

Interstate

US 41 Conversion

US 41 Corridor

Milwaukee to Green Bay

Freight Stakeholder Meeting

December 15, 2011

www.41conversion.wi.gov



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

Interstate

US 41 Conversion

Scope

Convert US 41, from Milwaukee to Green Bay, to Interstate



▲ South terminus is the Mitchell Airport Interchange in Milwaukee County;

North terminus: is US 41/I-43 in Brown County.



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History



**SAFETEA-LU signed into law
in 2005, identified US 41 as
future Interstate route**



Support



SAFETEA-LU: Congressman Petri sponsored federal transportation bill for US 41 conversion

Twenty-two municipalities and organizations have passed resolutions supporting Interstate conversion.

Purpose

- **Corridor identity**
- **Economic development**
- **Mobility and safety**



Need



- **33 industrial parks are located within 1 mile of US 41 project limits, over 6,500 acres**
- **23% of all Wisconsin manufacturers and 23% of Wisconsin's retail establishments are located in communities along this corridor**
- **29% of all Wisconsin tourism dollars are generated along the US 41 corridor**
- **Major transportation arterial for eastern Wisconsin**

Wisconsin



- Wisconsin has 743 miles of Interstate, which is less than 1% of the state's 113,700 miles of total roadway.
- Interstates carry almost 18% of the state's vehicle miles each year.

Tasks

- **Federal Highway Administration (FHWA) / WisDOT agreement**
- **Route designation**
- **Tier 1 Environmental Impact Statement (EIS)**

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FHWA / WisDOT Agreement

Program future improvement projects

- Lane width
- Shoulder width
- Median width
- Bridge clearance
- Vertical and horizontal curves
- Superelevation rates
- Clear zone

Complete by Fall 2013



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New Name



Interstate designation will require US 41 to be renamed

Interstate route number will be selected by:

- **American Association of State Highways and Transportation Officials (AASHTO)**
- **FHWA with WisDOT input**

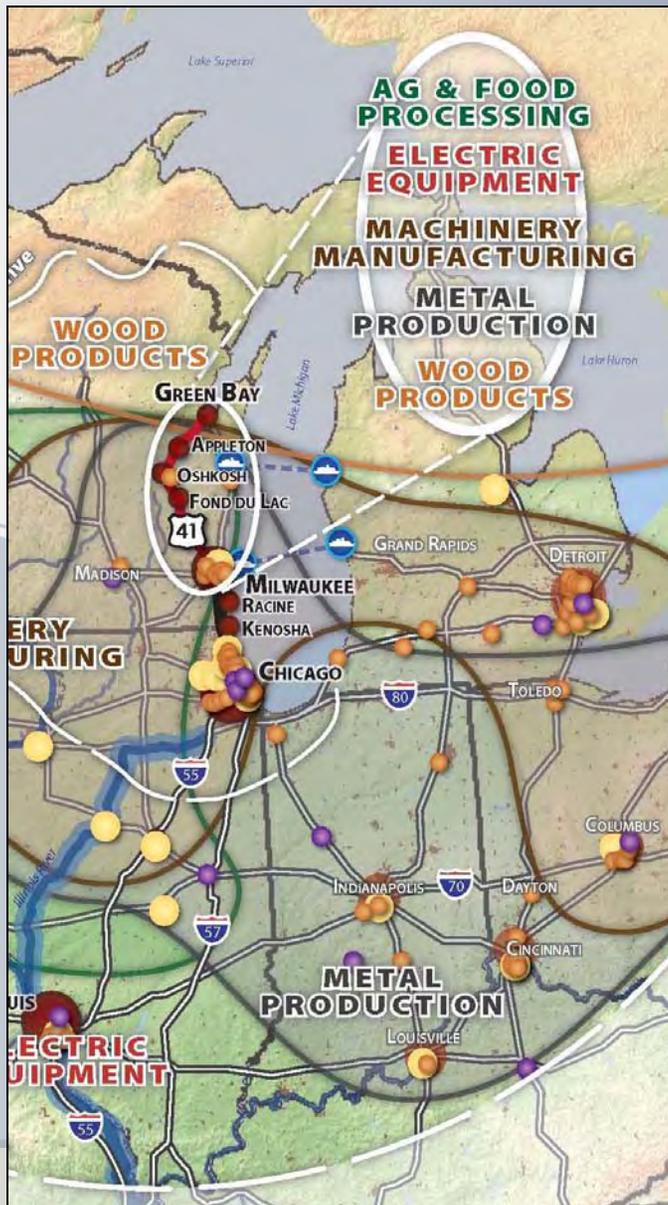


EIS

Evaluates benefits vs impacts

- Economics
- Outdoor advertising
- Signing
- Oversize / overweight

Economics



Survey Findings

- Business recruitment and job creation
- Business retention and expansion
- Tourism
- Property values
- Extent of impact

Traffic Data

The current Interstate system in Wisconsin moves 320 million tons of freight yearly; about 60 percent of the total freight that moves through Wisconsin.

More than 80 million truck tons of freight originate in the eight counties along US 41; about 38 percent of Wisconsin's originating truck tonnage.

Those commodities have a value of more than \$204 billion.



Traffic Data

- US 41 carries between 27,000 and 150,000 vehicles per day.
- 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 traveling on US 41 are classified as OS/OW.

October 26, 2011

Data Collection

Southbound lane 1 mile North of Outagamie County Line

Hour	Total Trucks	Milk	Intermediate Lumber, Chips	Pulp, DDGs	Scrap, DDGs	Empty Livestock	Ag Seasonal Farm Truck	Oversize	Septage	Heavy Equipment	Compacted Garbage Refuse	Total OSOW Trucks	Percent of Total Hour Activities
7:00 AM	115	5	2	4	2	1	1					15	13.04%
8:00 AM	128	3	1	2	3	2	1	1	3	2		18	14.06%
9:00 AM	154	3	3	6	2	5					4	23	14.94%
10:00 AM	147		2	1	7	1			1	1		13	8.84%
11:00 AM	159		1	2	1	5	2				3	14	8.81%
Totals By Type	703	11	9	15	15	14	4	1	4	4	10	83	11.81%
Pct of Total Trucks		1.565%	1.280%	2.134%	2.134%	1.991%	0.569%	0.142%	0.569%	1.422%		11.807%	

Freight

Who is affected?

Divisible loads over legal weight that are currently using US 41 by permit or state statute

Federal government does not issue permits for oversize or overweight vehicles.

Freight

Federally Mandated Maximum Weights (23 CFR Part 658.17)

- 80,000 pounds gross vehicle weight
- 20,000 pound single axle weight
- 34,000 pound tandem axle weight
- Bridge weight formula

Permits

Activity	US 41	I-39	I-43
Single Trips*	x	x	x
Multi Trips**			
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

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



Statutes

Activity	US 41	I-39	I-43
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

Interstate 39



- 183.5 miles
- Newest Interstate officially announced on Oct. 16, 1992*
- 1999: Signage completed
- Portions allow grandfathered permitted and statutory exempted OS/OW loads

* Source: Wisconsin Highways

Next Steps

Federal legislation

- WisDOT cannot lobby for or against legislation
- Act of Congress to grandfather current US 41 permits / statutes
- Anticipate for a future not locked by current state permits and statutes

Public Input

Input and feedback are critical elements of the process

Meetings with:

- Agencies
- Business leaders
- General public
- Local governments
- Industries



Public Input

Public meetings planned for:

- Winter / Spring 2012
- Winter / Spring 2013



Timeline

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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Questions?



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