



Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304



US 41 Conversion

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-2222
Facsimile (FAX): (920)492-5807
E-mail: ner.dtsd@dot.wi.gov

April 20, 2012

Mr. Joey Shoemaker
U.S. Army Corps of Engineers
Suite 221, Old Fort Square
211 North Broadway
Green Bay, WI 54303

RE: Invitation to Agency Scoping Meeting for US 41 Interstate Conversion Study (IH 94 – IH 43)
Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties, WI
WisDOT Project I.D. 1113-00-00, Operations Regulatory (2011-04097-JRS)

Dear Mr. Shoemaker:

The Wisconsin Department of Transportation (WisDOT) along with the Federal Highway Administration (FHWA), serving as the lead agencies, are preparing a Tier 1 Environmental Impact Statement (EIS) for a proposal to convert U.S. Highway 41 (US 41) in Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties from a principal arterial on the National Highway System to an interstate highway. The U.S. Corps of Engineers has agreed to be a cooperating agency for the study.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) recommends that agencies should identify, as early as practicable, any issues of concern regarding a project's potential environmental or socioeconomic impacts. It also states that agencies have the ability to comment on the project's Agency Coordination Plan and Impact Analysis Methodology Plan. To fulfill the requirements of SAFETEA-LU, WisDOT and FHWA will hold the project's first agency scoping meeting on **Thursday, May 10, 2012, from 10 a.m. to 12 p.m. at the Fond du Lac City County Government Center, 160 S. Macy Street (Rooms D&E)**. Visitor parking is available at the north end of the building.

The focus of the May 10 meeting will be to provide background information on the study and obtain agency input on the Agency Coordination Plan and Impact Analysis Methodology Plan. We also would like to obtain input on issues that will be considered in the study. If time permits, the project team will discuss the elements of Purpose and Need.

Enclosed with this letter are the draft Agency Coordination Plan and draft Impact Analysis Methodology Plan for your review. The comment period for the documents will end on June 30th, 30 days after the final public information meeting which is being held on May 31, 2012. If you are not able to attend the meeting and have comments on the draft plans, please send them to me via letter or e-mail on or before June 30th.

I hope to see you at the May 10 meeting. If you plan on attending the meeting, please send me an e-mail at your earliest convenience confirming your attendance. If you have any questions about the May 10 scoping meeting, please contact me at 920-492-5661 or by e-mail at tammy.rabe@dot.wi.gov.

Sincerely,

Tammy Rabe, PE
WisDOT Planning Project Manager

Enclosures: Draft Agency Coordination Plan and Impact Analysis Methodology Plan

cc: Tracey Blankenship, FHWA, Major Projects Manager
Jay Waldschmidt, TSS-ESS Regional Environmental Liaison
Brian Andreas, Strand Associates, Consultant Project Manager

FHWA File: US 41 Interstate Conversion Study ID 1113-00-00





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April 20, 2012

Mr. Michael Thompson
Wisconsin Dept. of Natural Resources
Environmental Analysis Team Supervisor – Eastern Wisconsin
2300 N. Dr. Martin Luther King, Jr. Drive
Milwaukee WI 53212-3128

RE: Invitation to Agency Scoping Meeting for US 41 Interstate Conversion Study (IH 94 – IH 43)
Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties, WI
WisDOT Project I.D. 1113-00-00

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Tammy Rabe, PE
WisDOT Planning Project Manager

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cc: Tracey Blankenship, FHWA, Major Projects Manager
Jay Waldschmidt, TSS-ESS Regional Environmental Liaison
Brian Andreas, Strand Associates, Consultant Project Manager

FHWA File: US 41 Interstate Conversion Study ID 1113-00-00





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April 20, 2012

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Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties, WI
WisDOT Project I.D. 1113-00-00

Dear Participating Agency Representative:

The Wisconsin Department of Transportation (WisDOT) along with the Federal Highway Administration (FHWA), serving as the lead agencies, are preparing a Tier 1 Environmental Impact Statement (EIS) for a proposal to convert U.S. Highway 41 (US 41) in Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties from a principal arterial on the National Highway System to an interstate highway.

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Sincerely,

Tammy Rabe, PE
WisDOT Planning Project Manager

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cc: Tracey Blankenship, FHWA, Major Projects Manager
Jay Waldschmidt, TSS-ESS Regional Environmental Liaison
Brian Andreas, Strand Associates, Consultant Project Manager

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E-mail: ner.dtsd@dot.wi.gov

April 23, 2012

Mr. Chuck Kell
Administrator, Village of Little Chute
108 W. Main Street
Little Chute, WI 54140

RE: Invitation to Become a Participating Agency for the US 41 Interstate Conversion Study (IH 94 – IH 43) and Attend the May 10, 2012 Agency Scoping Meeting
WisDOT Project I.D. 1113-00-00

Dear Mr. Kell,

This letter is to formally invite your community to be a participating agency in the environmental review process for the US 41 Interstate Conversion Study in Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties.

The Federal Highway Administration (FHWA), in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare a Tier 1 environmental impact statement (EIS) for a proposal to convert U.S. Highway 41 (US 41) from a principal arterial on the National Highway System to an Interstate Highway. Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) enacted August 10, 2005, the 132-mile US 41 corridor is identified as a potential segment for inclusion on the Interstate System. An exhibit showing the project area is attached.

Participating agencies have an opportunity to review and comment on information being prepared for the environmental document, and to share views or concerns regarding the need for the proposed improvements, alternatives being considered, potential impacts, mitigation, and other environmental aspects.

WisDOT and FHWA will hold the project's first agency scoping meeting on **Thursday, May 10, 2012, from 10 a.m. to 12 p.m. at the Fond du Lac City County Government Center, 160 S. Macy Street (Rooms D&E)**. Visitor parking is available at the north end of the building. The focus of the May 10 meeting will be to provide background information on the study and obtain agency input on the Agency Coordination Plan and Impact Analysis Methodology Plan. The Coordination Plan identifies how project information will be communicated and how input from agencies and the public will be solicited and considered. The Impact Analysis Methodology explains how the project's potential impacts will be evaluated. WisDOT will also provide information on the need for the study and discuss the range of alternatives being considered.

The draft Agency Coordination Plan and draft Impact Analysis Methodology Plan are enclosed for your review. The comment period for the documents will end on June 30th, 30 days after the final public information meeting which is being held on May 31, 2012. If you are not able to attend the meeting and have comments on the draft plans, please send them to me via letter or e-mail on or before June 30th.

If your community wishes to become a participating agency in the environmental aspects of the US 41 Interstate Conversion Study, please send me a written response (letter or e-mail) at your earliest convenience. My address and e-mail are found on the following page.

Tammy Rabe
Wisconsin Department of Transportation
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304-0080
(920) 492-5661
Tammy.Rabe@dot.wi.gov

I hope to see you at the May 10 meeting. If you plan on attending the meeting, please send me an e-mail at your earliest convenience confirming your attendance. If you have any questions about the May 10 scoping meeting, the role of a participating agency, or if you would like to discuss the US 41 Interstate Conversion Study in more detail, please contact me. Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in cursive script that reads "Tammy A. Rabe".

Tammy Rabe, P.E.
WisDOT Planning Project Manager

Enclosures: Project Location Map, Draft Agency Coordination Plan and Impact Analysis
Methodology Plan

cc: Tracey Blankenship, FHWA, Major Projects Manager
Jay Waldschmidt P.E., TSS-ESS Regional Environmental Liaison
Brian Andreas P.E., Strand Associates, Consultant Project Manager

FHWA File: US 41 Interstate Conversion Study ID 1113-00-00



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Facsimile (FAX): (920)492-5807
E-mail: ner.dtsd@dot.wi.gov

April 23, 2012

Mr. Rick Hermus
Administrator, Village of Kimberly
515 W Kimberly Ave
Kimberly, WI 54136

RE: Invitation to Become a Participating Agency for the US 41 Interstate Conversion Study (IH 94 – IH 43) and Attend the May 10, 2012 Agency Scoping Meeting
WisDOT Project I.D. 1113-00-00

Dear Mr. Hermus,

This letter is to formally invite your community to be a participating agency in the environmental review process for the US 41 Interstate Conversion Study in Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties.

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If your community wishes to become a participating agency in the environmental aspects of the US 41 Interstate Conversion Study, please send me a written response (letter or e-mail) at your earliest convenience. My address and e-mail are found on the following page.

Tammy Rabe
Wisconsin Department of Transportation
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304-0080
(920) 492-5661
Tammy.Rabe@dot.wi.gov

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Sincerely,

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Tammy Rabe P.E.
WisDOT Planning Project Manager

Enclosures: Project Location Map, Draft Agency Coordination Plan and Impact Analysis
Methodology Plan

cc: Tracey Blankenship, FHWA, Major Projects Manager
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FHWA File: US 41 Interstate Conversion Study ID 1113-00-00



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April 23, 2012

Tracy Flucke
Administrator, Village of Allouez
1900 Libal Street
Green Bay, WI 54301

RE: Invitation to Become a Participating Agency for the US 41 Interstate Conversion Study (IH 94 – IH 43) and Attend the May 10, 2012 Agency Scoping Meeting
WisDOT Project I.D. 1113-00-00

Dear Ms. Flucke,

This letter is to formally invite your community to be a participating agency in the environmental review process for the US 41 Interstate Conversion Study in Milwaukee, Waukesha, Washington, Dodge, Fond du Lac, Winnebago, Outagamie and Brown Counties.

The Federal Highway Administration (FHWA), in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare a Tier 1 environmental impact statement (EIS) for a proposal to convert U.S. Highway 41 (US 41) from a principal arterial on the National Highway System to an Interstate Highway. Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) enacted August 10, 2005, the 132-mile US 41 corridor is identified as a potential segment for inclusion on the Interstate System. An exhibit showing the project area is attached.

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Tammy Rabe
Wisconsin Department of Transportation
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304-0080
(920) 492-5661
Tammy.Rabe@dot.wi.gov

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WisDOT Planning Project Manager

Enclosures: Project Location Map, Draft Agency Coordination Plan and Impact Analysis
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FHWA File: US 41 Interstate Conversion Study ID 1113-00-00



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E-mail: ner.dtsd@dot.wi.gov

April 23, 2012

Mr. Aaron Oppenheimer
Administrator, Village of Bellevue
2828 Allouez Avenue
Bellevue, WI 54311

RE: Invitation to Become a Participating Agency for the US 41 Interstate Conversion Study (IH 94 – IH 43) and Attend the May 10, 2012 Agency Scoping Meeting
WisDOT Project I.D. 1113-00-00

Dear Mr. Oppenheimer,

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Brian Andreas P.E., Strand Associates, Consultant Project Manager

FHWA File: US 41 Interstate Conversion Study ID 1113-00-00



Agency Scoping Meeting

Project ID: 1113-00-00
US 41 Interstate Conversion



DATE	TIME	LOCATION	PURPOSE
May 10, 2012	10:00 a.m. - Noon	Fond du Lac City County Government Center	Agency Scoping Meeting

ATTENDANCE RECORD

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	REPRESENTING	EMAIL
Jeff Agee-Aguayo	441 S. Jackson Street	Green Bay, WI 54301	Bay-Lake RPC	jagee@baylakerpc.org
THOMAS JANKE	301 DIXIE ST. FOND DU LAC	FOND DU LAC WI 54935	FOND DU LAC COUNTY	TOM.JANKE@FDLCO.WI.GOV
Dave Johnson	410 S. Walnut St. Appleton WI 54911	Appleton WI 54911	Outagamie County	Dave.Johnson@outagamie.org
GEORGE DEARBORN	250 MUNICIPAL DR ONEZONA, WI 54956	ONEZONA WI 54956	TOWNSHIP OF ONEZONA	GEORGE@TOWNSHIPONEZONA.COM
MARC ROESTER	944 Vander Pieren	GB	WisDOT NE	marc.roester@dot.wi.gov
JILL MICHELSON	//	GB	WisDOT NE	
TAMMY RABE	//	GB	WisDOT NE	
DAN DUPIES	CHAMHILL		CHAMHILL	
BRIAN ANDREAS	Strand		Strand	
JEFF Agee-Aguayo			Bay-Lake Regional Planning Commission	

Cok Buegi
Susan Finco

Leonard + Finco
Leonard + Finco

L+F
L+F

Interstate

US 41 Conversion

Agency Scoping Meeting

Project ID: 1113-00-00
US 41 Interstate Conversion



DATE:	TIME:	LOCATION:	PURPOSE:
May 10, 2012	10:00 a.m. – Noon	Fond du Lac City County Government Center	Agency Scoping Meeting

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NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	REPRESENTING	EMAIL
CHRIS STRONG	926 DEMPSEY TRAIL OSHKOSH, WI 54902	OSHKOSH WI 54902	CITY OF OSHKOSH	CSTRONG@CI.OSHKOSH.WI.US
Ed Sypek	6362 Paynes Pt	NEENAH WI 54956	Town of Vinland	Sypeked1@yahoo.com
MAUREEN MURPHY	300 SLINGER ROAD SLINGER, WI 53086	SLINGER, WI 53086	VILLAGE OF SLINGER	mmurphy@vi.slinger.wi.gov
Geerry Kaiser	211 Walnut St Neenah, WI 54956	Neenah, WI 54956	City of Neenah	gkaiser@ci.neenah.wi.us
ERNEST WINTERS	904 1/2 N of OSHKOSH, WI	OSHKOSH, WI	WINNEBAGO Co.	EWINTERS@CI.WINNEBAGO.WI.US
DAN NYSSSE	900 LANG ST, WEST BEND, WI 53090	WEST BEND	WASHINGTON co.	DAN.NYSSE@CO.WASHINGTON.WI.US
GARY EVANS	515 W. MOELLAND BLVD, R220 Waukesha, WI 53188	Waukesha	Waukesha Co.	gevens@waukesha-county.gov
Chris Fornal	841 N. Broadway Rm 919 Milwaukee, WI 53202	Milwaukee 53202	City of Milwaukee	chris.fornal@milwaukee.gov
Dena Mooney	206 Court St. Chilton, WI 53014		Calumet County	mooney.dena@co.calumet.wi.us
TOM MARQUARDT	1900 Grand Chute Blvd Grand Chute, WI 54913	GRAND CHUTE	TOWN OF GRAND CHUTE	thomas.marquardt@grandchute.net



Agency Scoping Meeting

Project ID: 1113-00-00
US 41 Interstate Conversion



DATE:	TIME:	LOCATION:	PURPOSE:
May 10, 2012	10:00 a.m. - Noon	Fond du Lac City County Government Center	Agency Scoping Meeting

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Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	REPRESENTING	EMAIL
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US 41 Interstate Conversion Study Agency Scoping Meeting No.1, May 10, 2012

ATTENDEES: See attached sign-in sheets

COPIES: Tammy Rabe/WisDOT
Jill Michaelson/WisDOT
Bryan Lipke/WisDOT
Brian Andreas/Strand Associates
Susan Finco/Leonard & Finco

FROM: Dan Dupies/CH2M HILL

DATE: July 2, 2012

Introduction

The purpose of the agency scoping meeting was to introduce the study and the study team to the participating and cooperating agencies, and to review the project's draft Agency Coordination Plan, Impact Analysis Methodology Plan and Purpose and Need Statement. The two plans and the Purpose and Need Statement were sent to the agencies on April 20th with the meeting invite letter. On April 12th an e-mail was sent to meeting participants informing them about the meeting date, purpose, and location. The meeting invitations were sent to the approximately 40 agencies that agreed to participate in the study in fall 2011.

Meeting Summary

Tammy Rabe and Dan Dupies used a PowerPoint presentation to cover the following topics:

- Study Background
- SAFETEA-LU Background
- NEPA Background
- Purpose and Need
- Range of Alternatives
- What's Next

A pdf version of the PowerPoint presentation is attached to the minutes. At the close of the presentation, Tammy informed the group that the materials presented at today's meeting will be available on the project website, and that the comment period for the two plans and the Purpose and Need Statement closes on June 30. She noted that the public would have the opportunity to review these same materials during a series of meetings along the corridor from May 16 to 31. Following the presentation, meeting participants had the questions/comments described below.



Agency Comments

- Dan Nysse (Washington Co.) asked whether interstate conversion would increase their maintenance activities and cost for maintenance.
- Al Guerts (Outagamie Co.) stated that the county is in favor of interstate conversion. He asked whether the possible weight restrictions associated with interstates would increase solid waste hauling costs. He was concerned about potential safety issues if waste haulers began using county trunk highways to access the county landfill.
- Walt Raith (East Central Regional Planning Commission) noted that in his conversations with people he has heard a favorable reaction to interstate conversion. He asked about the possibility of I-55 being used. Tammy explained that currently WisDOT is viewing the potential conversion as ending in Wisconsin given that IDOT has declined to participate in the project. Walt stated that he believes the public will support interstate conversion because of its potential economic benefits.
- Joey Shoemaker (U.S. Army Corps of Engineers) asked whether the 80,000 pound interstate weight limit is based on safety reasons or road maintenance. Tammy responded that it was a bit of both safety and maintenance reasons, however; US 41 pavement has been designed to accommodate greater loads than 80,000 pounds. In addition, she noted that new axle configurations distribute the load effectively and are less damaging to highway pavement.
- George Dearborn (Town of Menasha) said that while he is a railroad supporter, interstate conversion would be beneficial. He felt that the US 41 reconstruction project, the 10/41/441 interchange project, and the potential interstate conversion would benefit the study area. He stated that the Canadian National, which serves the project area, is focused on long-haul routes and does not compete with shorter haul routes served by trucks.
- Ed Sypek (Town of Vinland) said the oversize/overweight issue affects local haulers (logging, waste haulers, scrap metal haulers) more than interstate haulers that have to meet interstate standards outside Wisconsin. He went on to state that it is possible for a truck that does not exceed weight restrictions to be pulled over to properly distribute the weight within the trailer.
- A question was asked about electronic billboards and the fate of other signs after interstate conversion. Tammy noted that WisDOT is not going to acquire signs as part of the conversion. Existing signs would become non-conforming and could not be expanded. If a sign were to be damaged, it could not be repaired. In general, new signs would not be allowed along the US 41 corridor after conversion.

Interstate

US 41 Conversion

US 41 Corridor

Milwaukee to Green Bay

*May 10, 2012 Agency
Scoping Meeting*

www.41conversion.wi.gov



U.S. Department of Transportation
**Federal Highway
Administration**

Agenda

- Introductions
- Study Background
- SAFETEA-LU Background
- NEPA Background
- Purpose and Need
- Range of Alternatives
- What's Next

Study Background



Project History

- Business interests voiced support to convert US 41 to an Interstate Highway
- Rep. Petri sponsored 2005 federal transportation bill for US 41 conversion
- US 41 corridor recommended for interstate conversion is defined as “United States Route 41 corridor between Interstate Route 94 via Interstate 894 and Highway 45 near Milwaukee and Interstate Route 43 near Green Bay in the State of Wisconsin.”



Study Limits



LEGEND

-  Designated Interstate Route
-  Existing Interstate
-  US 41 Not Included in the Designated Interstate Route



US 41 Economic Importance

- 33 industrial parks are located within 1 mile of US 41 project limits, over 6,500 acres
- 1,738 manufacturers employing 103,988 people in US 41 communities = 23% of state manufacturers & 25 % of state manufacturing jobs
- 1,878 retail establishments employing 29,465 workers along US 41 corridor = 23% of all state retail businesses & 28% of employees in retail in Wisconsin
- 29% of all state tourism dollars were generated along US 41 corridor in 2010



US 41 Traffic

- US 41 carries between 27,000 and 150,000 vpd
- Truck percentages range from 10-20% with volumes ranging from 3,300 to 16,500 trucks per day
- It is estimated that 10-20% of trucks on US 41 are classified as OS/OW

Interstate

US 41 Conversion

Major Project Tasks

- Route designation
- FHWA / WisDOT Agreement
- Interstate signing
- Tier 1 Environmental Impact Statement (EIS)



Interstate Designation



FHWA/WisDOT Agreement



Interstate

US 41 Conversion

Engineering Data Gathering

- Geometric Deficiency Report
- Roadside Safety Audit
- Crash Analysis
- Traffic Forecast/Analysis
- Strategic Improvement Plan



Purpose of FHWA/WisDOT Agreement

- Identifies/programs future improvement projects (Tier 2 and beyond)
 - Shoulder width
 - Median width
 - Bridge clearance
 - Vertical and horizontal curves
 - Superelevation rates
 - Clear zone
- Agreement complete by Fall 2013

SAFETEA-LU



What Is SAFETEA-LU?

- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (August 10, 2005)
- Intended to improve/streamline environmental process for transportation projects advanced with EISs
- Created a new category of "participating agencies" to allow more state, local, and tribal agencies a formal role in the environmental process
- Provided a more formal opportunity for agency/public to comment on AC and IM Plans, Purpose and Need, and range of alternatives



Cooperating Agencies

- Any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative
- A State or local agency of similar qualifications may become a cooperating agency
- **Role** – assist in identifying issues of concern regarding the project's potential impacts, and provide input throughout the environmental review process

Participating Agencies

- Federal, state or local agencies and Native American Tribes that have an interest in the project
- **Role** - identify issues of concern regarding the project's potential impacts, and provide input on purpose and need, alternatives analysis methodologies, and range of alternatives



Interstate

US 41 Conversion

SAFETEA-LU Calls for Agency Involvement At Key Milestones

- Agency Coordination Plan
- Impact Analysis Methodology
- Purpose and Need
- Range of Alternatives
- Preferred Alternative



Interstate

US 41 Conversion

SAFETEA-LU Calls for Agency Involvement At Key Milestones

- Agency Coordination
 - Communicates how/when WisDOT will coordinate agency and public participation in the US 41 Conversion environmental process
 - Identifies project milestones & establishes a schedule of meetings and timeframes for input and review by participating and cooperating agencies



SAFETEA-LU Calls for Agency Involvement At Key Milestones

- Impact Analysis Methodology
 - Describes WisDOT's approach to analyzing the US 41 project's impacts
 - The methodology discussion for each potentially affected resource has three parts:
 - Part 1 identifies the laws, codes, and regulations applicable to each resource
 - Part 2 discusses the general methodologies commonly used to describe resource impacts
 - Part 3 identifies any special analyses used to refine the work described in Part 2

National Environmental Policy Act



What is NEPA?

- NEPA is our basic national charter for protection of the environment
- NEPA process establishes a framework for environmental review and ensures public and agency participation in the planning process
- NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment



Interstate

US 41 Conversion

EIS Overview

- Project purpose and need
- Alternatives considered
- Affected environment/environmental consequences
- Public involvement and agency coordination



Interstate

US 41 Conversion

EIS Overview

- Project purpose and need
 - Identifies and describes the proposed action (what we are going to do) and the transportation problems and other needs the project is intended to address (why we are going to do it)



Interstate

US 41 Conversion

EIS Overview

- Alternatives considered
 - Describes the range of alternatives developed to address the deficiencies identified in the purpose and need



EIS Overview

- Affected environment/environmental consequences
 - Describes the existing social, economic, and environmental setting for the area affected by all alternatives AND the beneficial and adverse social, economic and environmental consequences
 - Two key non-traditional “resource topics” are Oversize/Overweight and Outdoor Advertising

EIS Overview

- Oversize/Overweight

- The maximum gross vehicle weight allowed on Interstates is 80,000 pounds
- Weight loads on US 41 can exceed weights allowed on an interstate when authorized by permit or statutory exception
- Converting US 41 to an Interstate could have effects on firms that ship commodities and the carriers that provide shipping services
- Legislation is being drafted that would permit existing US 41 weight limits on a future interstate

Interstate

US 41 Conversion

EIS Overview

- Outdoor Advertising
 - On-premises signs are not controlled by the Highway Beautification Act of 1965
 - Interstate status will change the status of most legally permitted billboards to non-conforming
 - In general, new signs will not be allowed along the corridor



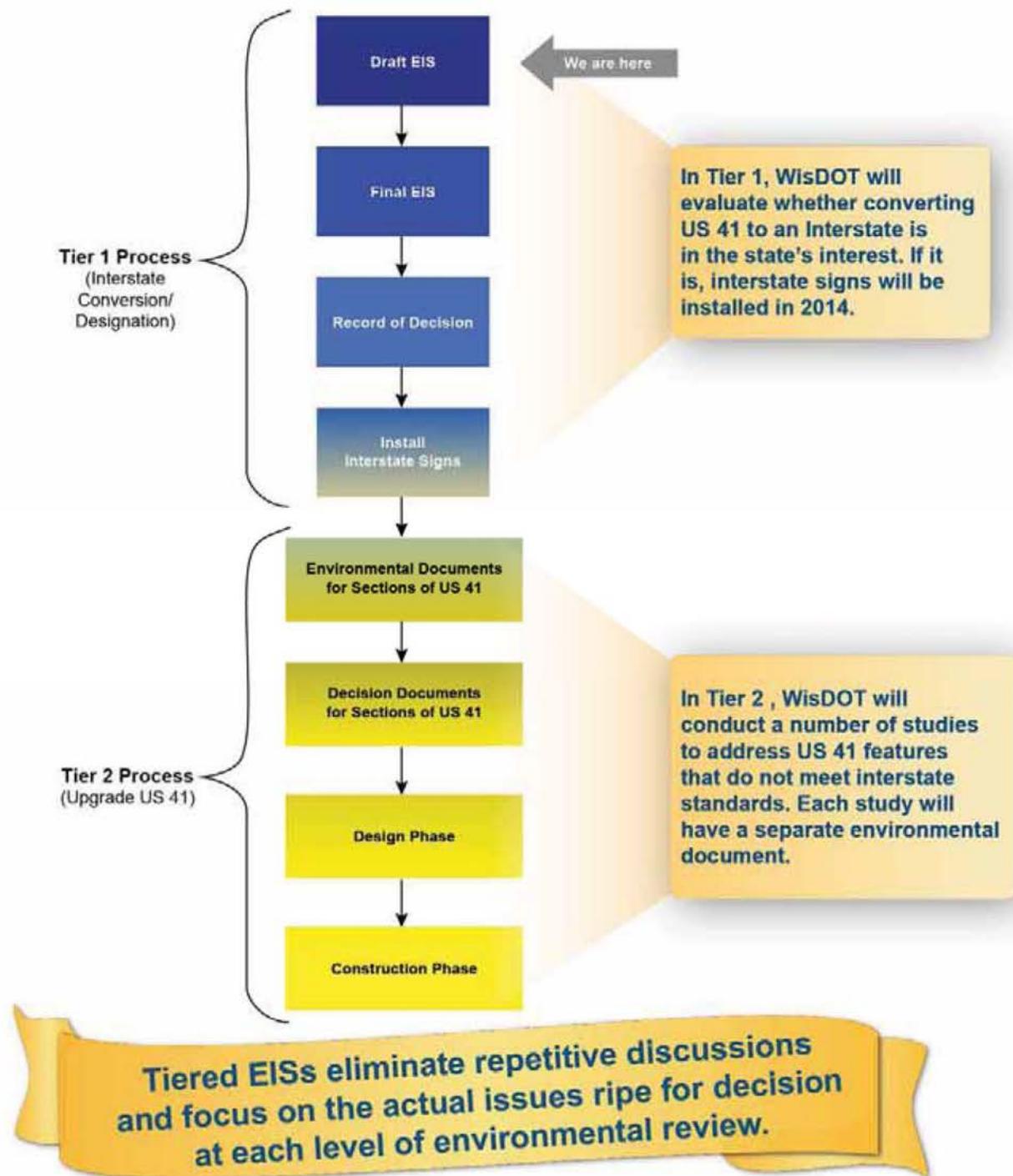
Interstate

US 41 Conversion

EIS Overview

- Public involvement and agency coordination
 - Discusses community involvement activities and coordination with state and federal review agencies and other interest groups during the development and evaluation of alternatives and the preparation of the EIS





Purpose and Need



Elements of Purpose and Need

- Purpose - to enhance economic development by converting US 41 to an interstate highway and signing it as an interstate
- Need - based on a combination of “legislation” and economics
- The legislation need factor is described as “is there a Federal, State, or local government mandate for the action?”

Interstate

US 41 Conversion

Project Need - Economics

- WisDOT surveyed economic and community development representatives in the US 41 corridor in fall 2011.
 - Business Recruitment and Job Creation—Access and visibility from an interstate is the primary factor considered by businesses and developers in the site selection process.



U.S. Department of Transportation
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Interstate

US 41 Conversion

Project Need - Economics

- WisDOT surveyed economic and community development representatives in the US 41 corridor in fall 2011.
 - Business Retention and Expansion—Local businesses are more likely to remain or expand in their community if US 41 is designated an Interstate Highway.



Interstate

US 41 Conversion

Project Need - Economics

- WisDOT surveyed economic and community development representatives in the US 41 corridor in fall 2011.
 - Tourism—Tourists understand that interstate highways mean faster, safer travel, and increased attention to maintenance. Interstate designation will direct tourist travel to the route and may mean more customers for highway-oriented businesses, such as restaurants, gas stations, and hotels.



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Interstate

US 41 Conversion

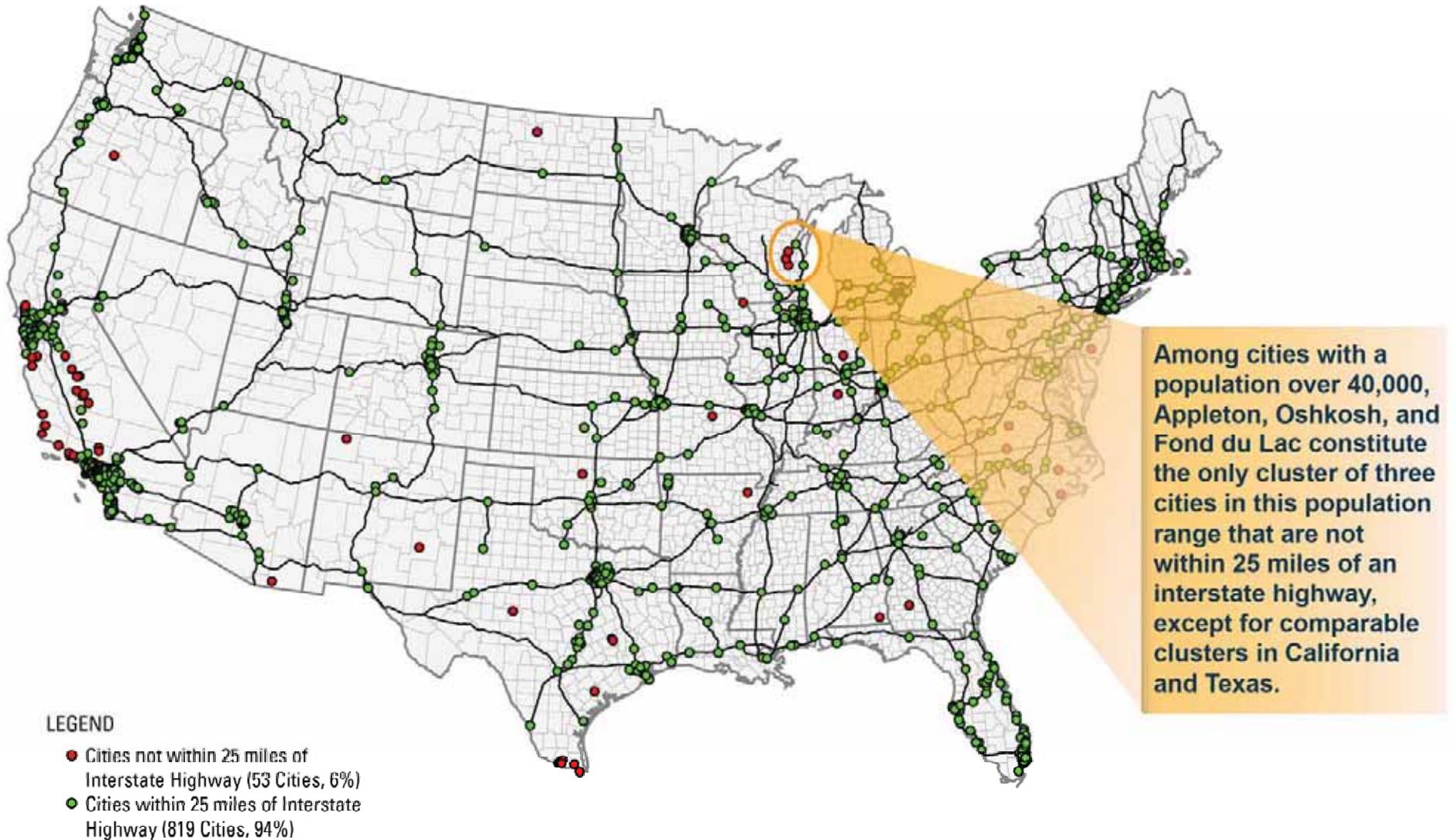
Project Need - Economics

- WisDOT surveyed economic and community development representatives in the US 41 corridor in fall 2011.
 - Property Values—More than 70 percent of respondents felt that designation of US 41 as an interstate highway would increase commercial and industrial property values along the corridor.

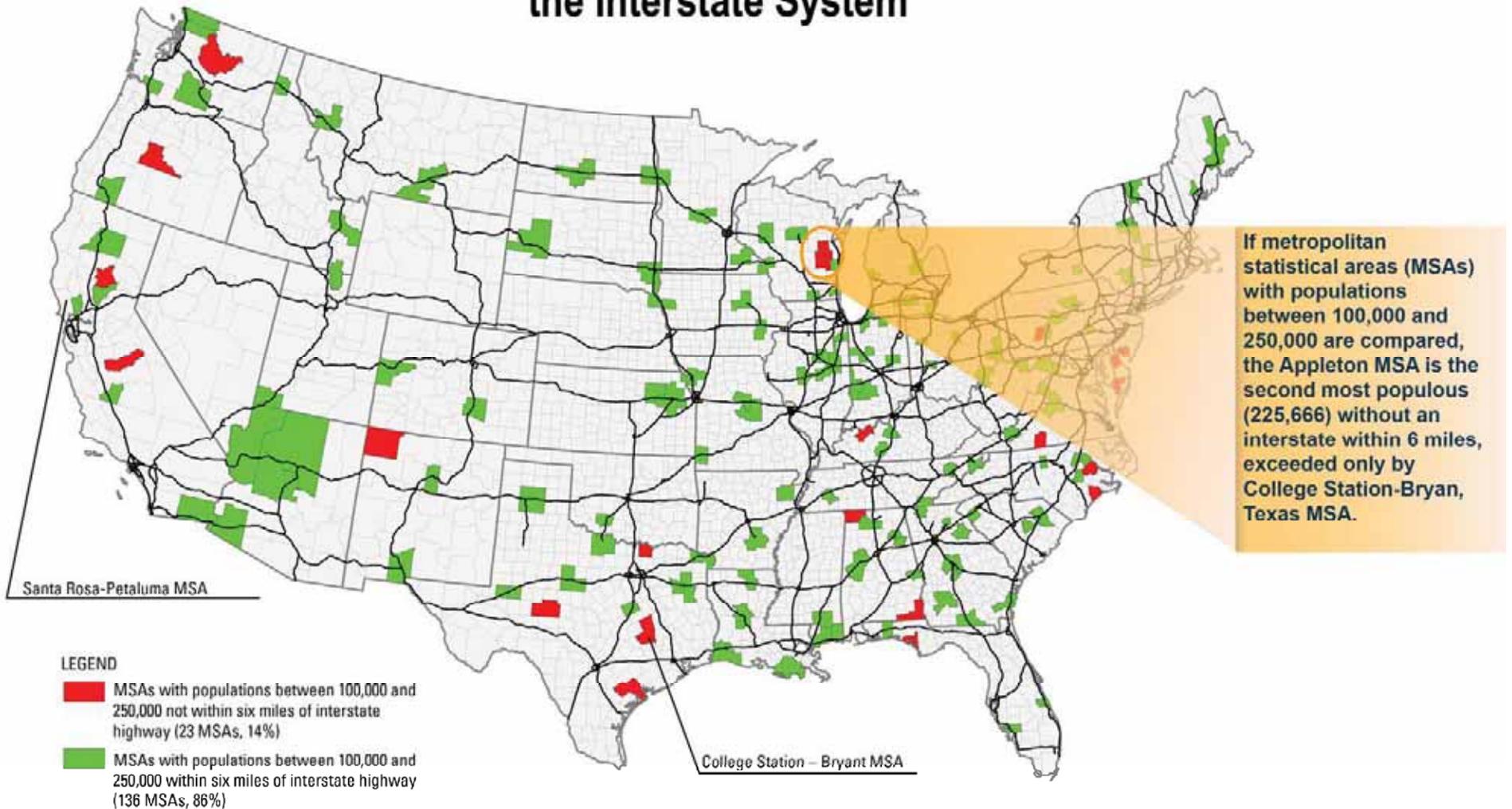


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Administration**

Cities in the Fox Valley stand out among peer communities nationally as being underserved by the interstate system



The Proximity of Metropolitan Statistical Areas to the Interstate System



Interstate

US 41 Conversion

Manufacturers along the US 41 Corridor are part of a larger regional economy, and US 41 serves as a critical link in several Midwest industry supply chains



The study area is within a day's drive of all other major Midwestern and Central U.S. metropolitan areas, most of which share one or more of the major industries found within the corridor.



Range of Alternatives



Two Alternatives Will Be Studied In Detail in the Draft EIS



**Environmental
Impact Statement
(DEIS)**

No Build Alternative



- **No direct impacts to the natural or built environment**
- **Would not meet the project Purpose and Need**
- **Would not create the economic benefits associated with an Interstate Highway**
- **Would maintain the US 41 designation**

Convert to Interstate Alternative



- **Direct impacts limited to installing interstate signs in US 41 right-of-way**
- **No impacts to the built environment**
- **Minor impacts to natural resources**
- **Potential impacts to truck weight restrictions and outdoor advertising**
- **Create economic development in US 41 communities**

NEPA Opportunities for Public Review

Agency Coordination Plan



Impact Analysis Methodology



Draft Environmental Impact Statement (DEIS)

- Available for Public Review and Comment
- Public Hearing

Winter 2012-13

Final Environmental Impact Statement (FEIS)

- Available for Public Review and Comment

Fall 2013

Record of Decision (ROD)

Winter 2013-14

What's Next?

- Conduct public information meetings (May 15-30)
- Evaluate input from today's meeting and public
- Finalize the Impact Methodology Plan and Agency Coordination Plan after June 30 comment period closes
- Finalize the Purpose and Need Statement (Section 1)
- Develop draft Alternatives Considered (Section 2) and send to agencies by end of May
- Comment period for Sections 1 and 2 ends June 30th





Schedule

US 41 Conversion Schedule

	2011	2012	2013	2014
Agency Coordination	—————			
Public Information Meetings		Spring / Summer	Spring	
Draft Environmental Impact Statement (EIS)	—————			
Review EIS		—————		
Final EIS Review/Record of Decision (ROD)			—————	
FHWA/WisDOT Agreement			Fall	
Install Interstate Shields				—————



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