



## US 41 Conversion

### December 15, 2011 Freight Stakeholder Meeting



The US 41 corridor was identified in August 2005 in the federal transportation bill for potential inclusion in the Interstate Highway System. The 142-mile corridor is defined as “between Interstate Route 94 via Interstate Route 894 and Highway 45 near Milwaukee and Interstate Route 43 near Green Bay in the State of Wisconsin.”

#### Project Overview

- Designating the highway as an Interstate is expected to bring economic growth from Milwaukee to Green Bay, increase the safety of the road, create a corridor identity, and ultimately will benefit the state of Wisconsin and Illinois.
- An Interstate route designation number has not been selected. The American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA), with input from WisDOT, will select the Interstate route number.
- Vehicles currently operating on US 41 with divisible loads over the legal weight either by permit or state statute will be affected by the conversion.
- Federally mandated maximum weight limits will apply to the new interstate unless exemptions are legislated at the national level similar to the exemptions for I-39. WisDOT is unable to lobby for or against legislation; however, WisDOT can work with individuals and organizations to provide factual data as requested.
- Questions regarding legislation should be directed to your association or local legislator.

#### WisDOT Project Questions

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US 41 Conversion Schedule				
	2011	2012	2013	2014
Agency Coordination	_____			
Public Information Meetings		Winter	Early 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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## Summary of Annual Permits and Statutes for US 41, I-39, and I-43 by Activity

Activity	US 41	I-39	I-43
<b>Single Trips*</b>	x	x	x
<b>Multi Trips**</b>			
AA (Annual)	x	x	x
AP (Annual Utility/Contract)	x	x	x
AO (Military)	x	x	x
BM (Building Permit)	x	x	x
GG (General For unique loads)	x	1	1
II (Industrial Interplant)	x	x	No
MH (Manufactured Housing)	x	x	x
RF (Raw Forest, Fruits, Veggies) 90K-5	x	x	No
RS (Raw Forest) 98K-6	x	No	No
PB (Bulk Potato)	x	2	2
PS (Seed Potato)	x	2	2
MI (MI/WI Border)	x	No	No
AC (Grain, Coal, Ore)	x	No	2
FM (Farm Machinery)	No	3	No
AE (Ag Emergency)	x	No	No
AG (Garbage, Refuse, Scrap)	x	x	No
PP (Pole & Pipe)	x	x	x
3V (Recreational)	x	x	No
VT (Vehicle Train)	x	No	No
<b>Allowed by Statute w/o permit**</b>			
Milk	x	x	No
Septage	x	x	No
Metal Scrap	x	x	No
Harvest Allowance	x	x	No
Energy Emergency	x	x	No
Livestock Reload	x	x	No
Forest Products Weighing	x	x	No
Frozen Roads	x	x	No
Forest Products Heavy Axles	x	x	No
Spring Thaw Suspension	x	No	No
Hay Bales & Xmas Trees	x	No	No

1 = Depends on whether load is divisible or not, 2 = Route or Zone of Operation, 3 = Unique

\*Maximum Weights and Dimensions determined by Route Limitations and statutory guidelines

\*\*Maximum Weights and Dimensions set forth in state statute in relation to each permit type or exception in law