

I-41 PROJECT PUBLIC HEARING

The Wisconsin Department of Transportation (WisDOT) invites you to attend a public hearing for the I-41 Project from WIS 96 (Wisconsin Avenue) in Appleton to County F (Scheuring Road) in De Pere. There will be three opportunities to attend the public hearing – one held virtually online and two in-person.

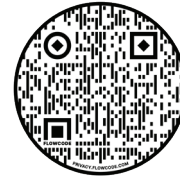
In consideration of the COVID-19 pandemic, it is encouraged that the public participate in the process through the virtual public hearing component to the extent possible. Both opportunities will allow for recording of public and private testimony.

WHEN *and* WHERE

YouTube **Tuesday, July 27 from 6-8 p.m.**
 YouTube Live Presentation followed by verbal public and private testimony

LIVE

Scan the QR code and click on *Public Involvement* then *Virtual Public Hearing*



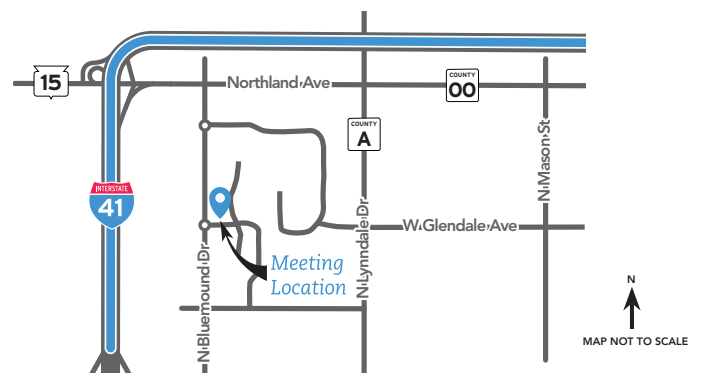
The meeting can be accessed by visiting: youtu.be/Ho40Mw5cosQ

or by telephone (audio only): (608) 571-2209
 Conference ID: 408 638 443#

Wednesday, July 28 from 5-8 p.m.
 Hemlock Creek Elementary School
 1900 Williams Grant Drive
 De Pere, WI 54115



Thursday, July 29 from 5-8 p.m.
 Fox Valley Technical College - D.J. Bordini Center
 5 N Systems Drive
 Appleton, WI 54914



To respect the facility guidelines on room capacity, attendance at the in-person hearing will be by appointment only. Prior to the public hearing, please call the I-41 Project Communications Manager, Melissa (Missy) Kok, between the hours of 8 a.m. and 4:30 p.m. Monday through Friday, to make an appointment and receive further instructions regarding the in-person option. Persons without an appointment may be asked to wait outside the facility until space is available.

CONTACT US

If you are unable to access the meeting documents online or require special accommodations to participate in the public hearing, contact I-41 Communications Manager, Melissa (Missy) Kok and arrangements will be made to share the information in another format. Persons who are deaf or hard of hearing and who require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least three working days prior to the public hearing.

Melissa (Missy) Kok
 I-41 Communications Manager

 (920) 492-5743

 Melissa2.Kok@dot.wi.gov

ABOUT *the* PROJECT

WisDOT is evaluating reconstructing 23-miles of I-41 between WIS 96 (Wisconsin Avenue) and County F (Scheuring Road) in Outagamie and Brown counties. Several improvement alternatives are being considered to help reduce congestion and update the interchanges, roadways, and bridges to current standards.

The I-41 Project is important to Wisconsin and the region because it maintains and upgrades an important economic link connecting the Fox River Valley with Southeast Wisconsin - two areas that contain more than half the state's population and the majority of its workforce and manufacturing facilities.

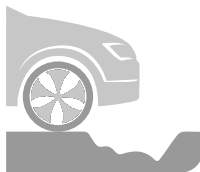
The project is needed to:



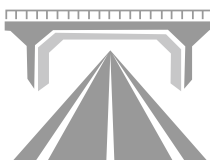
Improve safety



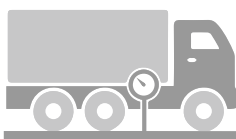
Address increasing congestion



Replace old and deteriorating pavement



Update infrastructure that has outdated design standards



Address the outdated SWEF to allow it to operate effectively

THE ENVIRONMENTAL DOCUMENT PROCESS

WisDOT and the Federal Highway Administration (FHWA) have prepared an Environmental Assessment to document the impacts of the I-41 Project. The Environmental Assessment documents the purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the project.

After testimony on the Environmental Assessment is received and considered, a determination of significance of the impacts is made. If it is determined that the project would result in significant impacts, an Environmental Impact Statement (EIS) must be prepared. If it is evident that no significant impacts are associated with the project, a Finding of No Significant Impacts (FONSI) is prepared. The final environmental document, anticipated for completion in late 2021, will summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Environmental Assessment.

The Environmental Assessment is available for review on the I-41 Project website wisconsin.gov/I41project. Paper copies will also be available for review at WisDOT's Northeast Region office in Green Bay (*by appointment only*), the Appleton, Little Chute, Kaukauna, Wrightstown, and De Pere (Kress Family) public libraries, and at the in-person public hearings on Wednesday, July 28 and Thursday, July 29, 2021.

RANGE OF ALTERNATIVES CONSIDERED

WisDOT developed a range of alternatives to meet the purpose and need of the project which were presented at the second virtual public involvement meeting on September 23, 2020. Alternatives were developed and analyzed for:

- I-41
- Nine existing interchanges and one new Brown County interchange
- Wrightstown Safety and Weight Enforcement Facility (SWEF)

WisDOT also considered improvements for local and county road overpasses and the park and ride lots along the corridor, as well as the construction of a new salt shed on the Outagamie County Highway Department grounds.

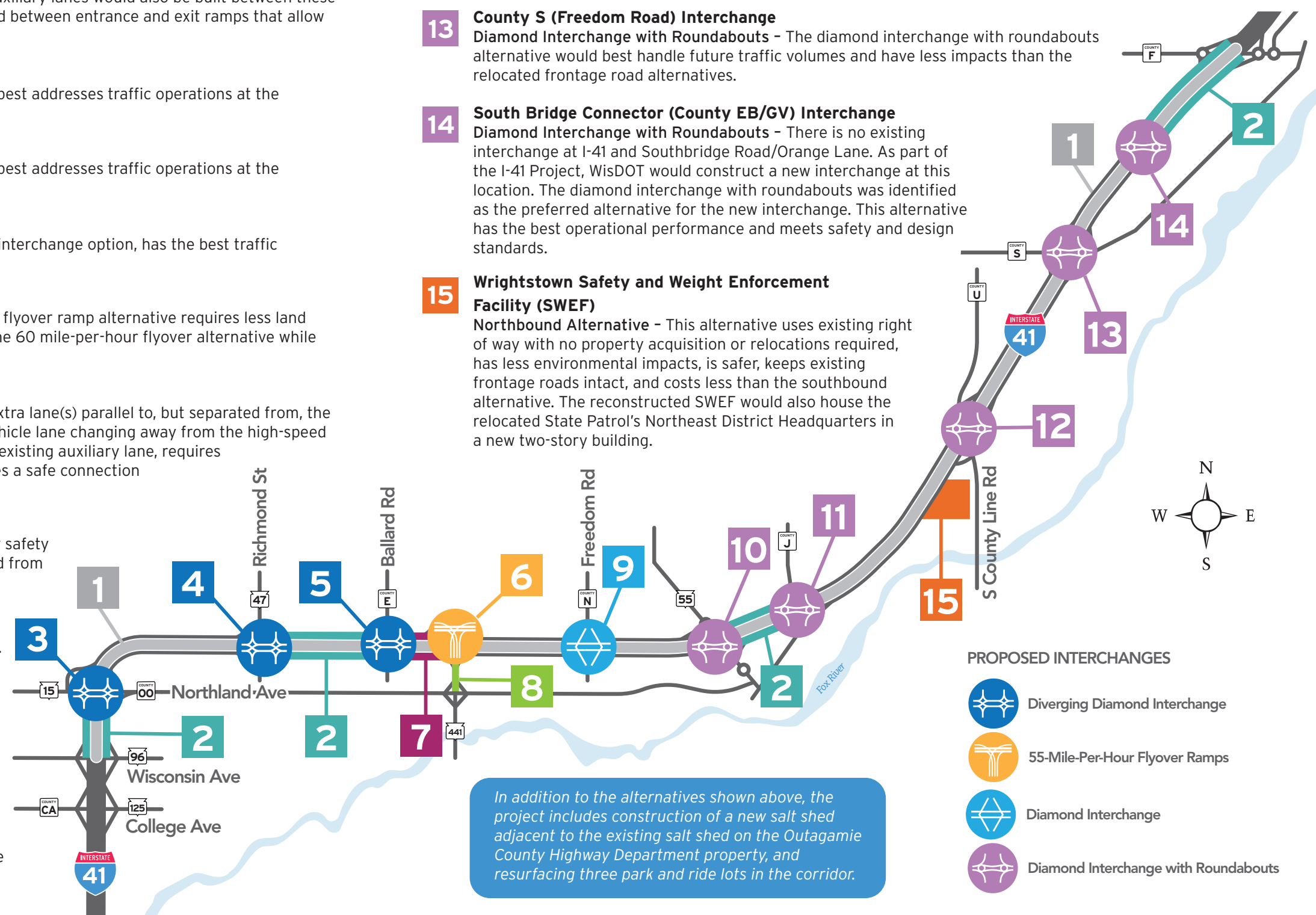
A no-build alternative was analyzed along with several build alternatives. Under the no-build alternative, WisDOT would make no improvements to I-41 other than routine maintenance. In addition, WisDOT would make no changes or improvements to the interchanges along I-41 or to the SWEF, park and ride lots or salt shed.

Each alternative was evaluated based on how it addressed the project's need factors, potential environmental impacts, new property to be acquired, and estimated construction cost. WisDOT also considered input from the public, tribes, agencies, and local governments.

A detailed description of the alternatives considered is in the Environmental Assessment available online at: wisconsin.gov/I41project. Click on the "Environmental Documents" page.

PREFERRED ALTERNATIVES

- 1 I-41 (WIS 96 - County F)**
6-Lanes - The 6-lane alternative is the safest I-41 alternative, best addresses future traffic operations, and is the only alternative that would provide lane and route continuity. The 6-lane alternative would reconstruct I-41 and add an additional travel lane in each direction. The additional travel lane would be added in the median and a concrete median barrier would separate the two directions of traffic rather than the current grass median.
- 2 I-41 (WIS 96 - WIS 15), (WIS 47 - County E), (WIS 55 - County J), (South Bridge Connector - County F)**
Auxiliary Lanes - In addition to adding a third lane in each direction, auxiliary lanes would also be built between these closely spaced interchanges. Auxiliary lanes are extra lanes constructed between entrance and exit ramps that allow drivers a safe way to merge into traffic.
- 3 WIS 15/County OO (Northland Avenue) Interchange**
Diverging Diamond Interchange - The diverging diamond interchange best addresses traffic operations at the interchange and improves safety.
- 4 WIS 47 (Richmond Street) Interchange**
Diverging Diamond Interchange - The diverging diamond interchange best addresses traffic operations at the interchange and improves safety.
- 5 County E (Ballard Road) Interchange**
Diverging Diamond Interchange - The diverging diamond is the safest interchange option, has the best traffic operations and requires less land from adjacent property owners.
- 6 WIS 441 System Interchange**
55-mile-per-hour Flyover Ramps - The 55-mile-per-hour design speed flyover ramp alternative requires less land from adjacent property owners, has less impacts, and costs less than the 60 mile-per-hour flyover alternative while offering similar operational and safety benefits.
- 7 I-41 (County E - WIS 441)**
Collector-Distributor Roads - A Collector-distributor (C-D) road is an extra lane(s) parallel to, but separated from, the freeway lanes by concrete barrier. Their primary purpose is to move vehicle lane changing away from the high-speed traffic on the freeway lanes. A C-D road would improve safety over the existing auxiliary lane, requires less land, and is less expensive than the braided ramps, but still provides a safe connection with acceptable traffic operations.
- 8 WIS 441 (I-41 to County OO)**
Auxiliary Lane (Northbound) - The auxiliary lane would provide similar safety benefits for current and future traffic volumes, while requiring less land from adjacent property owners, and less cost.
Braided Ramp (Southbound) - The braided ramps alternative avoids right of way acquisition and resource impacts needed to reconstruct the WIS 441/County OO interchange as a partial cloverleaf interchange.
- 9 County N (Freedom Road) Interchange**
Diamond Interchange with Traffic Signals - The interchange operates acceptably as a diamond interchange with traffic signals today, and future traffic volumes are projected to remain close to current volumes.
- 10 WIS 55 (Delanglade Street) Interchange**
Diamond Interchange with Roundabouts - This interchange was reconstructed in 2018 to add roundabouts, the roundabouts meet current standards and do not require reconstruction. An additional lane may be added along WIS 55 to address future traffic volumes and the I-41 bridges over WIS 55 and Maloney Road would be reconstructed.



- 11 County J (Lawe Street) Interchange**
Diamond Interchange with Roundabouts - This interchange was reconstructed in 2010 to add roundabouts, and thus the roundabouts meet current standards and do not require reconstruction. The interchange ramps would be reconstructed to tie into I-41, and the County J bridge over I-41 would be reconstructed due to the location of the existing bridge piers. Reconstructing the ramps in their current alignment meets the need of the project with minimal environmental impacts.
- 12 County U (County Line Road) Interchange**
Diamond Interchange with Roundabouts - The diamond interchange with roundabouts alternative would best handle future traffic volumes.
- 13 County S (Freedom Road) Interchange**
Diamond Interchange with Roundabouts - The diamond interchange with roundabouts alternative would best handle future traffic volumes and have less impacts than the relocated frontage road alternatives.
- 14 South Bridge Connector (County EB/GV) Interchange**
Diamond Interchange with Roundabouts - There is no existing interchange at I-41 and Southbridge Road/Orange Lane. As part of the I-41 Project, WisDOT would construct a new interchange at this location. The diamond interchange with roundabouts was identified as the preferred alternative for the new interchange. This alternative has the best operational performance and meets safety and design standards.
- 15 Wrightstown Safety and Weight Enforcement Facility (SWEF)**
Northbound Alternative - This alternative uses existing right of way with no property acquisition or relocations required, has less environmental impacts, is safer, keeps existing frontage roads intact, and costs less than the southbound alternative. The reconstructed SWEF would also house the relocated State Patrol's Northeast District Headquarters in a new two-story building.

In addition to the alternatives shown above, the project includes construction of a new salt shed adjacent to the existing salt shed on the Outagamie County Highway Department property, and resurfacing three park and ride lots in the corridor.

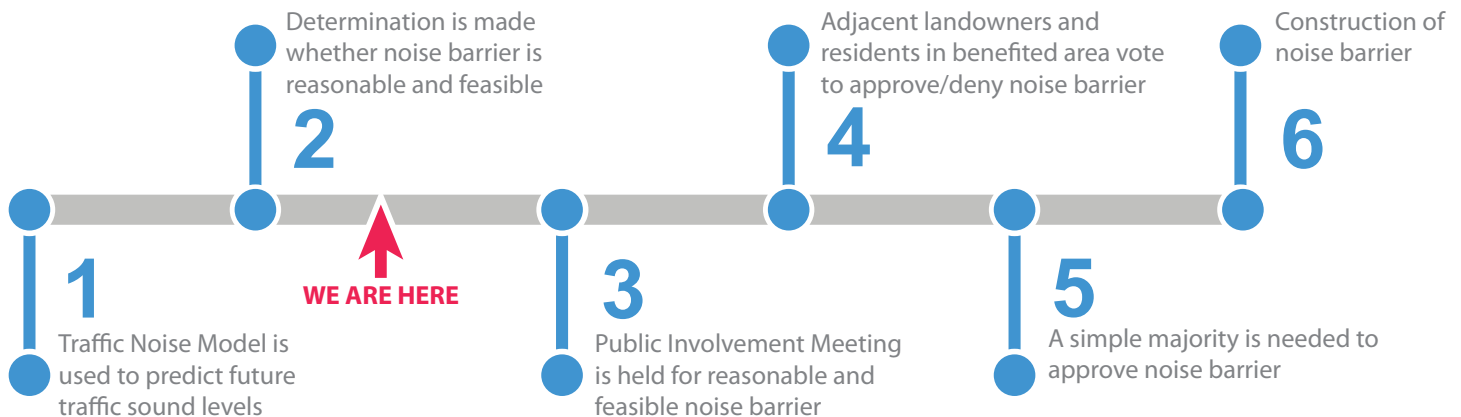
NOISE BARRIERS

WisDOT conducted a noise analysis and six new noise barriers and the existing noise wall in the project area were determined to be feasible and reasonable:

- I-41 Northbound from Capitol Drive to Lynndale Drive
- I-41 Northbound from Lynndale Drive to WIS 47
- I-41 Southbound from railroad tracks to Lynndale Drive
- I-41 Northbound from WIS 47 to Meade Street (*existing*)
- I-41 Southbound from Meade Street to approx. 2,500 ft west of Meade Street
- I-41 Northbound from Meade Street to Ballard Road
- I-41 Northbound from Rose Hill Road to WIS 55

In order to be built, each barrier must receive a vote of support by a simple majority of the property owners and the residents benefited by the barrier. The voting process, which includes a public involvement meeting about the noise barriers, will occur during final design (anticipated 2023). This meeting will also provide owners and residents of the surrounding area an opportunity to ask questions about the noise walls. The locations studied in the noise analysis are available for viewing on the project website, during the virtual public hearing, and will be on display at the in-person component of the public hearing.

Noise Barrier Process



WHAT'S NEXT?

- **Environmental Assessment**
 - Public Hearing: **July 27, 28 & 29, 2021**
 - Public comment period ends: August 6, 2021
 - Results of the public hearing and anticipated final environmental document: late 2021
- **Final engineering:** Tentative 2022-2024
- **Right of way acquisition:** Tentative 2023-2024
- **Construction:** TBD



SUBSCRIBE!

To receive the I-41 Project newsletter, project updates and notices of future meetings via e-mail, please sign up through the link on the project website: wisconsindot.gov/I41project



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Northeast Region Office
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COVID - 19 SAFETY



Enhanced safety measures will be applied to the in-person public hearing. Guidelines from the Centers for Disease Control and Protection and the Wisconsin Department of Health Services will be followed. Vaccinated individuals may continue to wear face coverings but are not required to do so. All unvaccinated attendees are asked to wear a face mask and physical distance while in attendance at the in-person public hearing.

CONTACT US

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