

Hearing Objective



US 41 Conversion

- Provide project update
- Obtain public comment on preferred alternatives
- Obtain public comment on the environmental document
- Describe upcoming activities



- **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, Interstate conversion helps
 - Business Recruitment
 - Job Creation
 - Business Retention & Expansion
 - Tourism
 - Property Values

Area Underserved

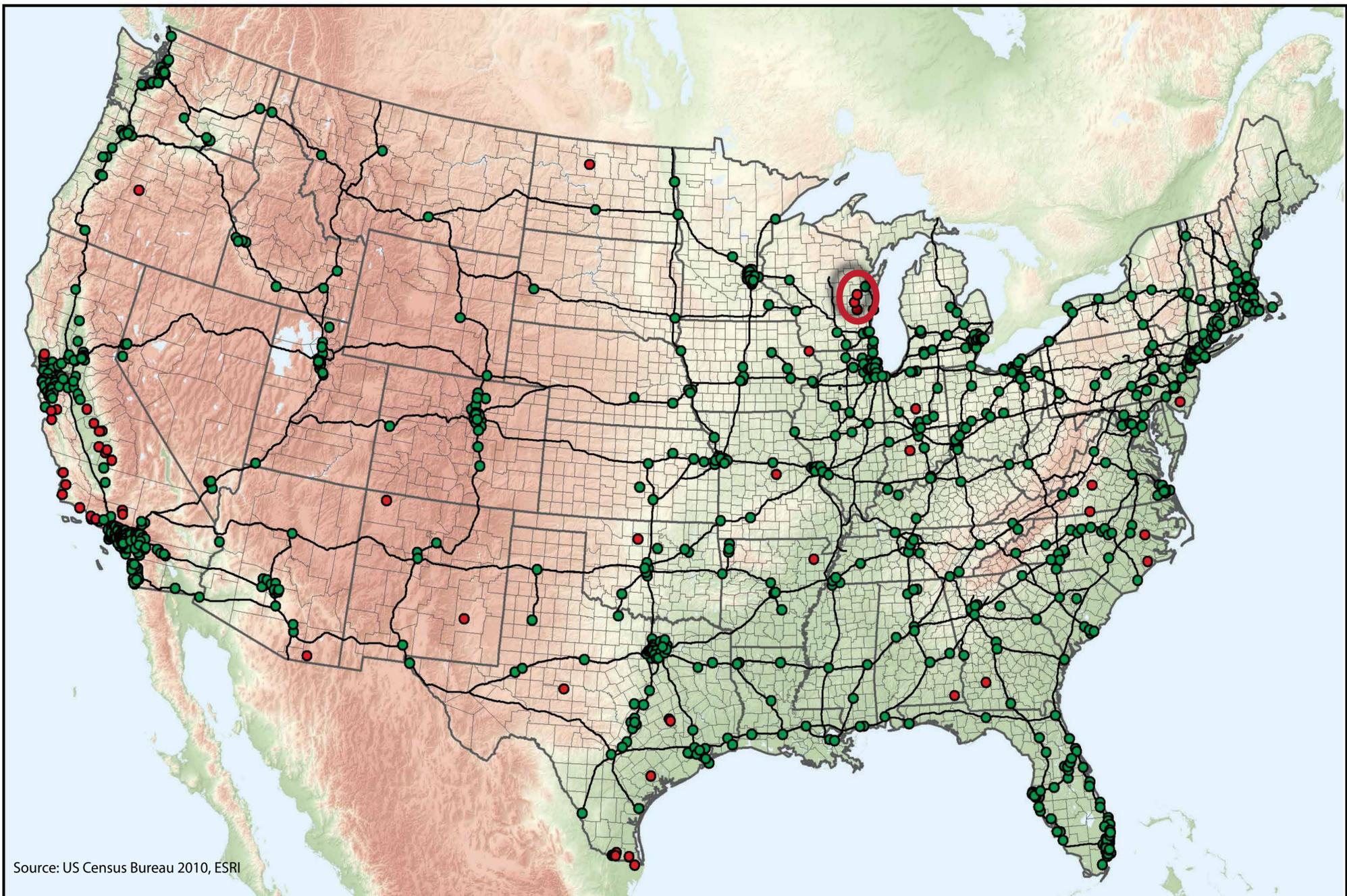
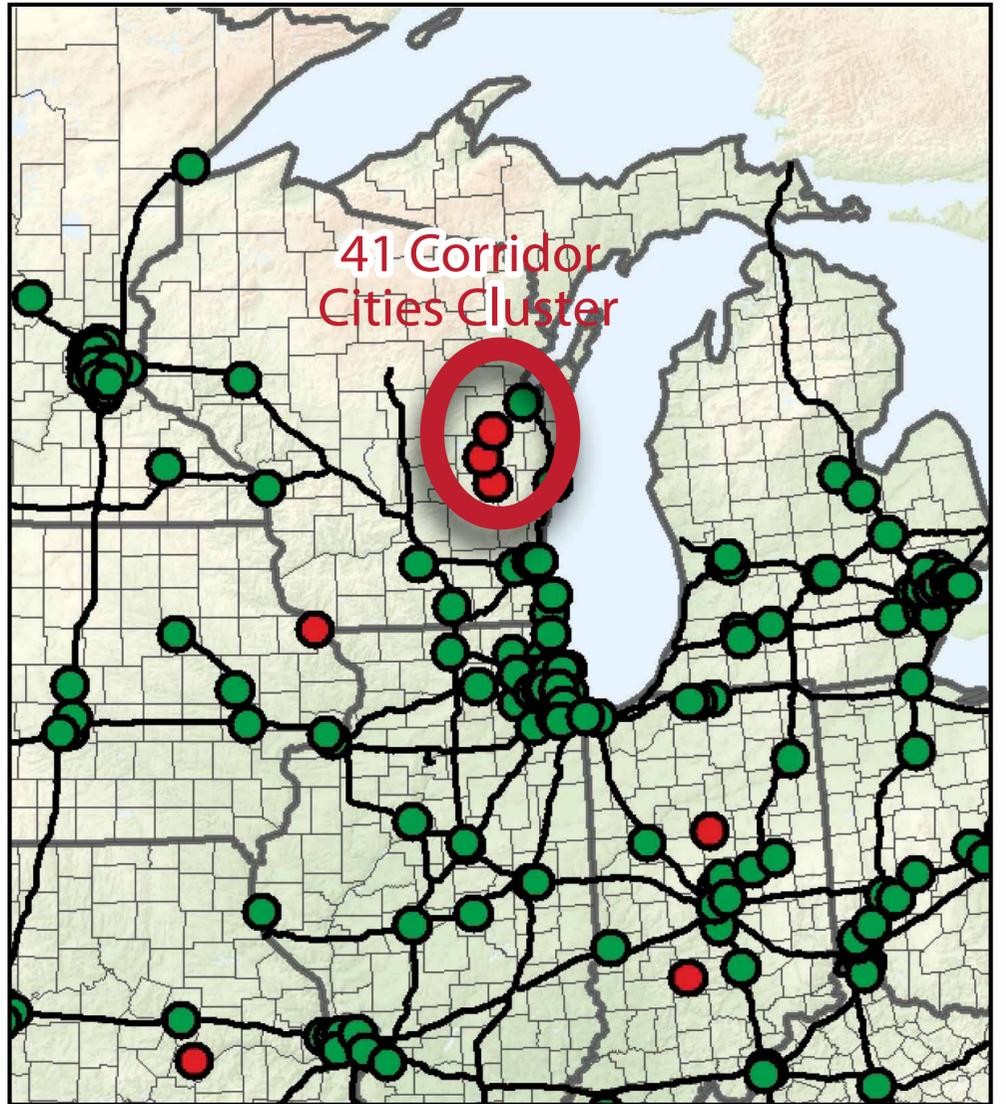


US 41 Conversion

Legend

- Cities with populations over 40,000 not within 25 miles of Interstate Highway (53 cities, 6%)
- Cities with populations over 40,000 within 25 miles of Interstate Highway (819 cities, 94%)

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



Source: US Census Bureau 2010, ESRI

Strong Midwest Economic Relationships

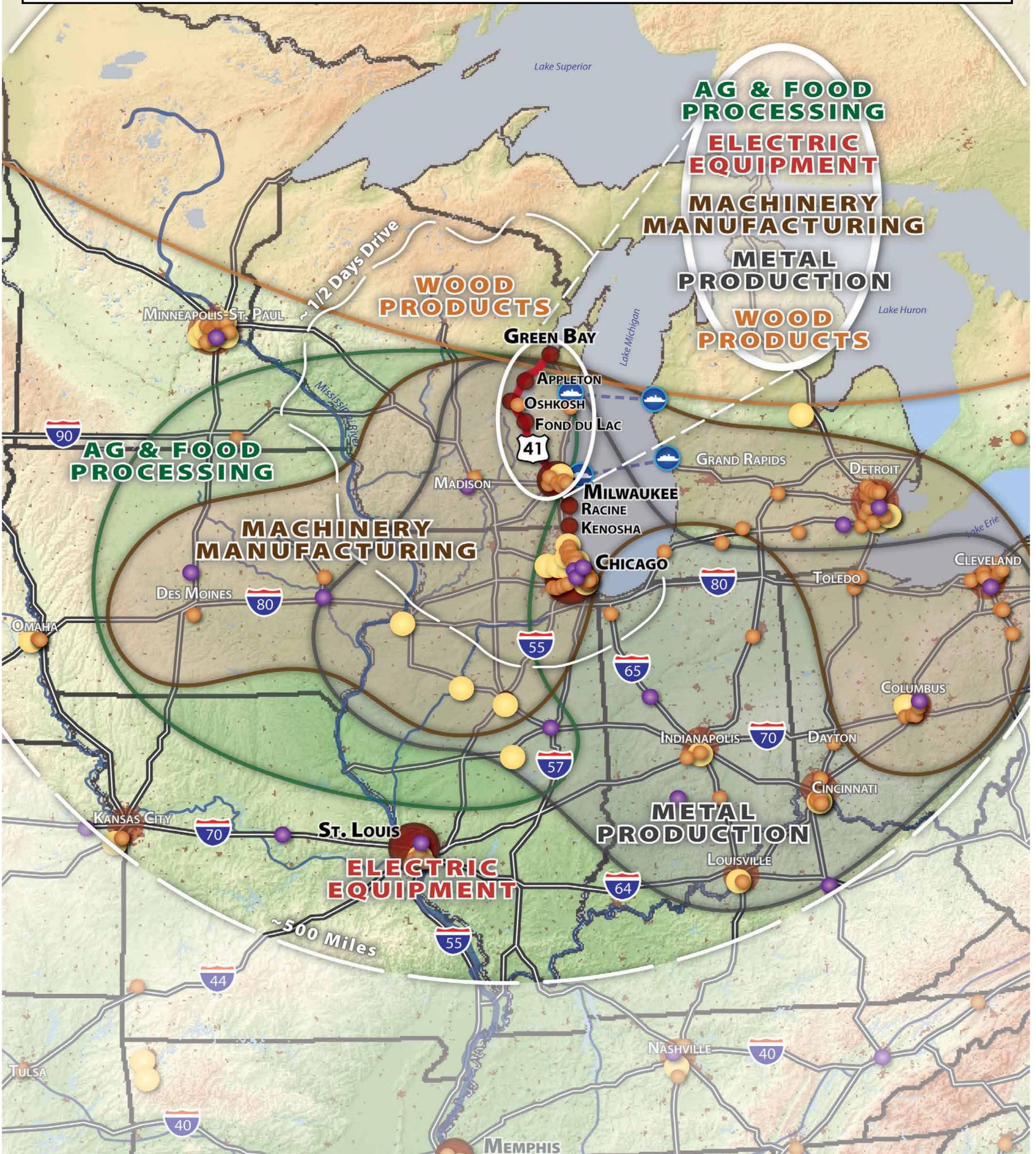


US 41 Conversion

Legend

- Fortune 100 Companies (2009)
- Fortune 500 Companies (2009)
- Major Research Universities (R&D Expenditures of \$200 Million or more)
- Cross Lake Michigan Ferries

The US 41 Corridor is woven into the larger regional economy and serves as a critical link in several Midwest industry supply chains.



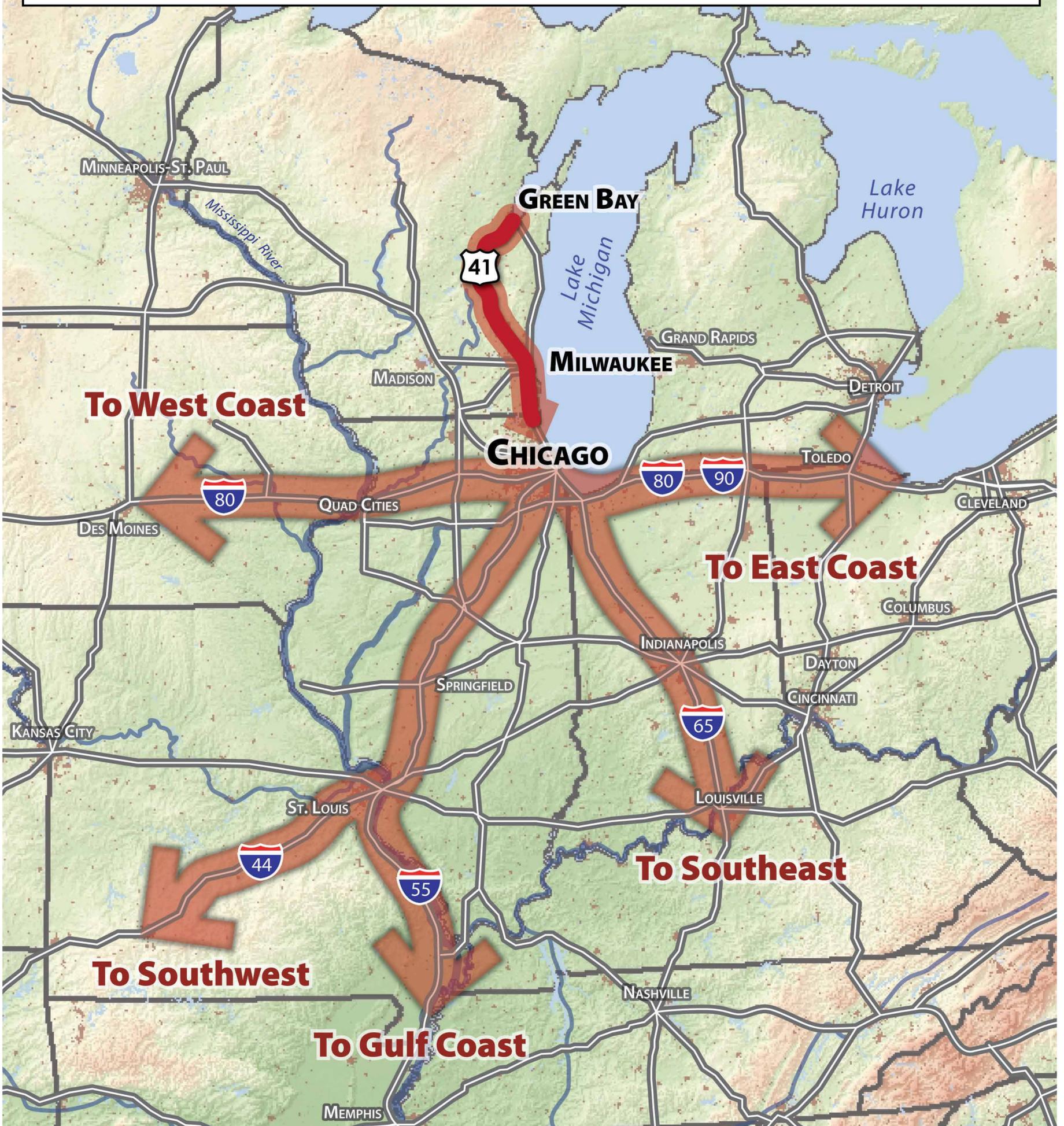
Primary Connection to the Nation



US 41 Conversion

The US 41 Corridor is within a day's drive of all other major Midwestern and Central US metropolitan areas. The Chicago metro area is where many central US interstates converge, providing direct access to most major US markets and ports on both coasts and along the Gulf of Mexico.

Distance from Fond du Lac	Population	Workforce	Consumer Spending
Half Day's Drive			
Total	17 million	7.5 million	\$440 billion
% of US	5%	6%	6%
Full Day's Drive			
Total	45 million	20 million	\$1.1 billion
% of US	15%	15%	15%



Preferred Alternative



- **Interstate Designation Alternative (Build)**

(Recommended alternative with federal grandfathering legislation)

Convert US 41 from just south of the Wisconsin State Line to Green Bay

- Highway Redesignation

 - I-41, Re-reroute US 41, WIS 175

- Install Signing

 - Almost 3,000 new/revised signs

- No major construction

- Minor Improvements

 - Moving signs, clearing vegetation, median delineation on concrete barrier, removing access points

- **No Interstate Designation Alternative (No Build)**

(Recommended alternative without federal grandfathering legislation)

Selected Route Number: I-41



US 41 Conversion

I-41 follows the AASHTO guidelines of increasing route numbers west to east with its location between I-39 and I-43.

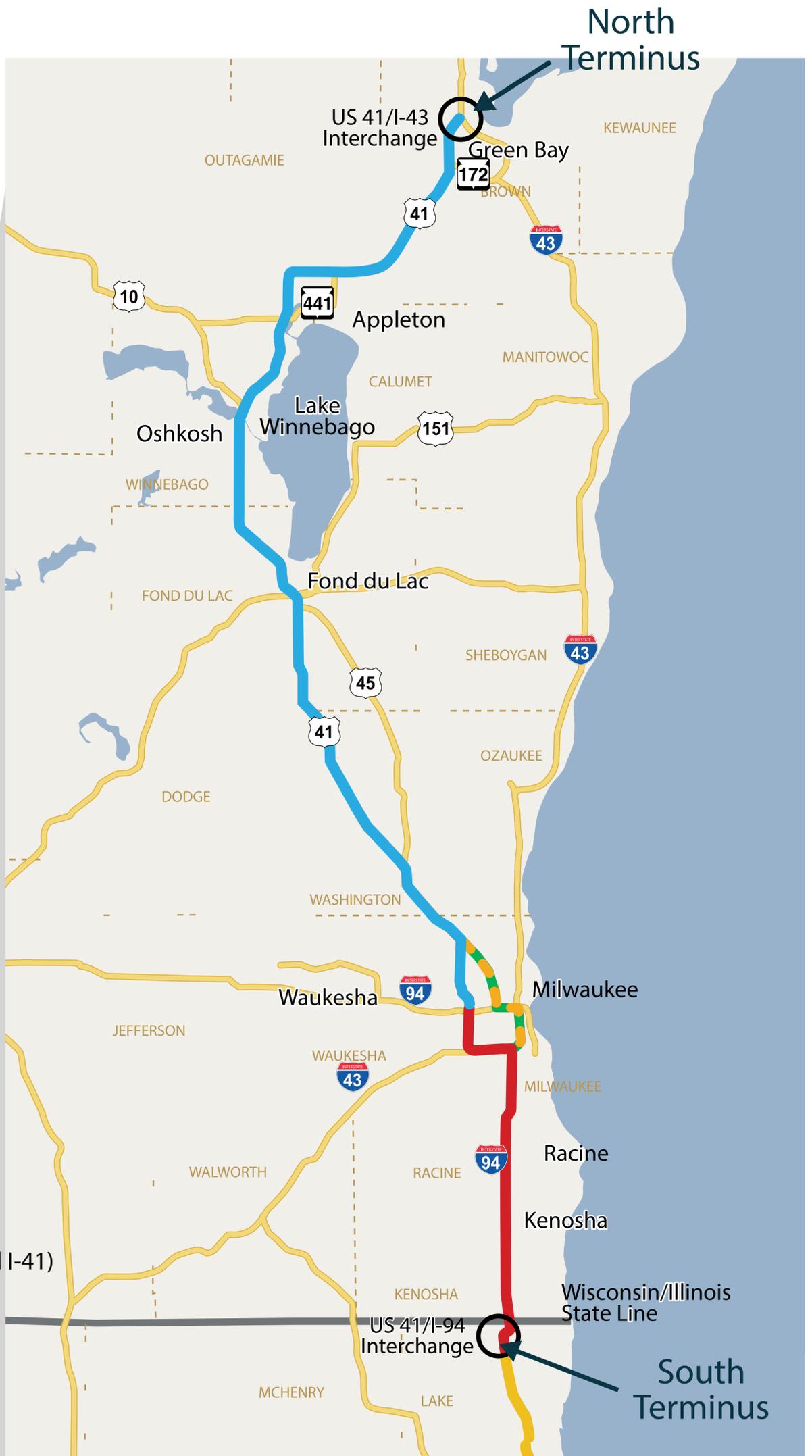
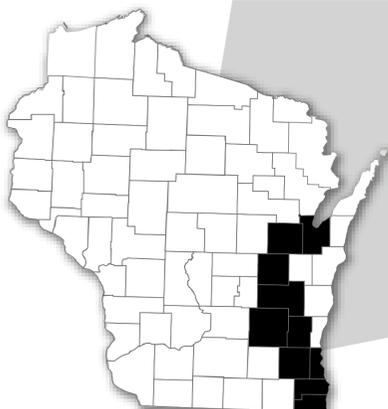
I-41 is the route designation number anticipated and preferred by the general public.

I-41 allows for future consideration of Interstate loop or spur routes to be designated.



LEGEND

-  Proposed Interstate conversion and newly designated I-41 route
-  Proposed I-41 signing added to existing Interstate (Designated I-41)
-  Not included in the designated interstate route



AASHTO conditionally approved the I-41 designation, pending FHWA approval, on November 16, 2012.

Milwaukee Area



US 41 will be rerouted to become concurrent with the proposed I-41. Existing mile marker and exit numbers will not change.

The segment of US 41 between I-94 near Miller Park (Stadium interchange) and US 45, known locally as Lisbon Avenue and Appleton Avenue, will be designated WIS 175.

Between the Mitchell Interchange and Stadium Interchange, the US 41 designation will be removed from the I-94 corridor.

- LEGEND
- Proposed Interstate conversion and newly designated I-41 route
 - Proposed I-41 signing added to existing Interstate (Designated I-41)
 - — Not included in the designated interstate route

Eliminated Alternatives



• **Partial Interstate Conversion Alternative**

- Convert from Milwaukee to Fond du Lac to allow current hauling practices to continue between Fond du Lac and Green Bay without federal grandfathering legislation

• **Out-of-State Interstate Conversion Alternative**

- Select a route number already applied to an Interstate highway in the Chicago area

• **Interstate Designation Alternative (Without federal grandfathering legislation)**

- Convert to Interstate without allowing for current hauling practices on the corridor

Preferred Alternative Impacts



US 41 Conversion

Environmental Factors	Build	No Build
cost	\$9M	0
new right of way	0	0
residential/commercial displacements	0	0
natural resources	0	0
cultural resources	0	0
air/noise impacts	0	0
trucking industry	0	0
outdoor advertising signs become non-conforming	266	0
environmental justice	0	0



Future Projects



US 41 Conversion

- Future programmed projects to resurface US 41 will incorporate safety improvements meeting Interstate standards

Improved bridge clearances

Median cable guard

Safer roadside slopes



Guardrail improvements

Wider shoulders

More visible pavement markings

- While current major/mega projects have been designed to Interstate standards, they are separate from the Interstate Conversion project



Sign Replacement at Typical Interchange



I-41/US 41

Crossroad



There are 97 interchanges along the proposed I-41 route requiring sign replacements.

There are about 1,300 existing signs that would be replaced with a new sign, 650 signs to be revised and 950 new signs.

Typically, the US 41 sign will be replaced with an Interstate 41 sign. However, both the US 41 and Interstate 41 sign will be installed following an interchange entrance ramp.

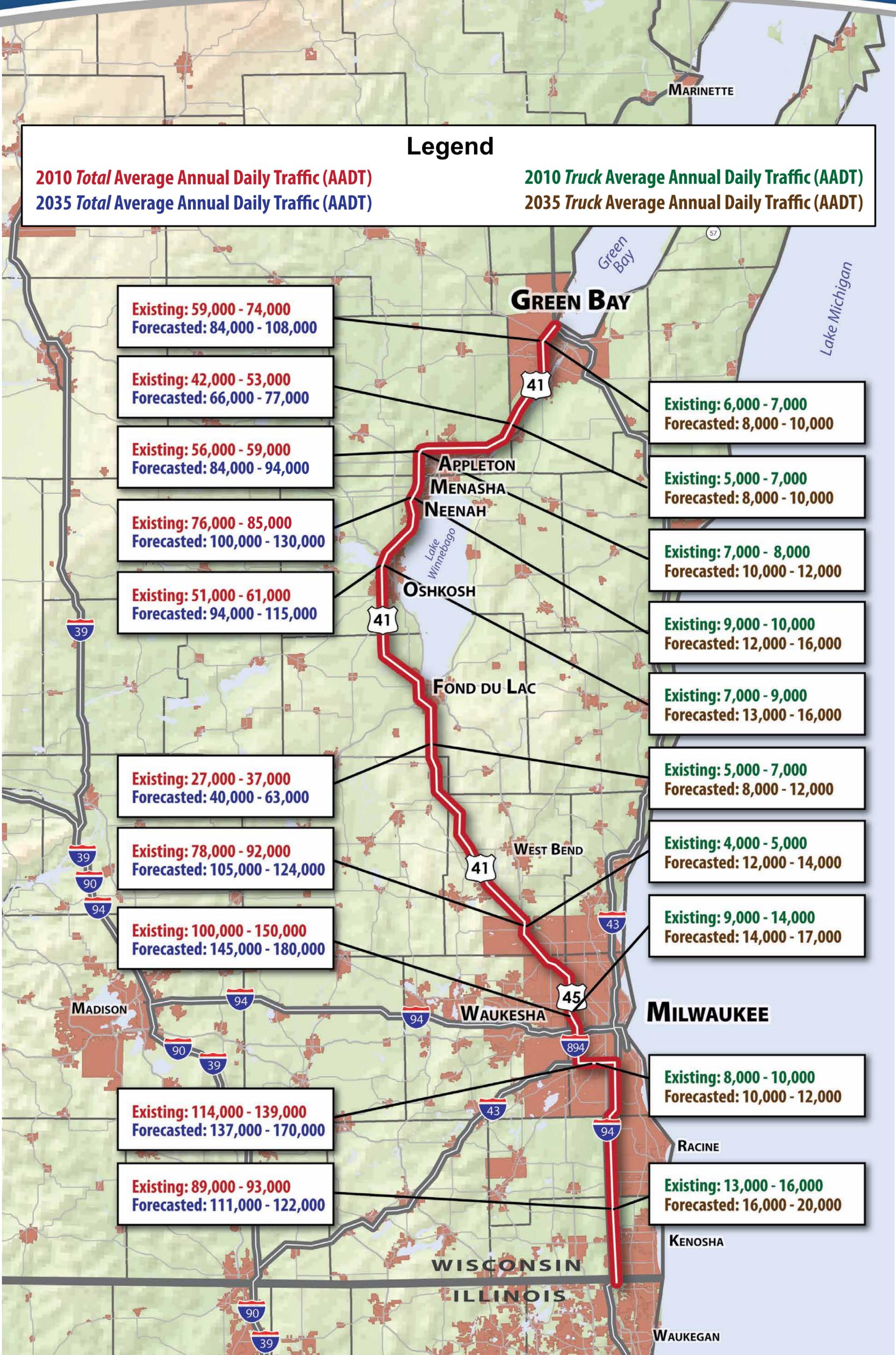
Sign replacement and installation will take about six months to complete.

LEGEND

 Existing Sign to be Removed

 New Replacement Signage

Traffic Volumes



What's Next?



- **September 10 - 12:** Conduct public hearings
- **September 26:** Close of public comments
- **October 2013*:** Signed final Environmental Report placed on project website
- **October 2013*:** Formal Conversion Request Package to FHWA Headquarters
- **December 2013/January 2014*:** FHWA officially designates I-41 corridor
- **March 2014*:** Interstate sign plans bid letting
- **Summer/Fall 2014*:** Interstate shields installed

**This schedule is based on passage of federal grandfathering legislation.*

Federal Grandfathering Legislation



- Maximum gross vehicle weight allowed on Interstates is 80,000 pounds for divisible loads
- Weight loads on US 41 can exceed 80,000 pounds when authorized by permit or state statute. For example, these can include loads hauling milk, timber, fresh vegetables, garbage and scrap metal
- Without legislation, trucks carrying these commodities would need to find alternate routes or use additional trucks to haul
- HR2353 passed the U.S. House and was referred to the U.S. Senate. The bill will permit existing US 41 weight limits on a future Interstate and only applies to trucks currently allowed to haul on US 41
- Without legislation, the preferred alternative will be the No Interstate Designation Alternative

Welcome

Public Hearing Meeting Agenda

5 p.m.

- Sign in, pick up handout, review exhibits, visit with WisDOT staff and ask questions about the proposed improvements.
- **Important!** Determine if you will be providing public testimony*. If so, determine which option and follow the instructions.
- Availability of private verbal testimony* and written testimony* begins. Both options are available until end of the public hearing.

5:30 p.m.

- Attend WisDOT presentation (project update and explanation of public hearing).
- Begin public verbal testimony* upon completion of WisDOT presentation.
- Additional opportunity to review displays and have informal discussion with project team (this will not be part of the public hearing record).

7 p.m.

- End of Public Hearing.
- Written (mail in) testimony* can be provided until September 26, 2013.

Your options to testify:

- Publicly in front of audience
- Privately with court reporter
- Written

***Please see your handout packet for details**

Instructions for Providing Public Testimony

(See handout packet for additional details)

PRIVATE VERBAL TESTIMONY - Testify one on one with court reporter



1. Follow signs to “Private Testimony” area
2. Wait for court reporter opening
3. Provide name, address, and who you represent if applicable (for example, a business)
4. Provide comments

PUBLIC VERBAL TESTIMONY - Testify publicly in front of the audience



1. Fill out registration slip for Public Verbal Testimony (available on table and/or in Handout Packet)
2. Submit slip to WisDOT staff at designated table before, during or immediately following the presentation
3. When called up to the microphone, state your name, address, and who you represent if applicable (for example, a business)
4. Provide comments (3-minute limit)

WRITTEN TESTIMONY - Provide Written Testimony



1. Use one of the following means to provide written testimony:
 - Written Testimony Form (available on table and/or in Handout Packet)
 - Personal Stationery
 - Email
2. Provide your name, address and who you represent if applicable (for example, a business)
3. Provide comments
4. Submit tonight or mail/email by September 26, 2013 (See Handout Packet for contact information) to be considered part of public record