



## CONNECTING WISCONSIN

### I-41 PROJECT

*WIS 96 (Wisconsin Avenue) to County F (Scheuring Road)*

# ONLINE PUBLIC INVOLVEMENT MEETING

Wednesday, May 13, 2020



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## PURPOSE OF THE HANDOUT

The Wisconsin Department of Transportation (WisDOT) would like to thank you for taking the time to view the online public involvement meeting materials for the proposed I-41 Project between WIS 96 (Wisconsin Avenue) in Appleton to County F (Scheuring Road) in De Pere. The purpose of this handout is to introduce the proposed project, provide an overview of the project schedule, and gather public input to aid us in developing a range of improvement alternatives to be evaluated as the project moves forward. Please take time to listen to the presentation, review the meeting displays and obtain additional project information on the project website: [wisconsindot.gov/I41project](http://wisconsindot.gov/I41project)

## PUBLIC INPUT/COMMENTS

Your input is important. Feedback received will assist us in developing improvement alternatives to be presented at future meetings. Included at the end of this handout, as well as on the project website, is a form that may be used for written comments. You are encouraged to fill out this form and return it to the NE Region office prior to June 3, 2020. The form is a pre-paid mailer and may be folded and sent in the local mail. Comments may also be submitted via e-mail to [DOTDTSNERI41@dot.wi.gov](mailto:DOTDTSNERI41@dot.wi.gov) or by calling either of the I-41 Project team members listed on the back page of this handout. **Questions or comments can also be submitted throughout the meeting via YouTube live to be answered by WisDOT staff immediately following the presentation at 5 p.m. on Wednesday, May 13, 2020.**

## NEED FOR IMPROVEMENTS

I-41 is a critical backbone route in Wisconsin's Connections 2030 State Highway Plan and part of the National Highway System. Backbone routes are critical to travel patterns and support the state's economy. I-41 is a major passenger and freight route connecting Neenah, Menasha, Appleton and Oshkosh to Fond du Lac and Milwaukee to the south and Green Bay to the north. The corridor provides access to major manufacturing areas, an international airport, educational institutions and universities, regional shopping centers, entertainment districts, and hospitals.

Today, the 23-mile segment of I-41 between WIS 96 and County F is congested and has multiple geometric and operational deficiencies. In addition, the infrastructure is reaching the end of its useful life and needs replacing. Several factors influence the need for the project and the type of improvements to consider for the freeway:

- **Congestion:** This segment of I-41 is currently experiencing congestion, especially during weekday a.m. and p.m. peak travel times.
- **Safety:** Portions of this segment of I-41 have a crash rate higher than the statewide average for similar roadways. Frequent crashes in the corridor create congestion and unexpected delays. These unexpected delays increase travel times through the corridor and decrease the travel time reliability of both I-41 and the local roadway system.
- **Roadway Conditions:** Much of the original pavement was built in the 1960s and although pavement maintenance continues, the pavement has reached the end of its useful life.
- **Bridges and Geometrics:** Numerous deficiencies exist within the corridor, including substandard bridge clearance, vertical and horizontal curves, ramp design, interchange spacing, and shoulder widths.

I-41 Project Location Map



## IMPROVEMENT ALTERNATIVES

In addition to the No Build Alternative, several improvement alternatives are being considered as part of the project. The proposed improvement alternatives will assess possible solutions for reducing congestion on I-41 and consider updating the roadway and bridges to current standards to address deficiencies.

### I-41

I-41 between WIS 96 (Wisconsin Avenue) and County F (Scheuring Road) is currently 4 lanes (2 in each direction). WisDOT will evaluate reconstructing it as a 4-lane freeway or widening it to 6 lanes.

### Service Interchanges

Service interchanges provide access between the freeway (in this case I-41) and local surface streets. There are nine existing service interchanges in the corridor and one potentially new service interchange.

#### Existing Service Interchanges:

- WIS 96 (Wisconsin Avenue)
- WIS 15/County OO (Northland Avenue)
- WIS 47 (Richmond Street)
- County E (Ballard Road)
- County N (Freedom Road)
- WIS 55 (Delanglade Street)
- County J (Lawe Street)

- County U (S. County Line)
- County S (Freedom Road)

#### Potential Service Interchange:

- Brown County South Bridge Connector -  
For more information on this project visit:  
[www.browncountywi.gov/departments/planning-and-land-services/planning/south-bridge-connector/](http://www.browncountywi.gov/departments/planning-and-land-services/planning/south-bridge-connector/)

The capacity, conditions, and operations will be studied in relation to future traffic volumes at each existing and proposed service interchange. **Three primary types of service interchanges will be considered at each location:**



**Diamond/Tight Diamond Interchange:** A diamond interchange includes four ramps, two exiting and two entering the free-flow highway. A tight diamond has the same general form as the conventional diamond, but, as the name suggests, the spacing of the design is tighter.



**Diverging Diamond Interchange (DDI):** The DDI routes both directions of traffic on the surface street to cross to the opposite side of the bridge at the freeway, requiring traffic on the surface street to briefly drive on the opposite side of the road from what is customary.



**Single Point Urban Interchange (SPUI):** The SPUI is a modification of the diamond interchange that has the advantage of allowing opposing left turns to proceed simultaneously by compressing the two intersections of a diamond into a single intersection over or under the freeway.

## IMPROVEMENT ALTERNATIVES CONT.



### System Interchange - I-41 at WIS 441

A system interchange carries traffic from one freeway to another via a free-flow network of ramps and connectors. **The WIS 441 interchange on I-41 is a system interchange.**

The existing WIS 441 system interchange has operational deficiencies due to a high volume of weaving traffic and proximity to County E (Ballard Road). Improvements to be studied at the interchange include maintaining the current auxiliary lanes or constructing a collector-distributor road between WIS 441 and Ballard Road.

### Safety and Weight Enforcement Facility (SWEF)

WisDOT is evaluating the replacement of the existing Safety and Weight Enforcement Facility (SWEF) along I-41 in Wrightstown. The new facility being evaluated will:

- Ensure driver safety
  - Enforcing equipment standards, carrier performance standards, & driver fitness
- Protect investment in infrastructure
  - Enforcing state size and weight laws for commercial motor vehicles (CMV)
- Increase efficiency by incorporating modern technology to inspect CMV truck traffic
  - Traffic and truck volumes are continually increasing
- Consider relocating the State Patrol Post from Fond du Lac to the Wrightstown SWEF to be more centrally located within the NE Region
  - The current Post is in need of upgrading and co-locating it with the SWEF will be less expensive than doing it separately

### Noise Mitigation

WisDOT will carefully examine the corridor for potential noise impacts due to the proposed improvements and evaluate possible mitigation measures. After a detailed evaluation of locations, and a vote by the impacted residents, WisDOT may implement additional noise mitigation measures along the corridor, such as noise barriers. Noise barriers can be constructed in the form of earth berms or walls made from different noise absorbing material. Existing noise barriers will also be assessed, and recommendations will be made to keep or replace them. For more information on this process, please see the exhibit/noise brochure on the project website.

## SERVICE INTERCHANGE ALTERNATIVES



### Diamond/Tight Diamond Interchange

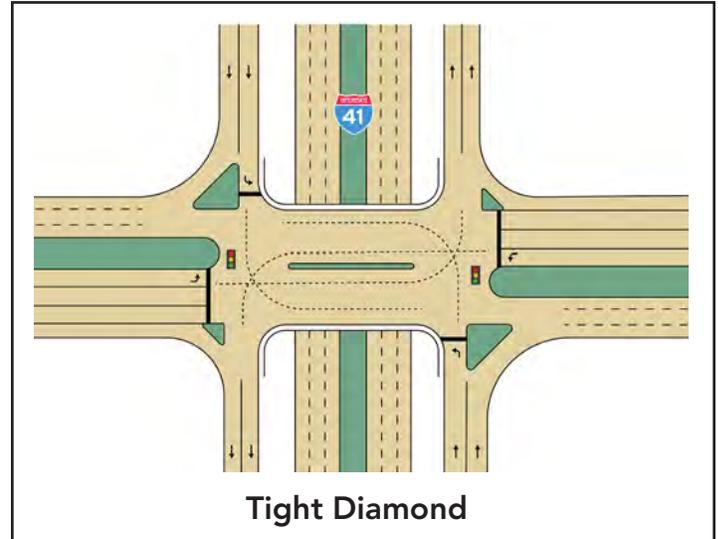
Diamond interchange designs are very economical compared to other options because they require less land and materials. There are two at-grade intersections where the ramps intersect with the minor roadway. These at-grade intersections can be controlled by stop signs where traffic is light. Traffic signals or a roundabout are considered when traffic volumes are heavier.

There are currently two diamond interchanges within the project corridor; I-41 at County U and I-41 at Freedom Road.

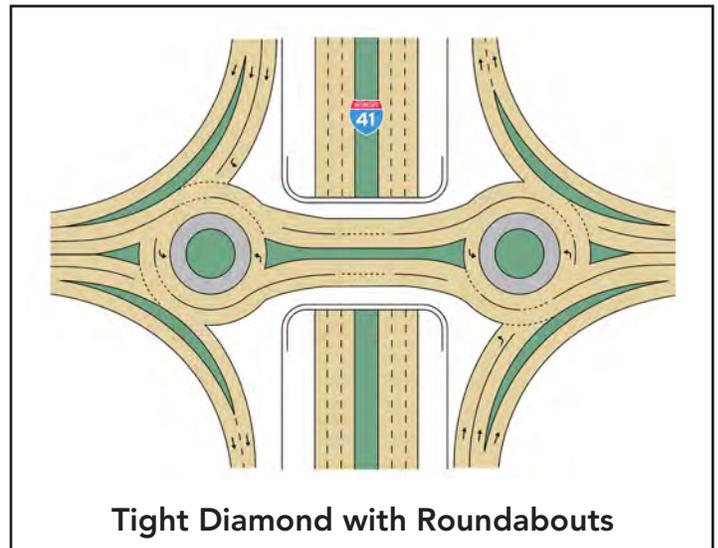
A **tight diamond** has the same general form as the conventional diamond, but, as the name suggests, the spacing of the design is tighter. The spacing between the two at-grade intersections is such that the left turn movements onto the freeway run side by side, generally providing for a wider side road than that of a standard diamond interchange.

Examples of tight diamond interchanges with at-grade intersections can be found on I-41 at WIS 96, WIS 47, County E, and County N.

A tight diamond can also be configured with roundabouts at each ramp terminal instead of traffic signals. I-41 at WIS 55, County J, and County F are examples of this type of interchange within the project limits.



Tight Diamond



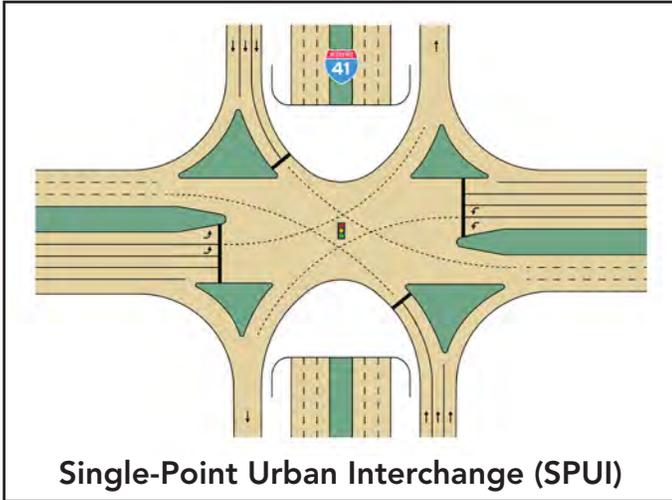
Tight Diamond with Roundabouts

#### Pros:

- Less land
- Less materials
- Less cost

#### Cons:

- Limited capacity
- Multiple potential at-grade conflict points



**Single-Point Urban Interchange (SPUI)**



### Single Point Urban Interchange (SPUI)

The term “single point” refers to the fact that all through traffic on the surface street, as well as the traffic turning left onto or off the freeway, can be controlled from a single set of traffic signals. Due to the space efficiency of SPUIs relative to the volume of traffic they can handle, the interchange design is used extensively when reconstructing existing freeways in dense urban environments. While there are no SPUIs in the Northeast Region, examples in Wisconsin can be located at US 53/US 12 in Eau Claire and Verona Road/Beltline in Madison.

#### Pros:

- Increased efficiency and increased capacity

#### Cons:

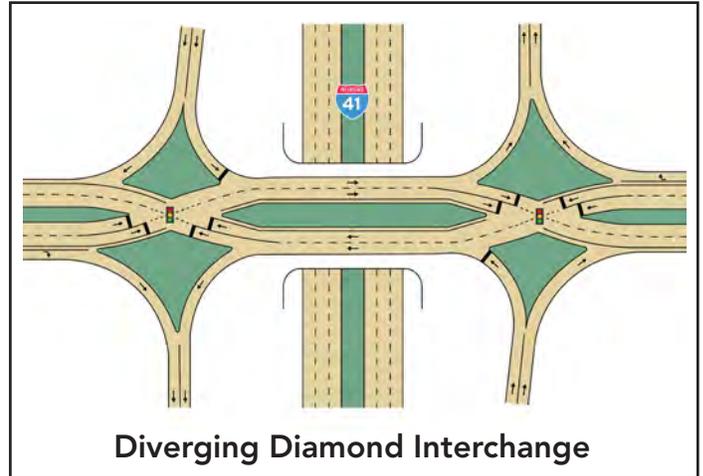
- Higher cost due to size of bridge required and multiple potential at-grade conflict points



### Diverging Diamond Interchange (DDI)

WisDOT is considering the use of a diverging diamond interchange (DDI) at highway interchanges across the state including along I-41. This innovative interchange, sometimes called a “double crossover diamond,” is designed to intuitively guide motorists.

These interchanges have been shown to increase capacity and safety, decrease congestion and minimize the cost of new infrastructure. The first DDI in Northeast Region was built in 2018 as part of the WIS 441 Tri-County Expansion Project at the WIS 441/US 10 (Oneida Street) interchange.



**Diverging Diamond Interchange**

#### Pros:

- Increased safety due to eliminating conflict points by almost half
- Greater capacity and efficiency
- Easy navigation
- Cost is comparable to a similar size diamond interchange

#### Cons:

- Newer interchange type/learning curve

## PROJECT SCHEDULE

Task Item	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Environmental																								
Agency Coordination																								
Traffic Analysis																								
Alternatives Development/Screening																								
Preliminary Design																								
Public Involvement																								

Initiation of Environmental Study: Dec 2019  
 Final Design: 2022-2024

Real Estate Acquisition: 2023-2024  
 Construction: To Be Determined

### NEXT STEPS

Your input is important. Feedback received from this meeting will be used to develop improvement alternatives to be presented at future meetings.

### JOIN THE E-MAIL CONTACT LIST

If you would like to receive project updates and notices of future meetings via e-mail, please submit your e-mail address to Melissa Kok at [Melissa2.Kok@dot.wi.gov](mailto:Melissa2.Kok@dot.wi.gov), or sign-up through the link on the project website: [wisconsin.gov/I41project](http://wisconsin.gov/I41project)

### CONTACT INFORMATION

For additional information, please contact one of the following staff members:

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I-41 Communication Manager  
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Both can also be reached by mail at:

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 944 Vanderperren Way  
 Green Bay, WI 54304

Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711).



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