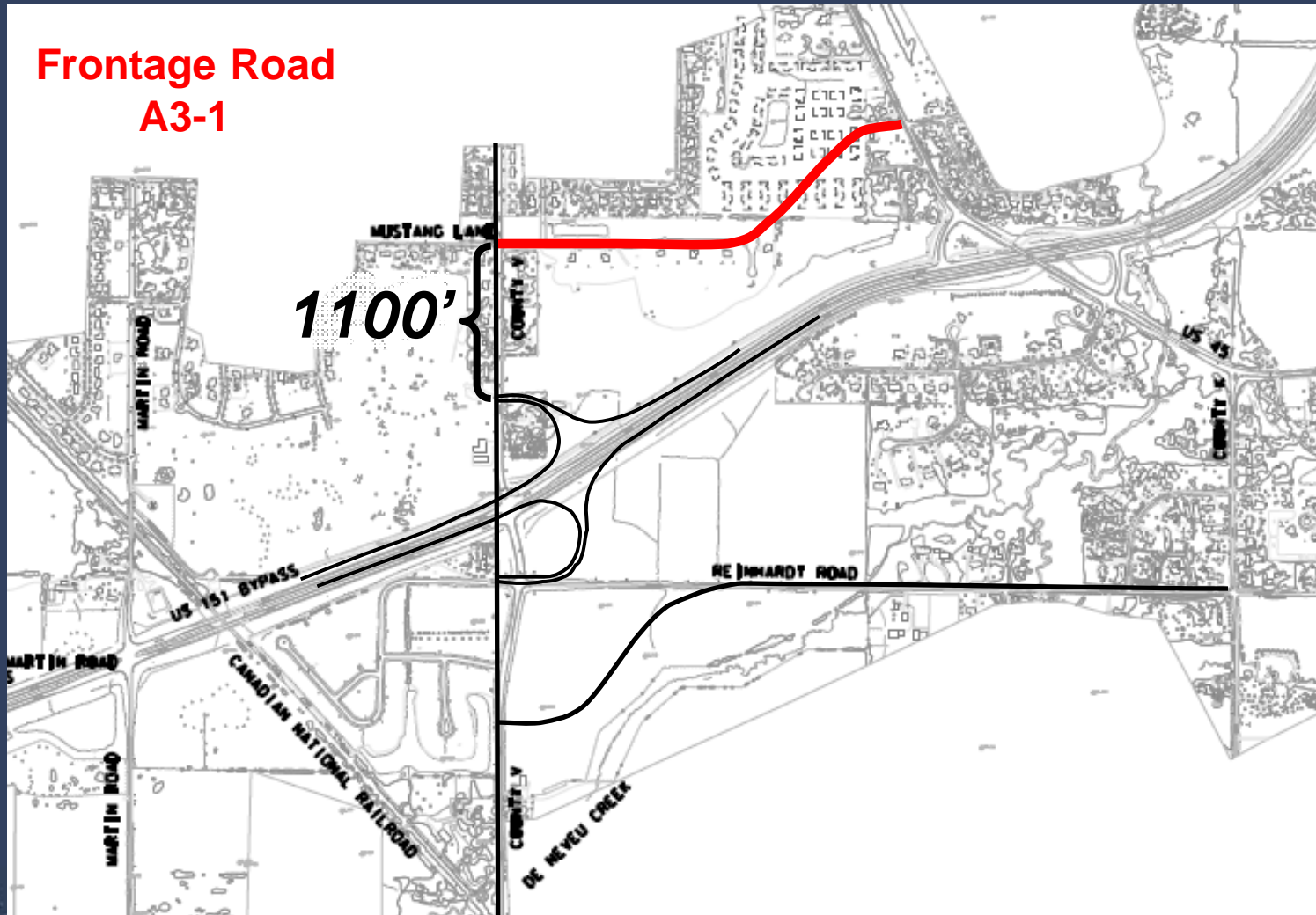


Frontage Road Alternatives





A3-1 Frontage Road Alternative



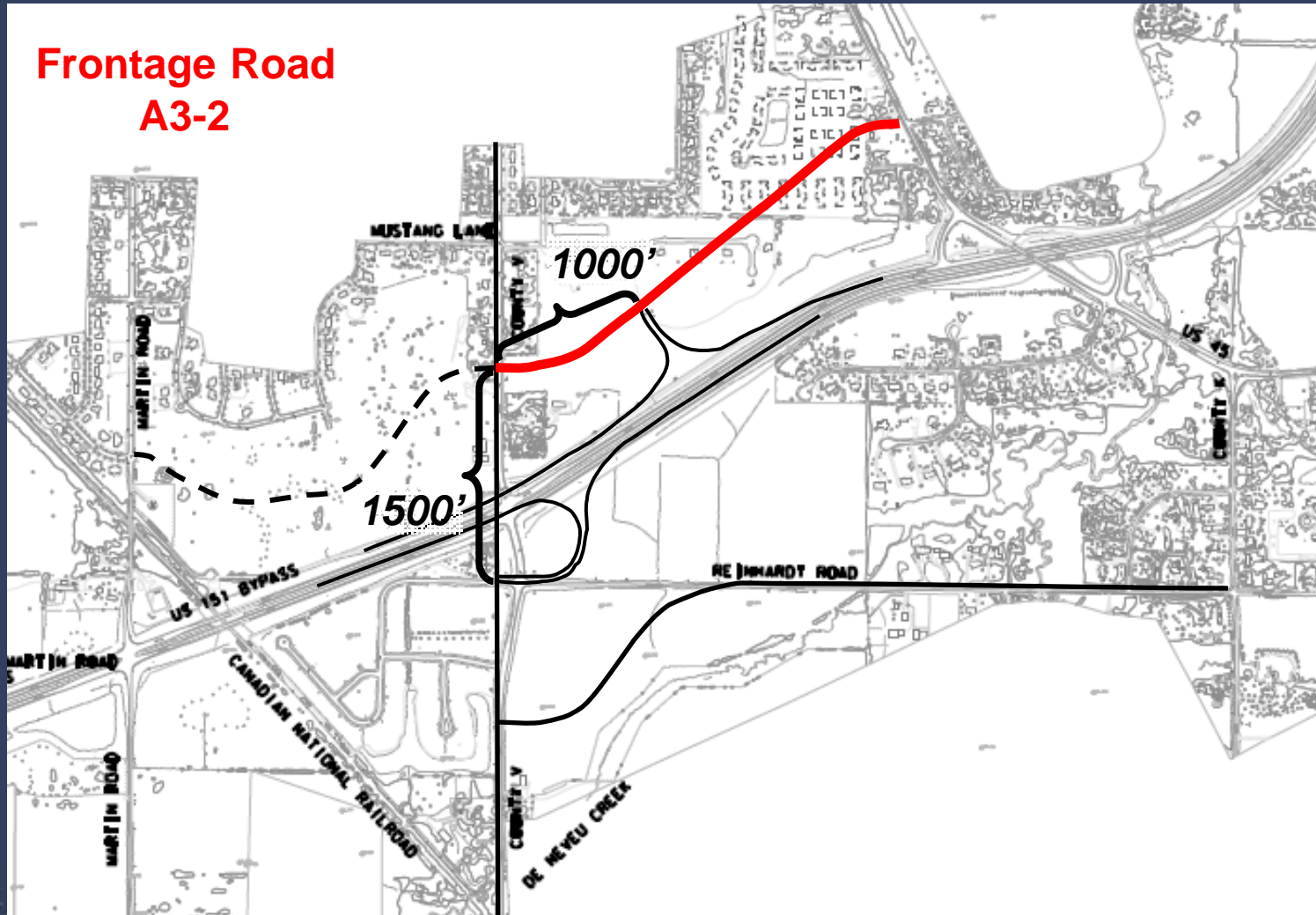


FOND DU LAC BYPASS CORRIDOR PRESERVATION





A3-2 Frontage Road Alternative



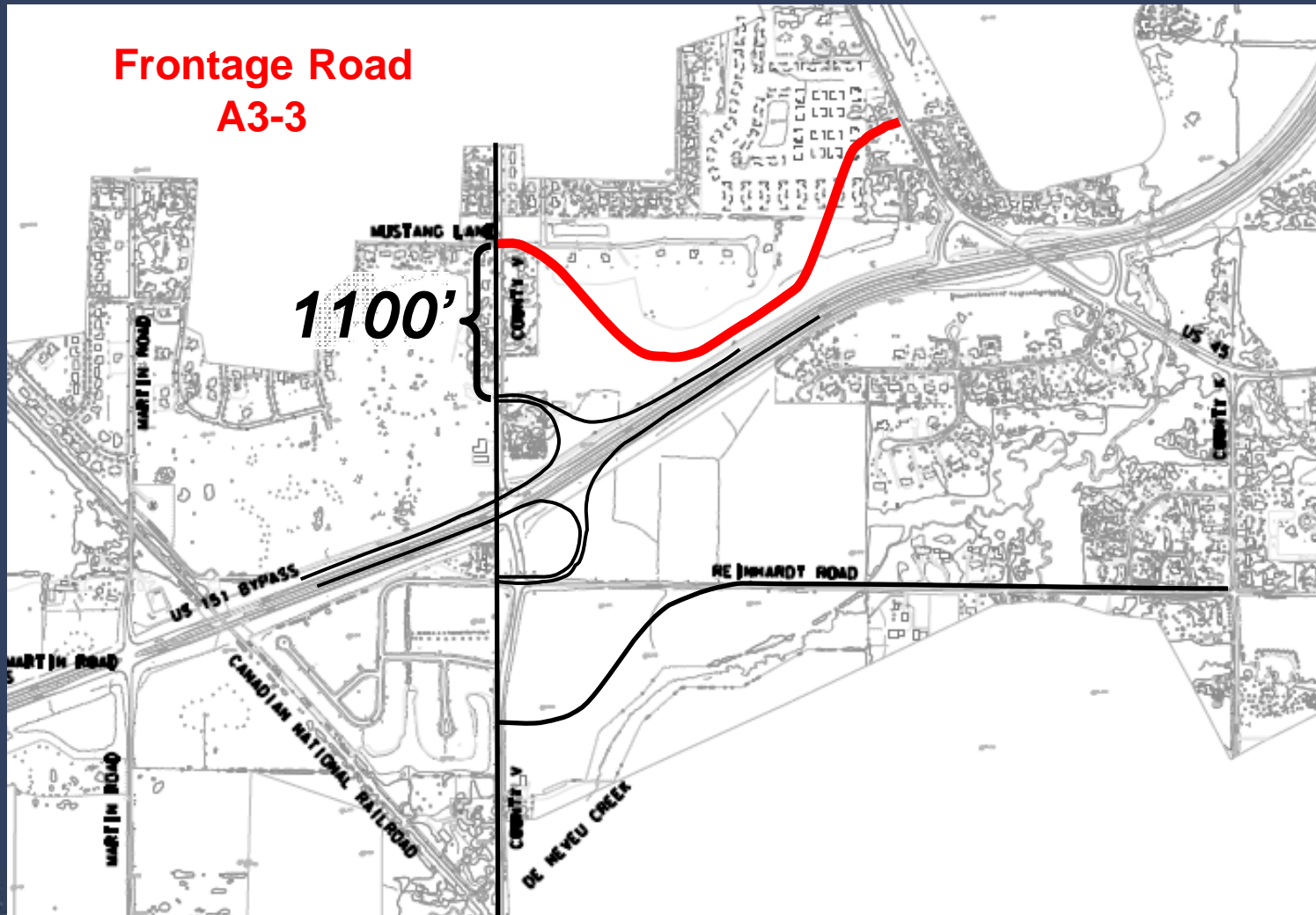


FOND DU LAC BYPASS CORRIDOR PRESERVATION





A3-3 Frontage Road Alternative



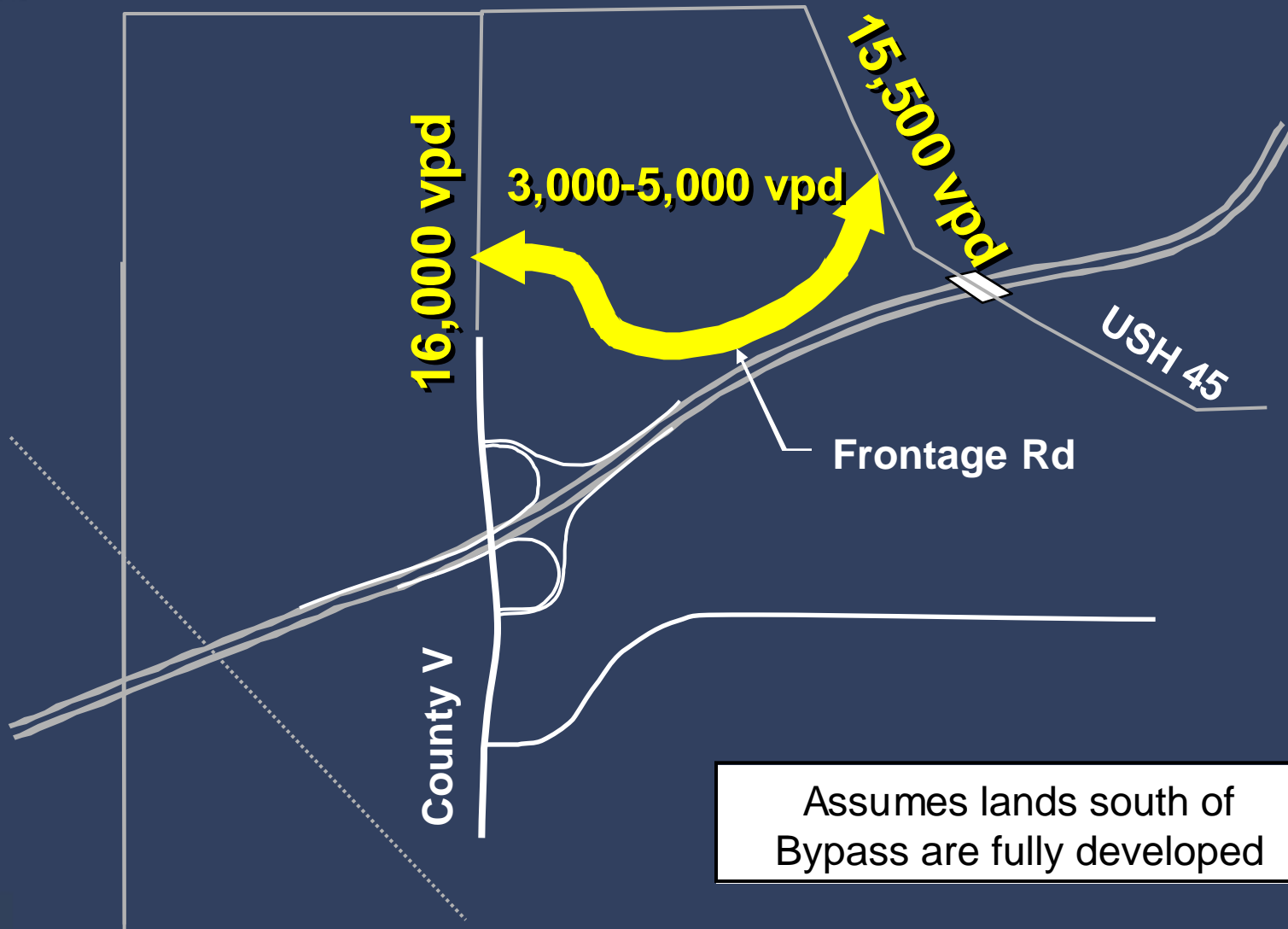


FOND DU LAC BYPASS CORRIDOR PRESERVATION





Preliminary 2035 Traffic Volumes





East Alternative Adjustments





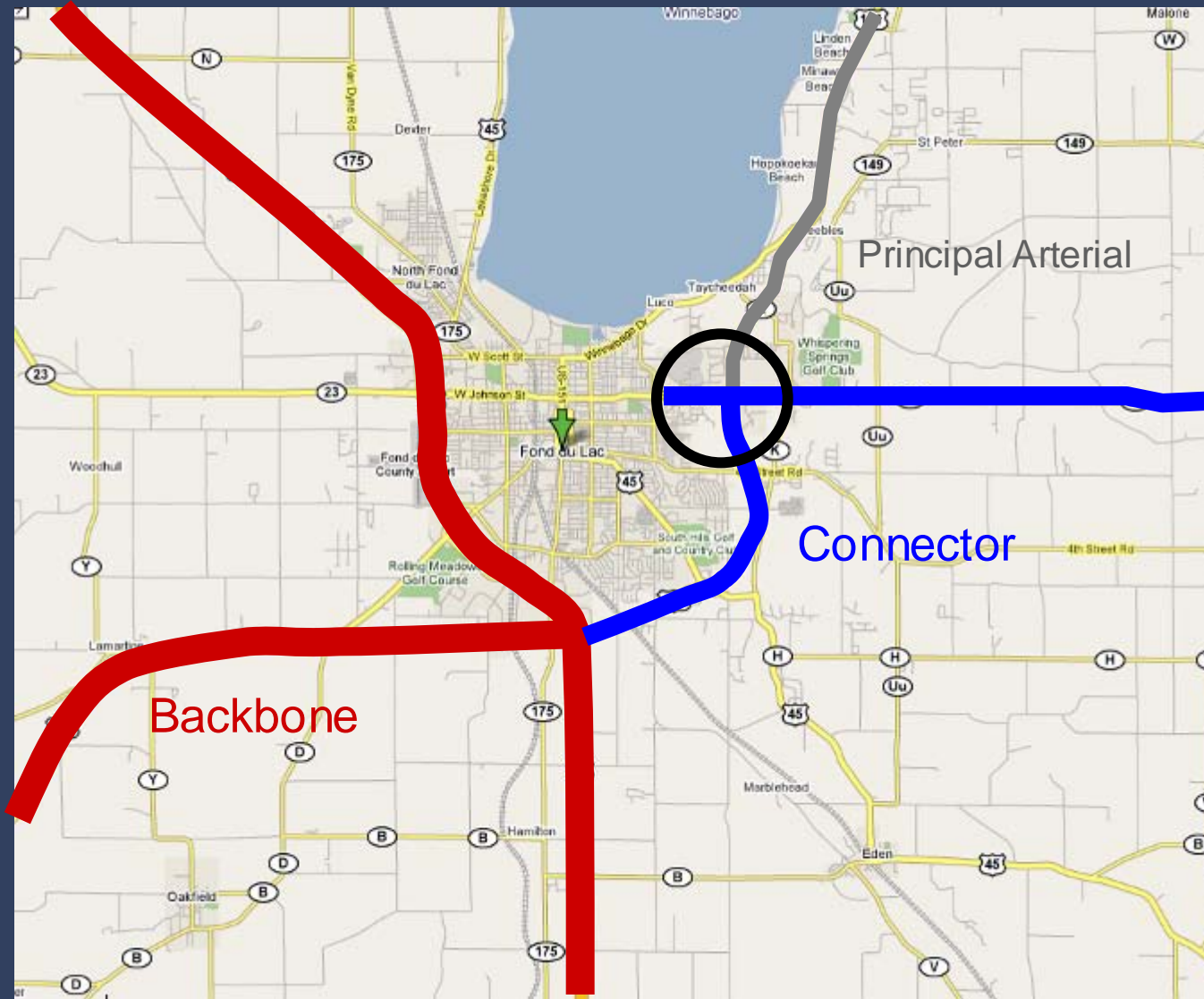
System Interchanges

- Every major population center in the state (except La Crosse) is characterized by backbone freeway connections, and the corresponding system interchanges.
- Backbones handle 36% of all auto and 57% of all truck traffic in the state.
- System Interchanges provide access to the backbone (*national*) transportation for the *region*.





FDL Classification





WIS 23 Option 23-1



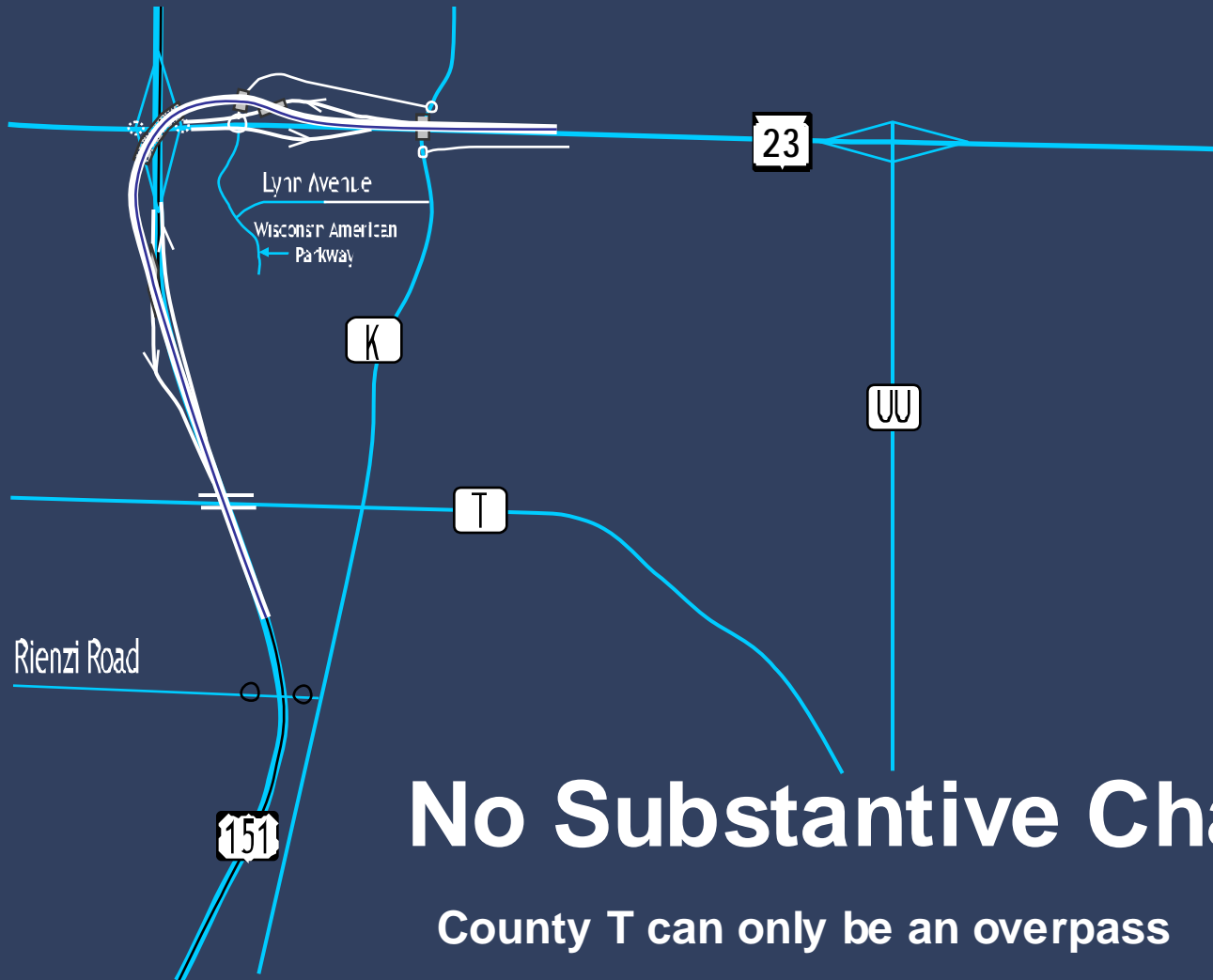
No Substantive Changes

County T can only be an overpass





WIS 23 Option 23-2



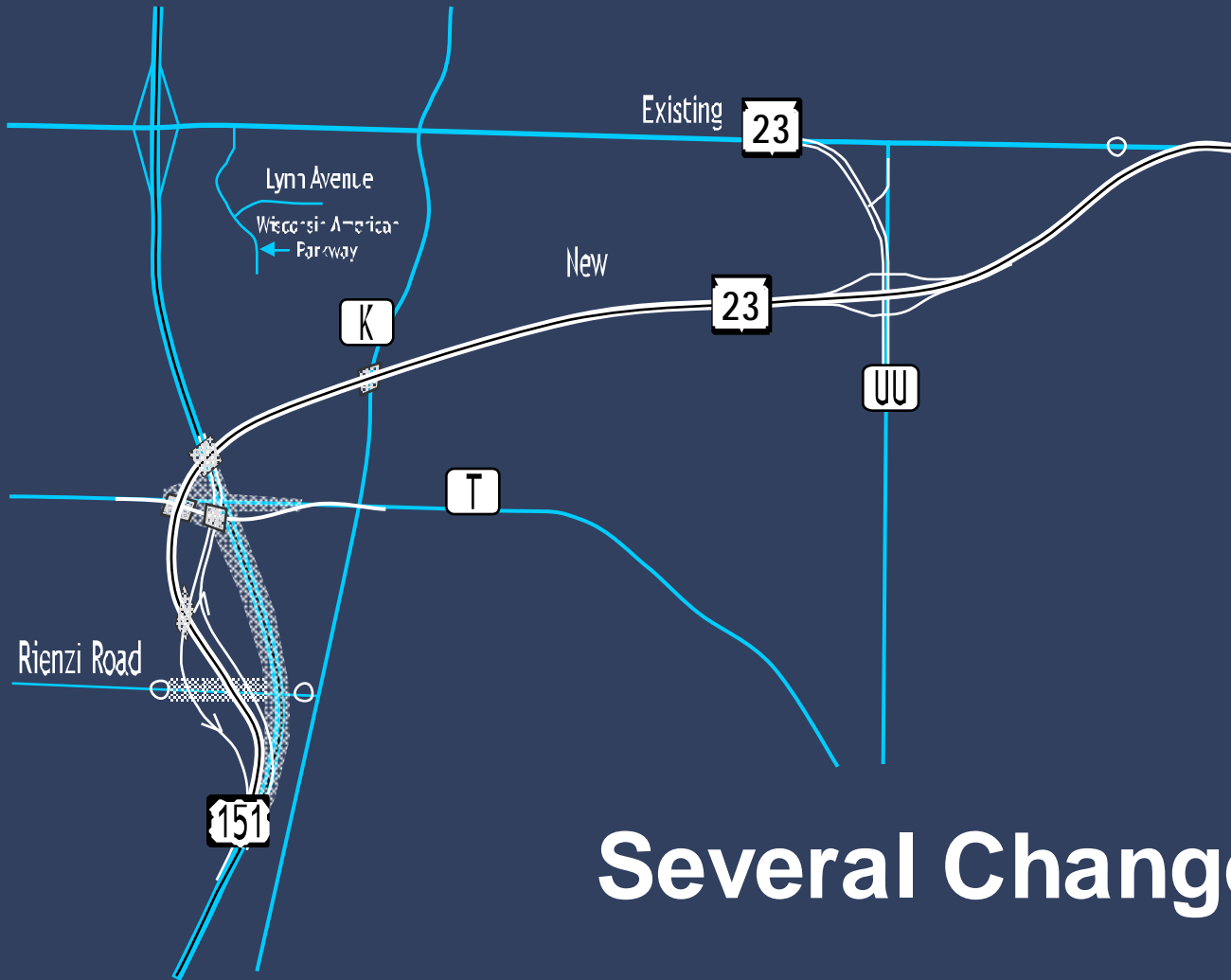
No Substantive Changes

County T can only be an overpass





WIS 23 Option 23-7

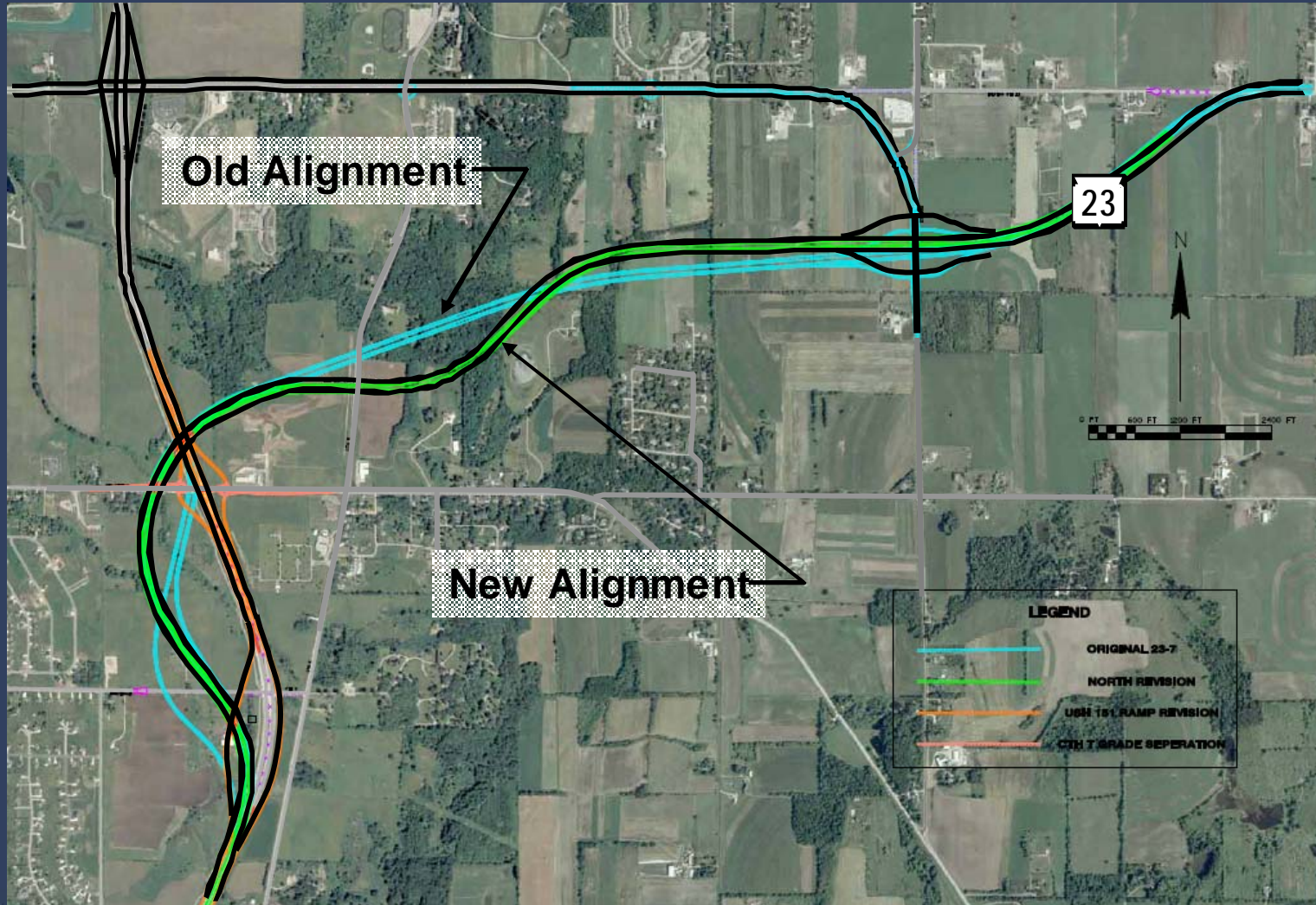


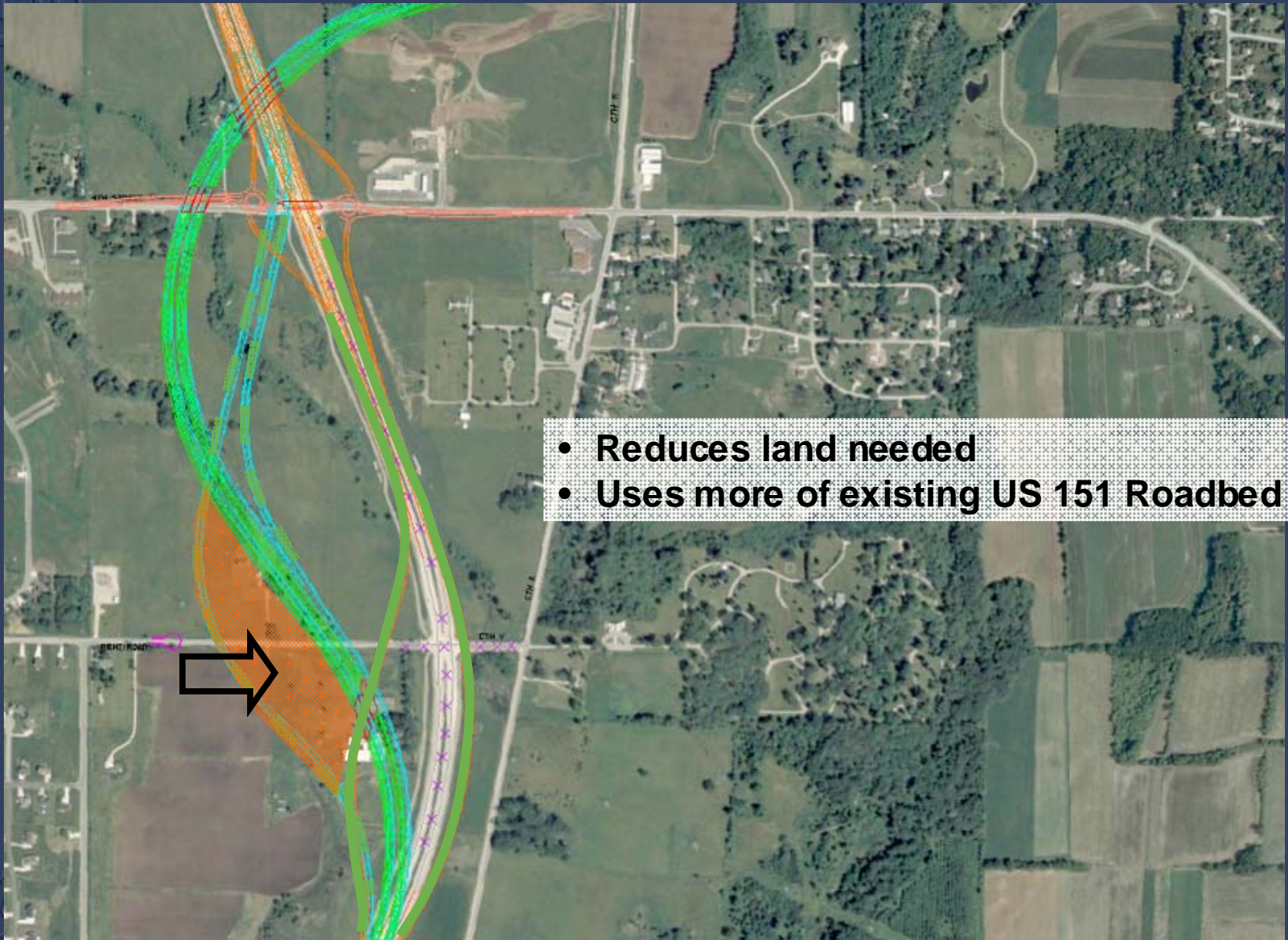
Several Changes





Alternative 23-7 Revision

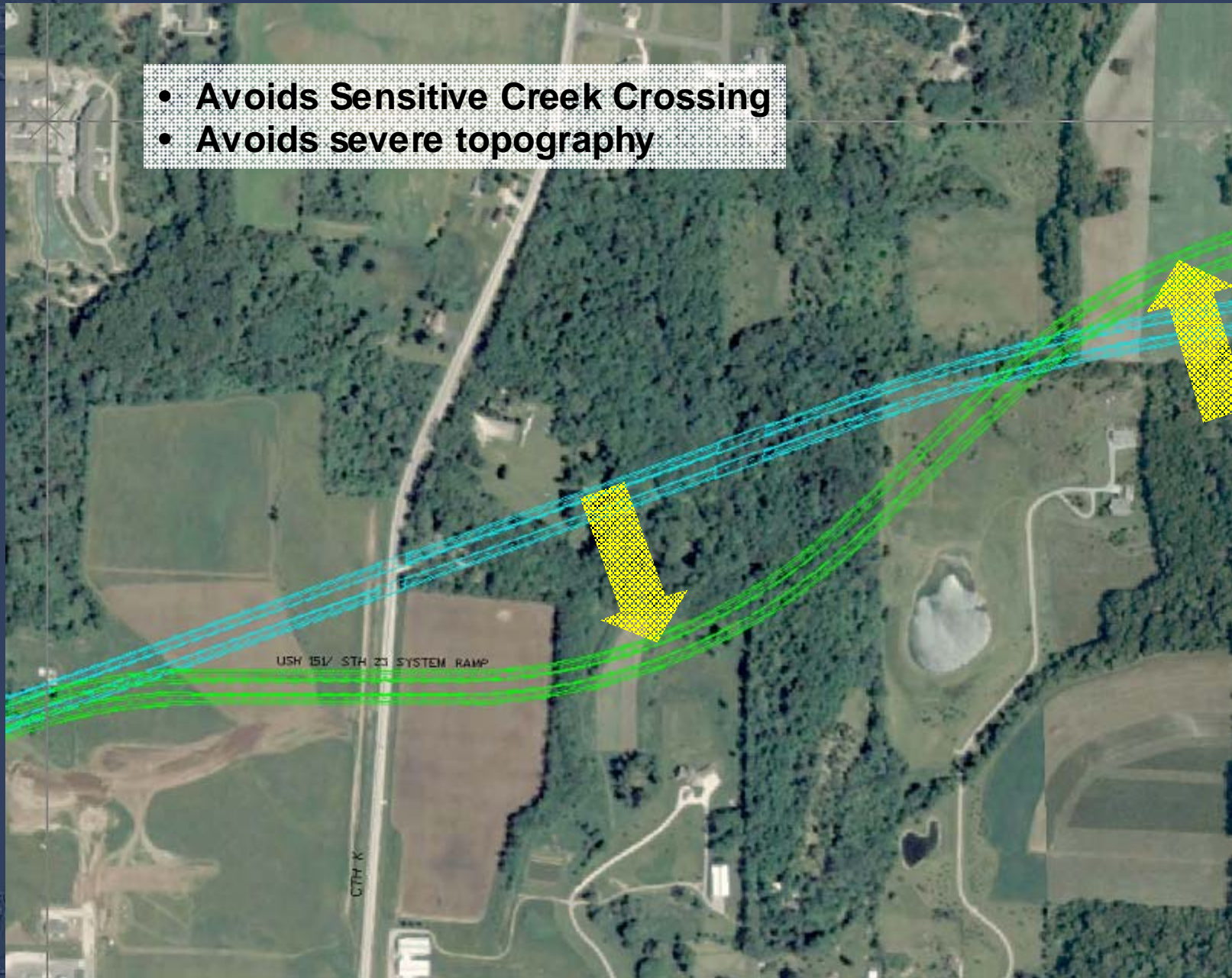


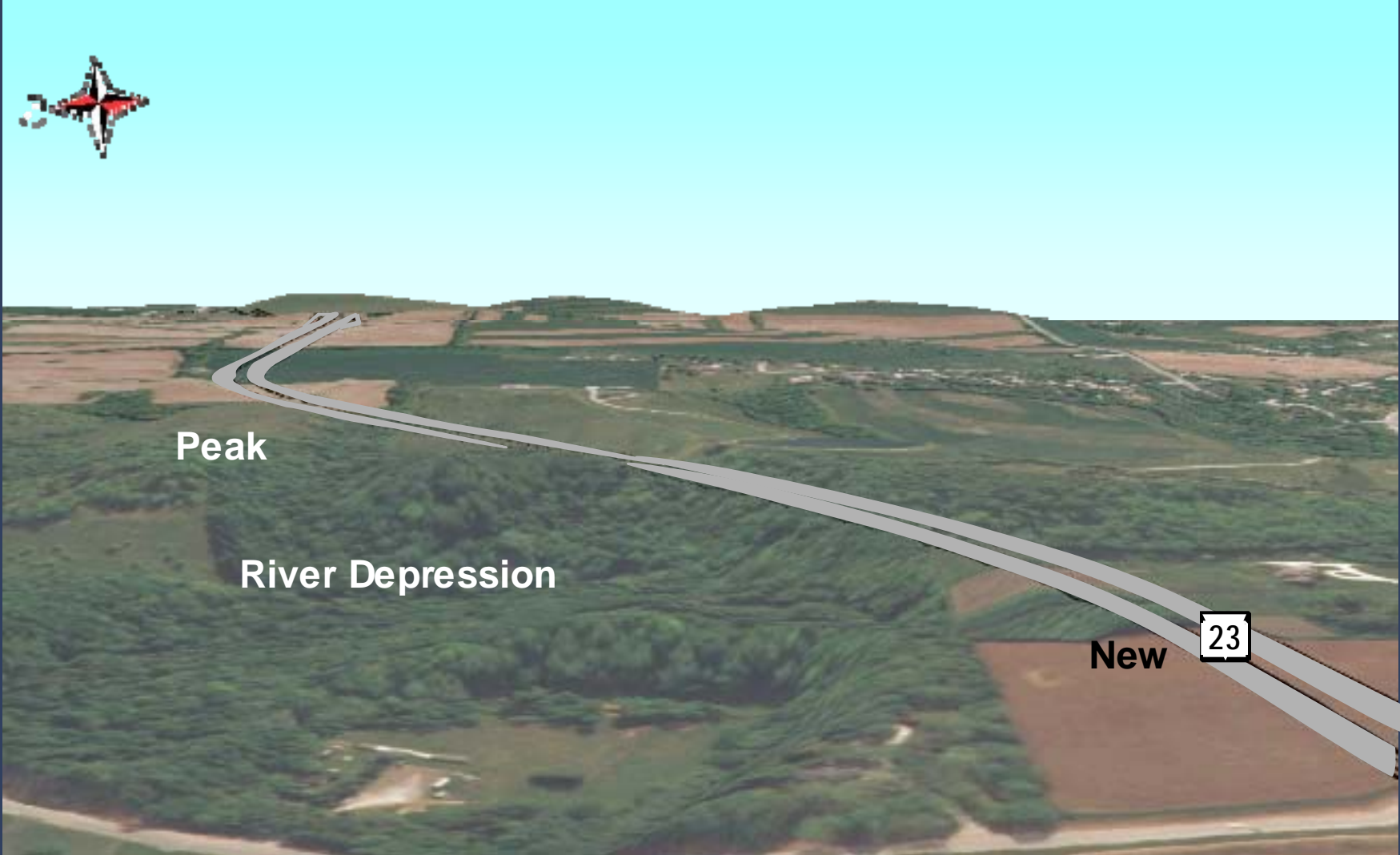


- Reduces land needed
- Uses more of existing US 151 Roadbed



- Avoids Sensitive Creek Crossing
- Avoids severe topography






Peak

River Depression

New





Existing 

New 



WIS 23

Potential for
County T
Interchange with
23-7

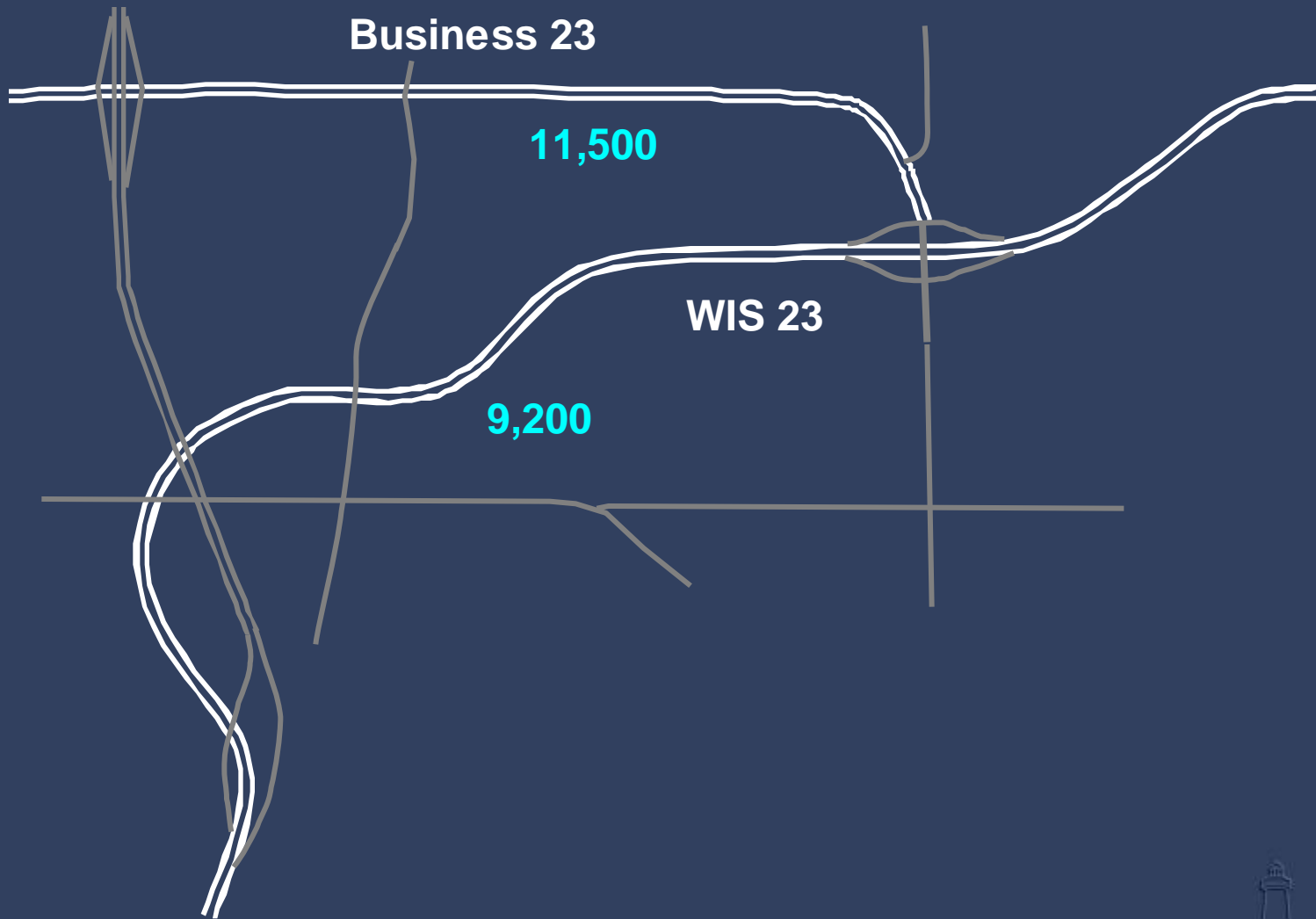
4TH STREET

County T

US 151

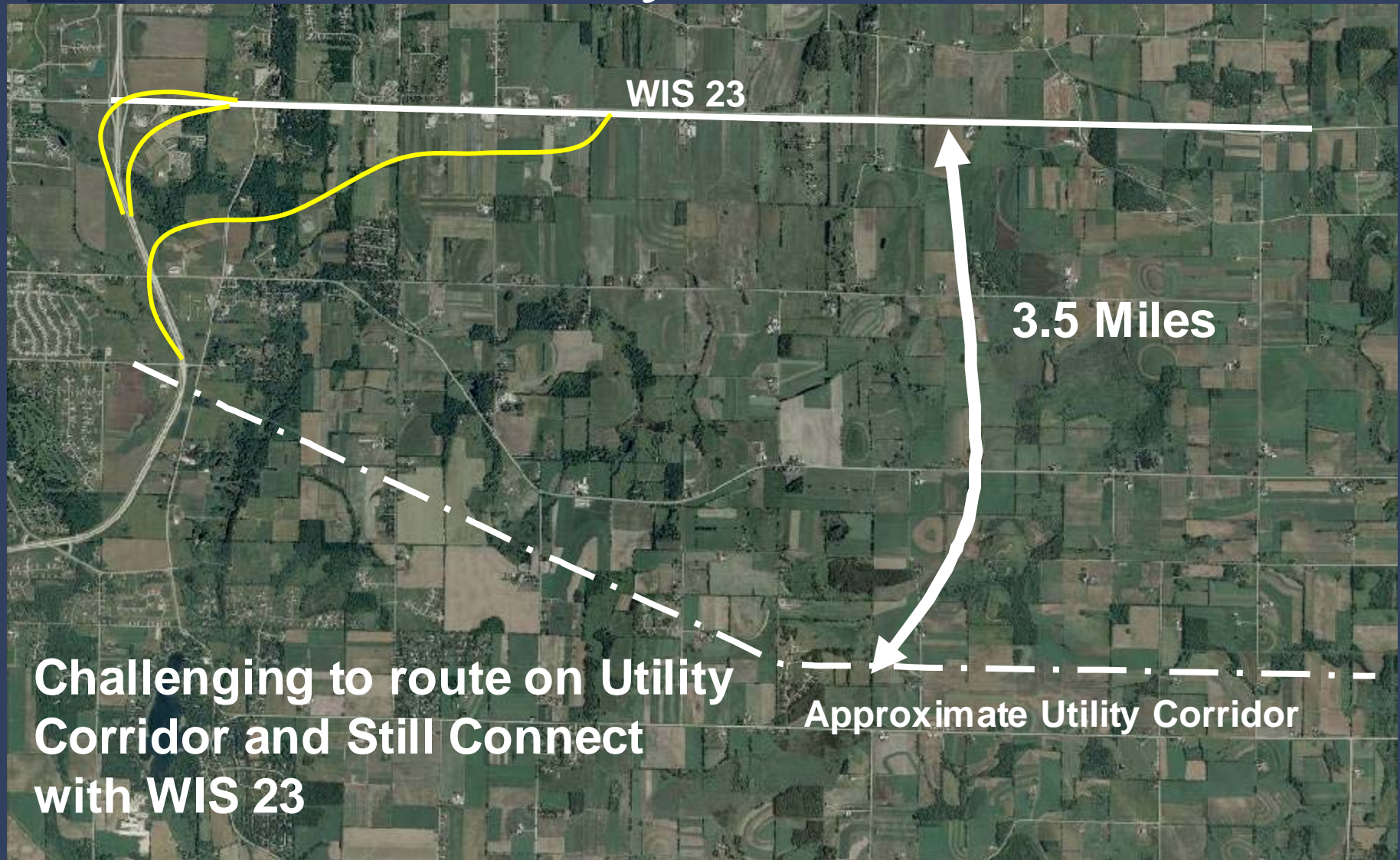


Preliminary 2035 Traffic Volumes





Utility Corridor



Challenging to route on Utility Corridor and Still Connect with WIS 23

Approximate Utility Corridor

3.5 Miles

WIS 23



Next Steps

- Continue to Refine Alternatives
 - Archaeological and historical surveys
 - Environmental coordination (23-7)
 - More work needed with West US 41 Alternatives
- Continue Environmental Review
- Public Involvement Meeting in July
 - Select preferred alternative for middle alternatives
 - Update on west and east alternatives

