

I-41 Project

WIS 96 (Wisconsin Ave) to County F (Scheuring Rd)
Outagamie & Brown Counties

Virtual Public Involvement Meeting

Wednesday, September 23, 2020



Presentation Outline

- Project team
- I-41 Project overview
- Project purpose and need
- Environmental analysis
- Alternatives
- Project schedule
- Next steps

Project Team

- Colleen Harris, Northeast Region Director
- Tom Buchholz, Project Development Chief
- Chad DeGrave, Project Supervisor
- Scott Ebel, Design Project Manager
- Bryan Lipke, Planning Project Manager
- Kathie VanPrice, Environmental Coordinator
- Melissa (Missy) Kok, Communications Manager

Questions and Comments

- Submit questions or comments regarding the project by using any of the methods below



EMAIL US

DOTDTSDNERI41@dot.wi.gov

*Please include your name
and contact information*



MAIL IN COMMENTS

WisDOT NE Region
944 Vanderperren Way
Green Bay, WI 54304



CHAT BUTTON

Click on the chat section in
YouTube to ask a question

wisconsin.gov/I41project

Project Overview

- 23-mile corridor
- WIS 96 (Wisconsin Avenue) to County F (Scheuring Road)



Purpose and Need

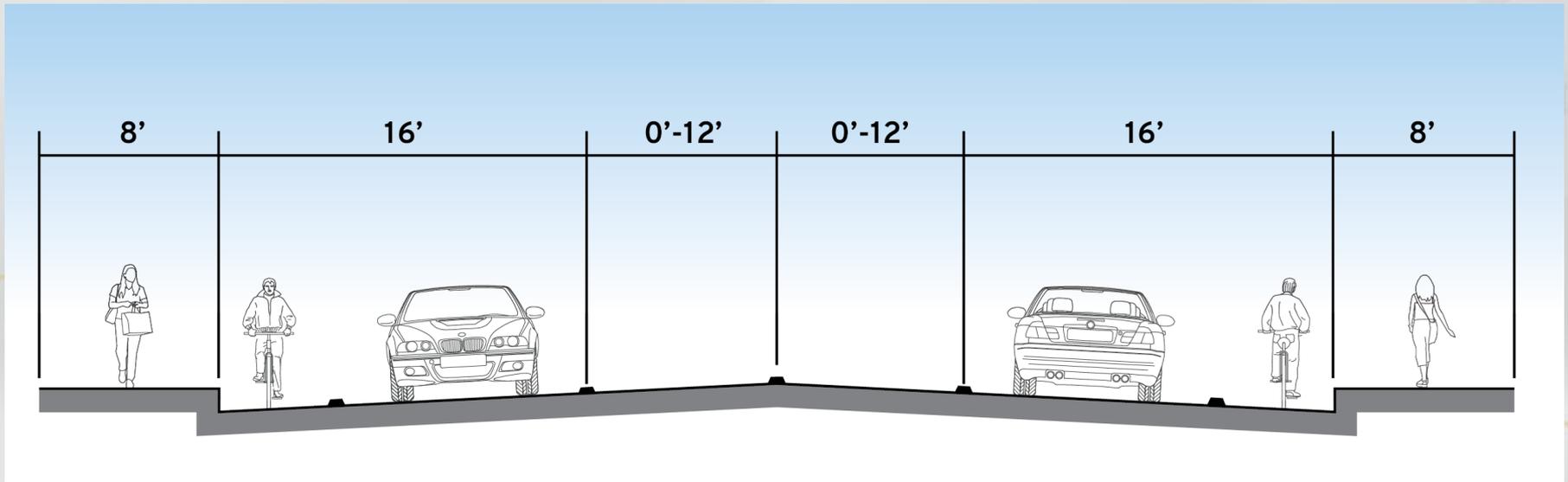
- Provide necessary roadway capacity to serve existing and projected traffic volumes
- Improve safety and operational efficiency
- Provide balance between regional traffic and local access needs
- Update the Safety and Weight Enforcement Facility (SWEF) and Northeast Region State Patrol Post

Build Alternatives Considered

- 4-lane modernization with hard shoulder running
- 6-lane modernization
- Interchange improvements
- Overpass improvement
- Brown County South Bridge Connector

Build Alternatives Considered

Proposed bike and pedestrian accommodations according to local bike and pedestrian plans



Build Alternatives Considered

- Other project elements
 - Combined Safety and Weight Enforcement Facility (SWEF) and Northeast Region State Patrol Post
 - New Salt Shed at Outagamie County DPW
 - Address pavement needs at existing Park and Ride Lots at County E, County N and County S

Alternatives Screening Process

- Assess alternatives effectiveness, environmental impacts, real estate needs and construction cost
- Gather input on alternatives from public, tribes, local governments and resource agencies
- Identify preferred alternative
- Document the screening process in the Environmental Assessment
- Determine final right of way needs and project program costs

Environmental Justice

- Executive Order 12898 on Environmental Justice
- Analyses required to determine any disproportionately high and adverse effects to
 - Low-income
 - Minority
- Develop effective public participation strategies
- Assure meaningful representation in the process, beginning at the earliest possible time

Environmental Analysis

Environmental Assessment

- Impacted environment

- Air quality
- Agriculture
- Business and economics
- Community/residential
- Noise
- Groundwater
- Floodplains
- Cultural resources
- Stormwater
- Surface water
- Threatened/endangered and protected resources
- Wetlands
- Hazmat

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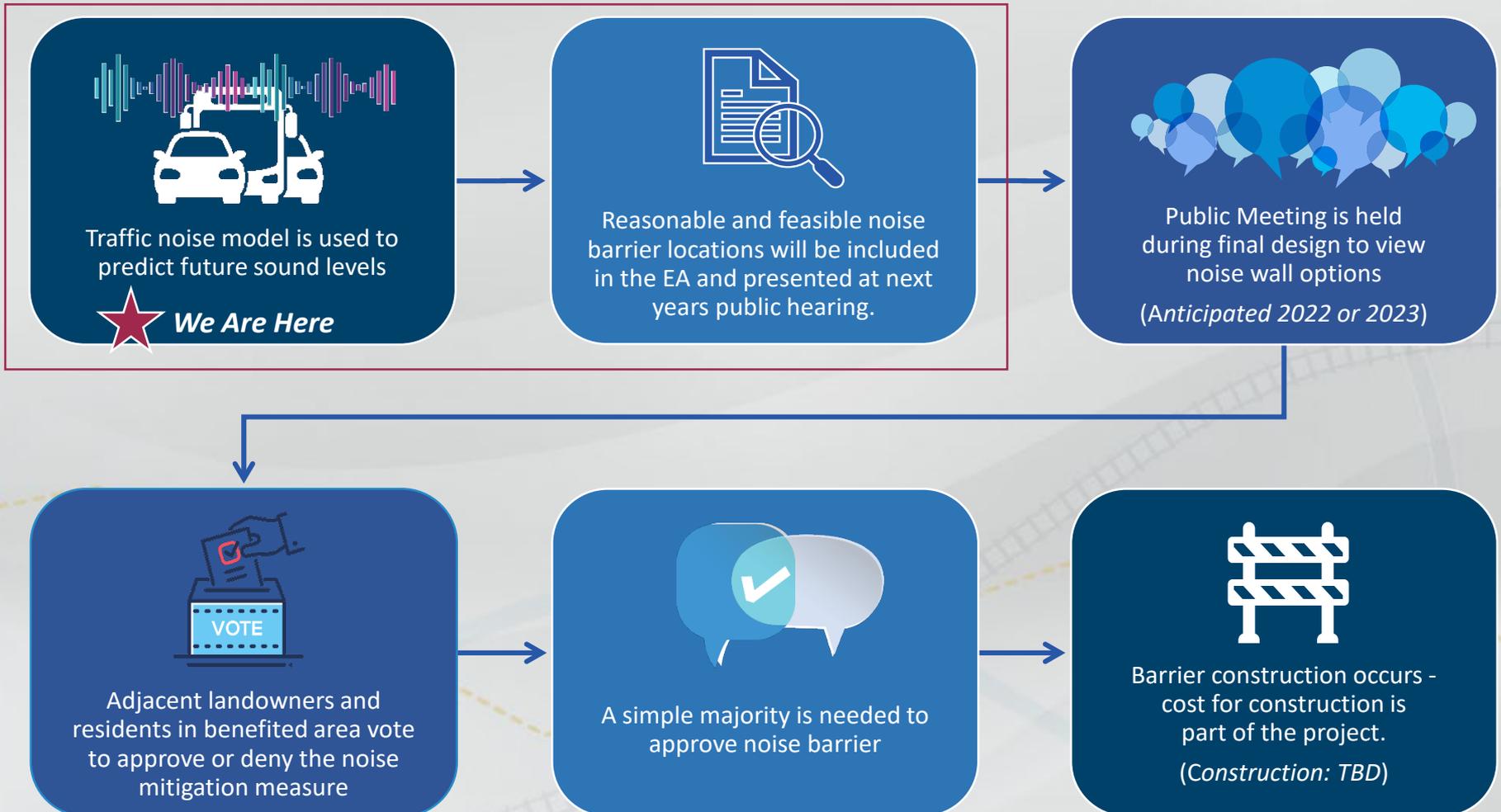
Click on the chat section in
YouTube to ask a question

wisconsindot.gov/l41project

Environmental Analysis

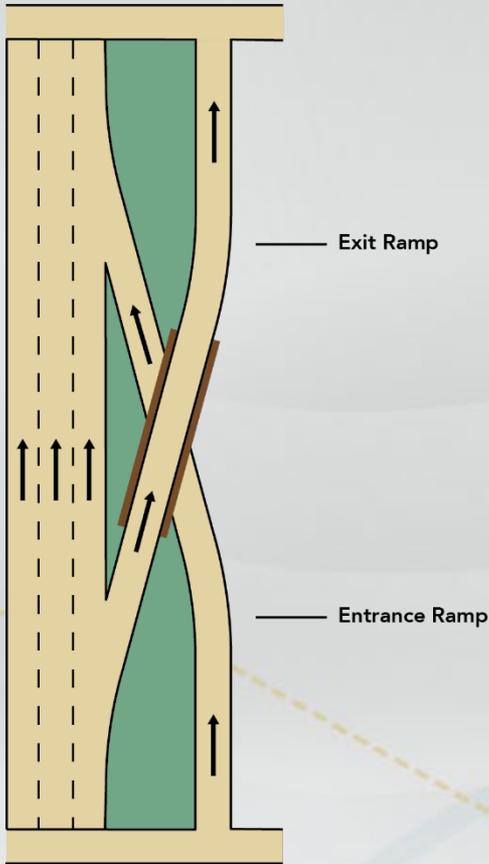
Noise

Current Phase

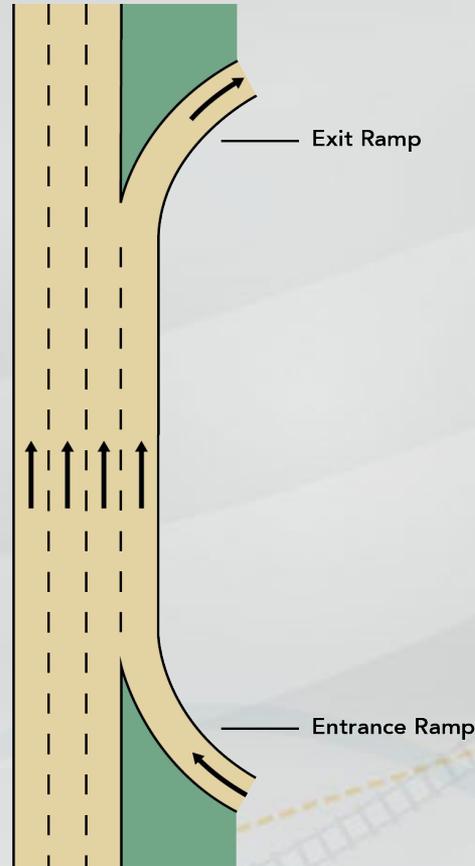


Alternatives

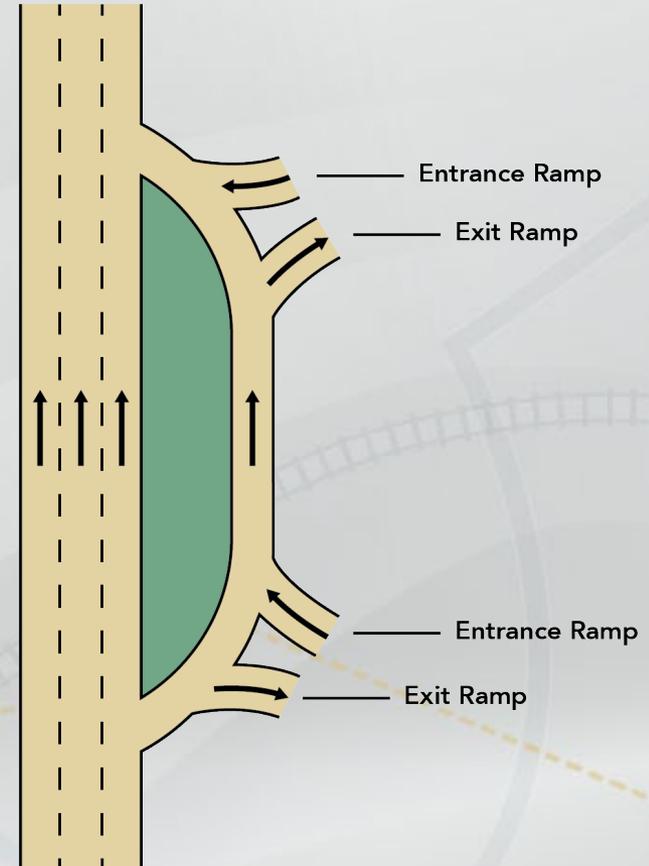
Interchange Ramps



Braided Ramps



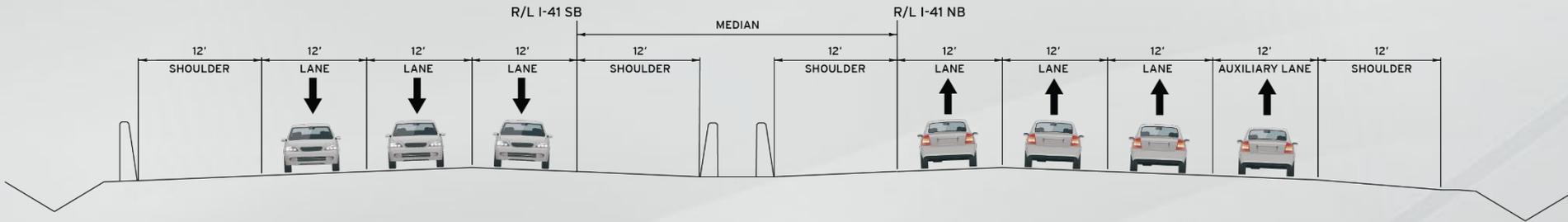
Auxiliary Lane



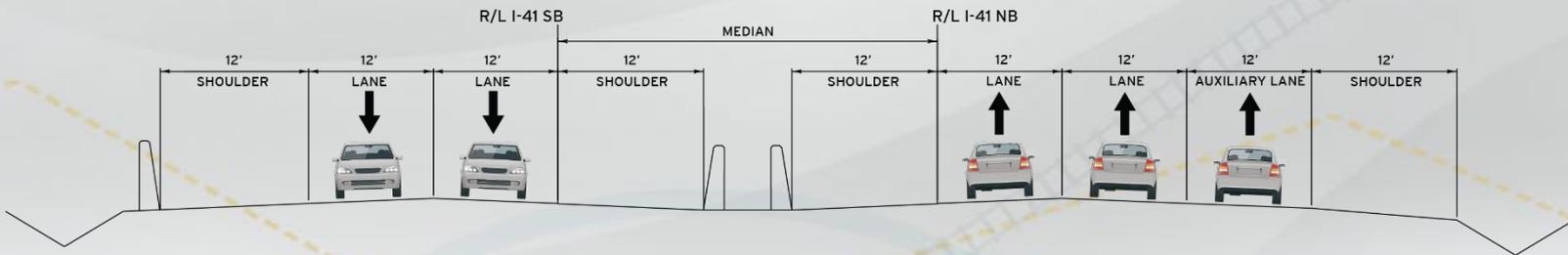
Collector Distributor Road

Alternatives

I-41 Typical Sections



SIX LANE TYPICAL SECTION - I-41
SHOWN WITH AUXILIARY LANE

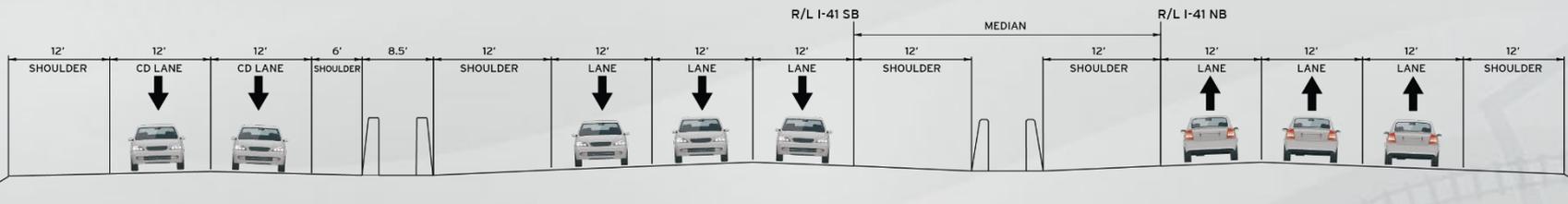


FOUR LANE TYPICAL SECTION - I-41
SHOWN WITH AUXILIARY LANE
(MATCHES EXISTING TYPICAL SECTION NORTH OF WIS 15)

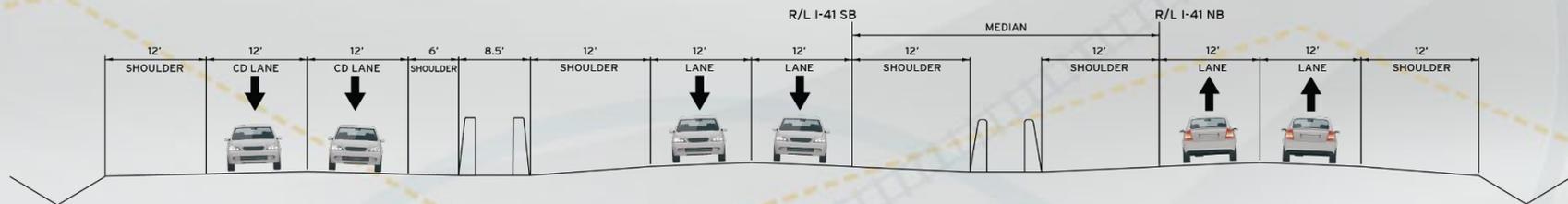
Alternatives

I-41 Typical Sections

- The number of lanes on the C-D road (2 or 3) will depend on the final WIS 441 design



SIX LANE TYPICAL SECTION - I-41
SHOWN WITH COLLECTOR-DISTRIBUTOR ROAD

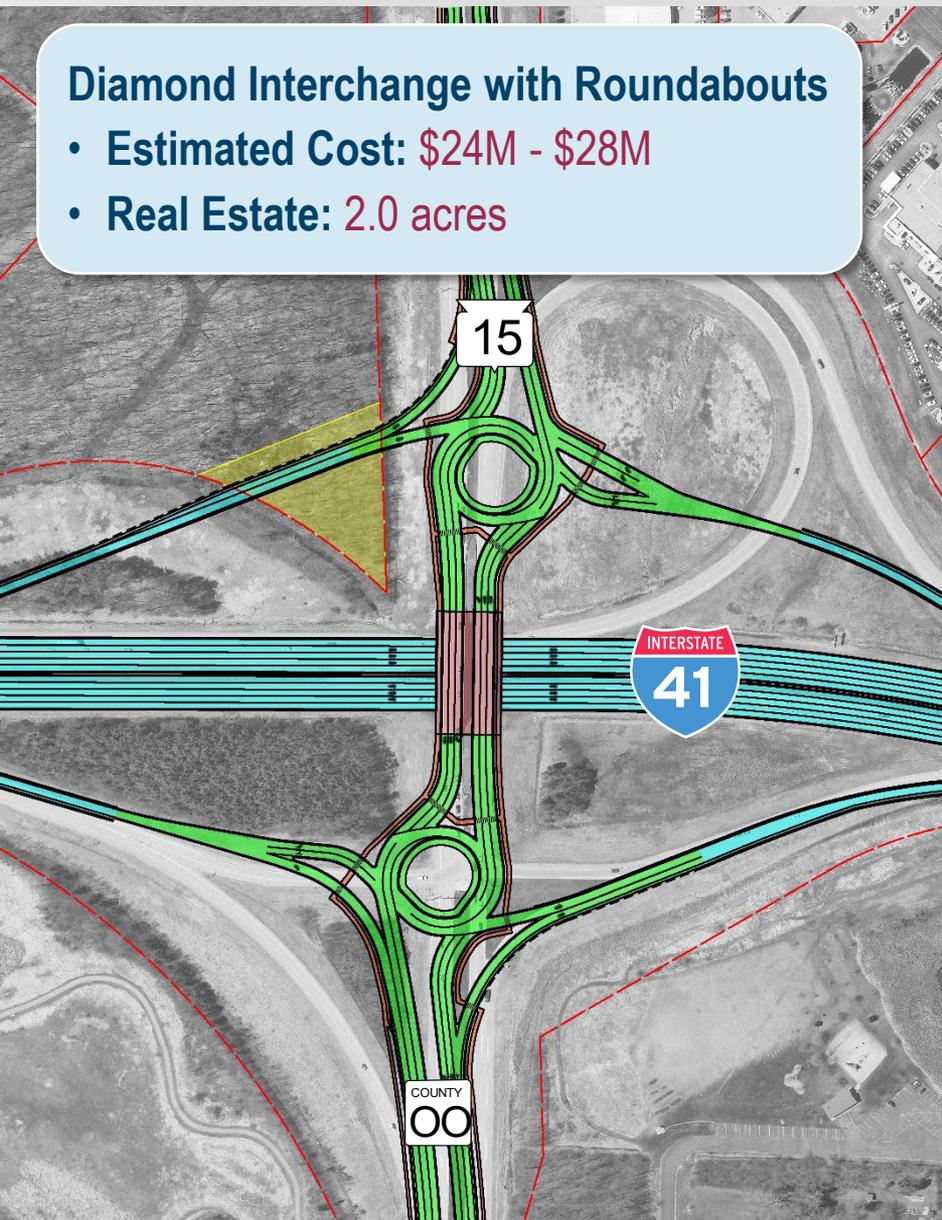


FOUR LANE TYPICAL SECTION - I-41
SHOWN WITH COLLECTOR-DISTRIBUTOR ROAD

WIS 15/County 00

Diamond Interchange with Roundabouts

- Estimated Cost: \$24M - \$28M
- Real Estate: 2.0 acres



Diamond Interchange

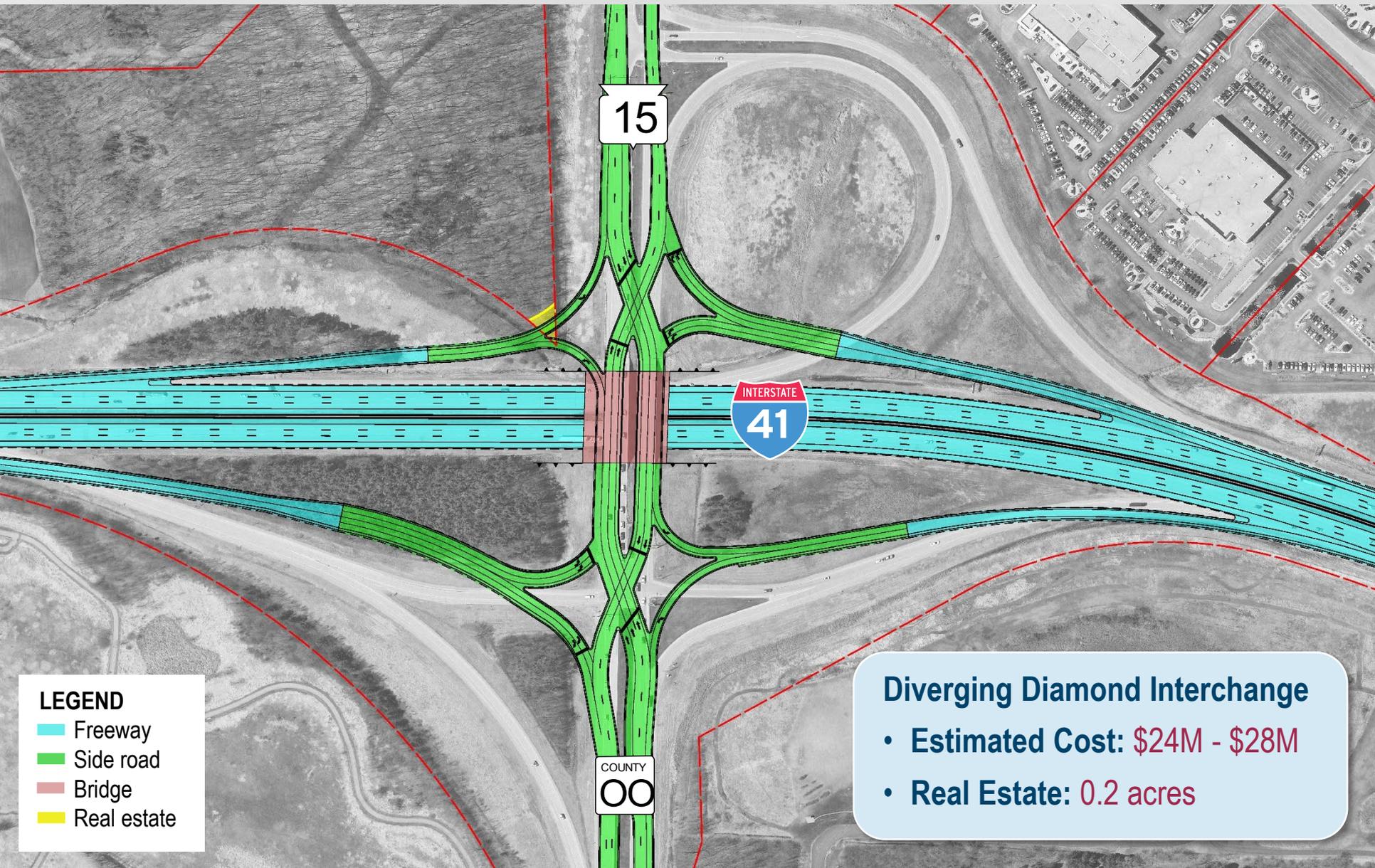
- Estimated Cost: \$24M - \$28M
- Real Estate: 0.2 acres



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

WIS 15/County 00



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

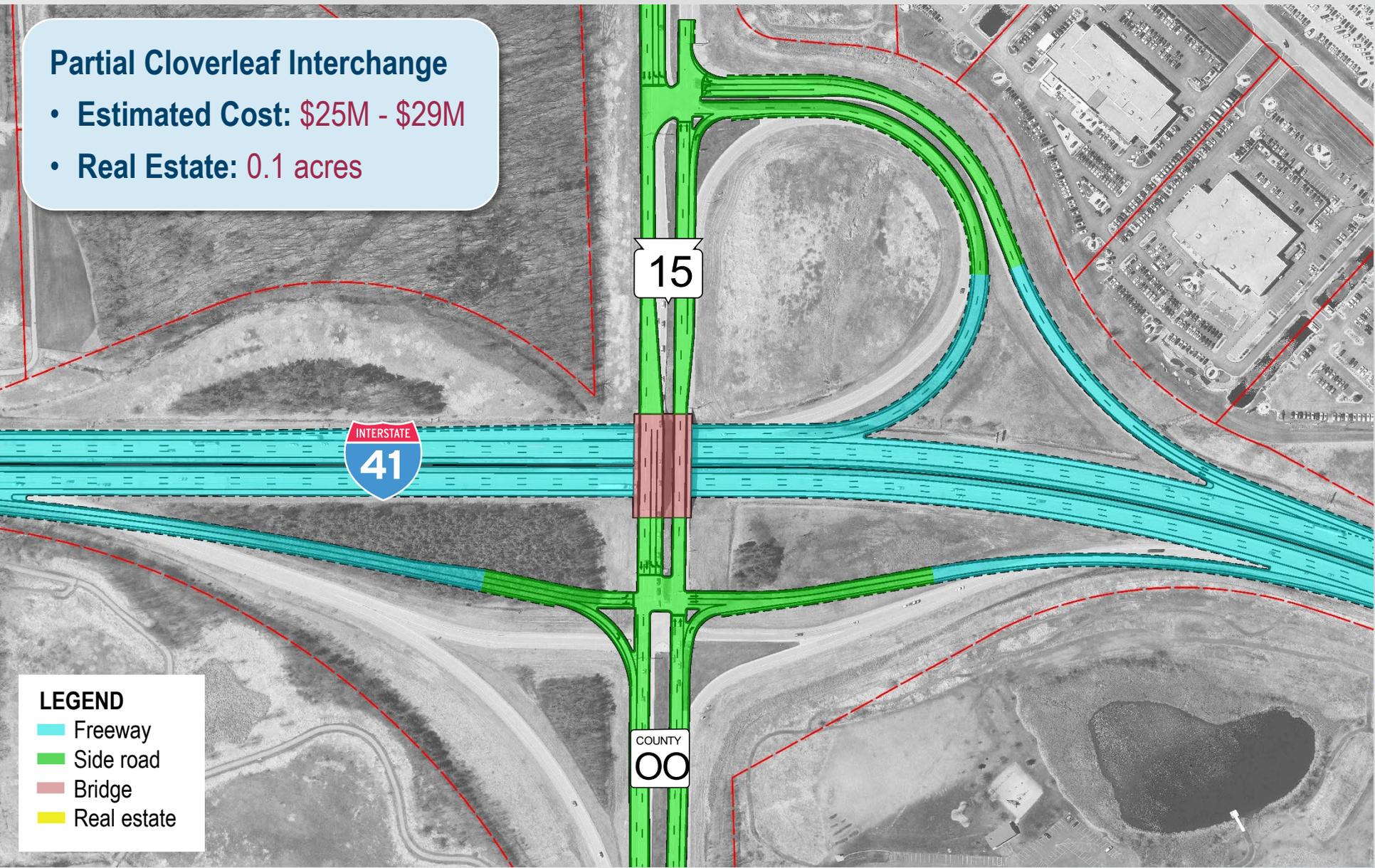
Diverging Diamond Interchange

- Estimated Cost: \$24M - \$28M
- Real Estate: 0.2 acres

WIS 15/County 00

Partial Cloverleaf Interchange

- Estimated Cost: \$25M - \$29M
- Real Estate: 0.1 acres



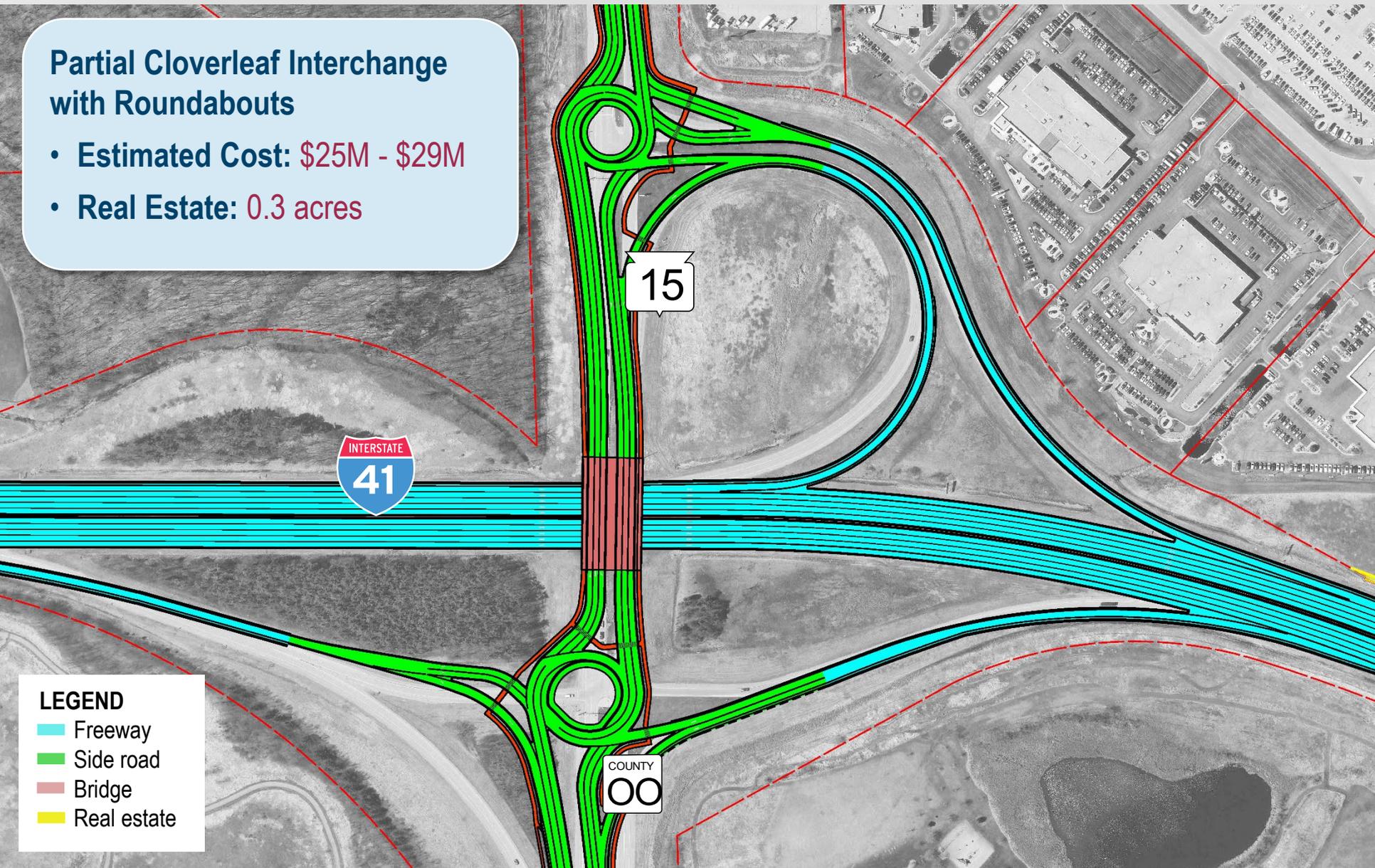
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

WIS 15/County 00

Partial Cloverleaf Interchange with Roundabouts

- Estimated Cost: \$25M - \$29M
- Real Estate: 0.3 acres



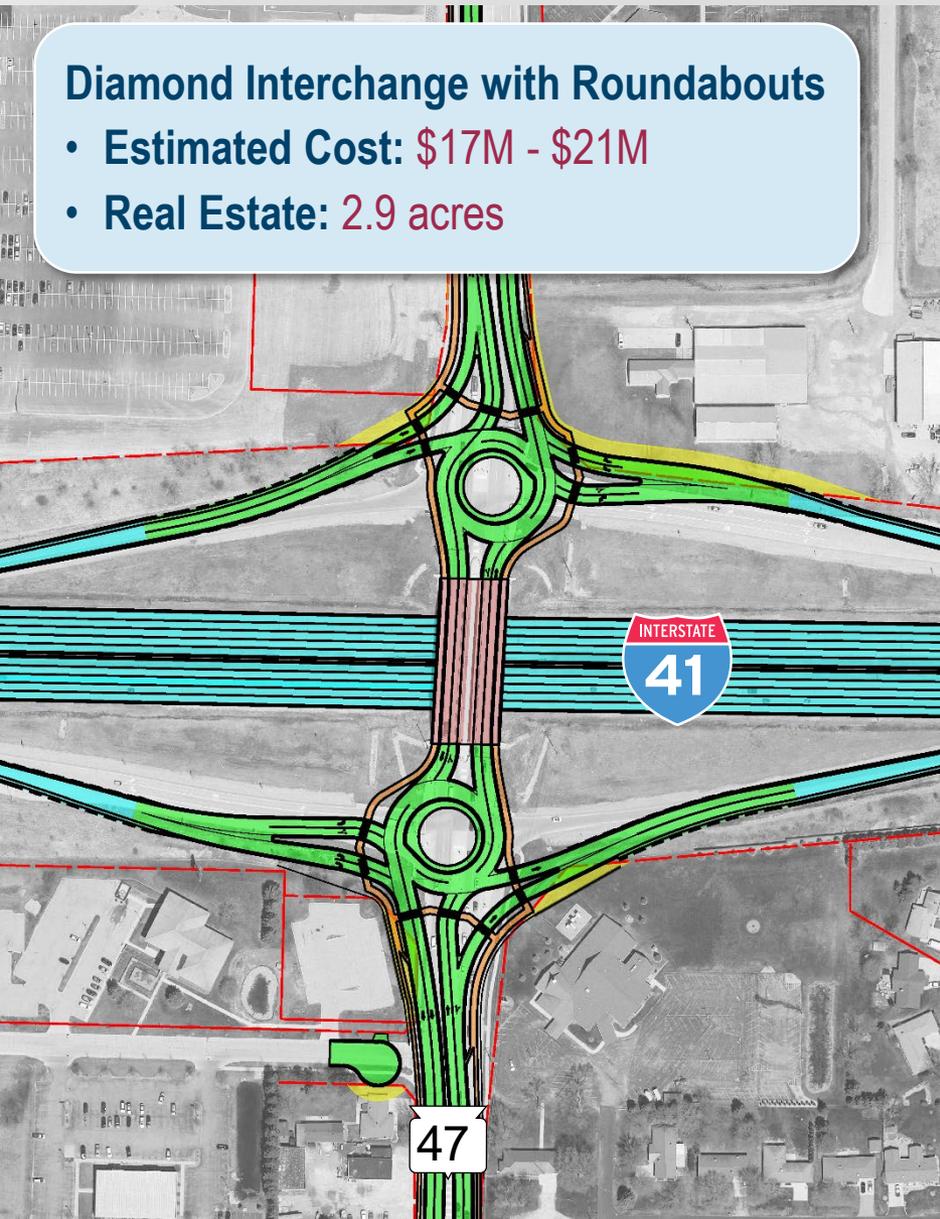
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

WIS 47 (Richmond St)

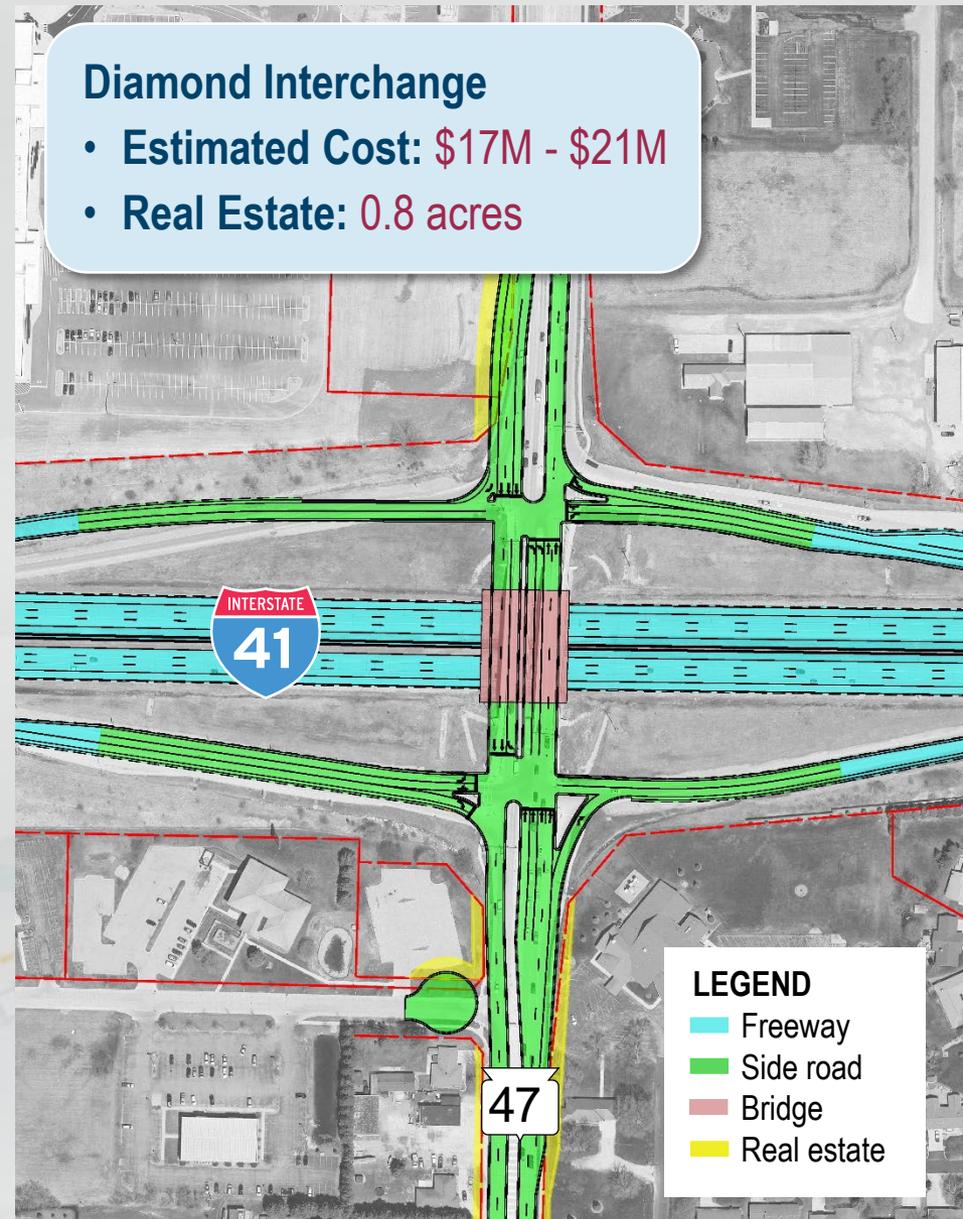
Diamond Interchange with Roundabouts

- Estimated Cost: \$17M - \$21M
- Real Estate: 2.9 acres



Diamond Interchange

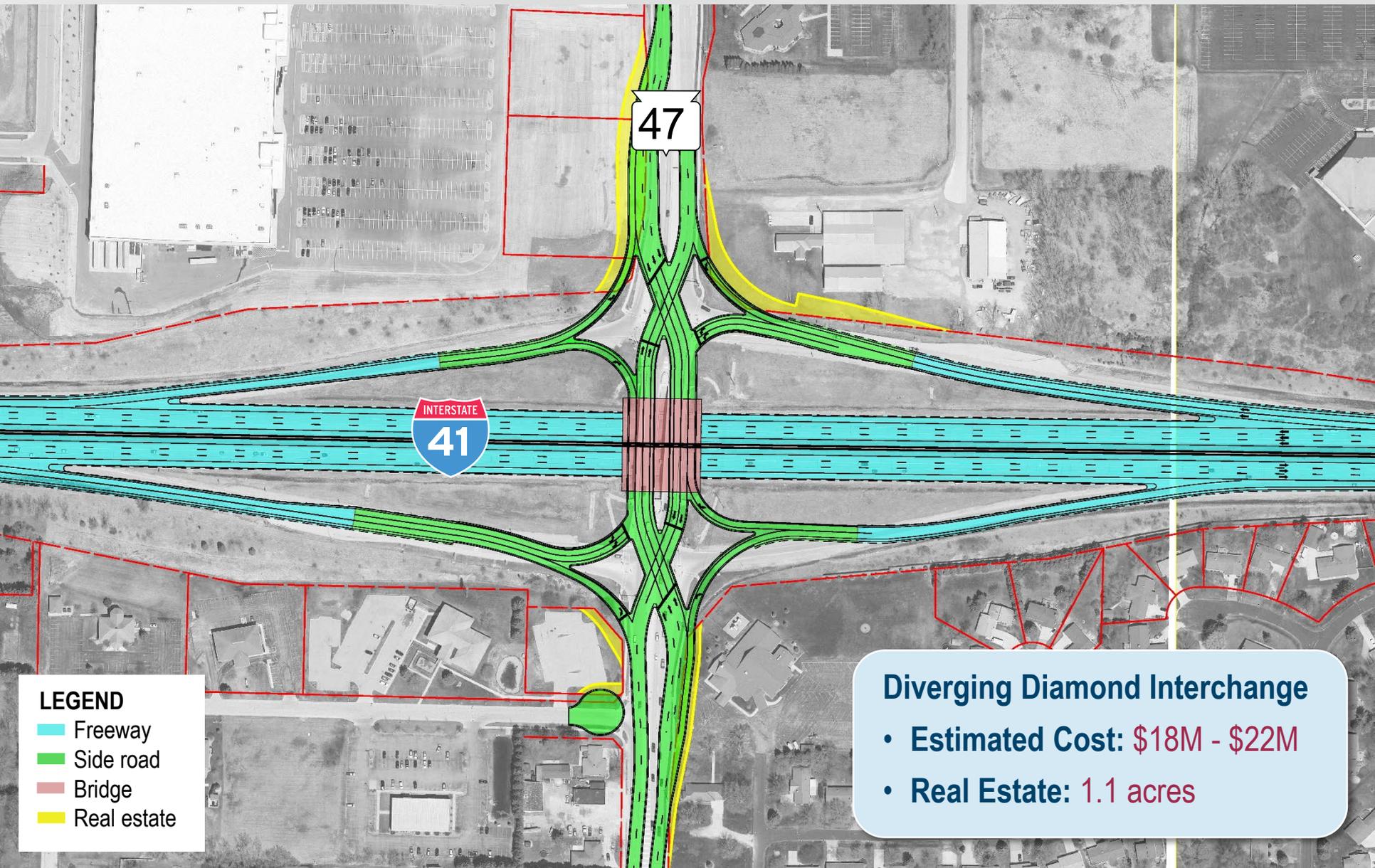
- Estimated Cost: \$17M - \$21M
- Real Estate: 0.8 acres



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

WIS 47 (Richmond St)



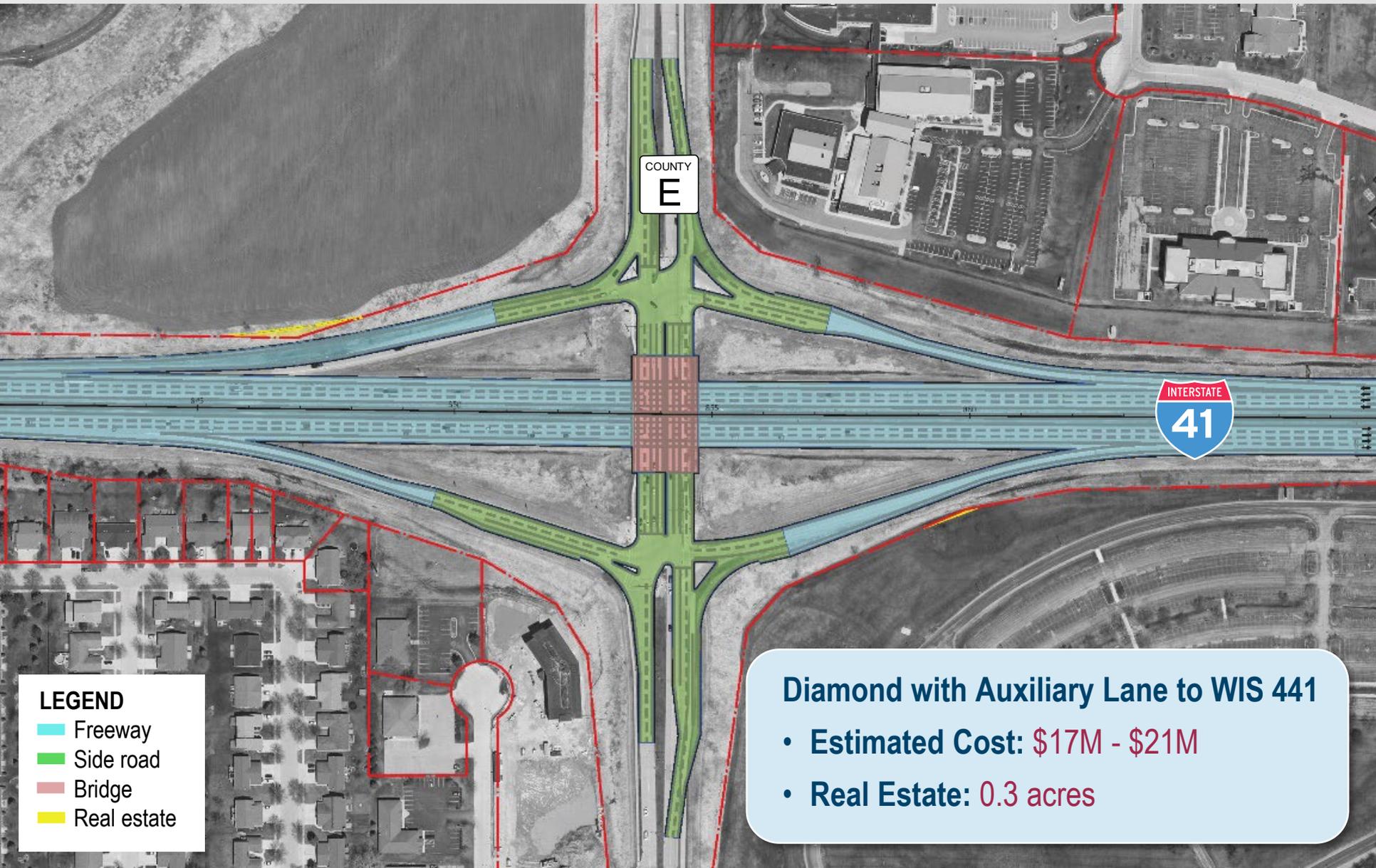
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diverging Diamond Interchange

- Estimated Cost: \$18M - \$22M
- Real Estate: 1.1 acres

County E (Ballard Rd)



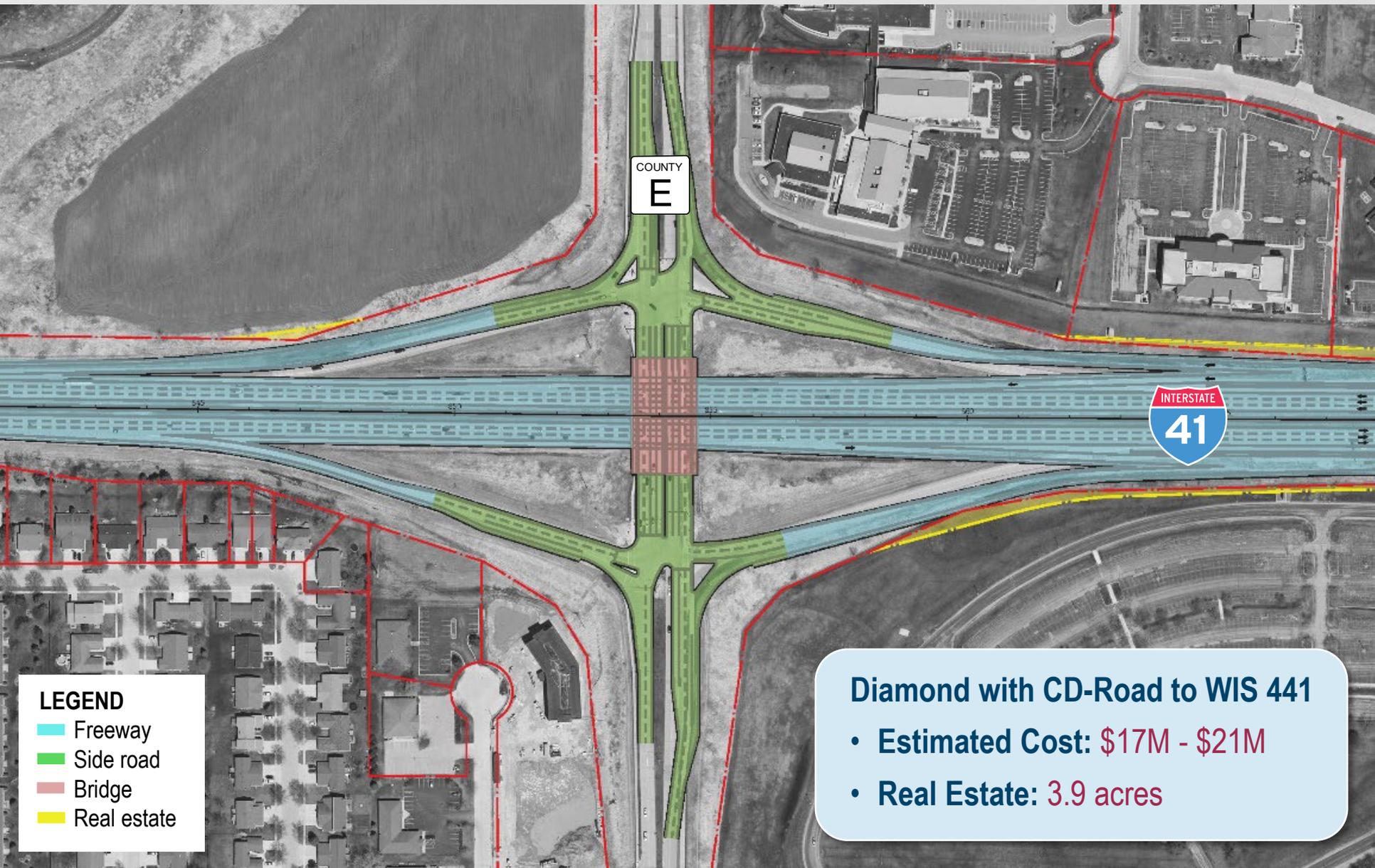
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond with Auxiliary Lane to WIS 441

- Estimated Cost: \$17M - \$21M
- Real Estate: 0.3 acres

County E (Ballard Rd)



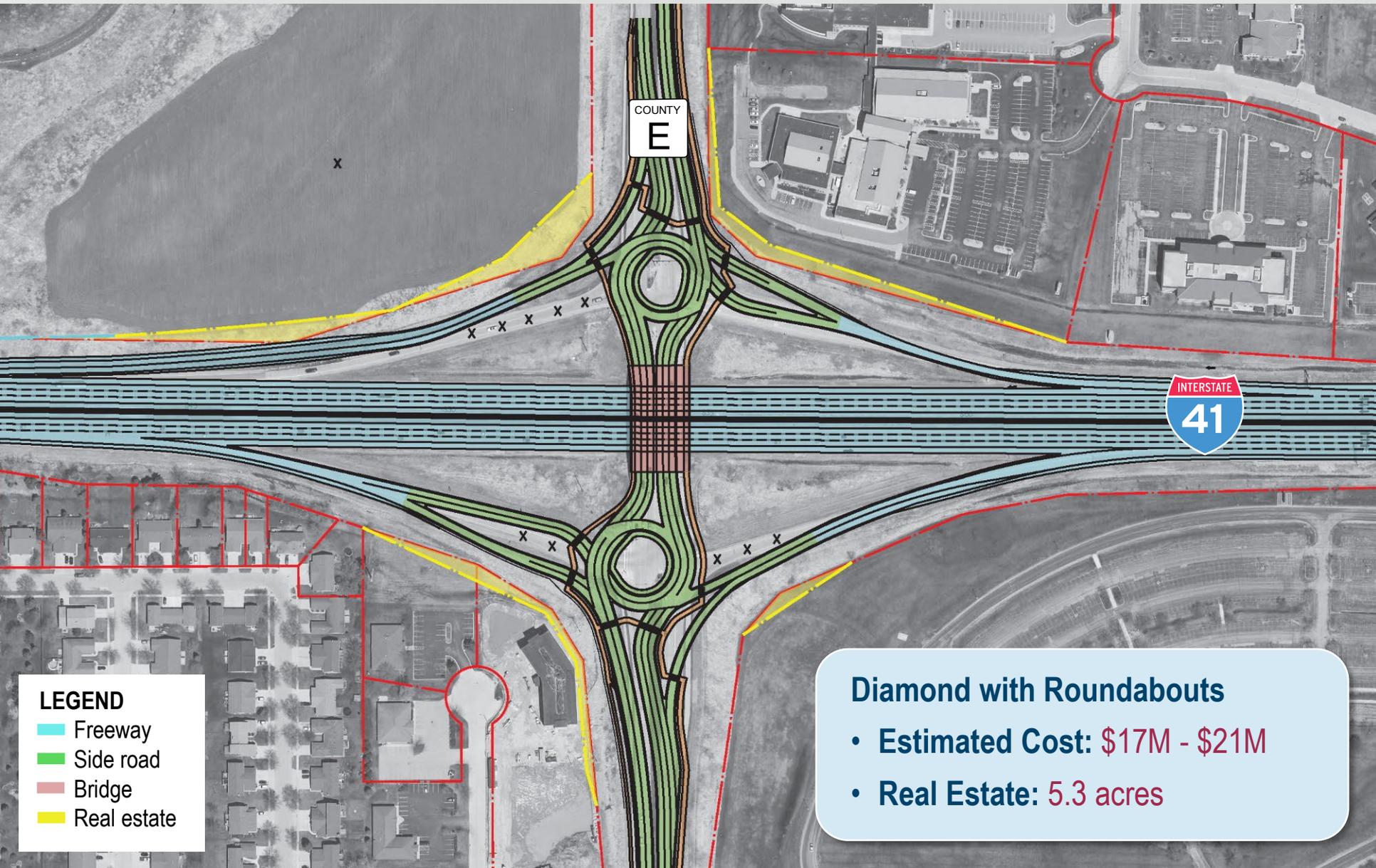
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond with CD-Road to WIS 441

- Estimated Cost: \$17M - \$21M
- Real Estate: 3.9 acres

County E (Ballard Rd)



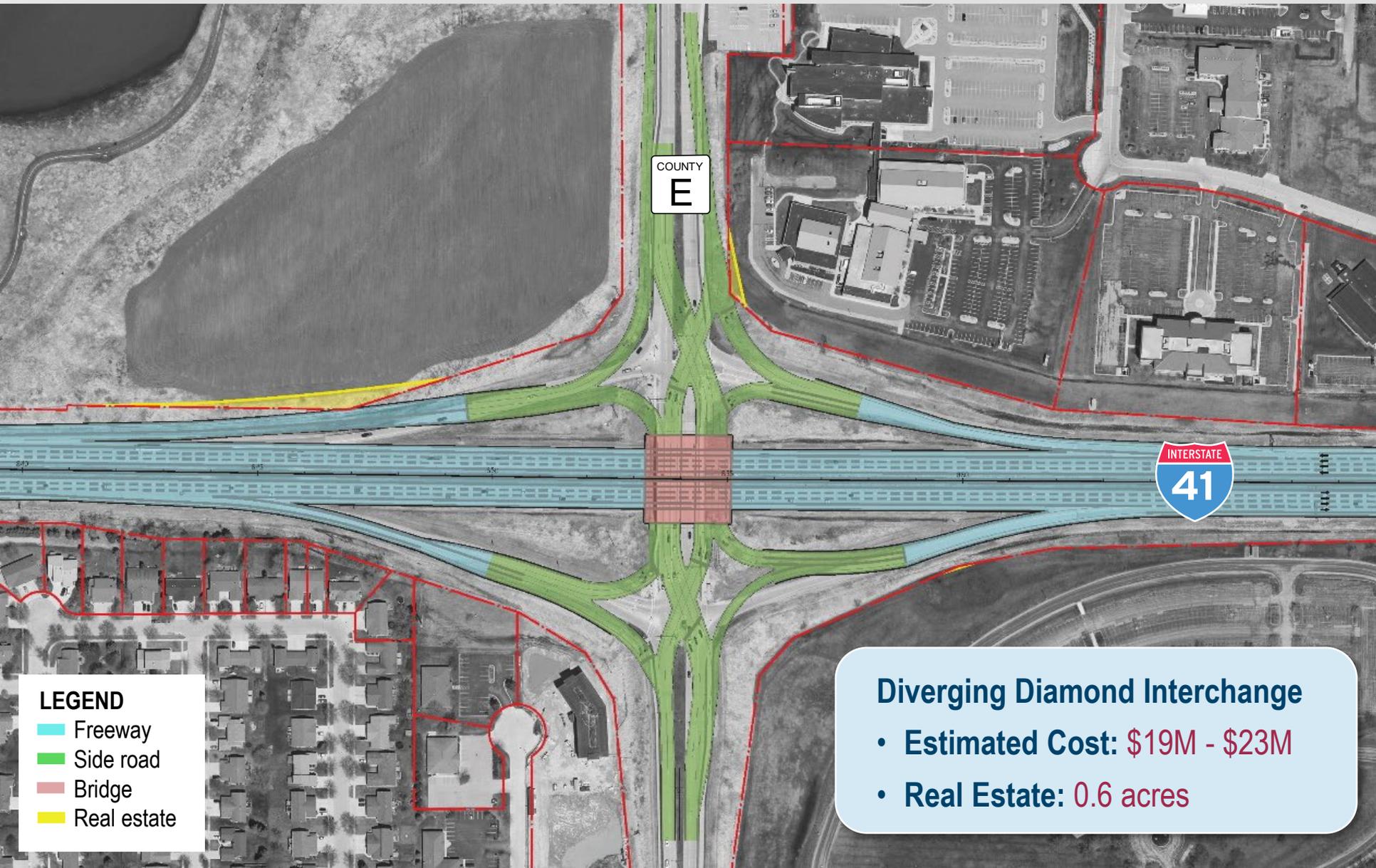
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond with Roundabouts

- Estimated Cost: \$17M - \$21M
- Real Estate: 5.3 acres

County E (Ballard Rd)



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

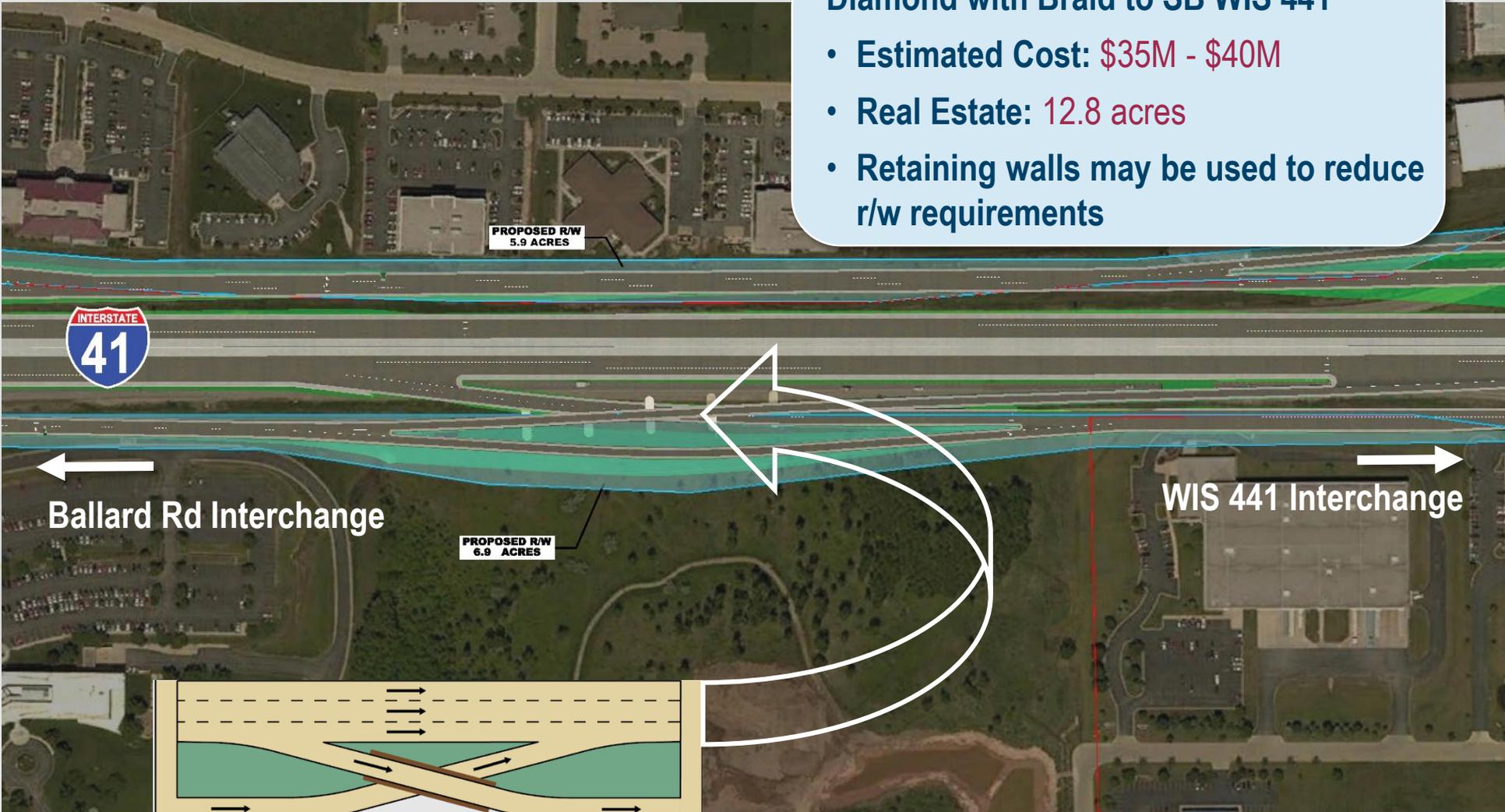
Diverging Diamond Interchange

- Estimated Cost: \$19M - \$23M
- Real Estate: 0.6 acres

County E (Ballard Rd)

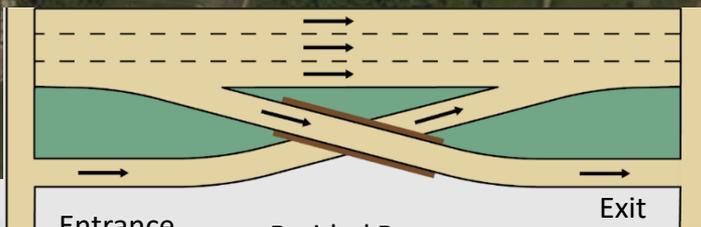
Diamond with Braid to SB WIS 441

- Estimated Cost: \$35M - \$40M
- Real Estate: 12.8 acres
- Retaining walls may be used to reduce r/w requirements



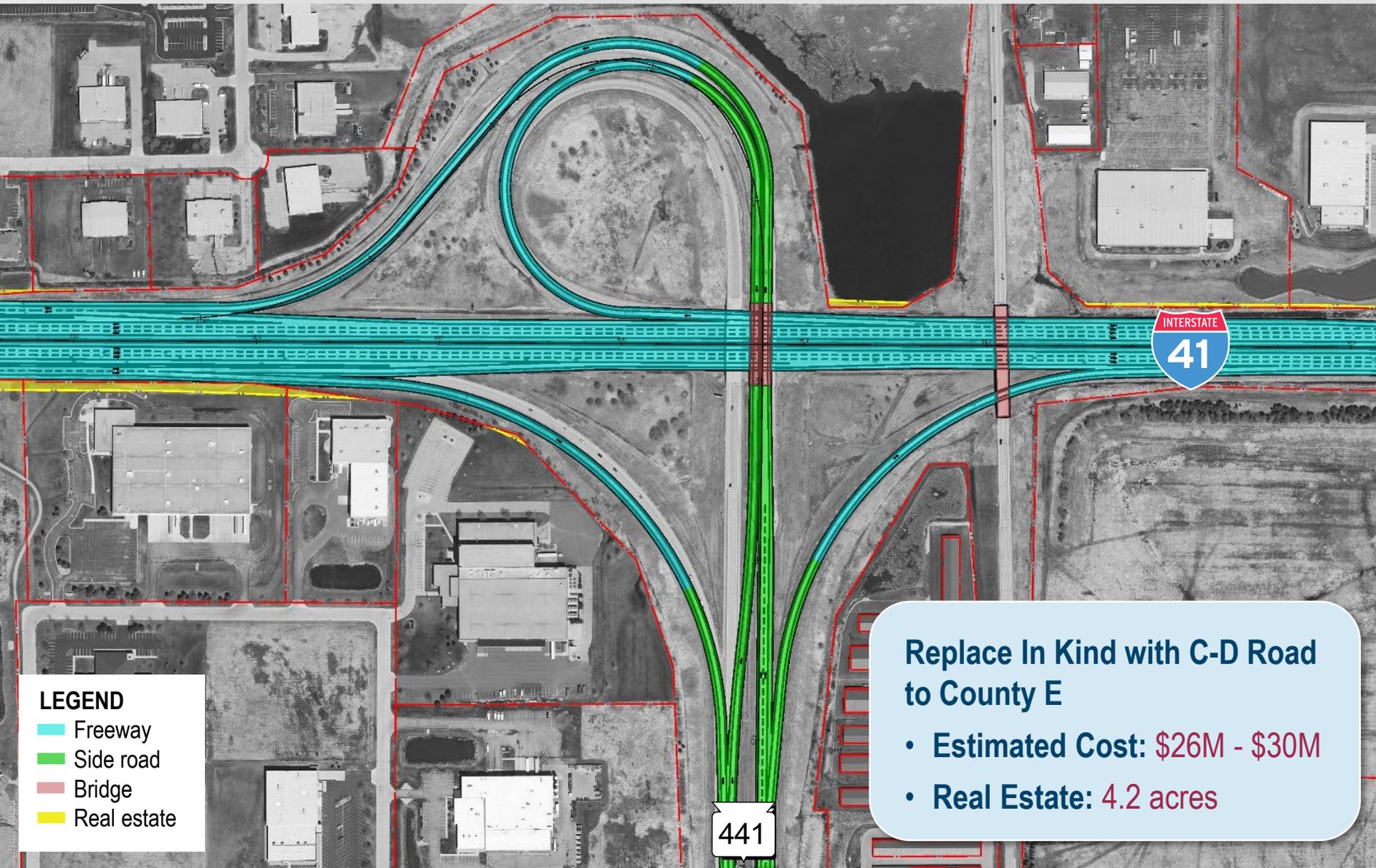
Ballard Rd Interchange

WIS 441 Interchange



Braided Ramp Schematic

WIS 441



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

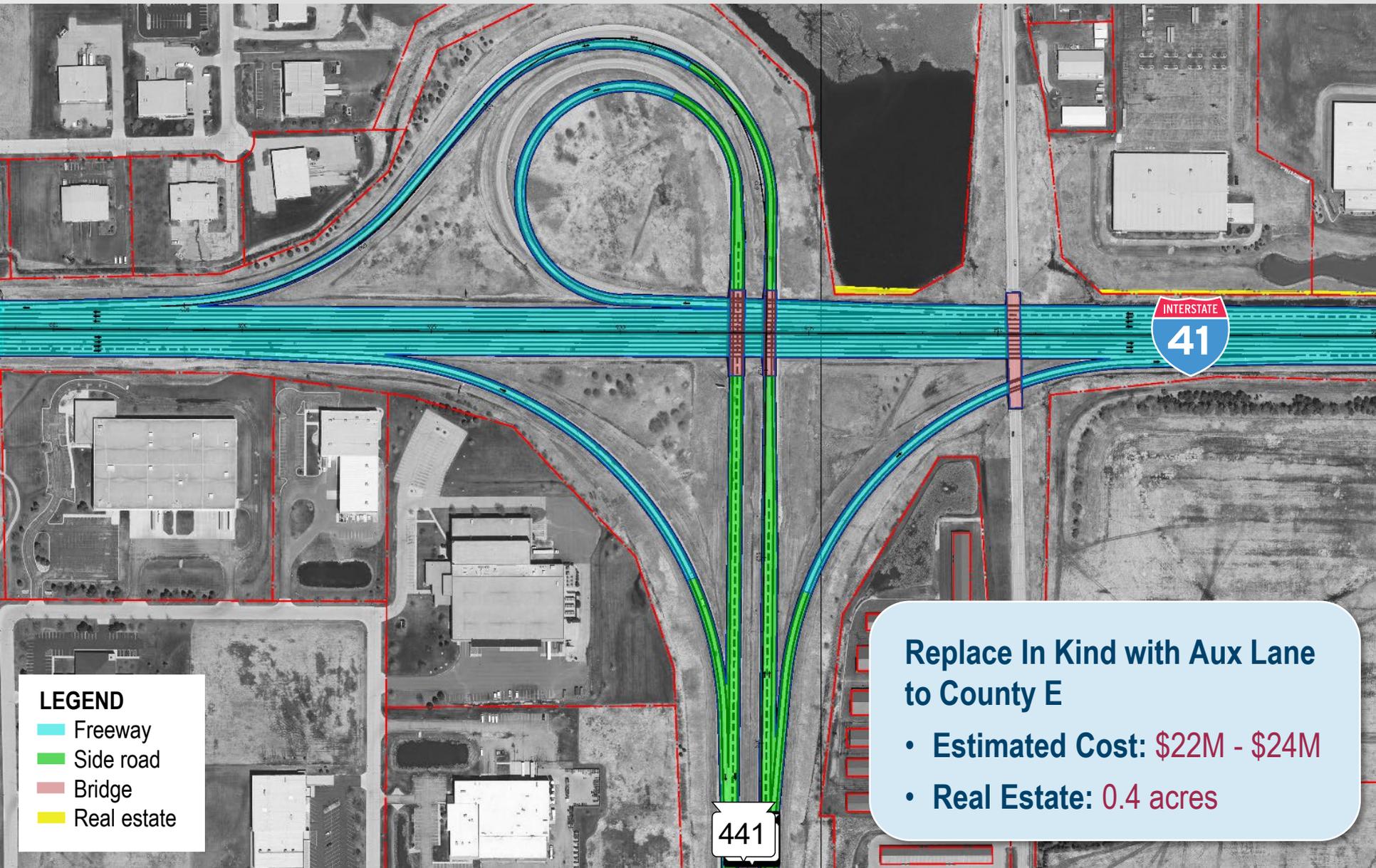
Replace In Kind with C-D Road to County E

- **Estimated Cost:** \$26M - \$30M
- **Real Estate:** 4.2 acres

441

INTERSTATE
41

WIS 441



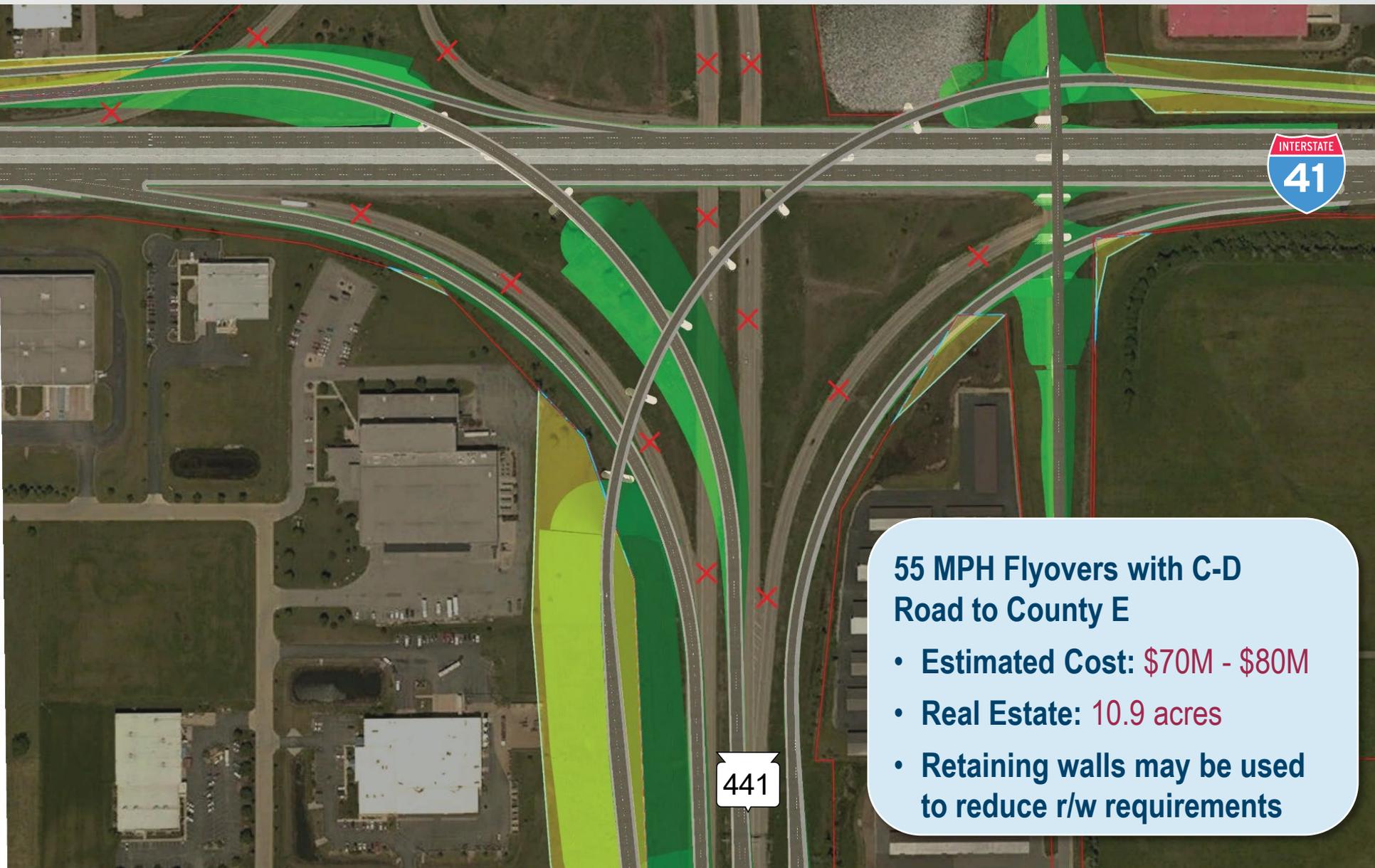
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

**Replace In Kind with Aux Lane
to County E**

- **Estimated Cost:** \$22M - \$24M
- **Real Estate:** 0.4 acres

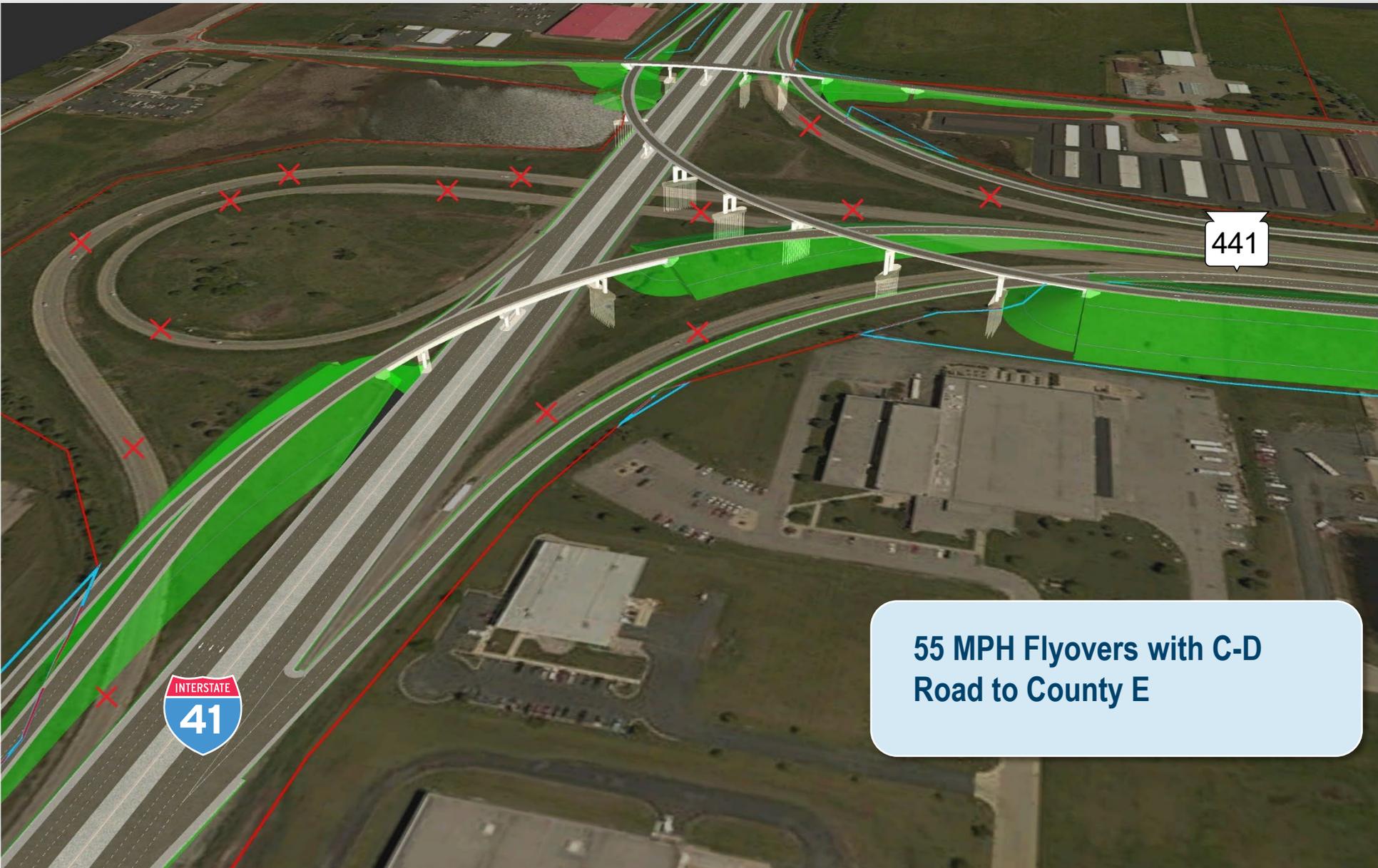
WIS 441



55 MPH Flyovers with C-D Road to County E

- Estimated Cost: \$70M - \$80M
- Real Estate: 10.9 acres
- Retaining walls may be used to reduce r/w requirements

WIS 441

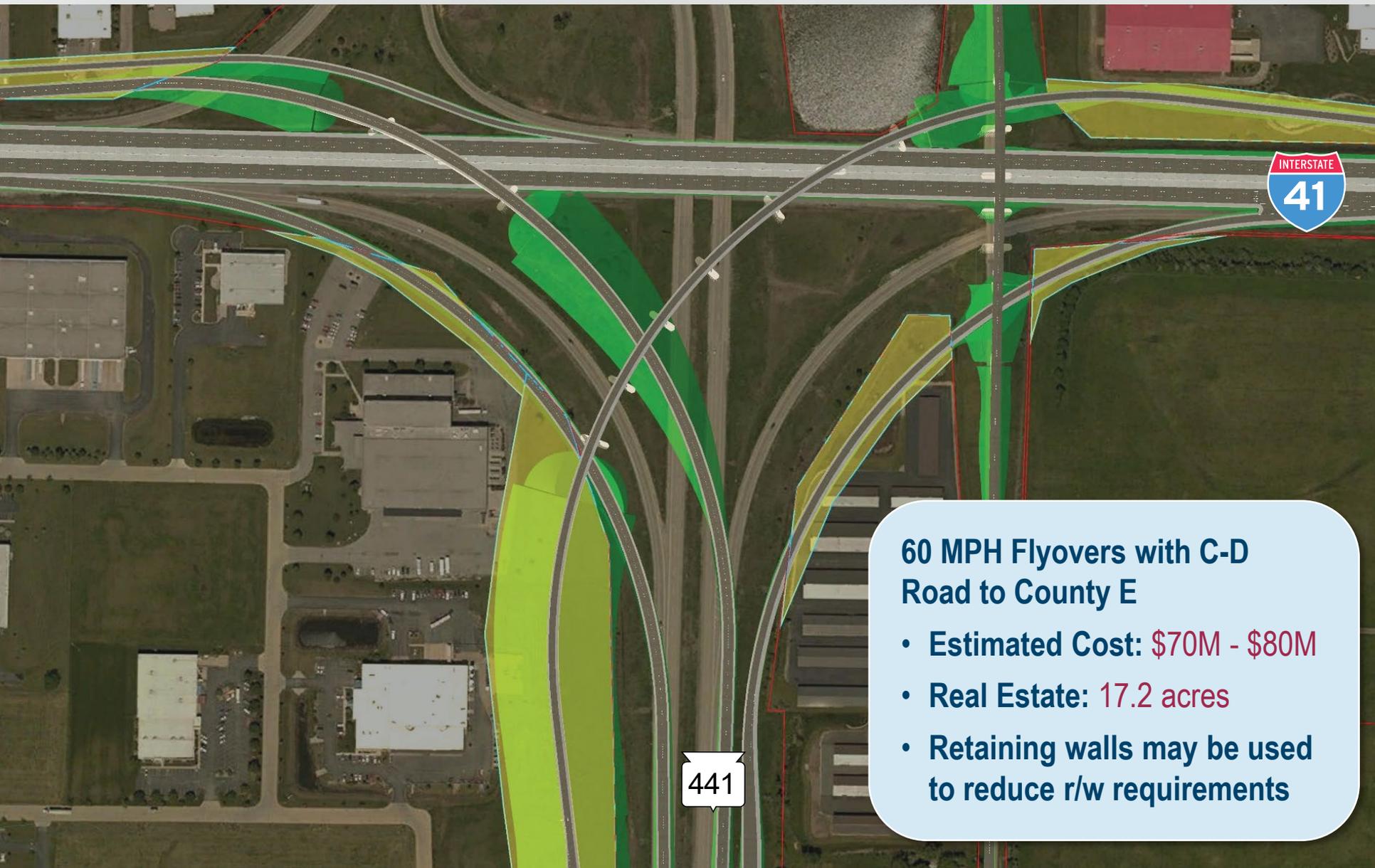


441

INTERSTATE
41

55 MPH Flyovers with C-D
Road to County E

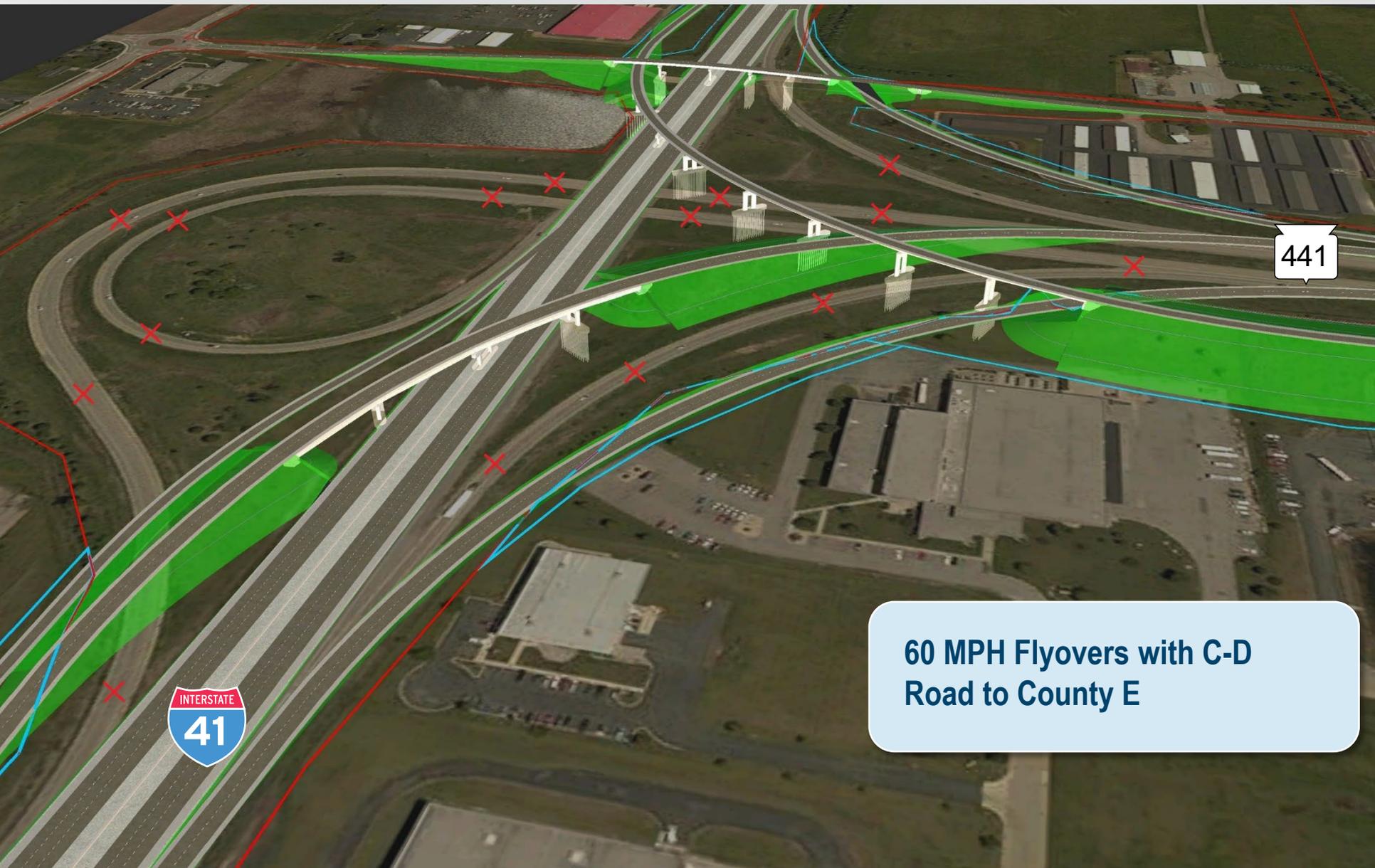
WIS 441



60 MPH Flyovers with C-D Road to County E

- Estimated Cost: \$70M - \$80M
- Real Estate: 17.2 acres
- Retaining walls may be used to reduce r/w requirements

WIS 441



441

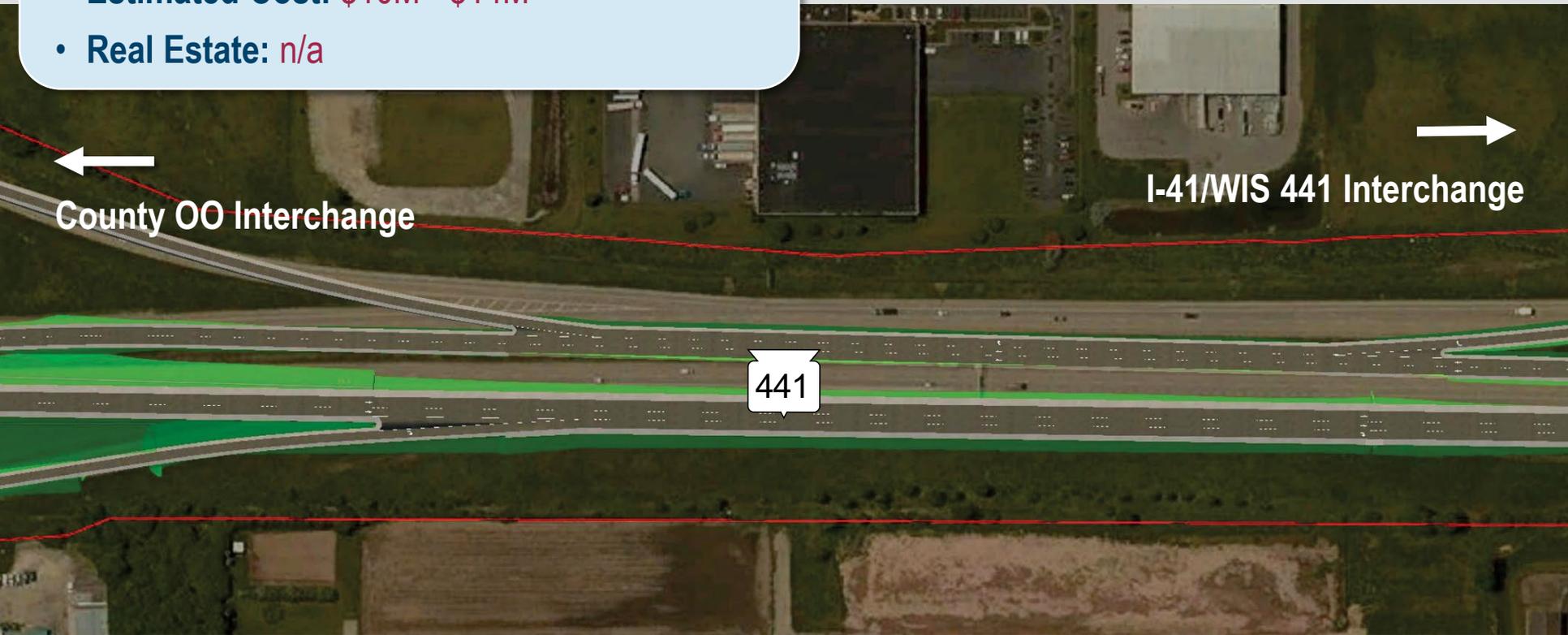


60 MPH Flyovers with C-D
Road to County E

County 00

Diamond Interchange with Aux Lane to WIS 441/I-41 Interchange

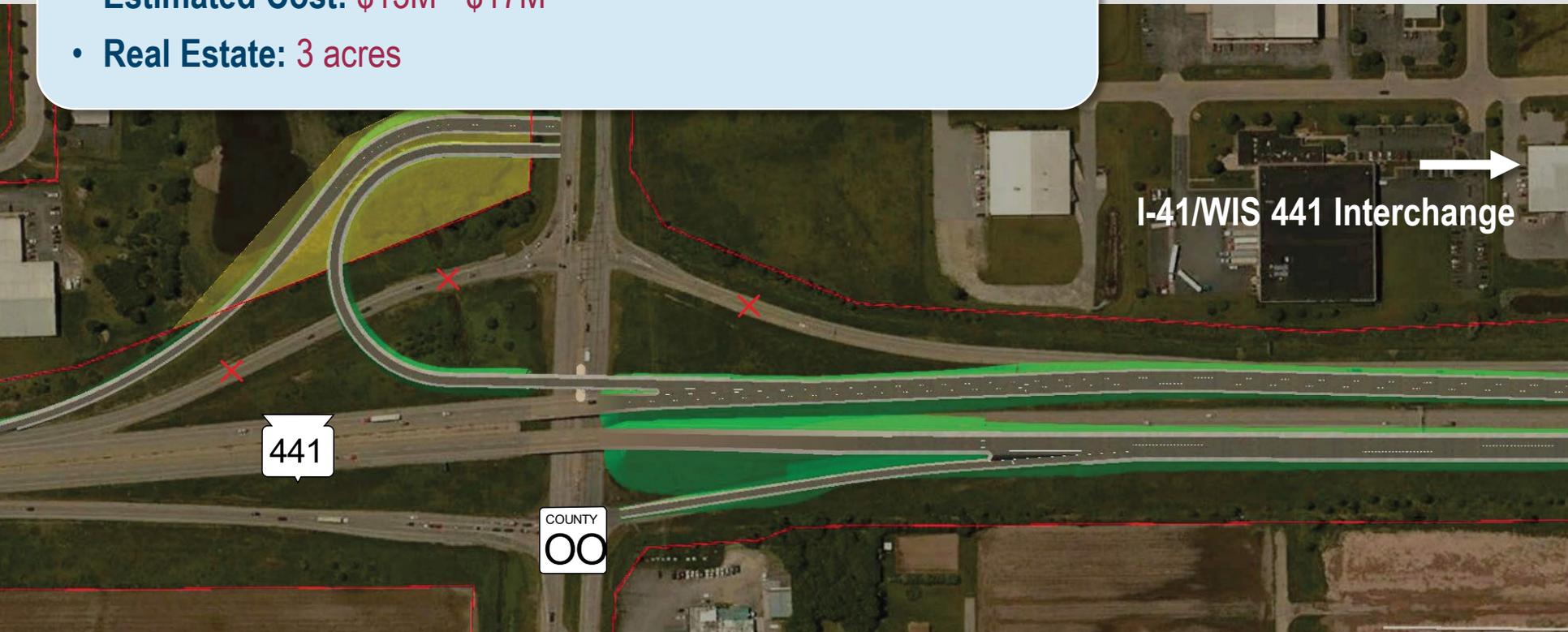
- Estimated Cost: \$10M - \$14M
- Real Estate: n/a



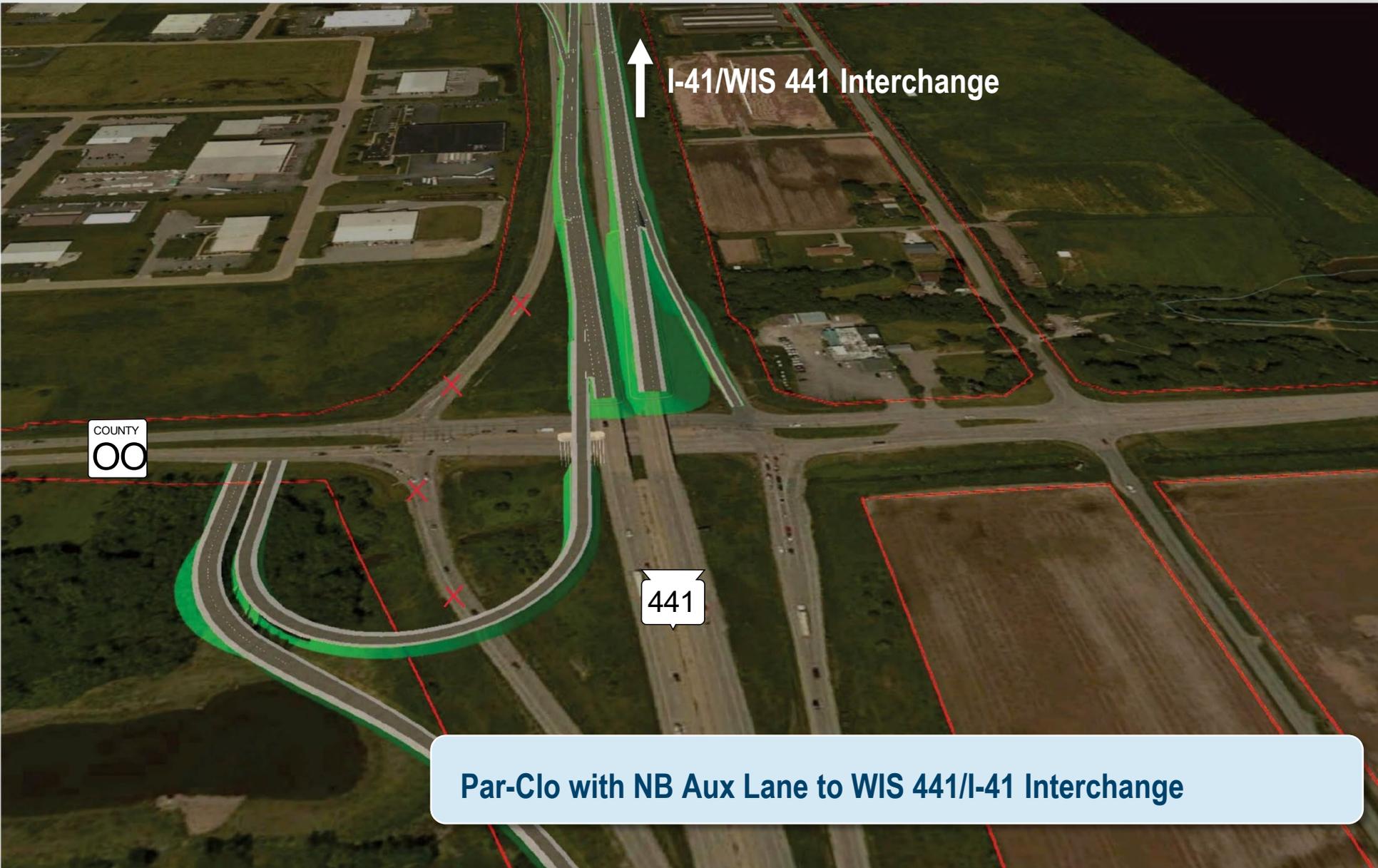
County 00

Par-Clo with NB Aux Lane to WIS 441/I-41 Interchange

- Estimated Cost: \$13M - \$17M
- Real Estate: 3 acres



County 00



I-41/WIS 441 Interchange

COUNTY
00

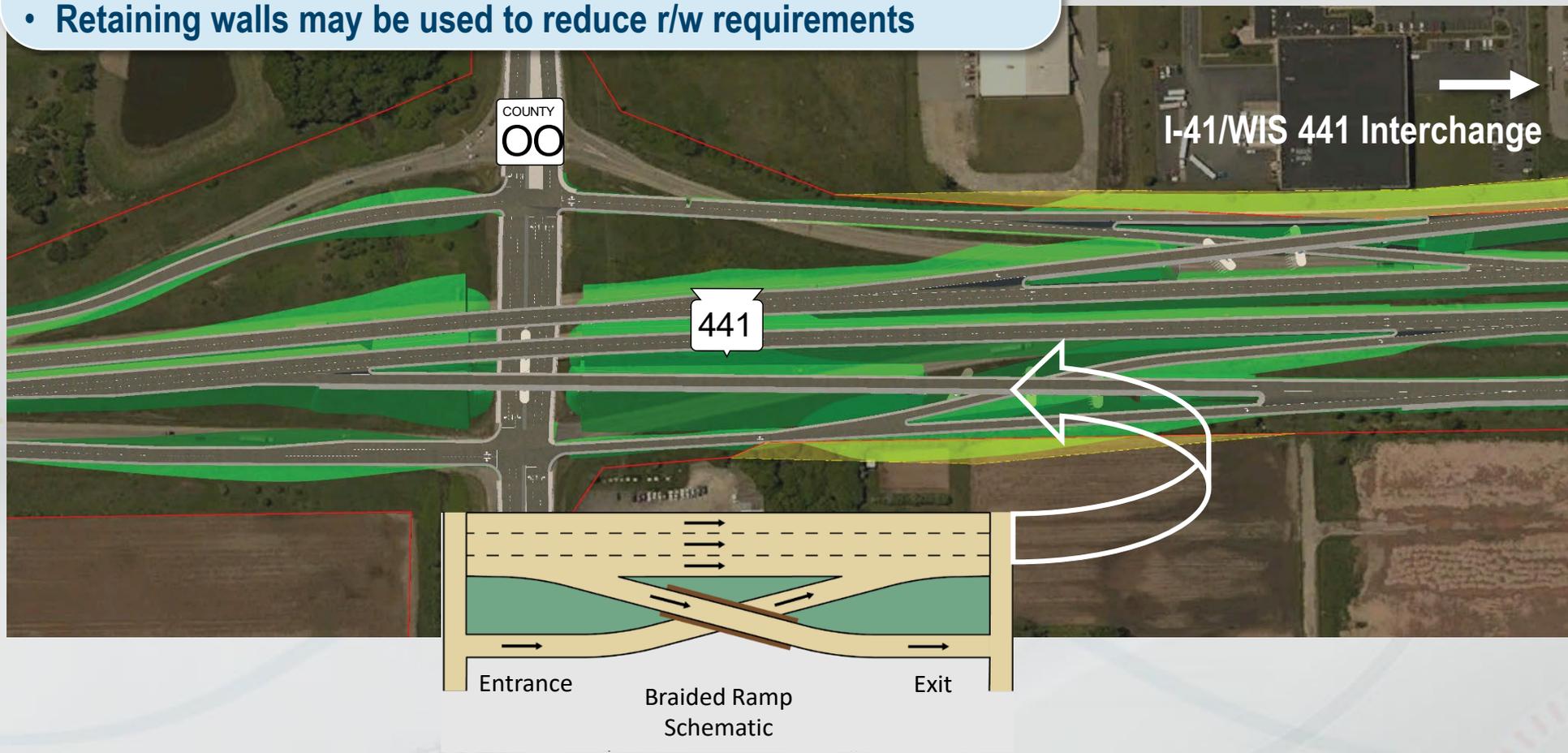
441

Par-Clo with NB Aux Lane to WIS 441/I-41 Interchange

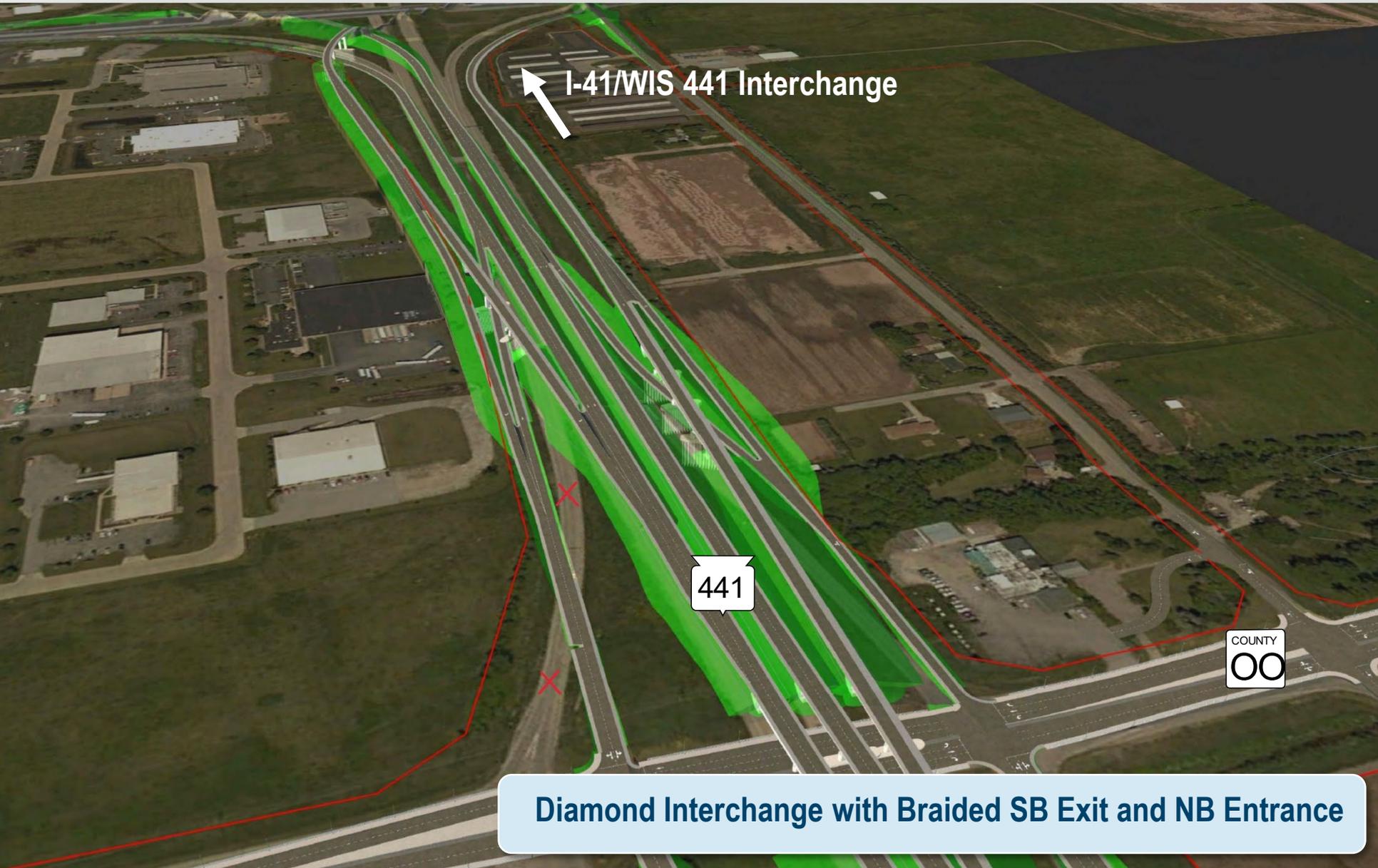
County 00

Diamond Interchange with Braided SB Exit and NB Entrance

- Estimated Cost: \$45M - \$50M
- Real Estate: 1.9 acres
- Retaining walls may be used to reduce r/w requirements



County 00



I-41/WIS 441 Interchange

441

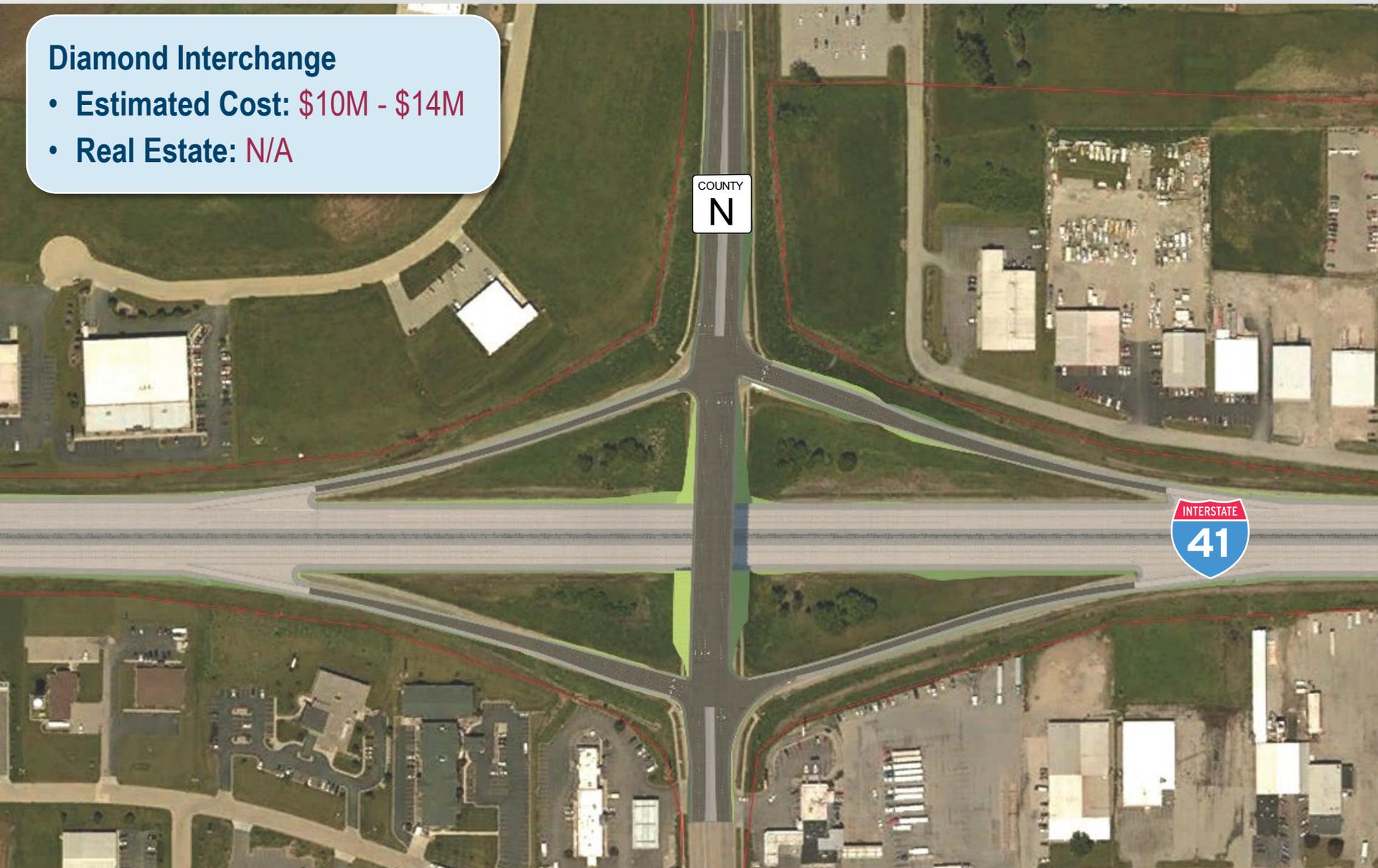
COUNTY
00

Diamond Interchange with Braided SB Exit and NB Entrance

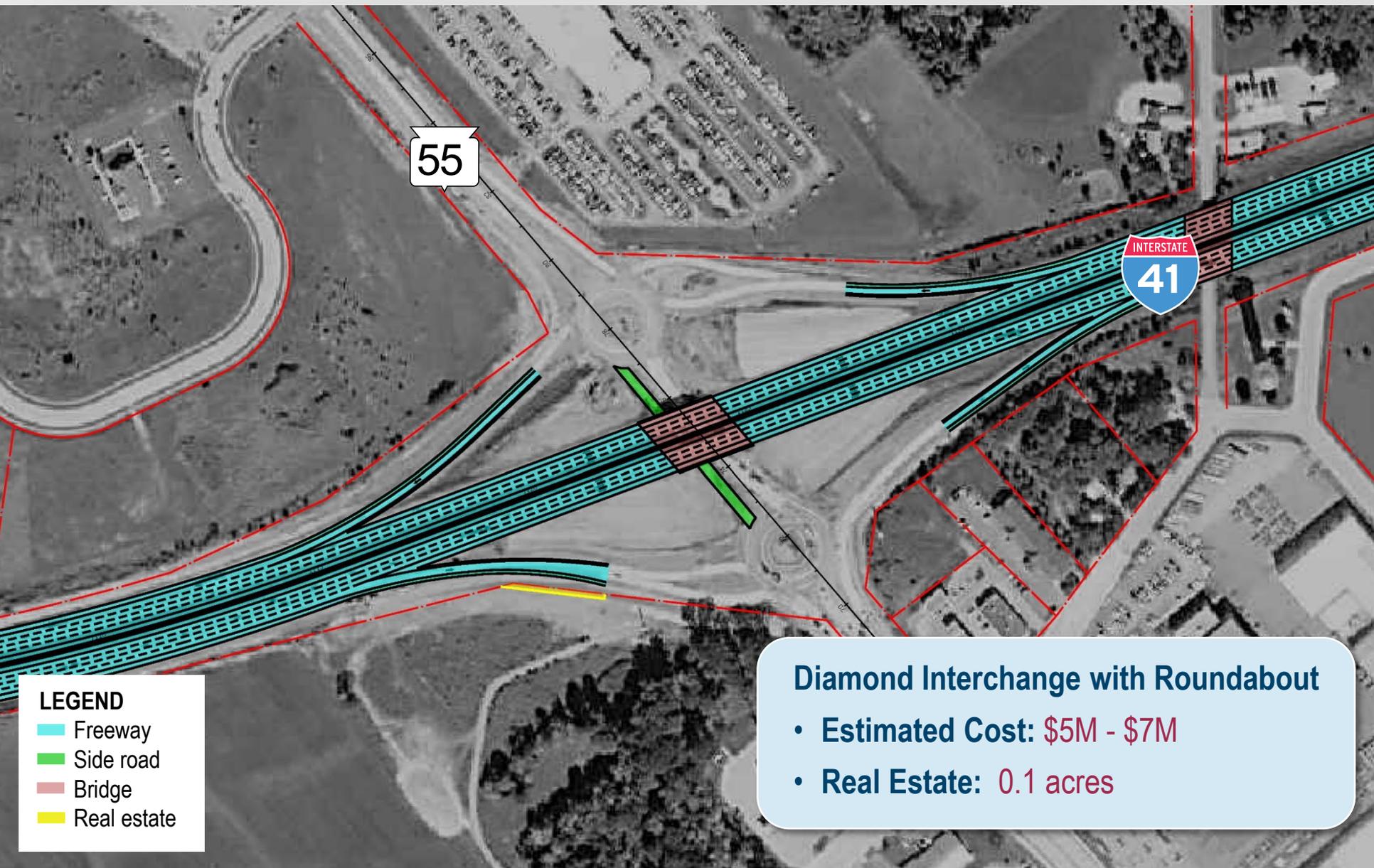
County N (Freedom Rd)

Diamond Interchange

- Estimated Cost: \$10M - \$14M
- Real Estate: N/A



WIS 55 (Delanglade St)



55

INTERSTATE
41

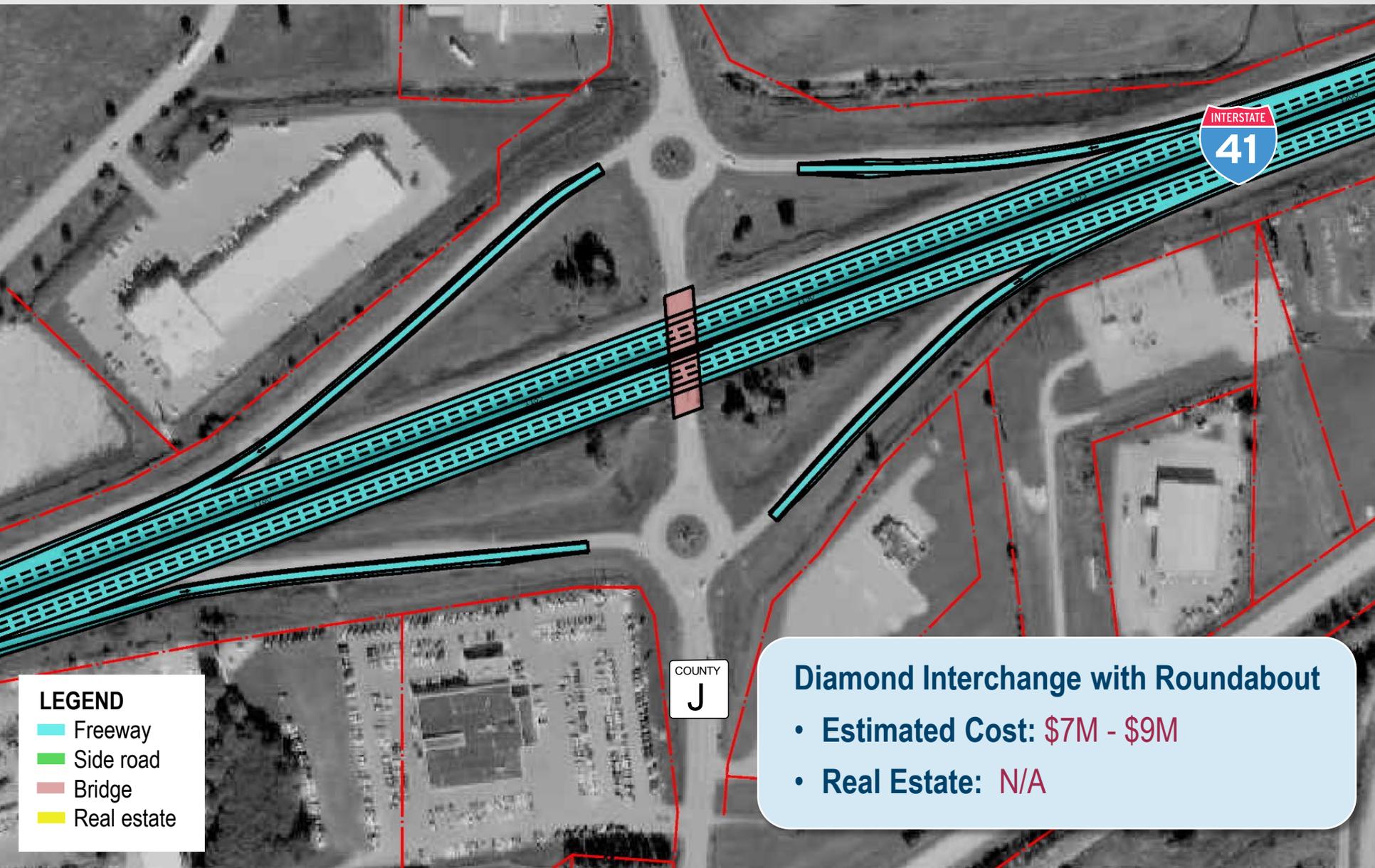
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange with Roundabout

- Estimated Cost: \$5M - \$7M
- Real Estate: 0.1 acres

County J (Hyland Ave)



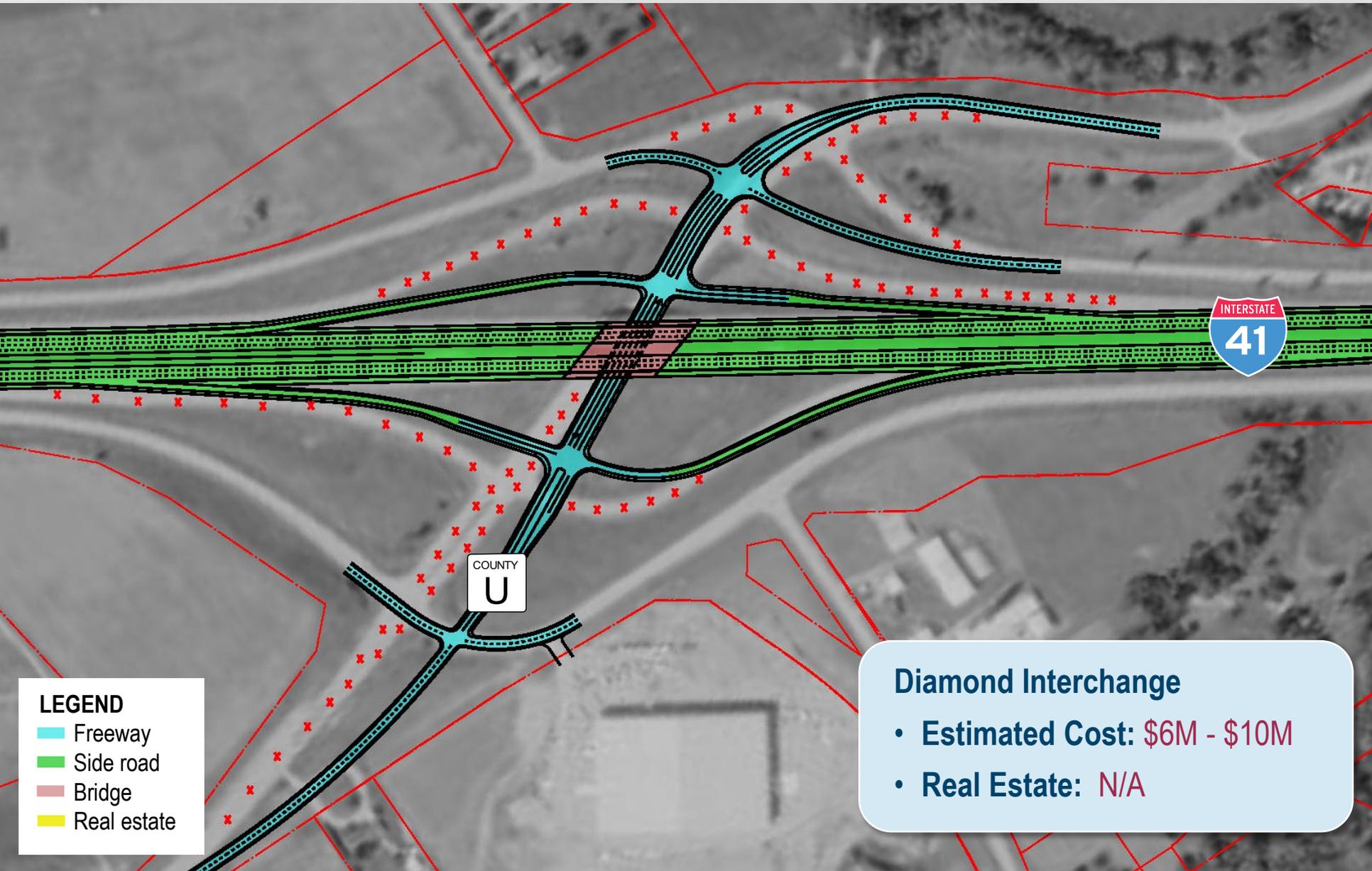
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange with Roundabout

- Estimated Cost: \$7M - \$9M
- Real Estate: N/A

County U (County Line Rd)



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange

- Estimated Cost: \$6M - \$10M
- Real Estate: N/A

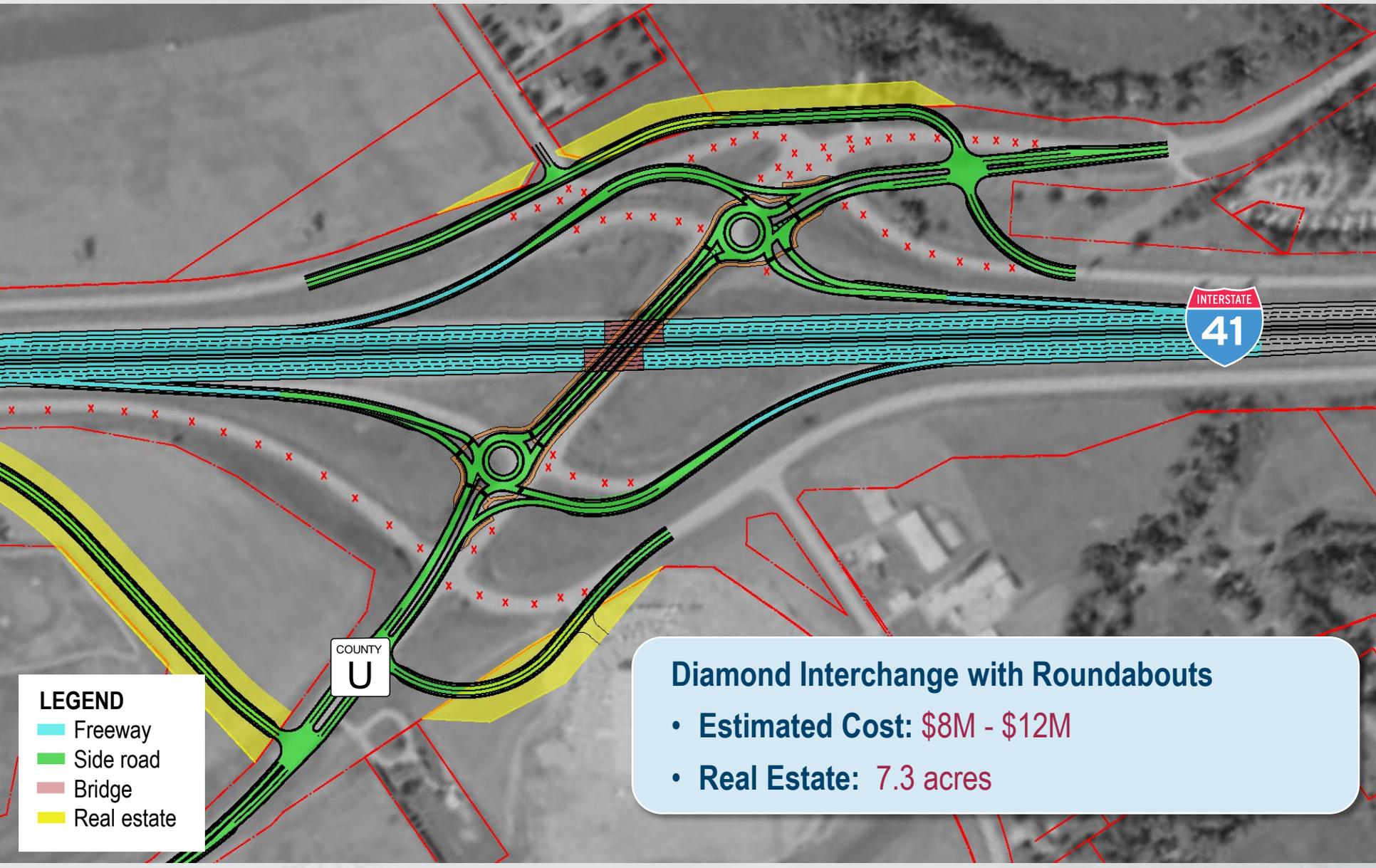
County U (County Line Rd)



Reversed Diamond Interchange

- Estimated Cost: \$14M - \$18M
- Real Estate: N/A

County U (County Line Rd)



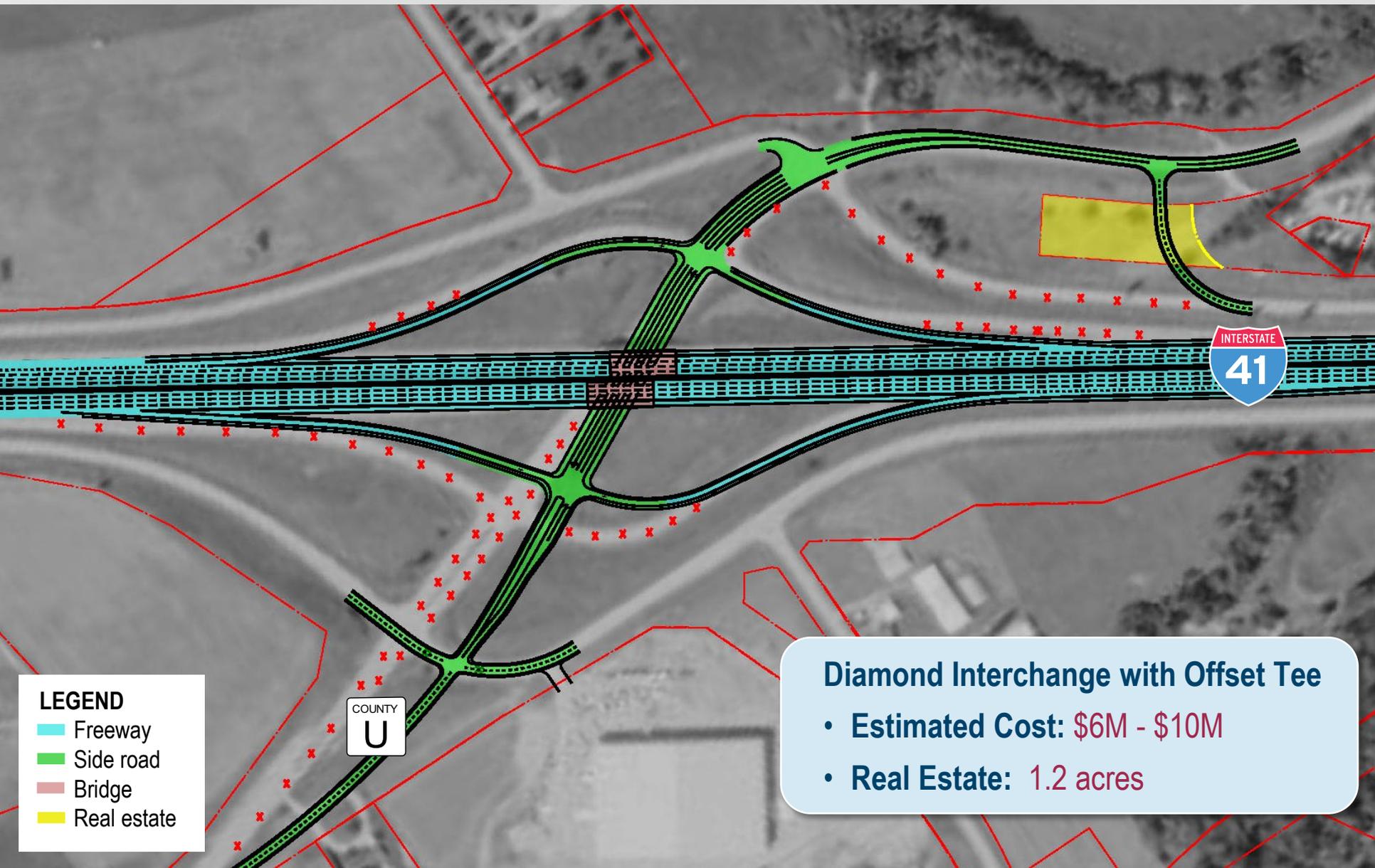
LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange with Roundabouts

- Estimated Cost: \$8M - \$12M
- Real Estate: 7.3 acres

County U (County Line Rd)



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange with Offset Tee

- Estimated Cost: \$6M - \$10M
- Real Estate: 1.2 acres

County S (Freedom Rd)

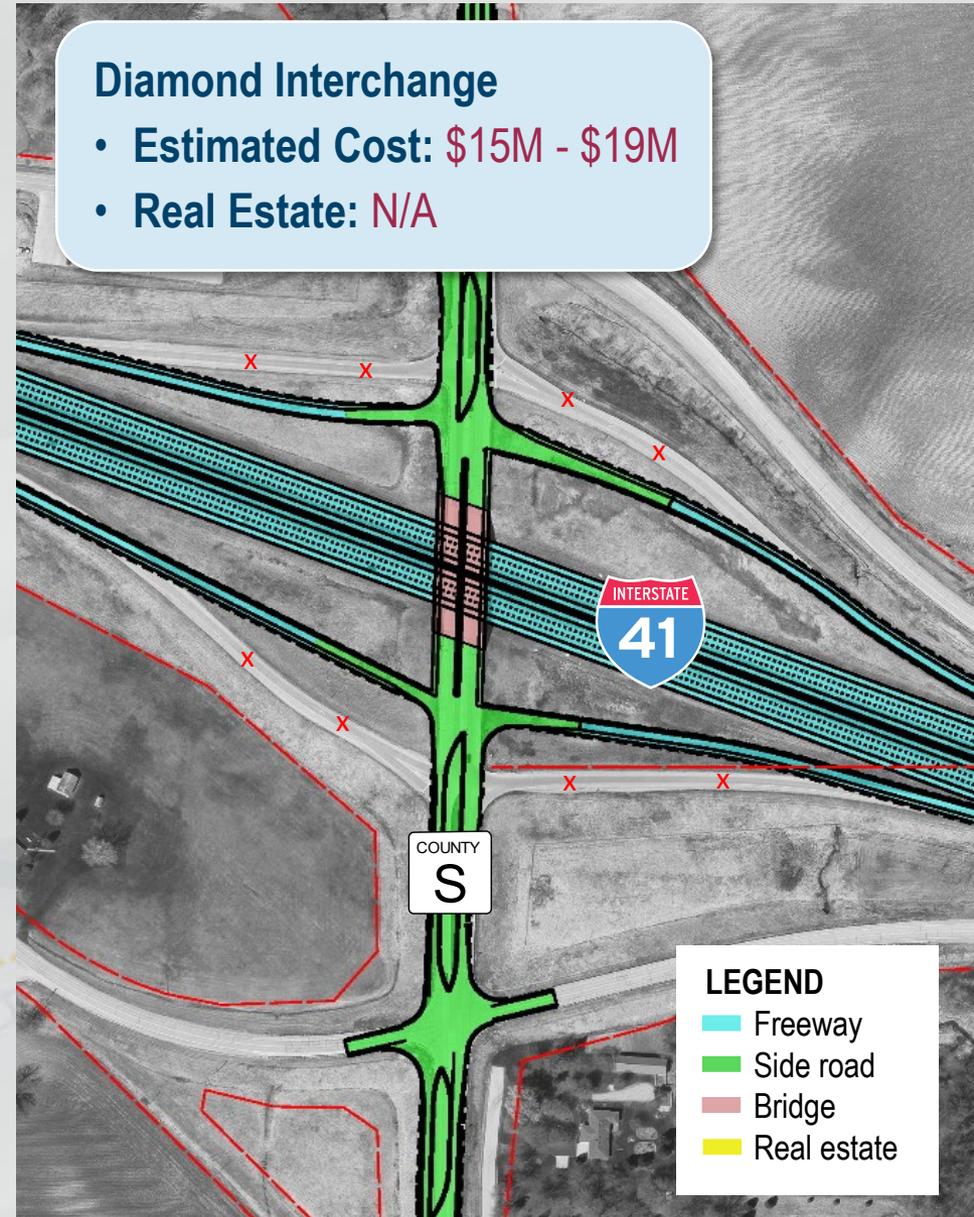
Diamond Interchange with Roundabouts

- Estimated Cost: \$15M - \$19M
- Real Estate: 8.0 acres

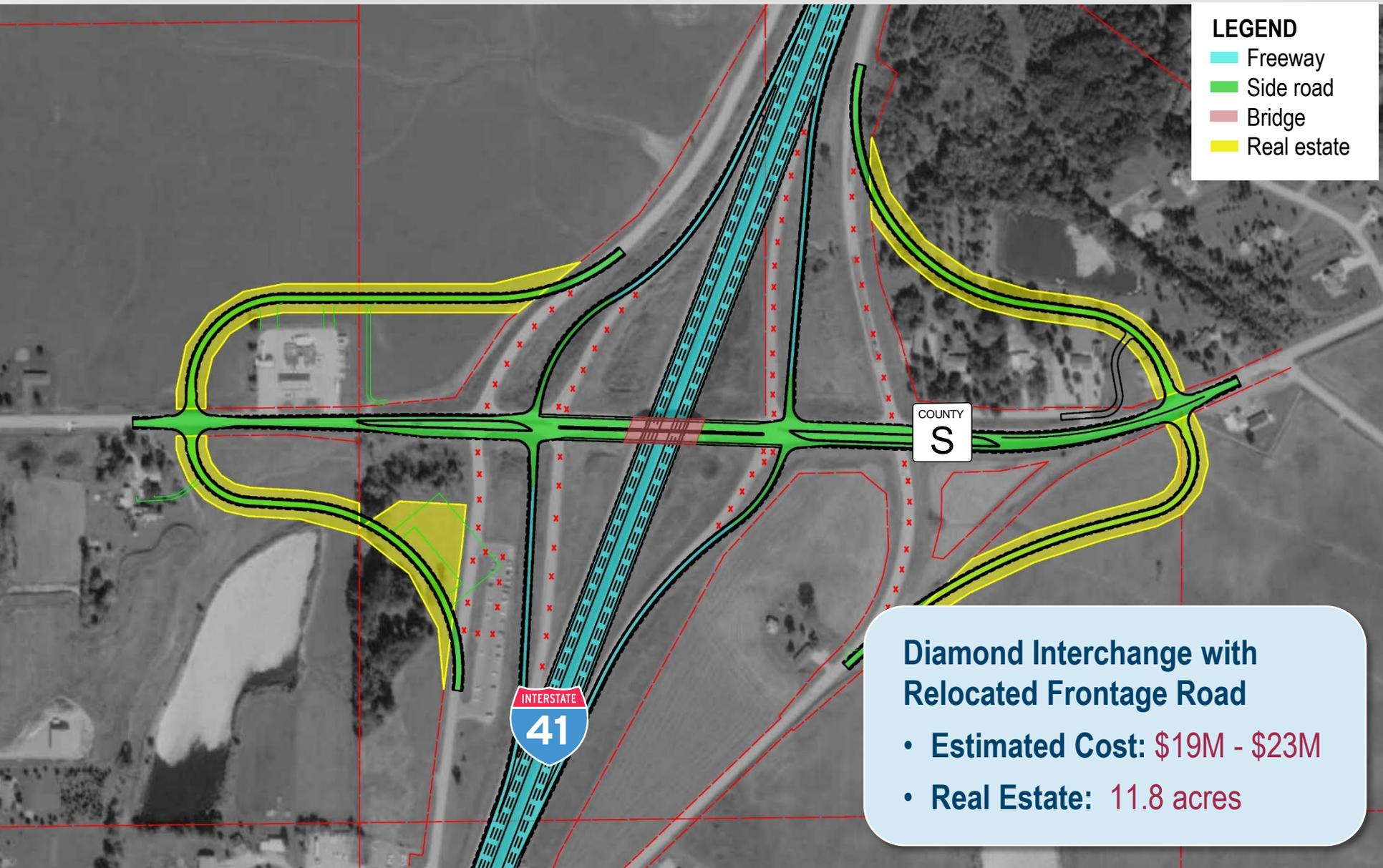


Diamond Interchange

- Estimated Cost: \$15M - \$19M
- Real Estate: N/A



County S (Freedom Rd)



LEGEND

- Freeway
- Side road
- Bridge
- Real estate

Diamond Interchange with Relocated Frontage Road

- Estimated Cost: \$19M - \$23M
- Real Estate: 11.8 acres

County S (Freedom Rd)

LEGEND

- Freeway
- Side road
- Bridge
- Real estate



Diamond Interchange with Relocated Frontage Road County

- Estimated Cost: \$19M - \$23M
- Real Estate: 14.3 acres

South Bridge Connector

- Tier 1 Final EIS/Record of Decision anticipated: October 2020
- Alternative 2, Rockland-Red Maple-Southbridge corridor, identified as preferred alternative in Draft EIS
- WisDOT has committed to building the new interchange if it is included in Brown County's forthcoming Record of Decision

South Bridge Connector

Diamond Interchange

- Estimated Cost: \$40M - \$50M
- Real Estate: 34.9 acres

LEGEND

- Freeway
- Side road
- Bridge
- Real estate



South Bridge Connector

Diamond Interchange with Roundabouts

- Estimated Cost: \$40M - \$50M
- Real Estate: 32.5 acres

LEGEND

- Freeway
- Side road
- Bridge
- Real estate

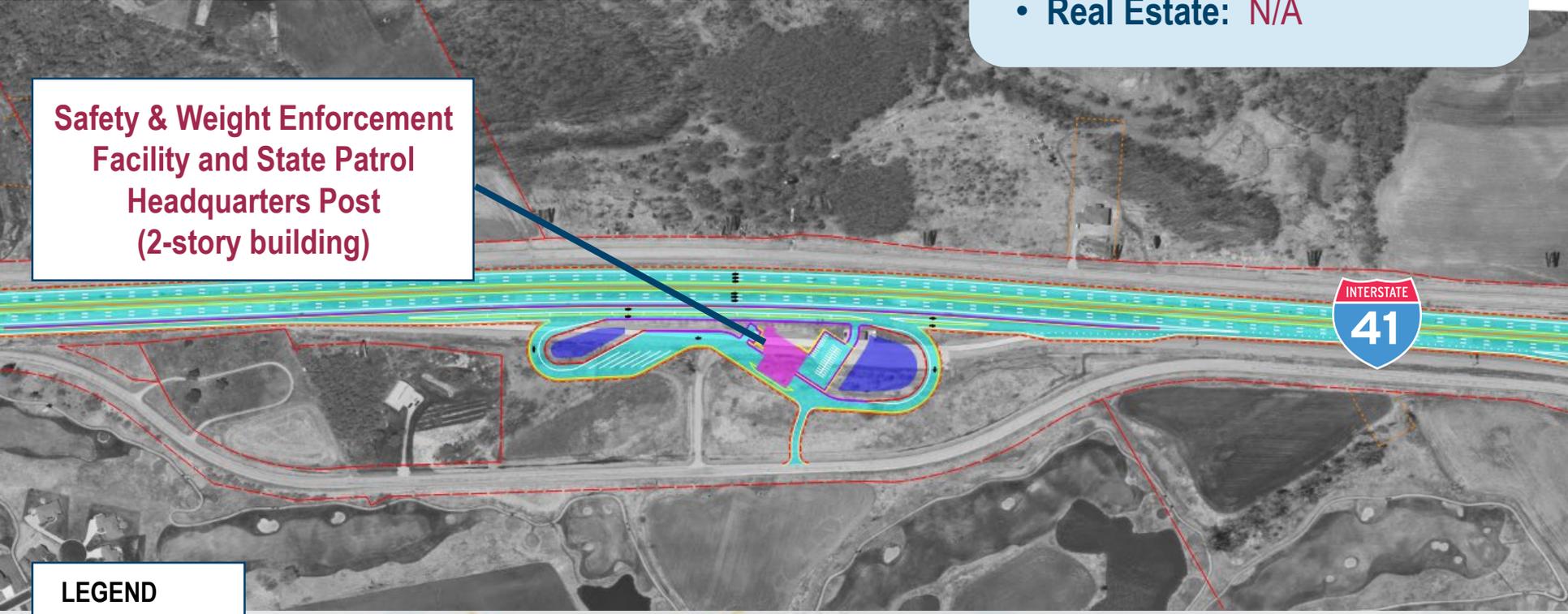


Safety and Weight Enforcement Facility

I-41 NB Alternative

- Estimated Cost: \$21M
- Real Estate: N/A

Safety & Weight Enforcement Facility and State Patrol Headquarters Post (2-story building)



LEGEND

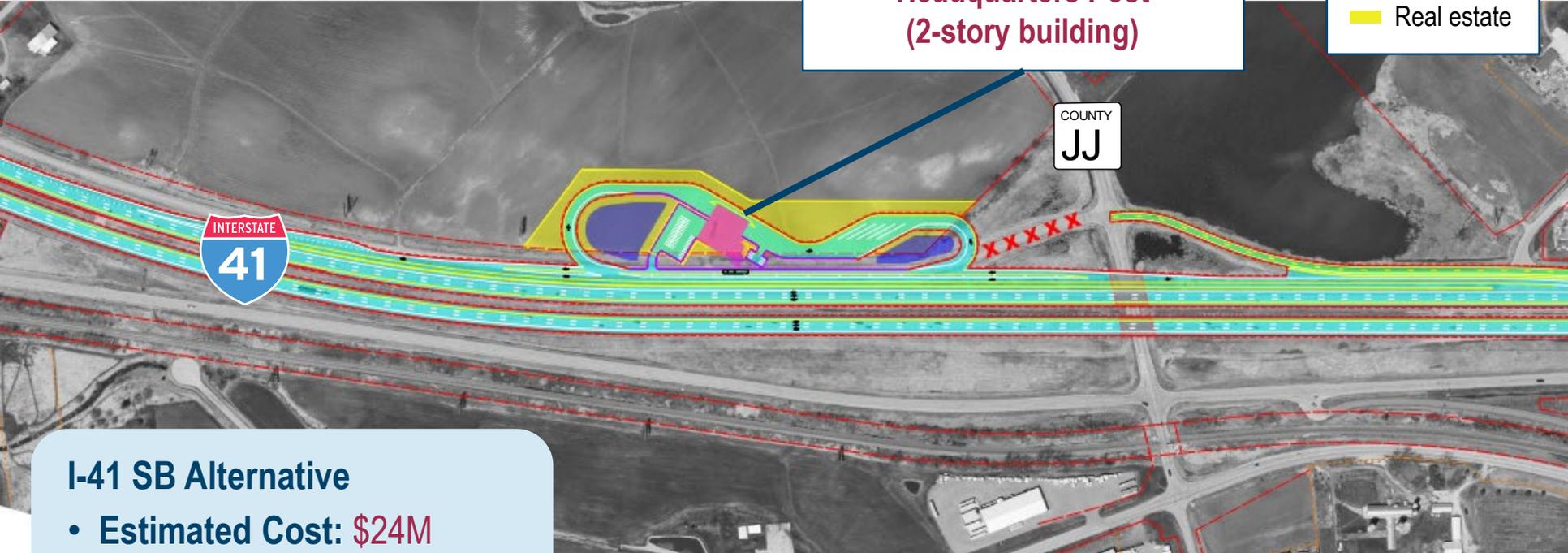
- Freeway
- Side road
- Real estate

Safety and Weight Enforcement Facility

Safety & Weight Enforcement Facility and State Patrol Headquarters Post (2-story building)

LEGEND

- Freeway
- Side road
- Real estate



I-41 SB Alternative

- Estimated Cost: \$24M
- Real Estate: 7.0 Acres

Project Schedule

Key Milestones

- Environmental Assessment
 - Public involvement meetings: spring and fall 2020
 - Environmental Assessment complete: June 2021
 - Public hearing: July 2021
 - Final environmental approval: November 2021
- Final engineering: Tentative 2022-2024
- Right of way acquisition: Tentative 2023-2024
- Construction: TBD

Next Steps

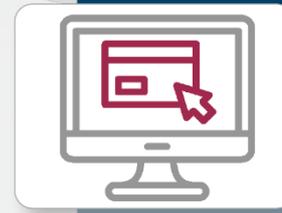
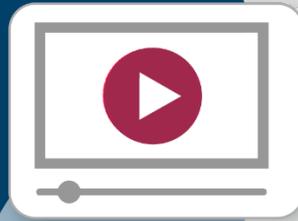
- Public outreach
 - Establish trust and credibility within the community
 - Seek public input at project milestones
- Business outreach
 - Provide businesses with firsthand information at project milestones



Next Steps

WisDOT will keep you informed

Watch a recorded copy of tonight's YouTube Live presentation



View meeting displays

Get upcoming public meeting announcements



Subscribe to the project email list

Comment forms due by Oct. 21, 2020



Send email to project staff

wisconsindot.gov/I41project

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Contacts

- Melissa (Missy) Kok, Communication Manager
 - (920) 492-5743
 - Melissa2.Kok@dot.wi.gov
- Scott Ebel, P.E., Project Manager
 - (920) 360-2225
 - Scott.Ebel@dot.wi.gov
- Both can be also be reached by mail at:
 - WisDOT Northeast Region
944 Vanderperren Way, Green Bay, WI 54304

Exhibits





41
CONNECTING
WISCONSIN

I - 41 PROJECT ID 1130-63-00

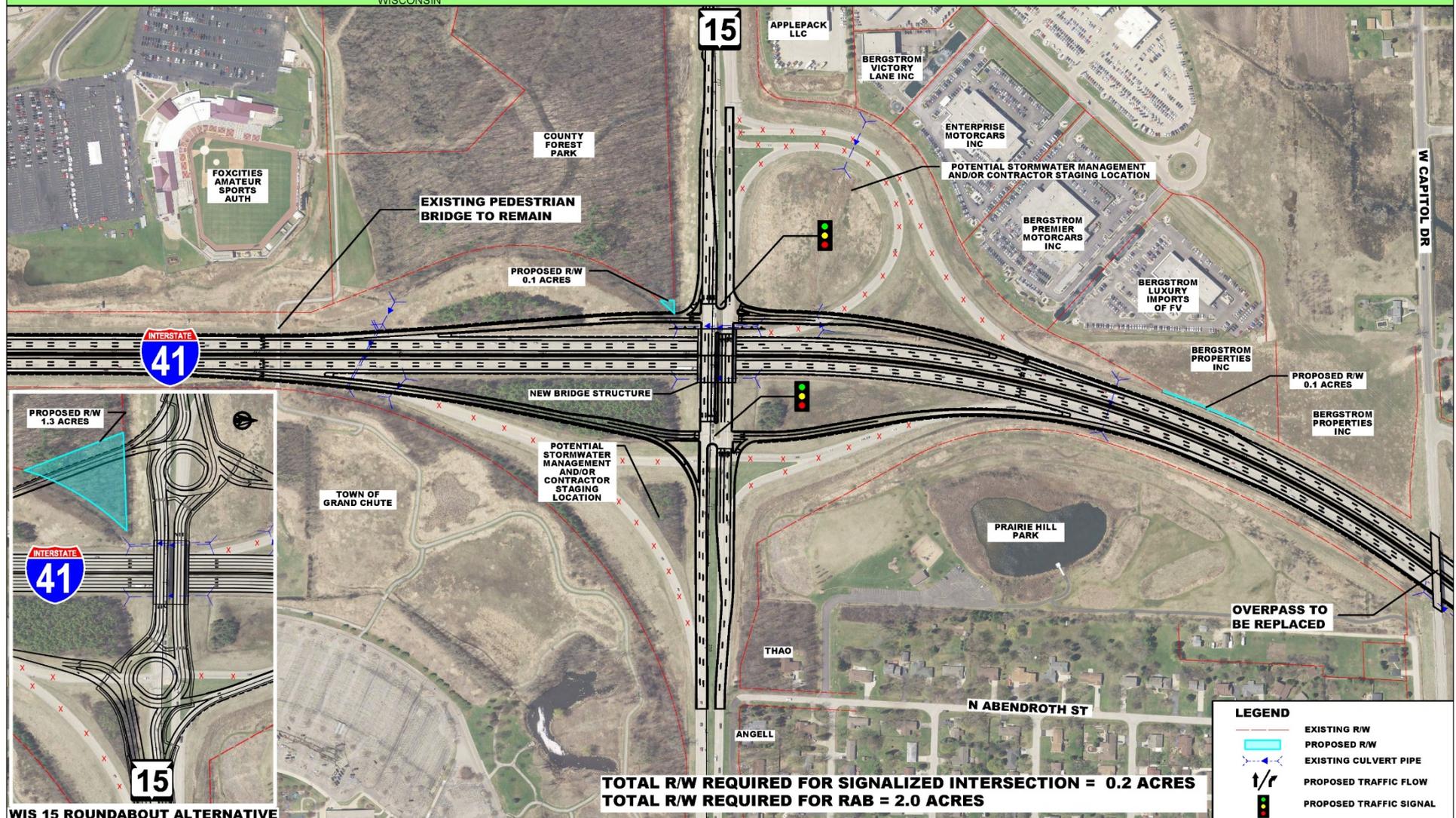


WIS 15 ROUNDABOUT ALTERNATIVE

I - 41 & WIS 15 PARTIAL CLOVERLEAF ALTERNATIVE



0 150 300
1IN=150FT

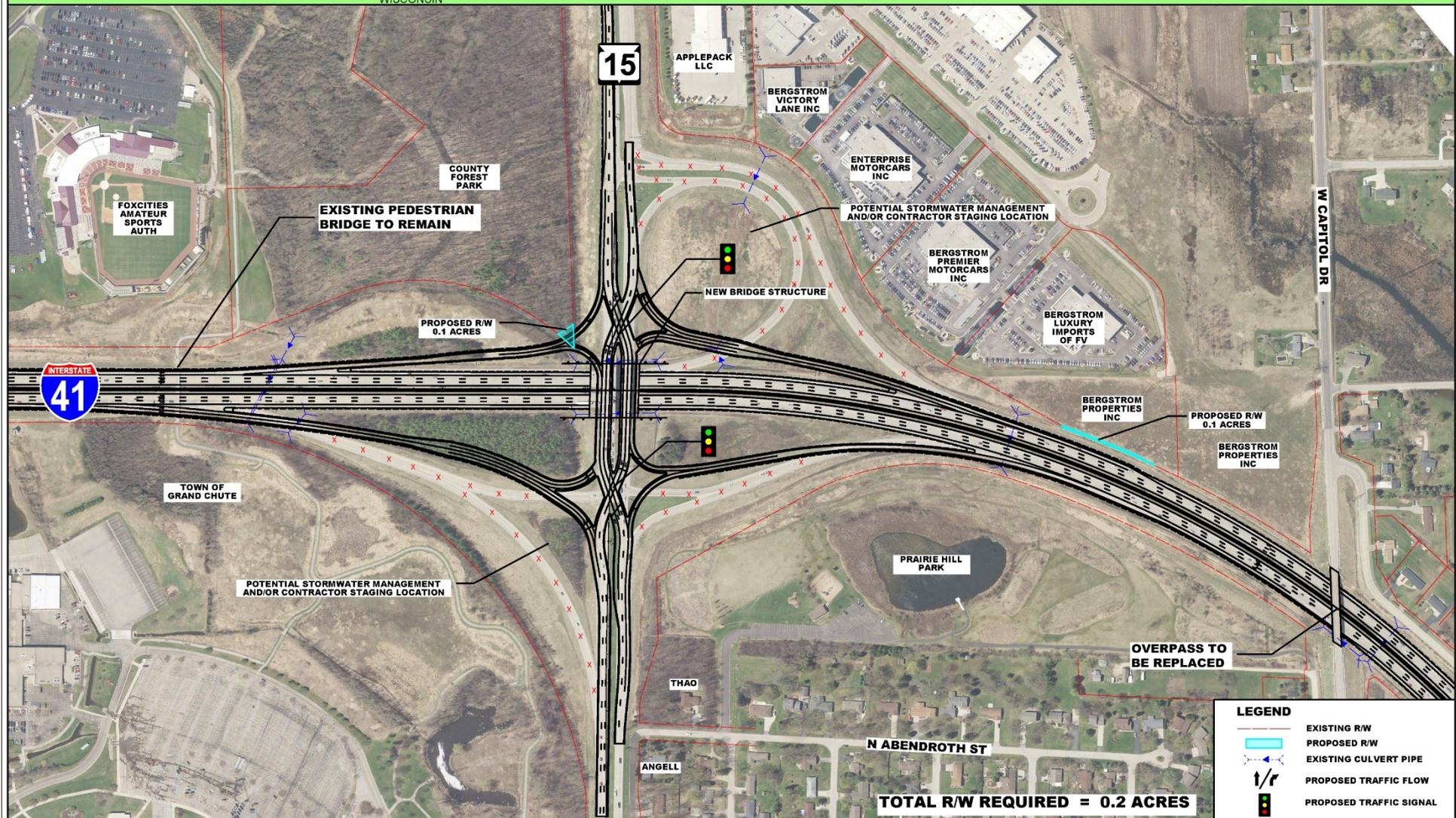


TOTAL R/W REQUIRED FOR SIGNALIZED INTERSECTION = 0.2 ACRES
TOTAL R/W REQUIRED FOR RAB = 2.0 ACRES

WIS 15 ROUNDABOUT ALTERNATIVE

I - 41 & WIS 15 DIAMOND ALTERNATIVE





TOWN OF GRAND CHUTE

POTENTIAL STORMWATER MANAGEMENT AND/OR CONTRACTOR STAGING LOCATION

EXISTING PEDESTRIAN BRIDGE TO REMAIN

PROPOSED R/W 0.1 ACRES

15

APPLEPACK LLC

BERGSTROM VICTORY LANE INC

POTENTIAL STORMWATER MANAGEMENT AND/OR CONTRACTOR STAGING LOCATION

BERGSTROM PREMIER MOTORCARS INC

BERGSTROM LUXURY IMPORTS OF FV

BERGSTROM PROPERTIES INC

PROPOSED R/W 0.1 ACRES

BERGSTROM PROPERTIES INC

PRAIRIE HILL PARK

OVERPASS TO BE REPLACED

THAO

N ABENDROTH ST

ANGELL

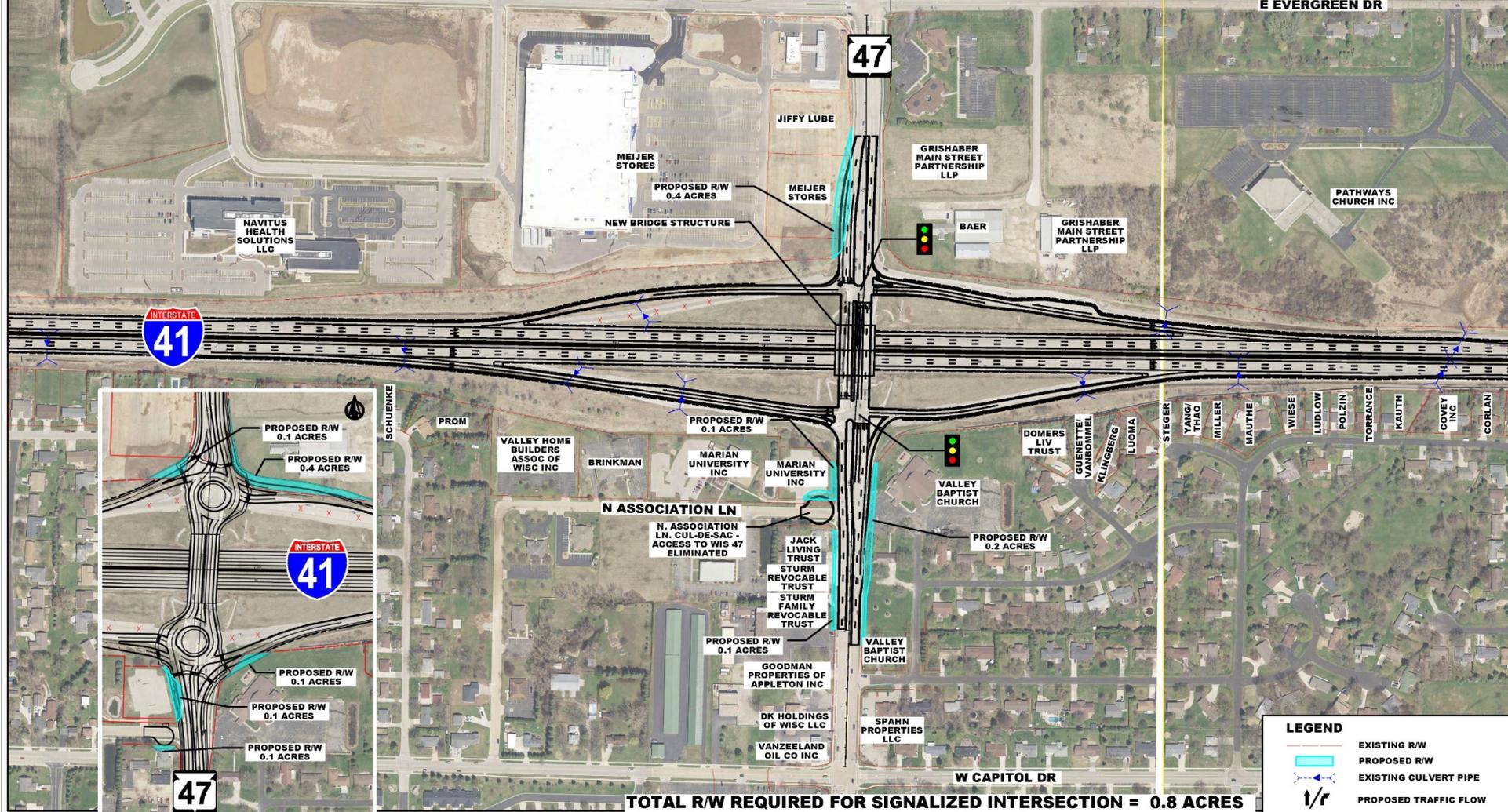
TOTAL R/W REQUIRED = 0.2 ACRES

LEGEND	
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL



I - 41 & WIS 15 DIVERGING DIAMOND ALTERNATIVE

0 150 300
1IN=150FT



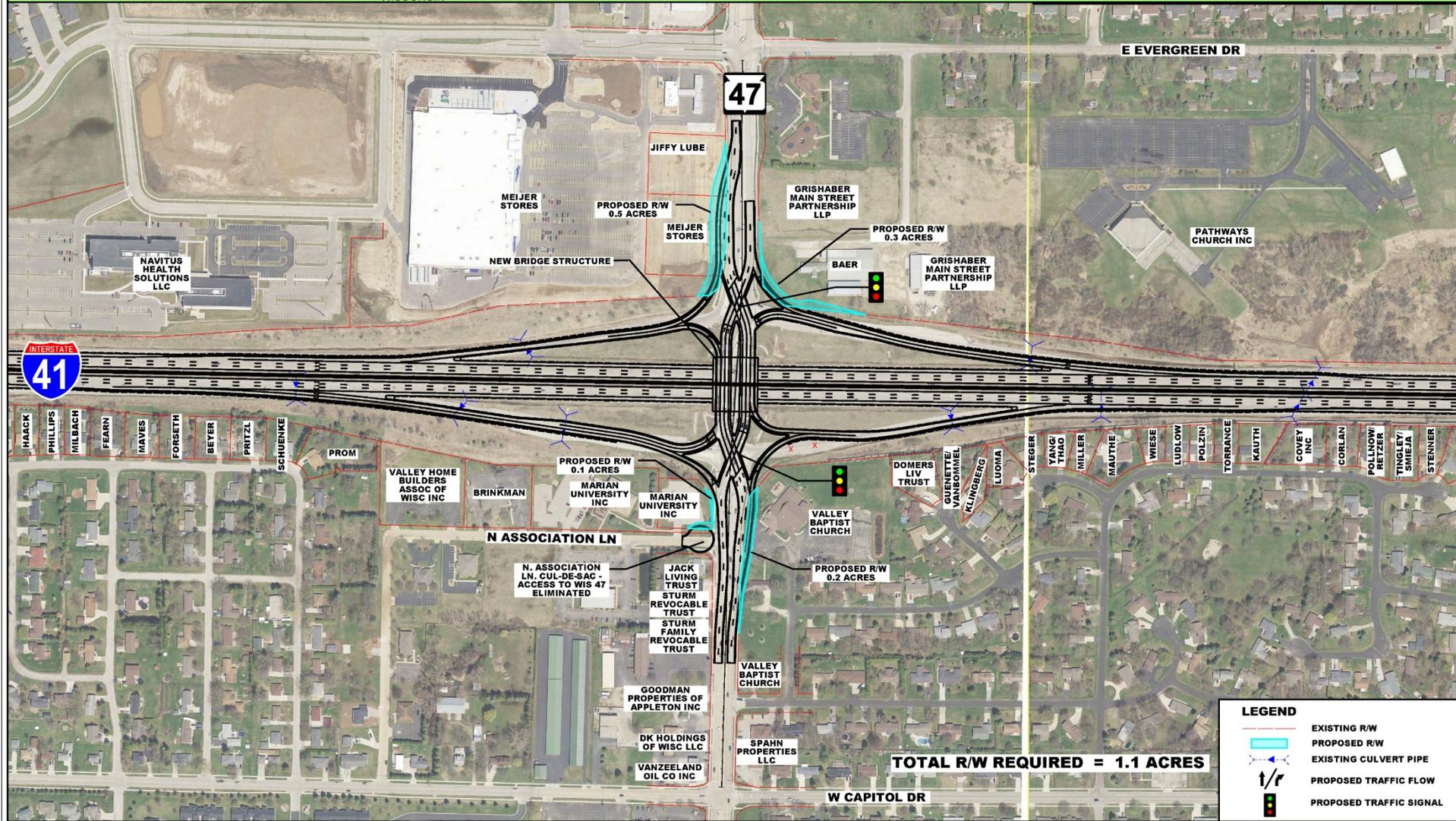
WIS 47 ROUNDABOUT ALTERNATIVE

TOTAL R/W REQUIRED FOR SIGNALIZED INTERSECTION = 0.8 ACRES
TOTAL R/W REQUIRED FOR RAB = 2.9 ACRES

I - 41 & WIS 47 DIAMOND ALTERNATIVE

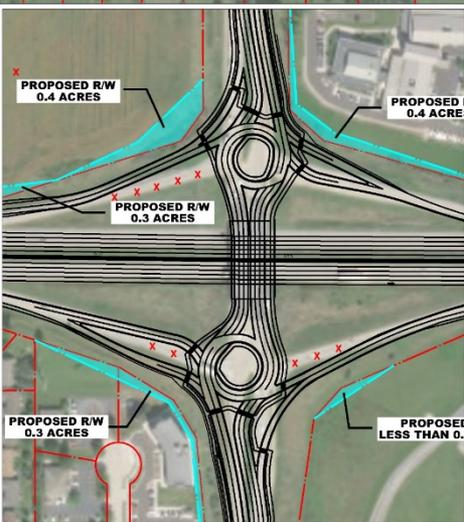
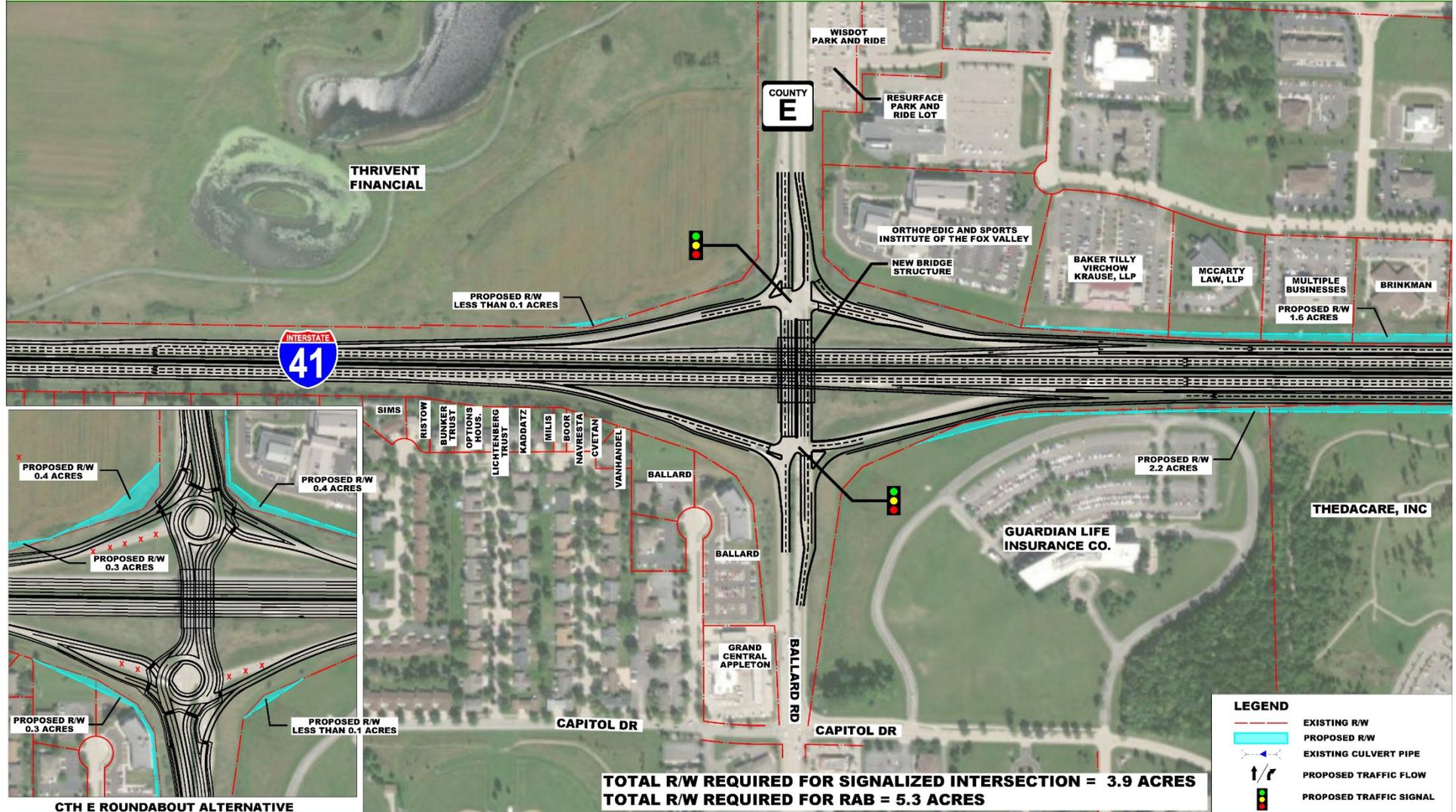


I - 41 PROJECT ID 1130-63-00



I - 41 & WIS 47 DIVERGING DIAMOND ALTERNATIVE





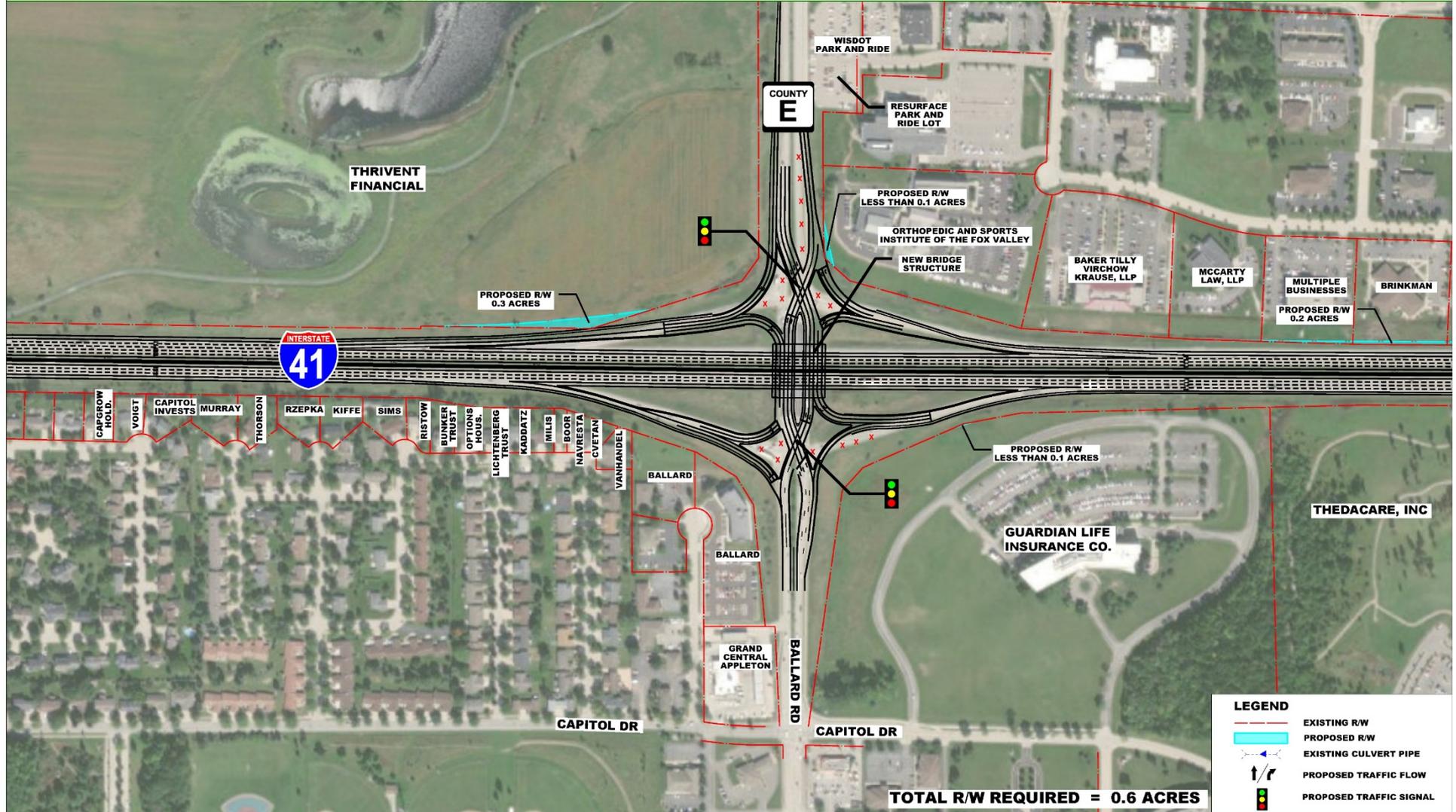
CTH E ROUNDABOUT ALTERNATIVE

TOTAL R/W REQUIRED FOR SIGNALIZED INTERSECTION = 3.9 ACRES
TOTAL R/W REQUIRED FOR RAB = 5.3 ACRES

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL





I - 41 & COUNTY E DIVERGING DIAMOND ALTERNATIVE

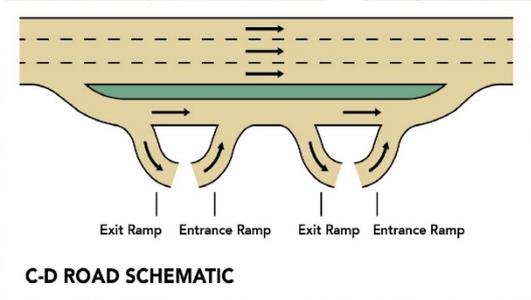
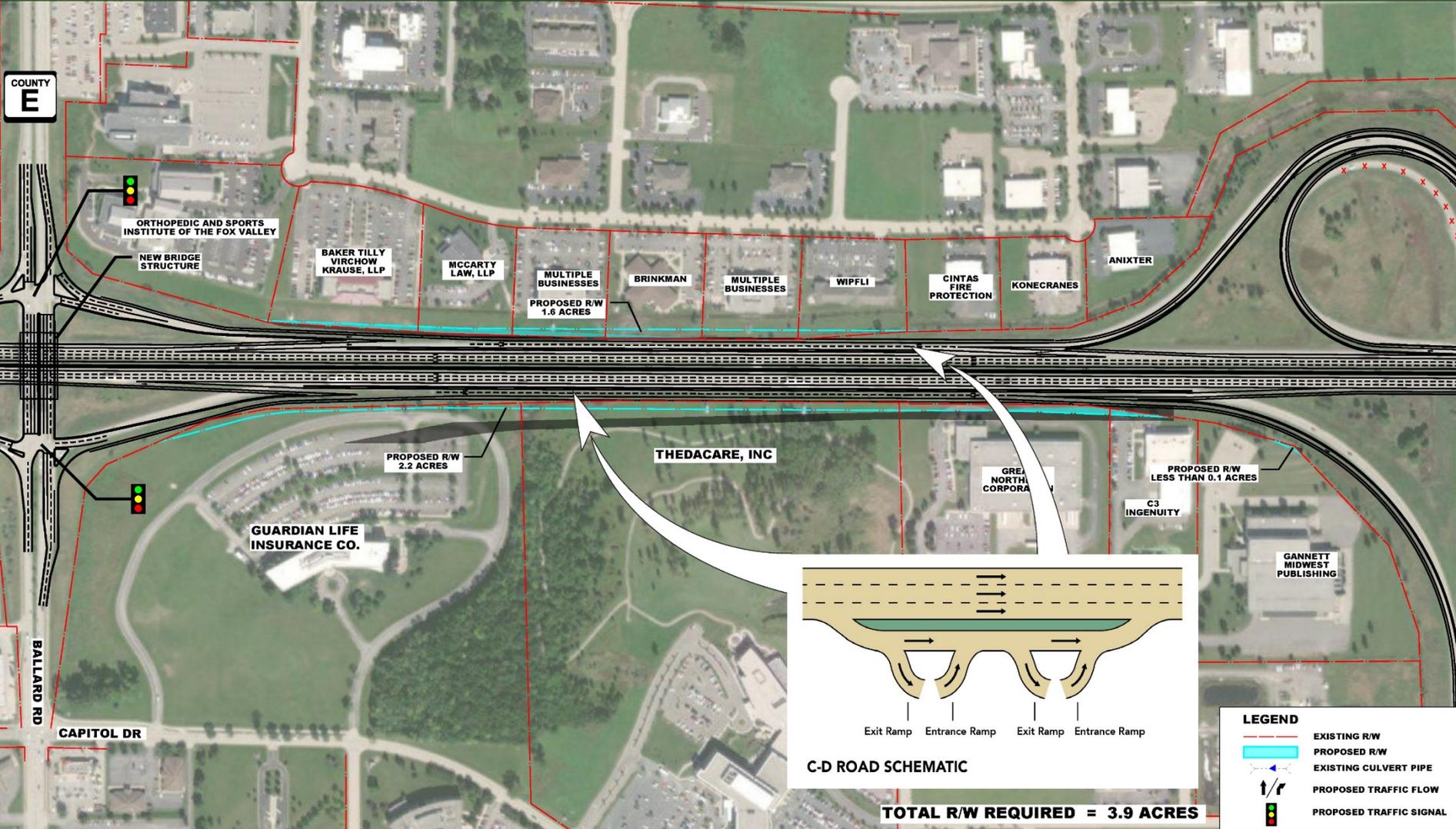




I - 41 PROJECT ID 1130-63-00



COUNTY
E



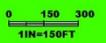
TOTAL R/W REQUIRED = 3.9 ACRES

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL



I - 41 COUNTY E/WIS 441 COLLECTOR DISTRIBUTOR ROADS

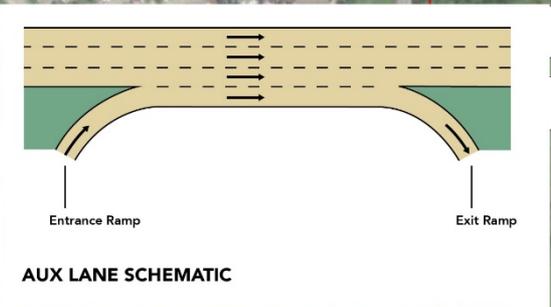
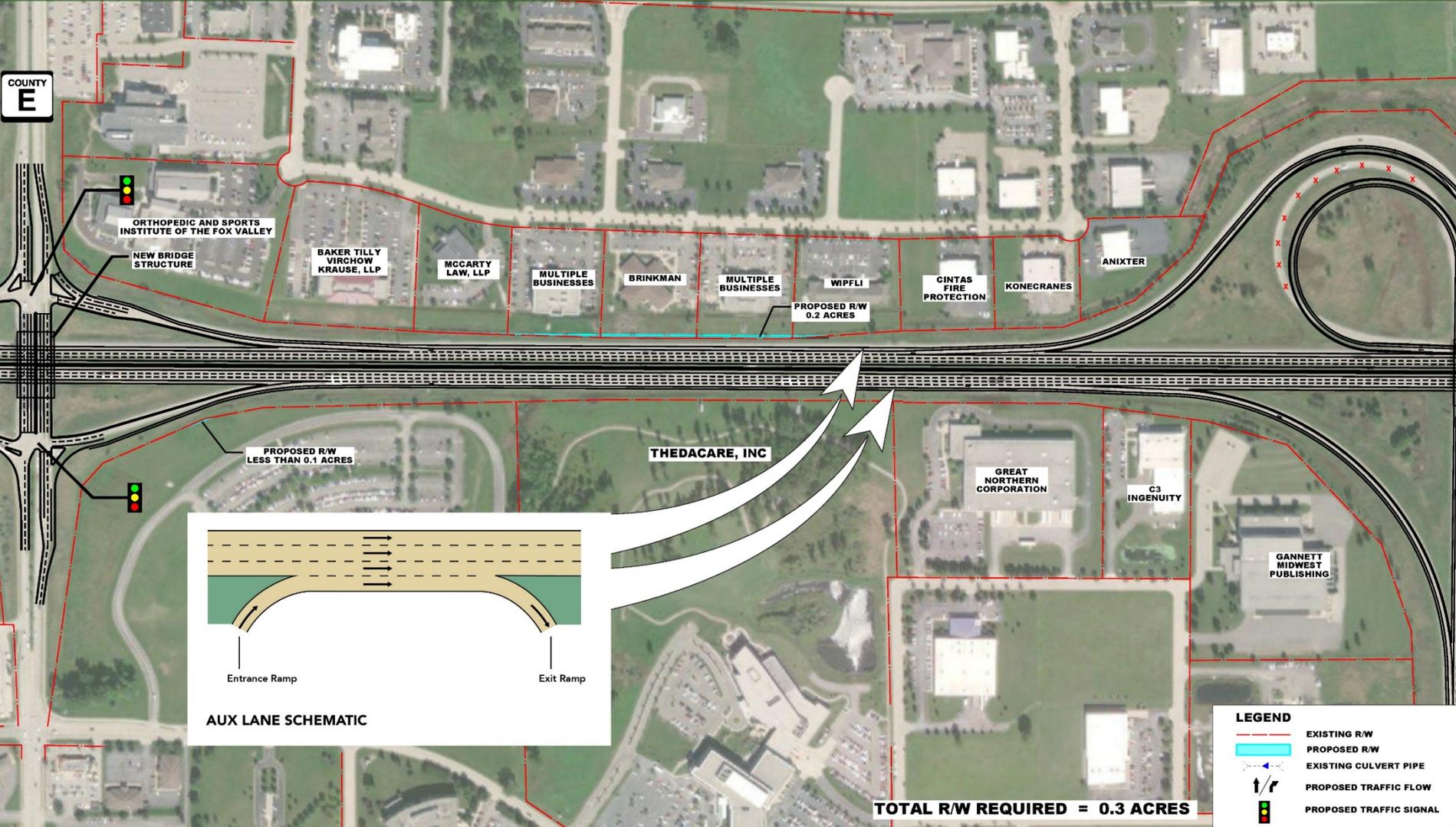




I - 41 PROJECT ID 1130-63-00



COUNTY
E



PROPOSED R/W
LESS THAN 0.1 ACRES

PROPOSED R/W
0.2 ACRES

TOTAL R/W REQUIRED = 0.3 ACRES

LEGEND	
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL



I - 41 & COUNTY E/WIS 441 AUXILIARY LANES





I - 41 PROJECT ID 1130-63-00

COUNTY E (BALLARD RD) INTERCHANGE

WIS 441 INTERCHANGE

ORTHOPEDIC AND SPORTS INSTITUTE OF THE FOX VALLEY

BAKER TILLY VIRCHOW KRAUSE, LLP

MCCARTY LAW, LLP

MULTIPLE BUSINESSES

MULTIPLE BUSINESSES

WIPFLI

CINTAS FIRE PROTECTION

KONECRANES

ANIXTER

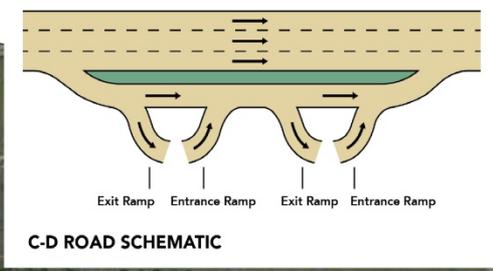
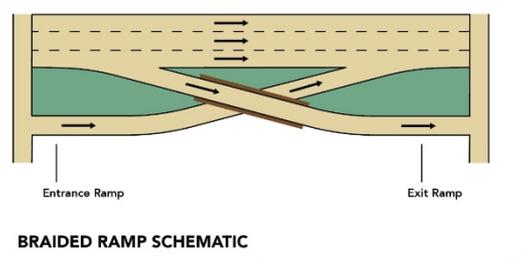
PROPOSED R/W 5.9 ACRES



GUARDIAN LIFE INSURANCE CO.

PROPOSED R/W 6.9 ACRES

THEDACARE, INC



**TOTAL R/W REQUIRED = 12.8 ACRES
RETAINING WALLS MAY BE USED TO
REDUCE R/W REQUIREMENTS.**

LEGEND

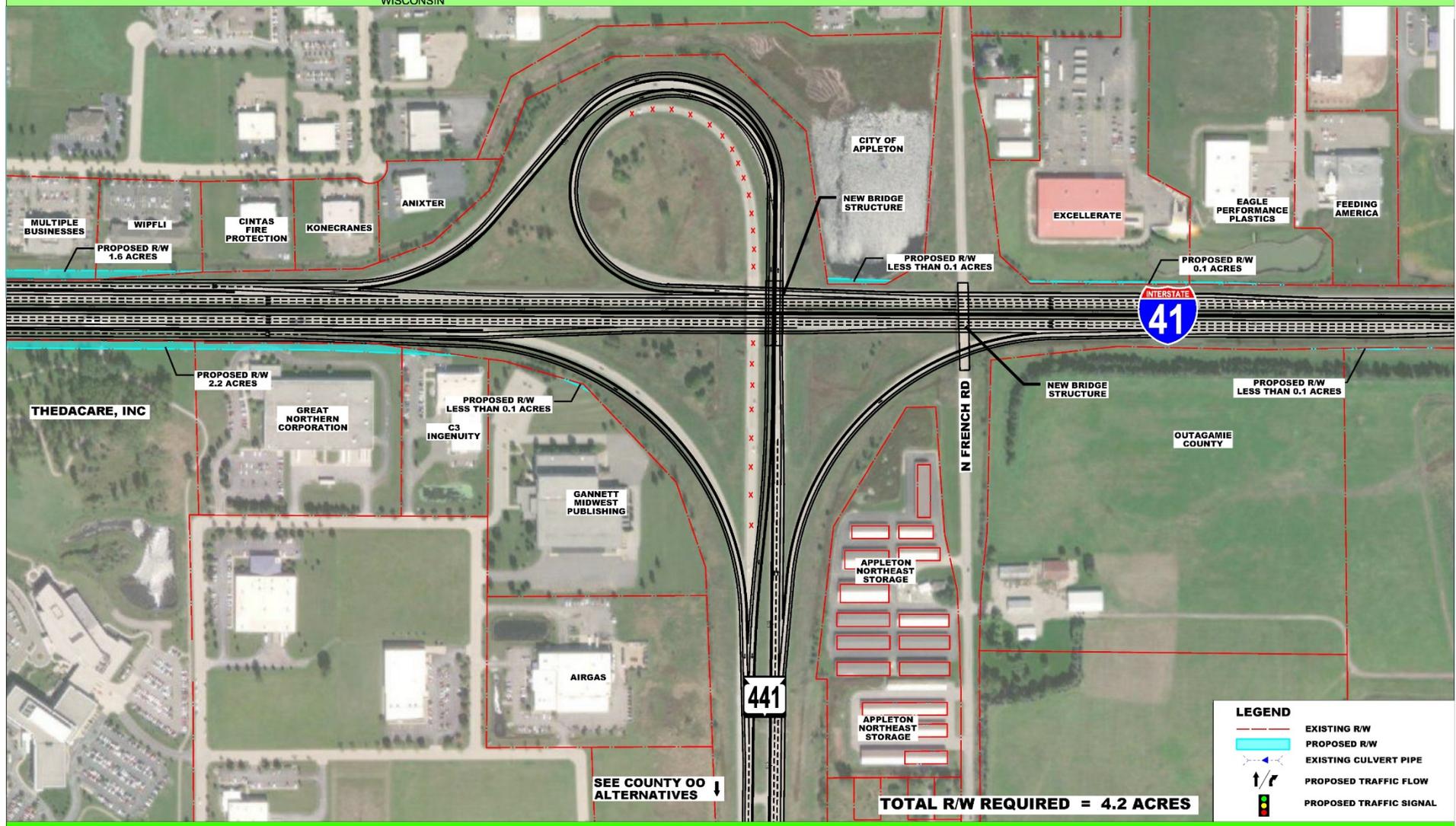
- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL



I-41 & COUNTY E/WIS 441 INTERCHANGE - BRAID ALTERNATIVE

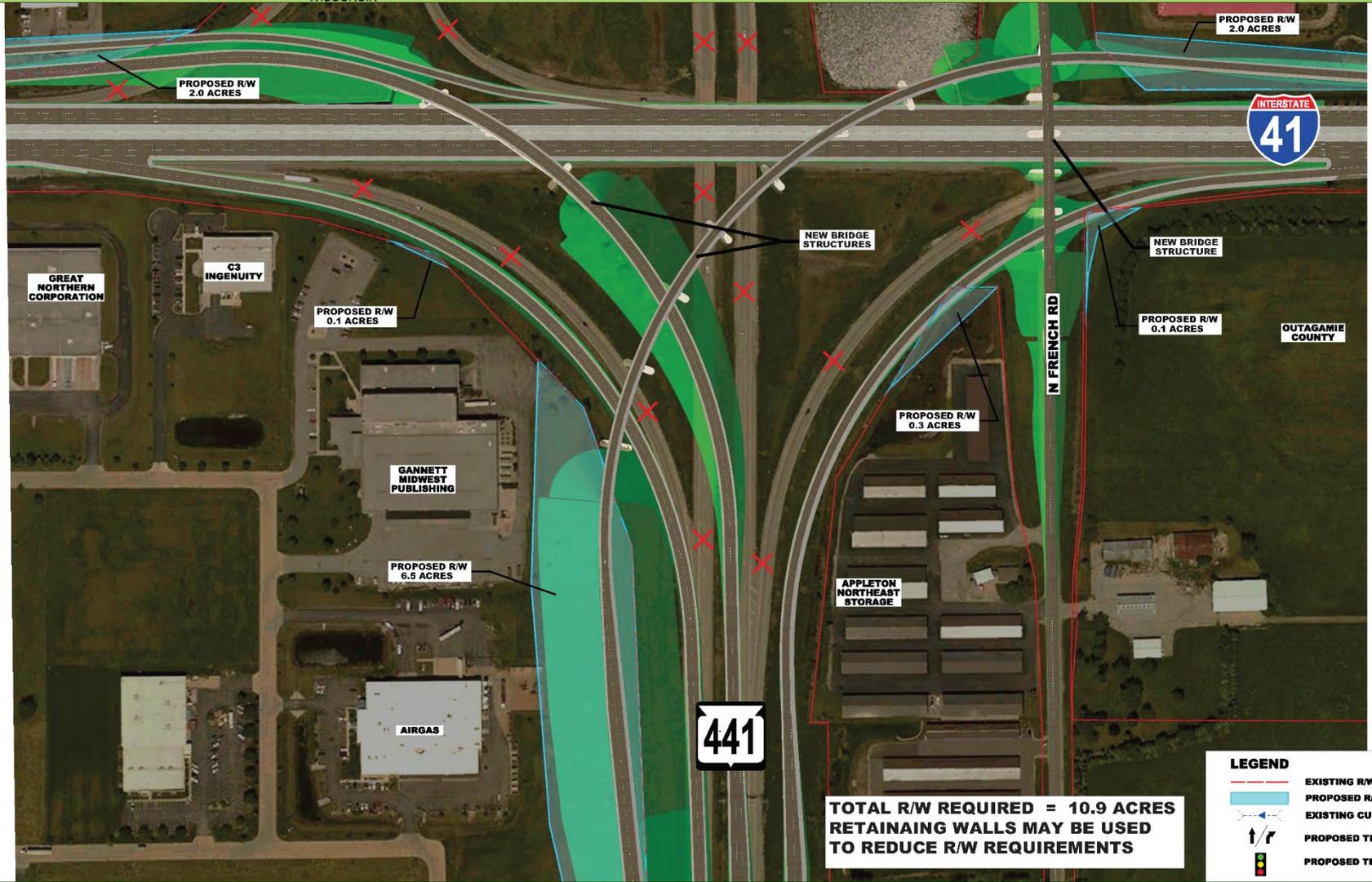


I - 41 PROJECT ID 1130-63-00



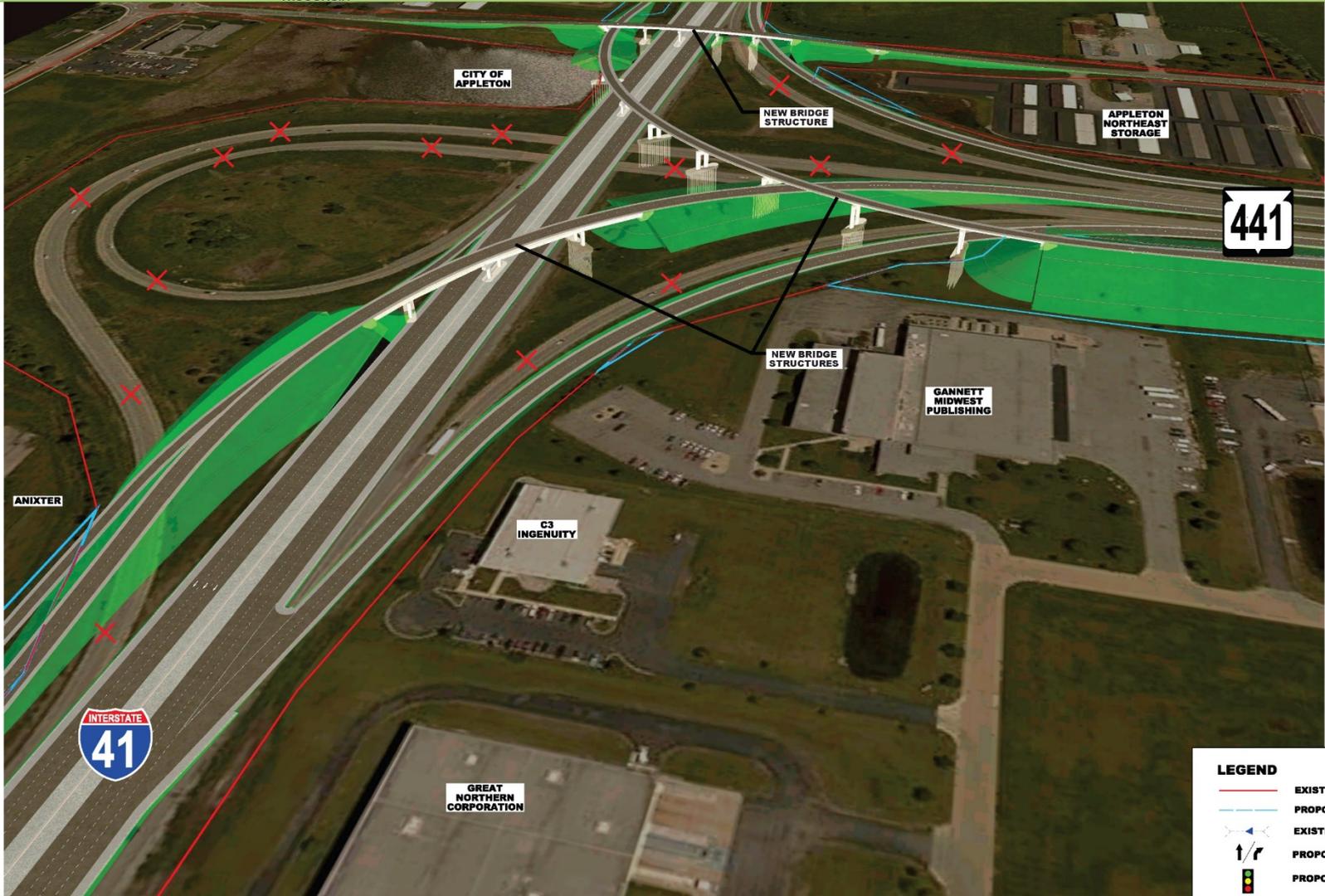
I - 41 & WIS 441 CD LANE & TRUMPET ALTERNATIVE





I-41 & WIS 441 INTERCHANGE 55 MPH ALTERNATIVE

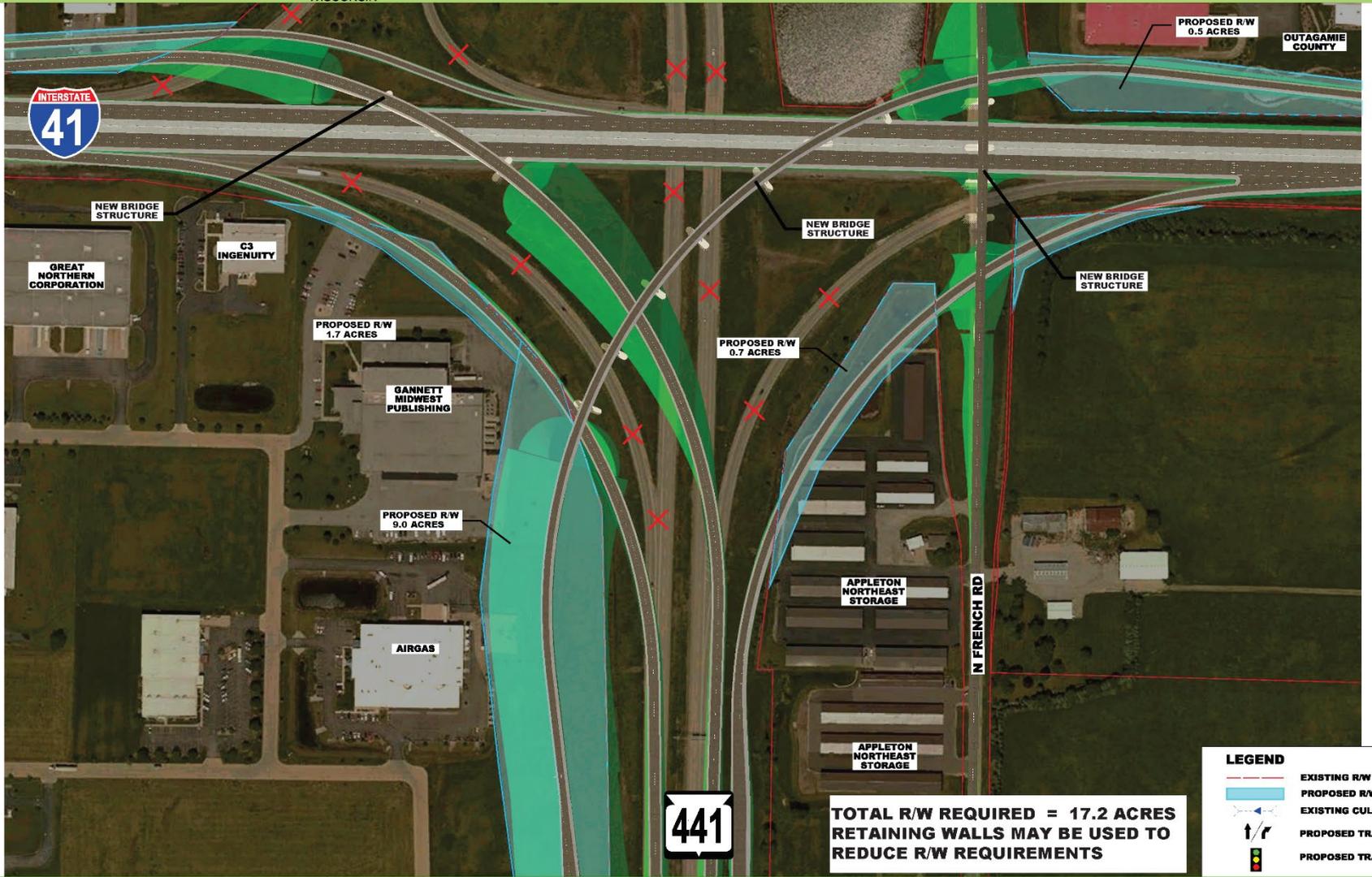




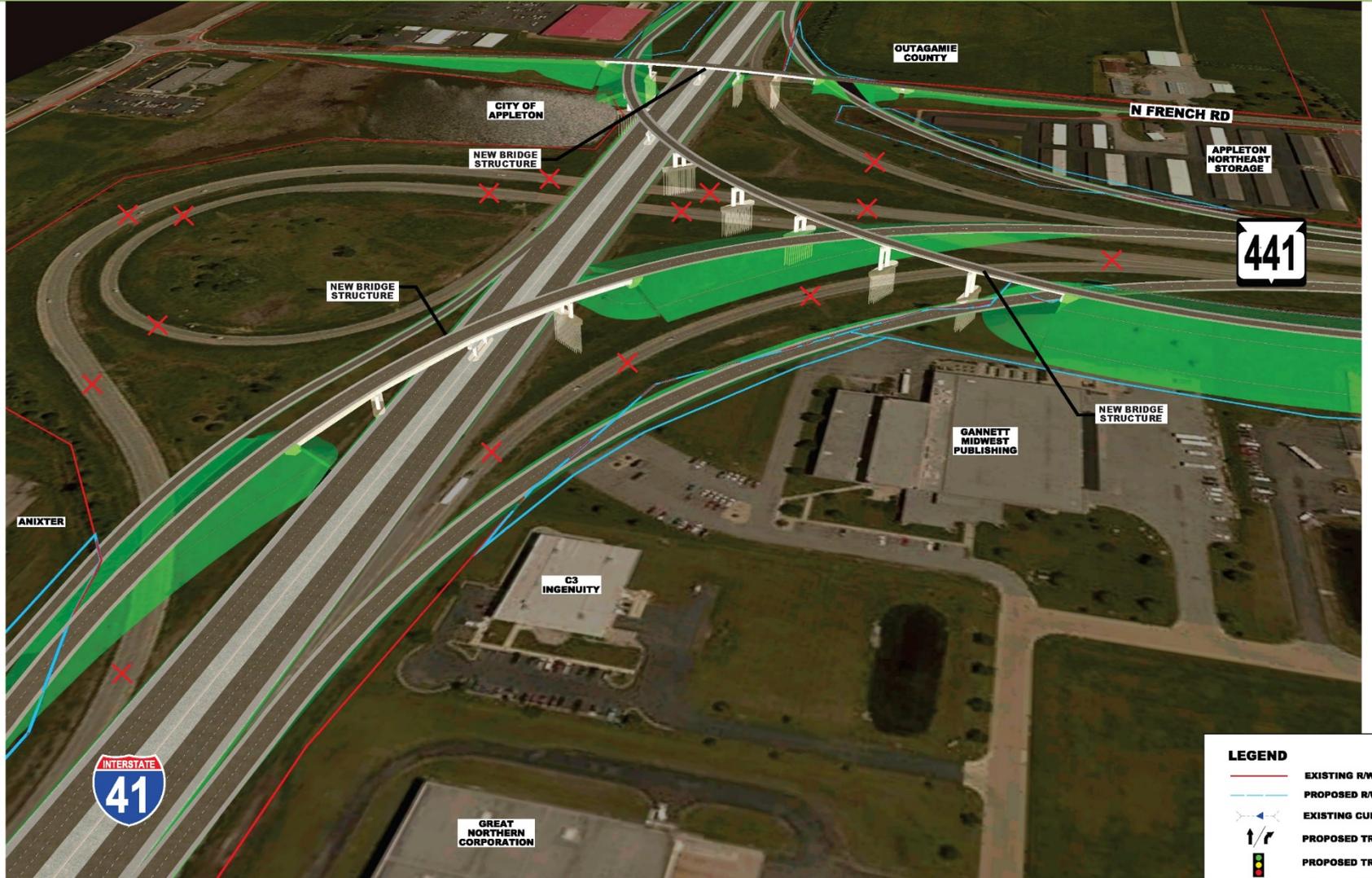
LEGEND	
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL

I-41 & WIS 441 INTERCHANGE 55 MPH ALTERNATIVE





I-41 & WIS 441 INTERCHANGE 60 MPH ALTERNATIVE



LEGEND	
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL





I - 41 PROJECT ID 1130-63-00

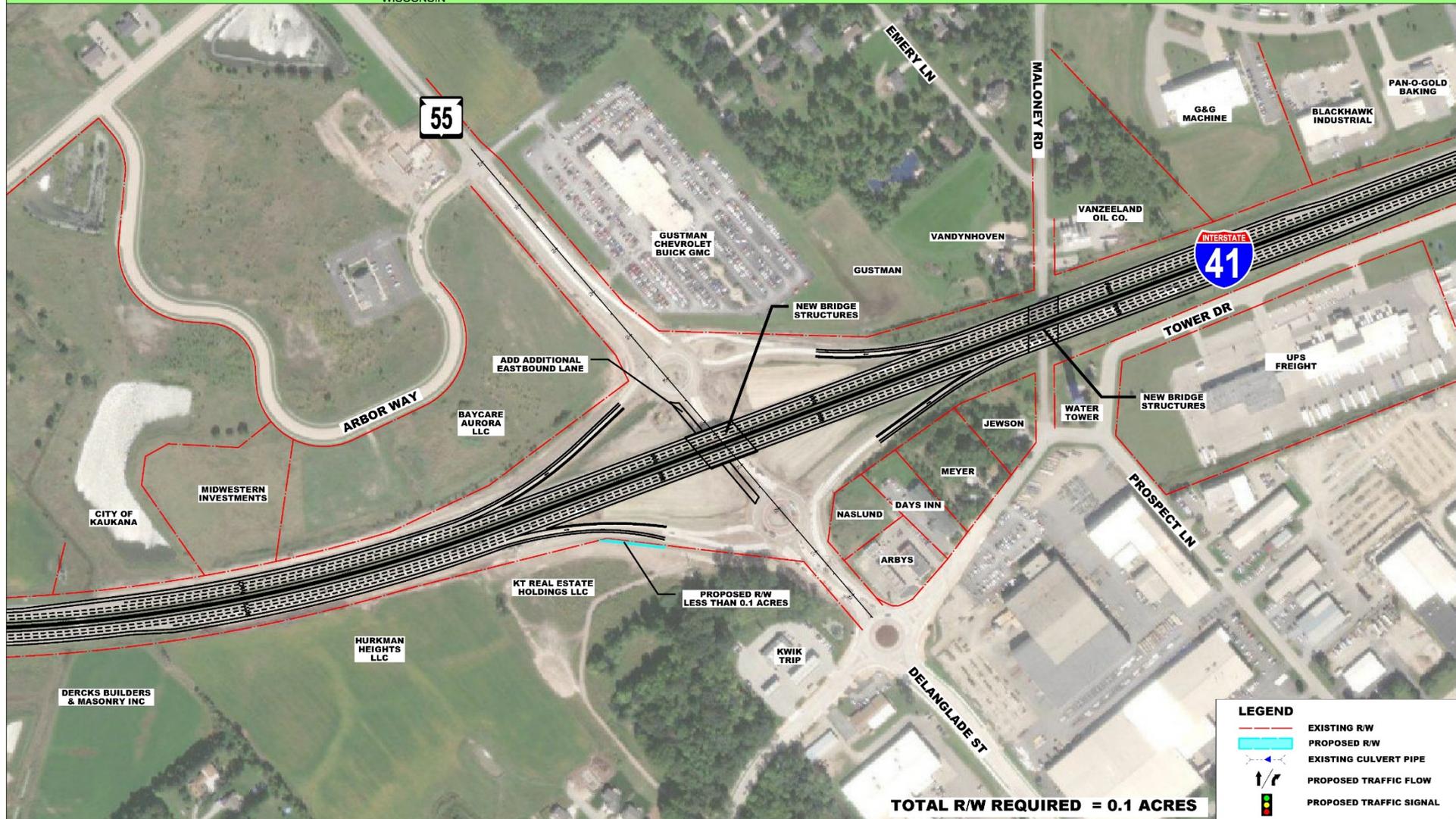


I-41 & COUNTY N DIAMOND ALTERNATIVE



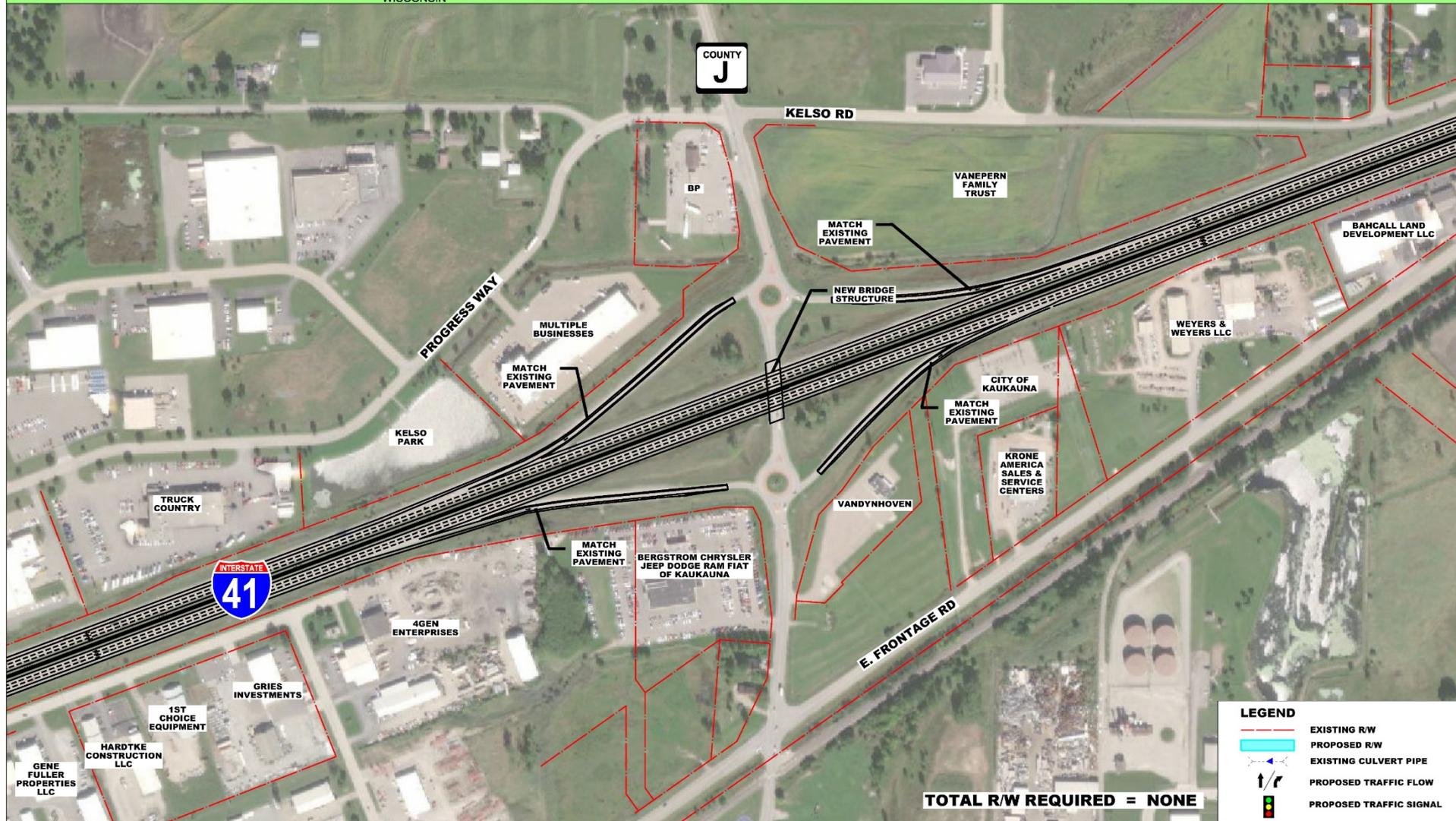


I - 41 PROJECT ID 1130-63-00



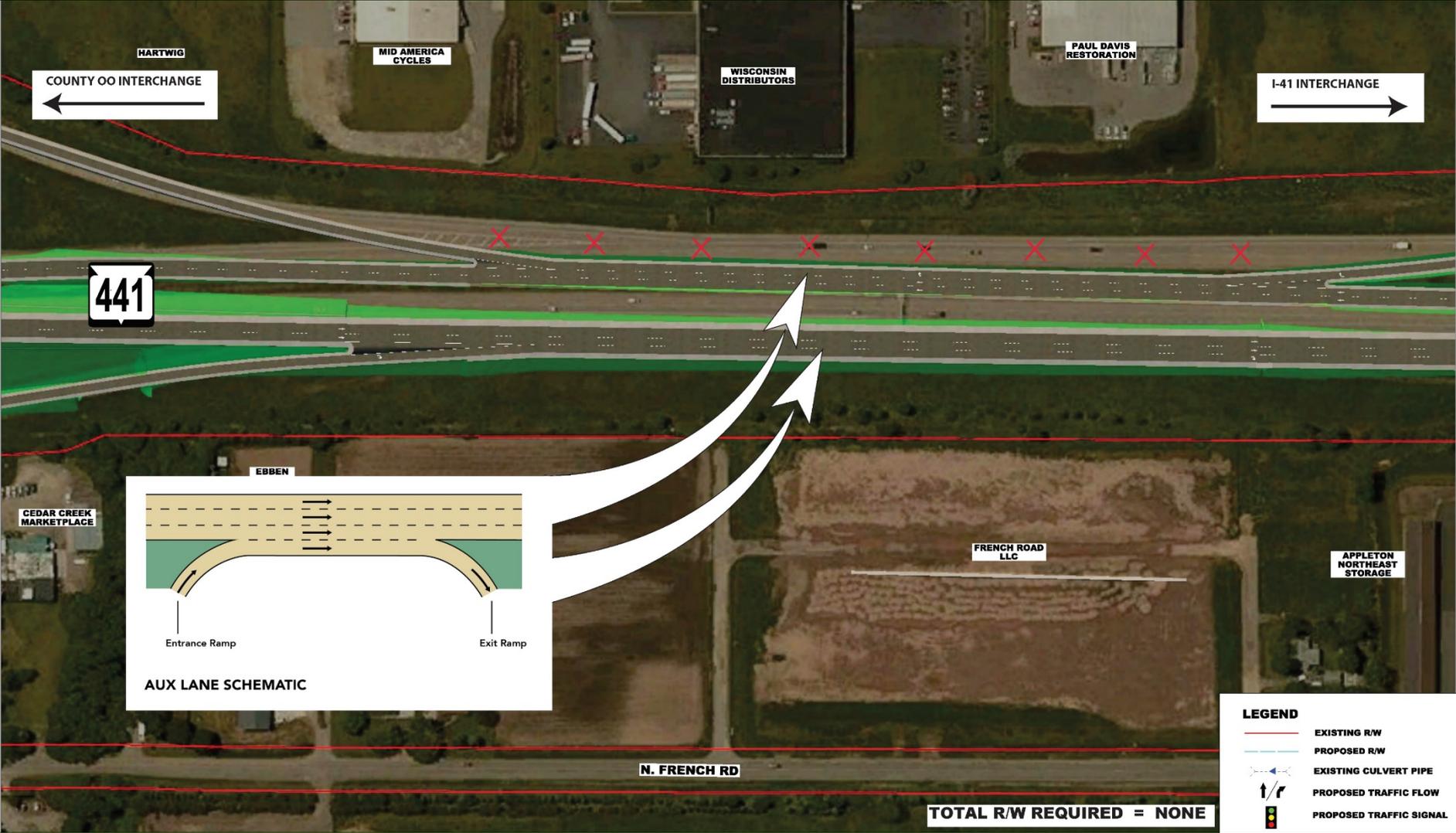
I - 41 & WIS 55 DIAMOND ALTERNATIVE







I - 41 PROJECT ID 1130-63-00



WIS 441 & COUNTY OO DIAMOND & AUXILIARY





I - 41 PROJECT ID 1130-63-00



LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL

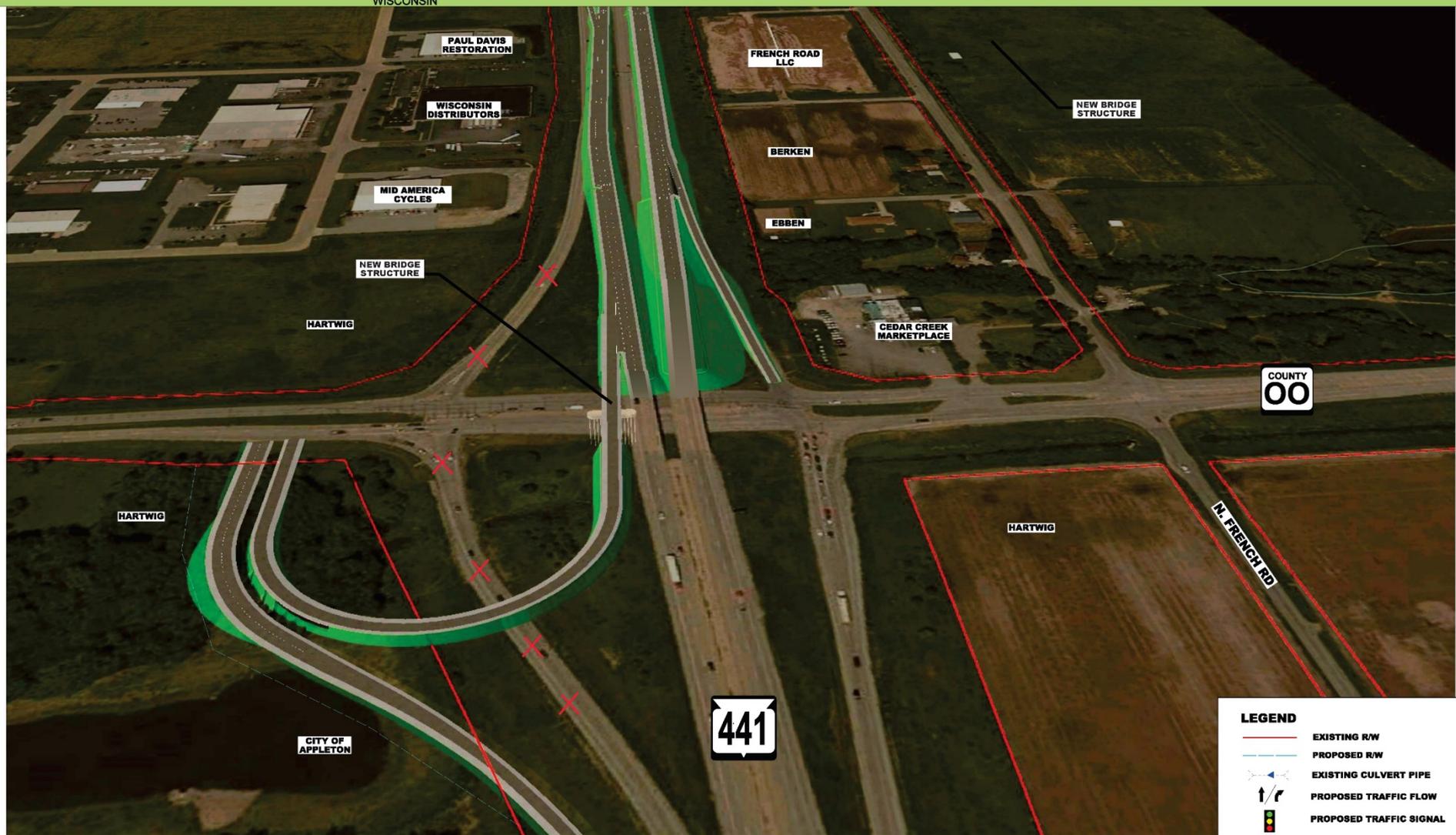


WIS 441 & CTH 00 PARTIAL CLOVERLEAF ALTERNATIVE



CONNECTING WISCONSIN

I - 41 PROJECT ID 1130-63-00

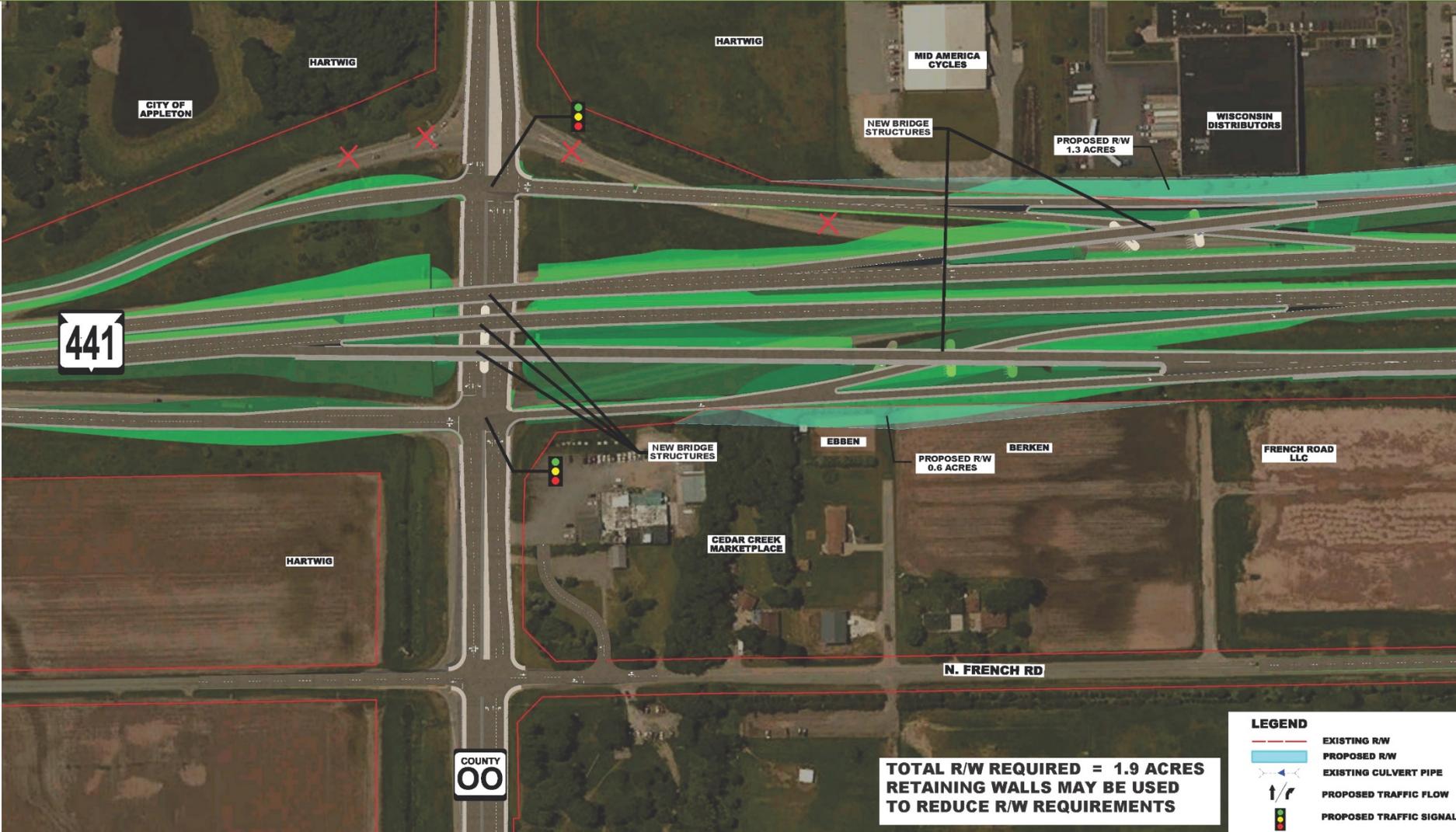


WIS 441 & CTH 00 PARTIAL CLOVERLEAF ALTERNATIVE



CONNECTING WISCONSIN

I - 41 PROJECT ID 1130-63-00



TOTAL R/W REQUIRED = 1.9 ACRES
RETAINING WALLS MAY BE USED
TO REDUCE R/W REQUIREMENTS

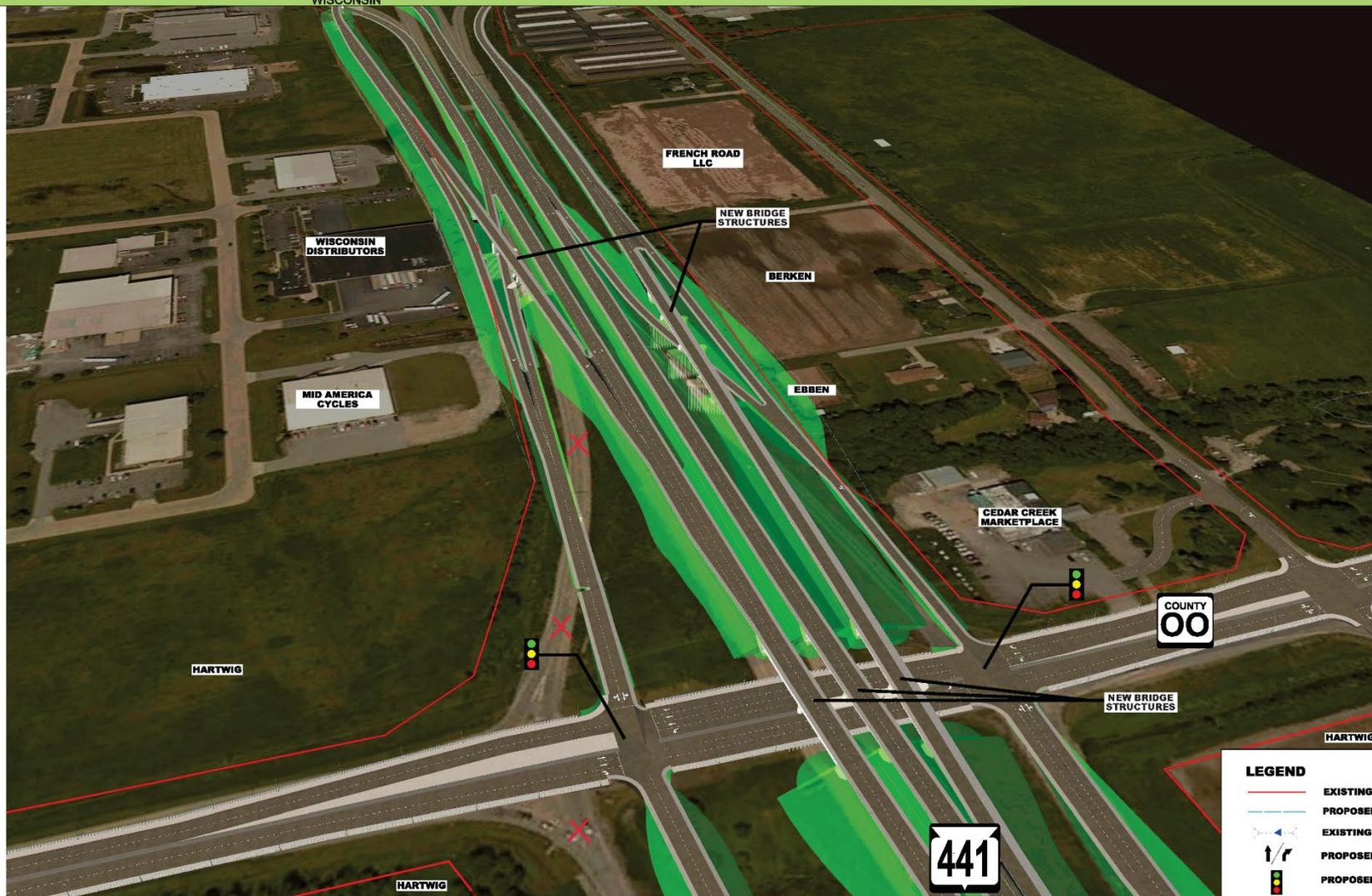
LEGEND	
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL



WIS 441 & CTH 00 DIAMOND WITH BRAIDS ALTERNATIVE



I - 41 PROJECT ID 1130-63-00



LEGEND

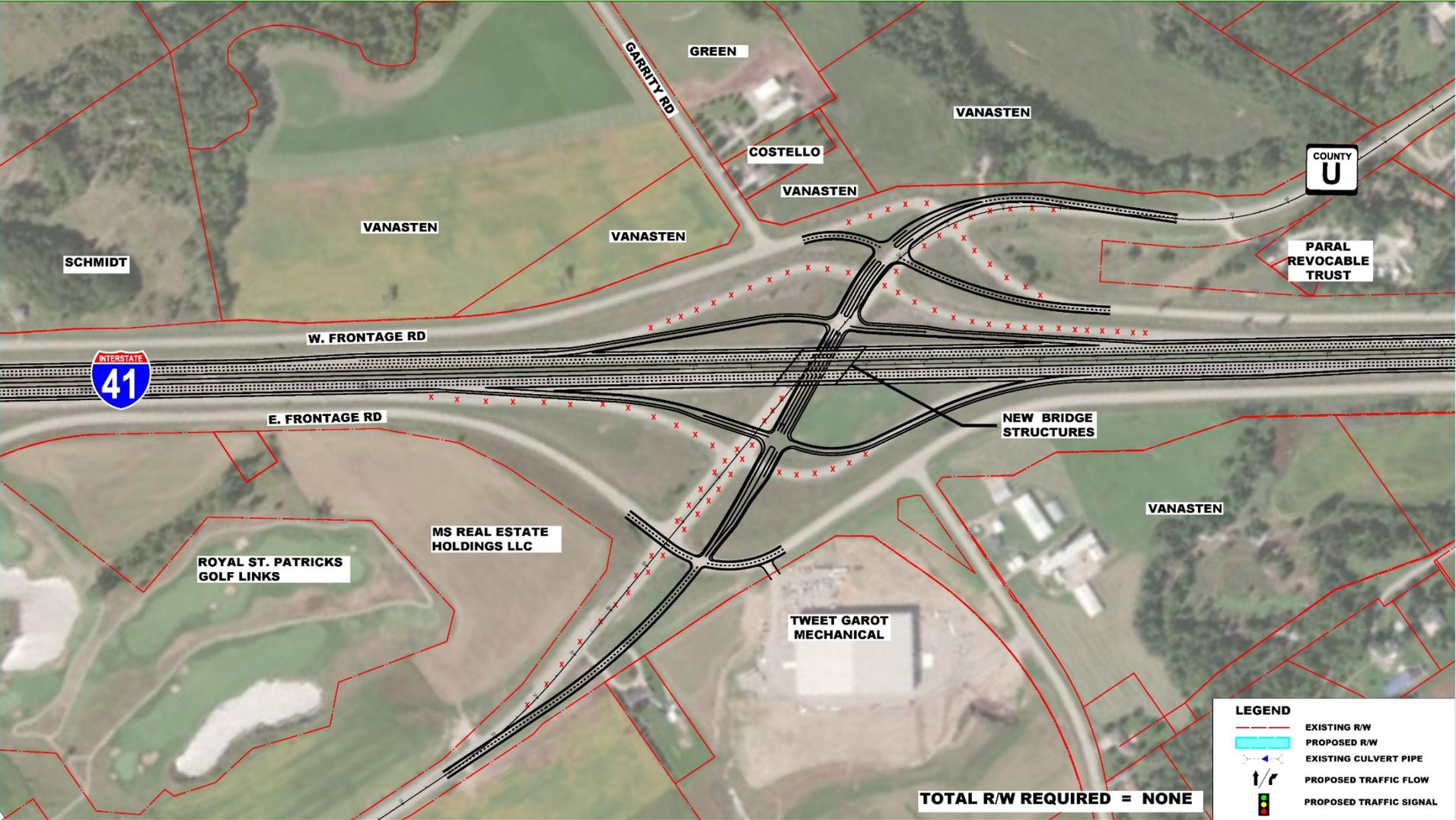
	EXISTING R/W
	PROPOSED R/W
	EXISTING CULVERT PIPE
	PROPOSED TRAFFIC FLOW
	PROPOSED TRAFFIC SIGNAL



WIS 441 & CTH 00 DIAMOND WITH BRAIDS ALTERNATIVE



I - 41 PROJECT ID 1130-63-00

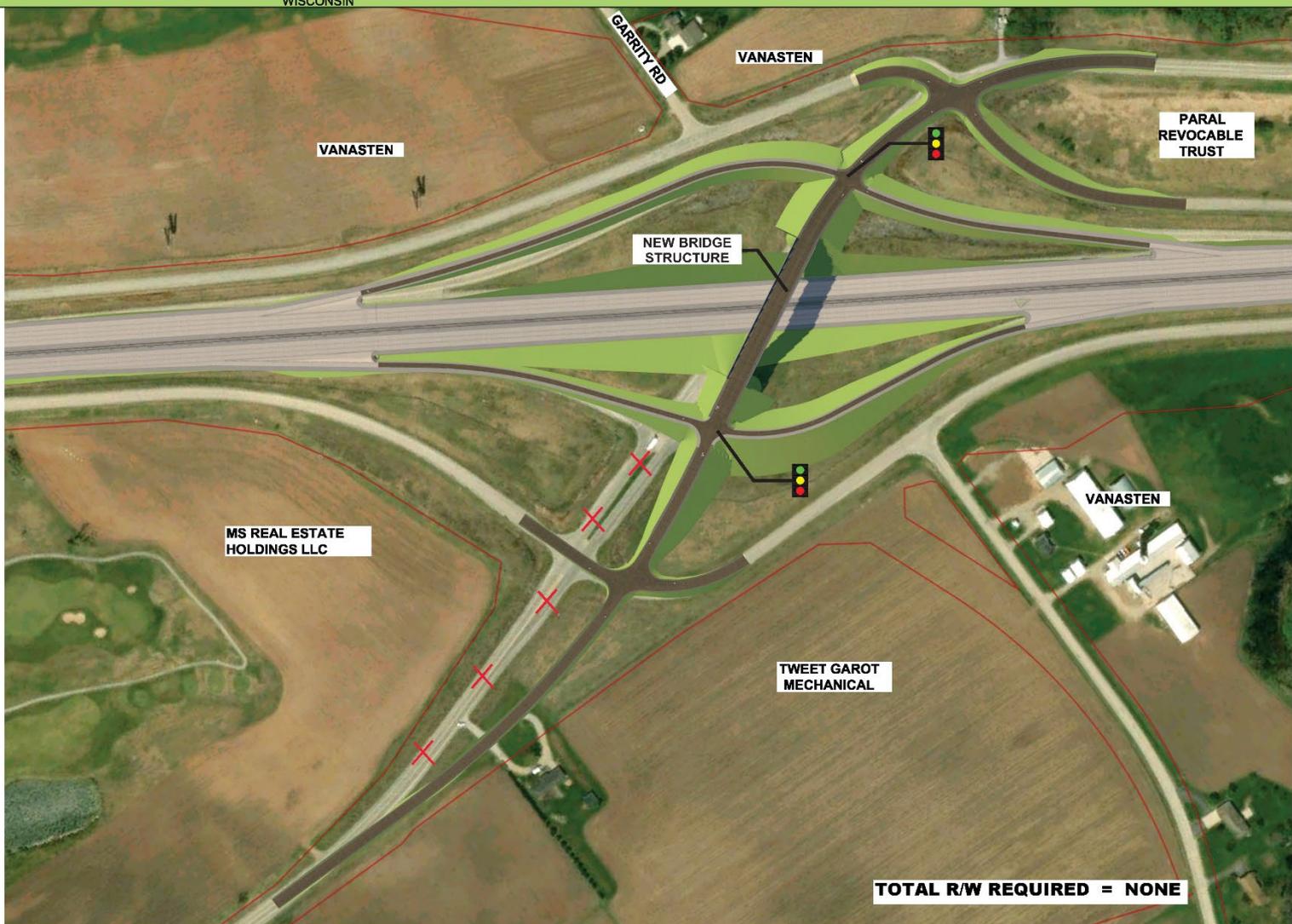


I - 41 & COUNTY U DIAMOND ALTERNATIVE





I - 41 PROJECT ID 1130-63-00



I-41 & CTH U REVERSED DIAMOND ALTERNATIVE



I - 41 PROJECT ID 1130-63-00

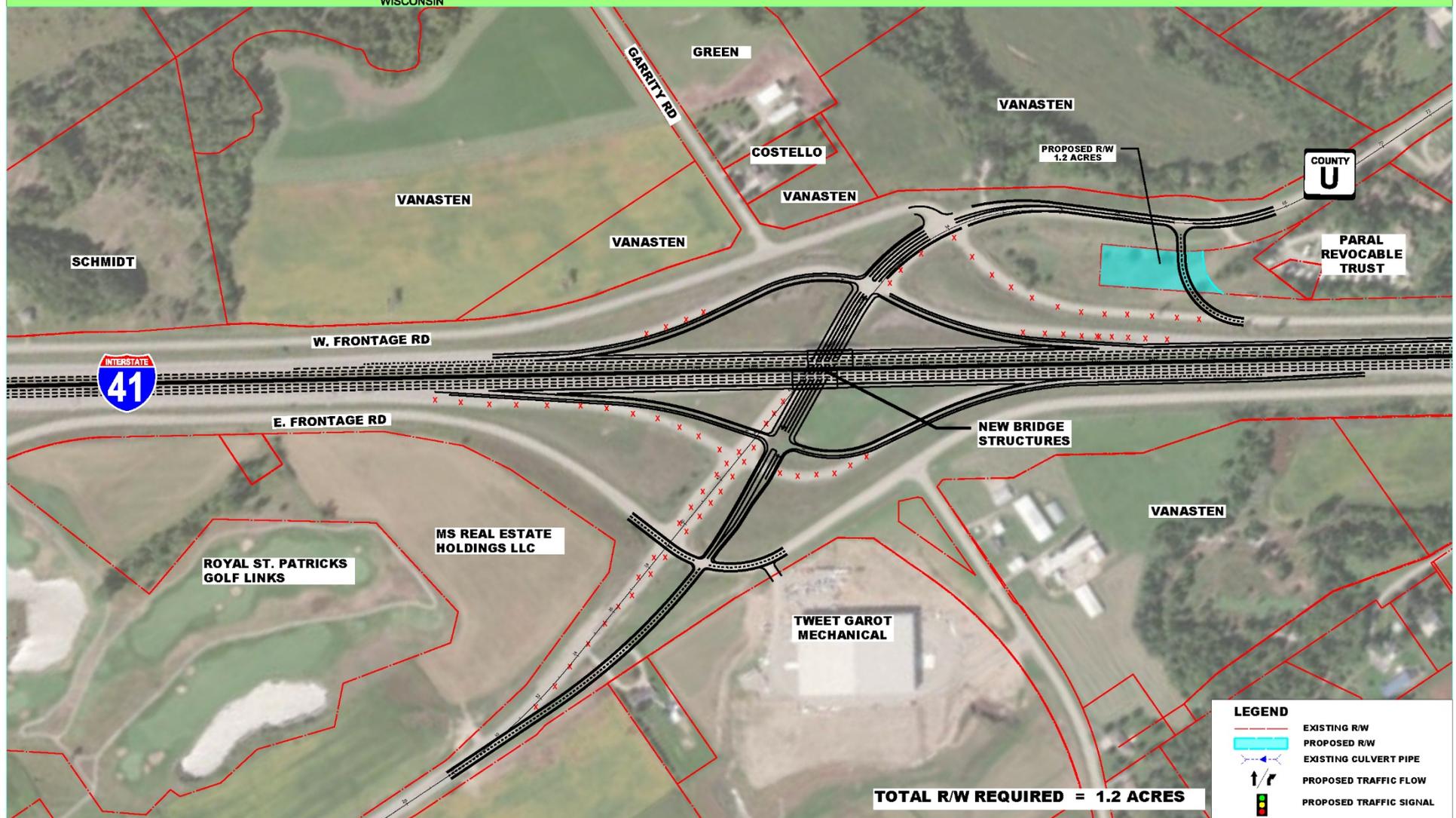


I-41 & CTH U REVERSED DIAMOND ALTERNATIVE



41
CONNECTING
WISCONSIN

I - 41 PROJECT ID 1130-63-00



TOTAL R/W REQUIRED = 1.2 ACRES

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL

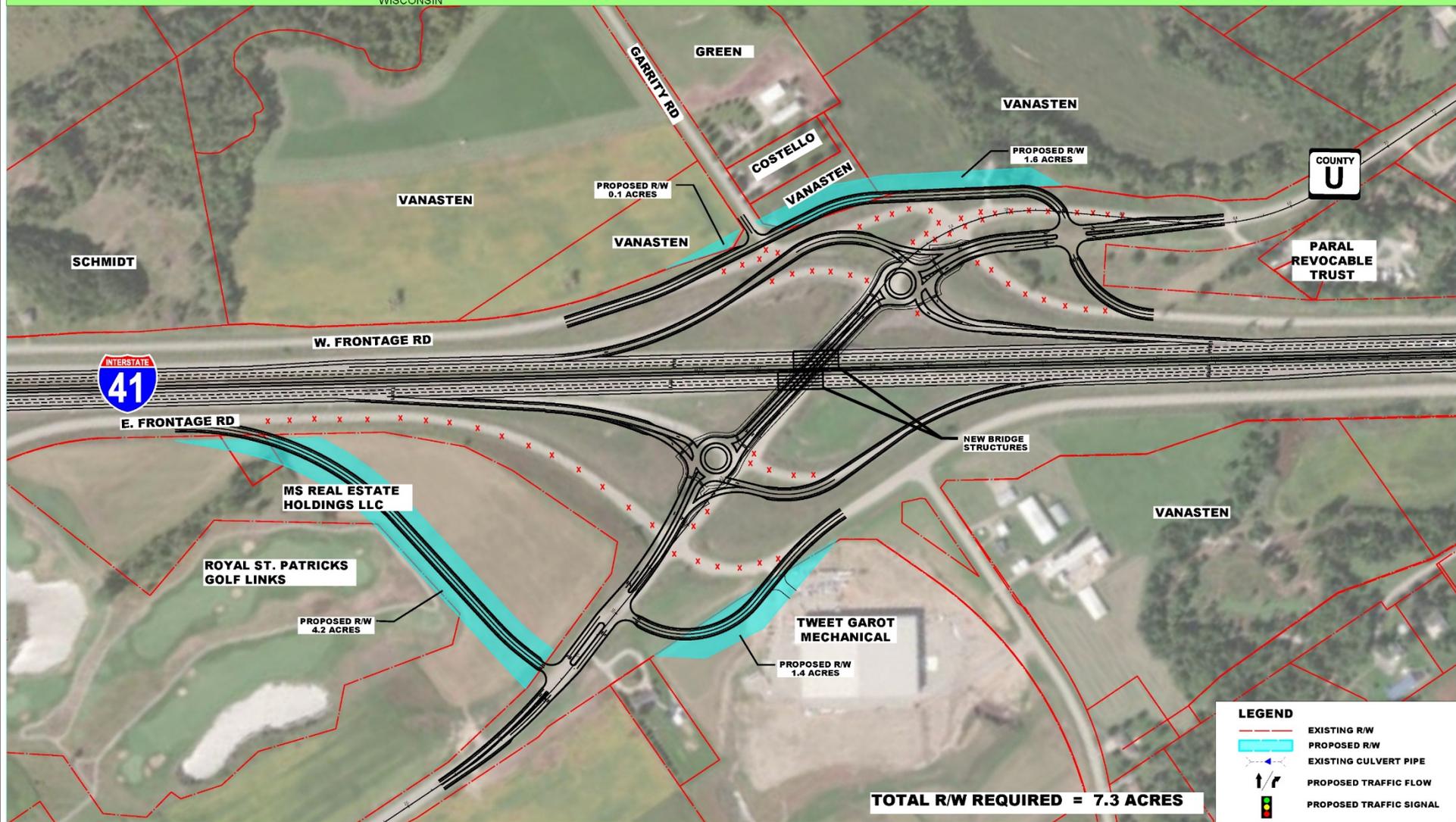


I - 41 & COUNTY U DIAMOND OFFSET T ALTERNATIVE

0 150 300
1"=150FT



I - 41 PROJECT ID 1130-63-00



I - 41 & COUNTY U ROUNDABOUT ALTERNATIVE

0 150 300
1IN=150FT



I - 41 PROJECT ID 1130-63-00

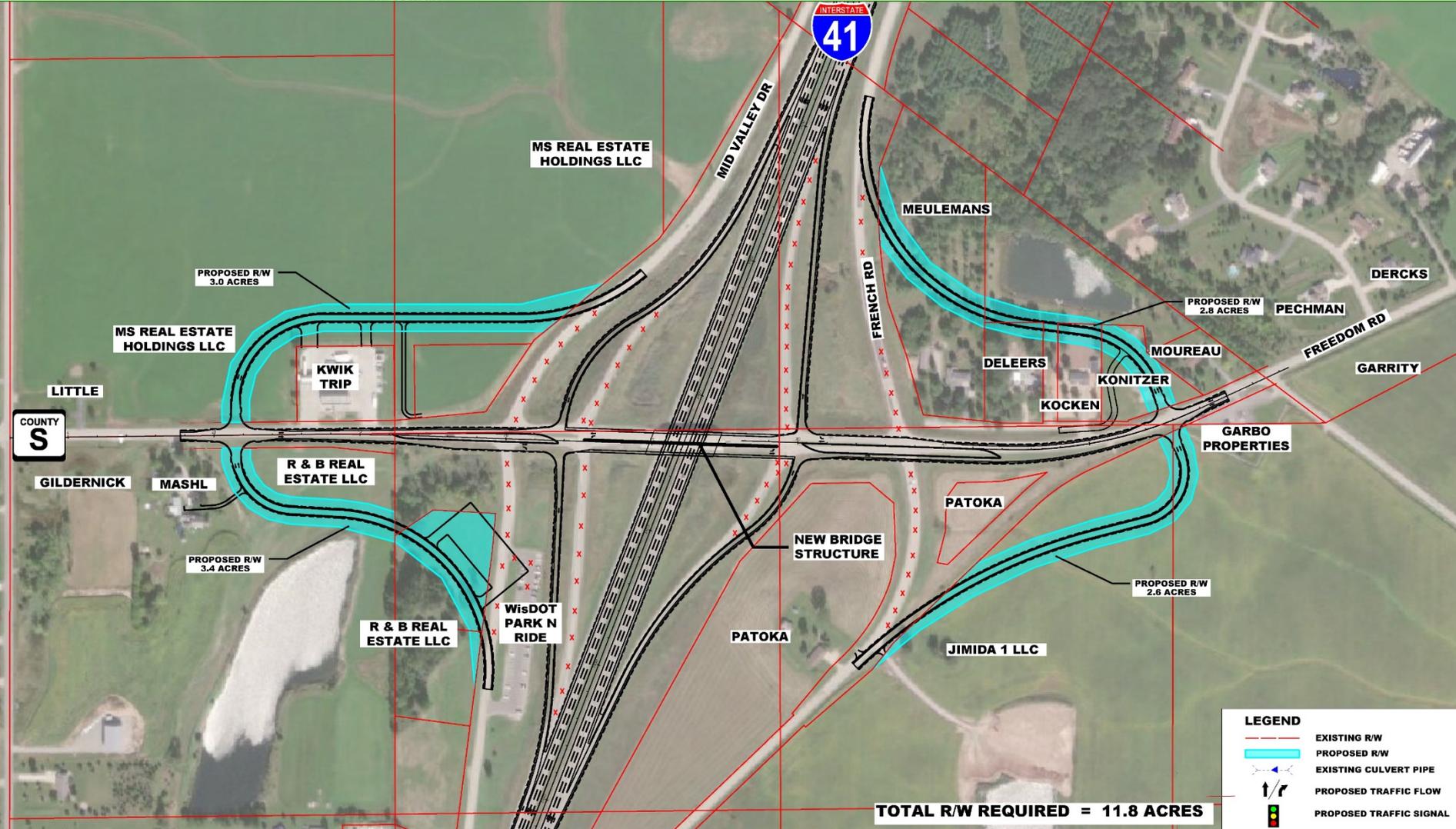


I - 41 & COUNTY S TIGHT DIAMOND ALTERNATIVE



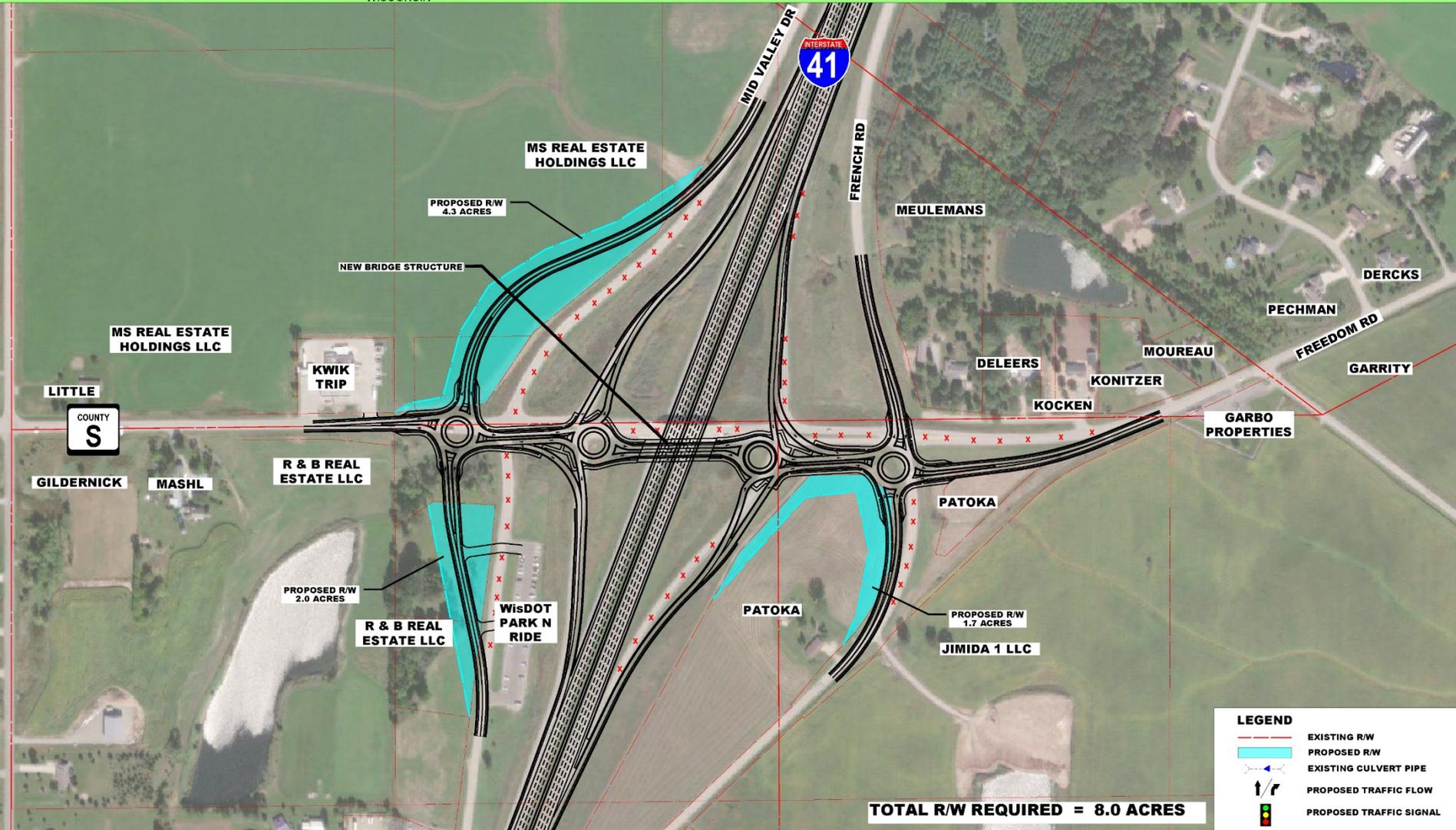


I - 41 PROJECT ID 1130-63-00



I - 41 & COUNTY S DIAMOND WITH FRONTAGE ROAD





I - 41 & COUNTY S ROUNDABOUT ALTERNATIVE



I - 41 PROJECT ID 1130-63-00

LEGEND

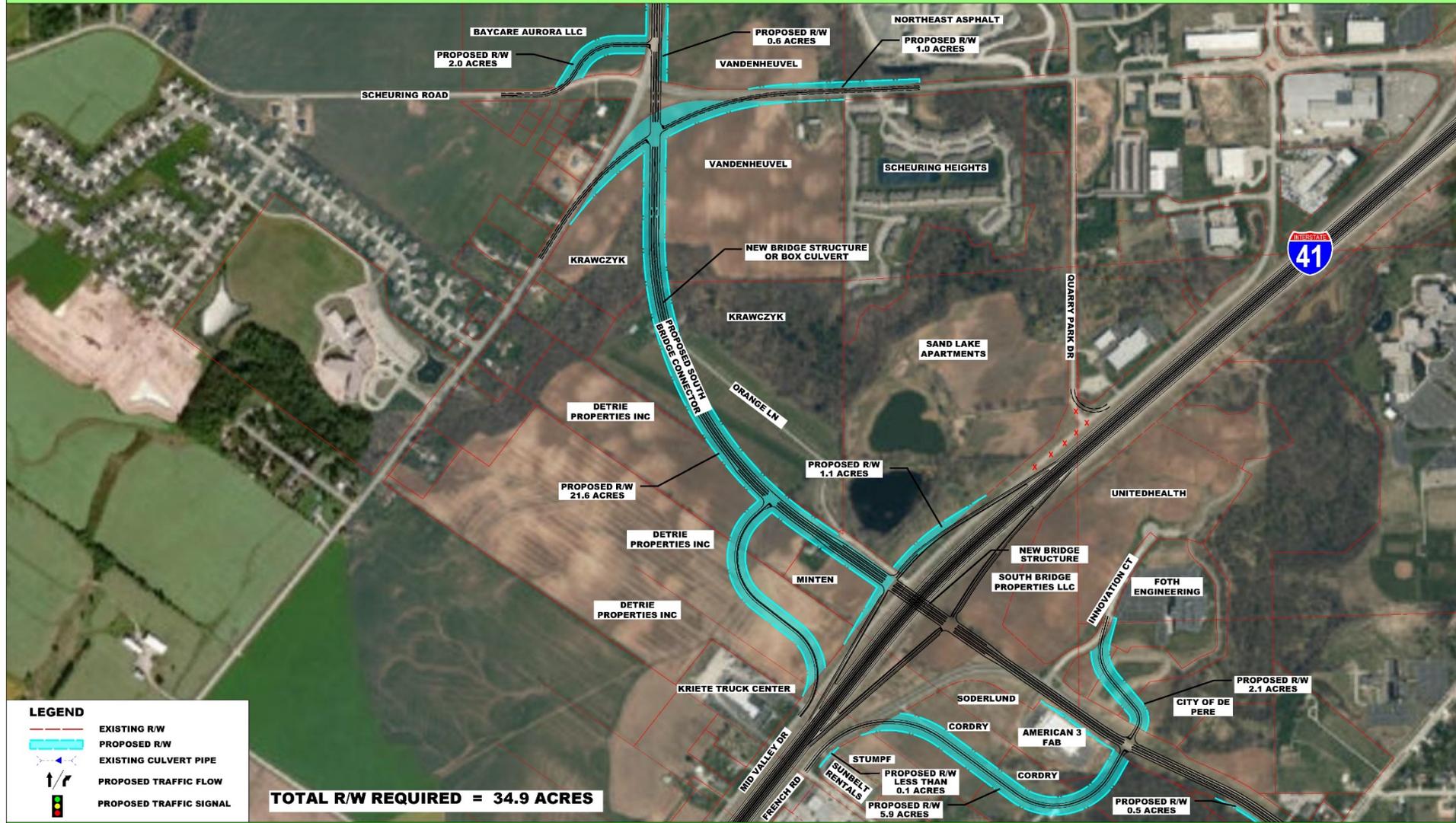
- EXISTING R/W
- PROPOSED R/W
- EXISTING CULVERT PIPE
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC SIGNAL



SOUTHERN ARTERIAL CONNECTOR ALTERNATIVE



I - 41 PROJECT ID 1130-63-00



TOTAL R/W REQUIRED = 34.9 ACRES



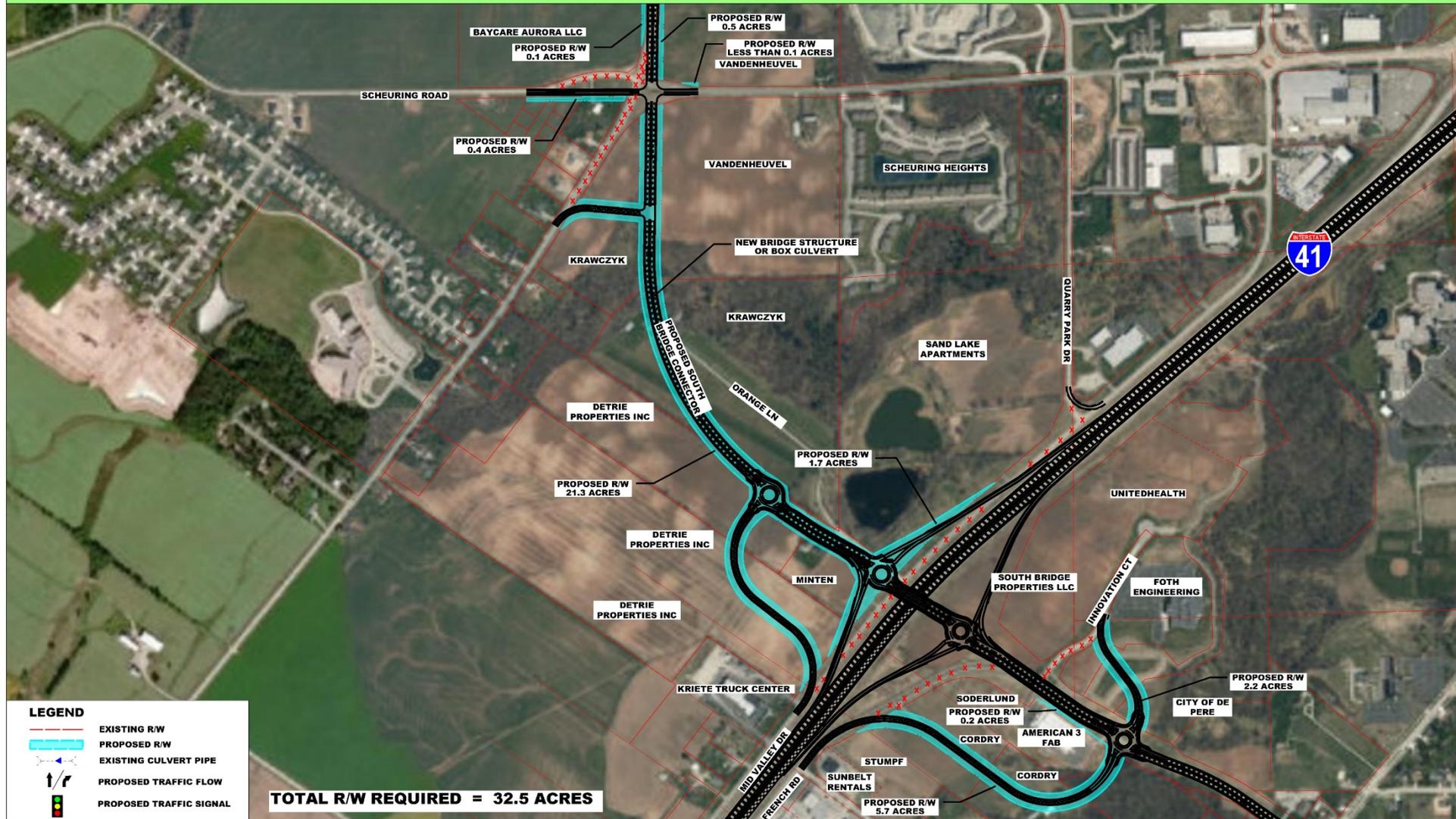
SOUTHERN ARTERIAL CONNECTOR DIAMOND ALTERNATIVE

0 300 600
1"=300FT

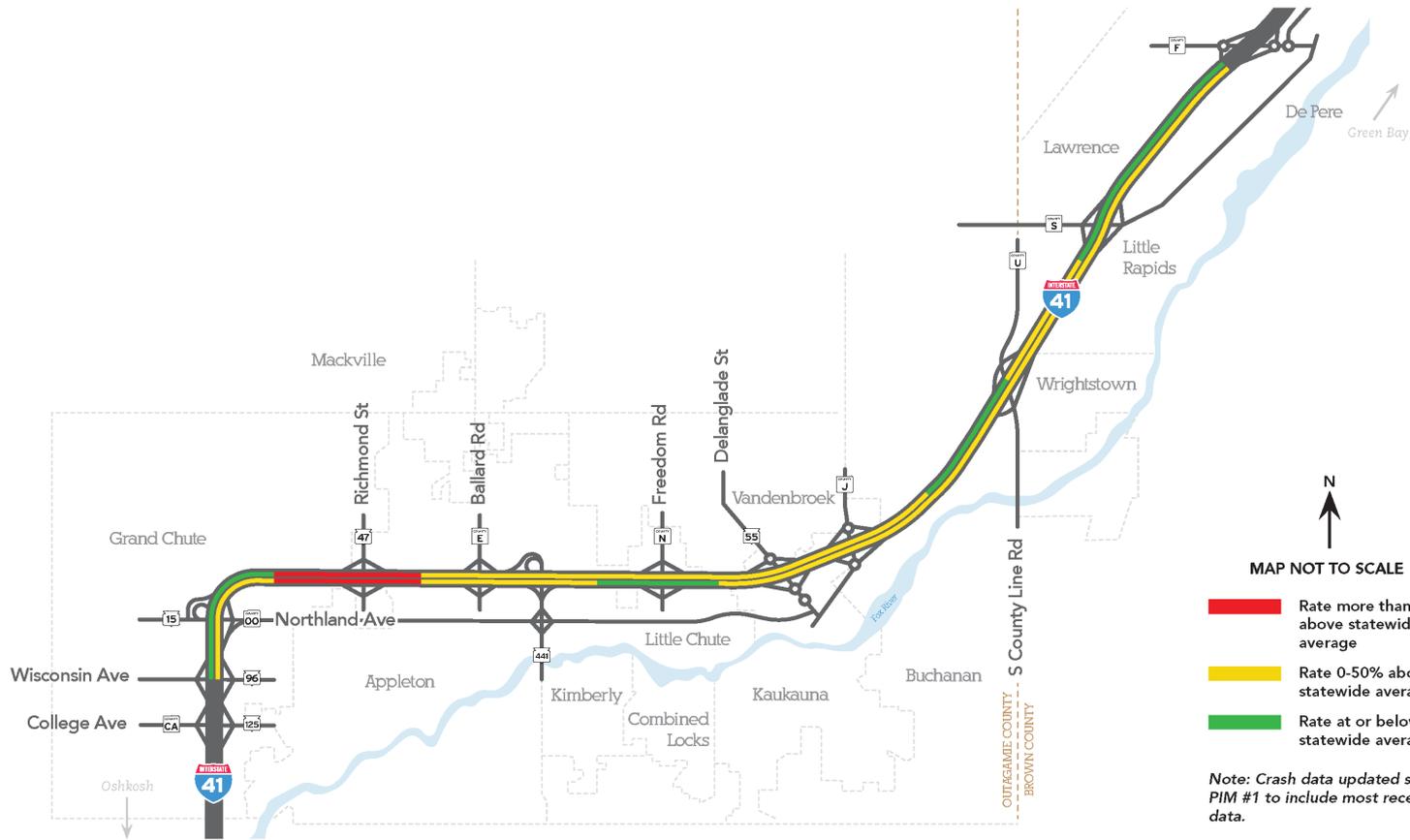


I - 41 PROJECT ID 1130-63-00

0 300 600
1IN=300FT



SOUTHERN ARTERIAL CONNECTOR ROUNDABOUT ALTERNATIVE



MAP NOT TO SCALE

█ Rate more than 50% above statewide average
█ Rate 0-50% above statewide average
█ Rate at or below statewide average

Note: Crash data updated since PIM #1 to include most recent data.

Crash Rates (2015-2019)

I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15



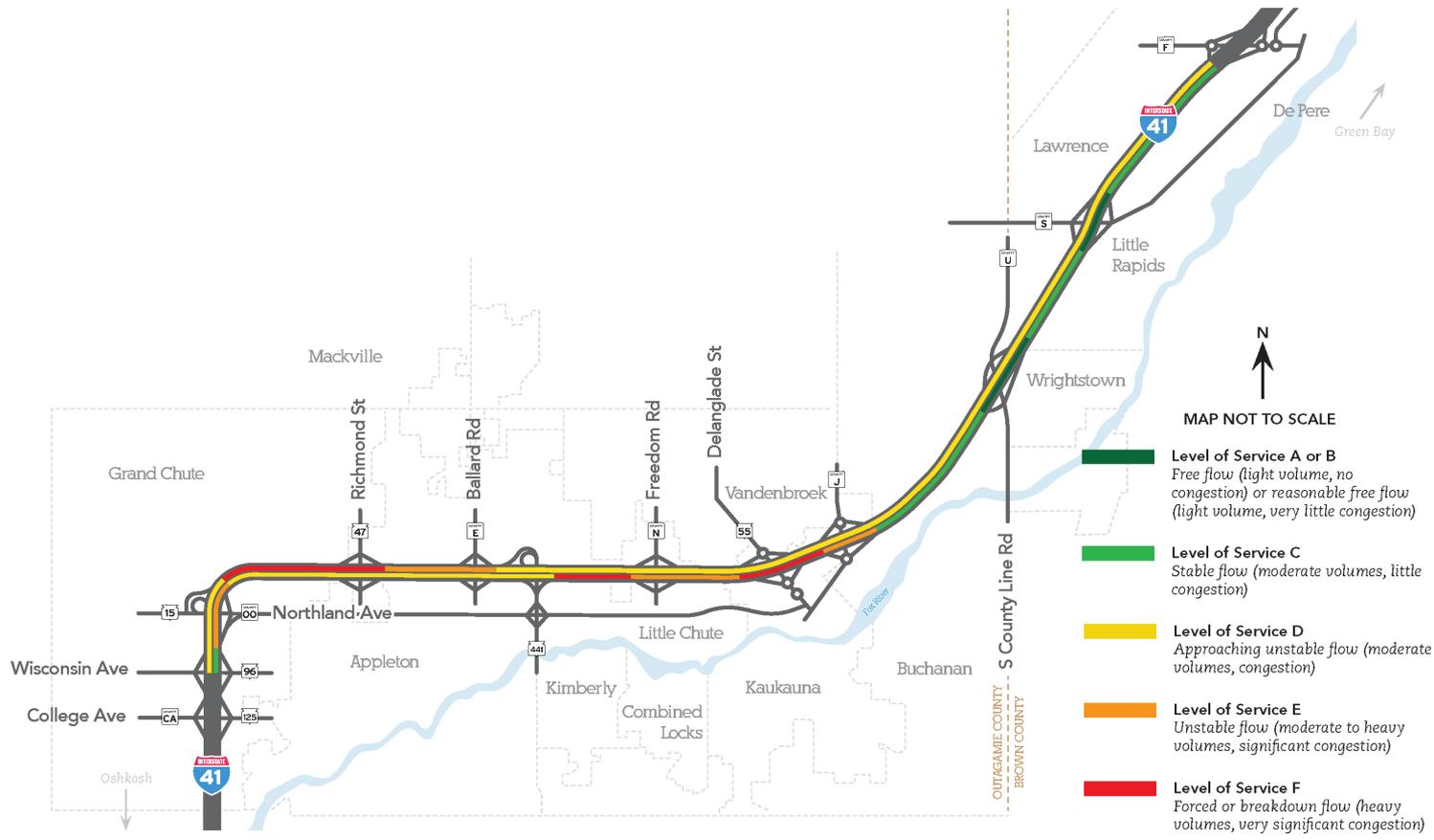


Future (2045) No-Build Traffic Operations - Morning Peak Hours

I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15



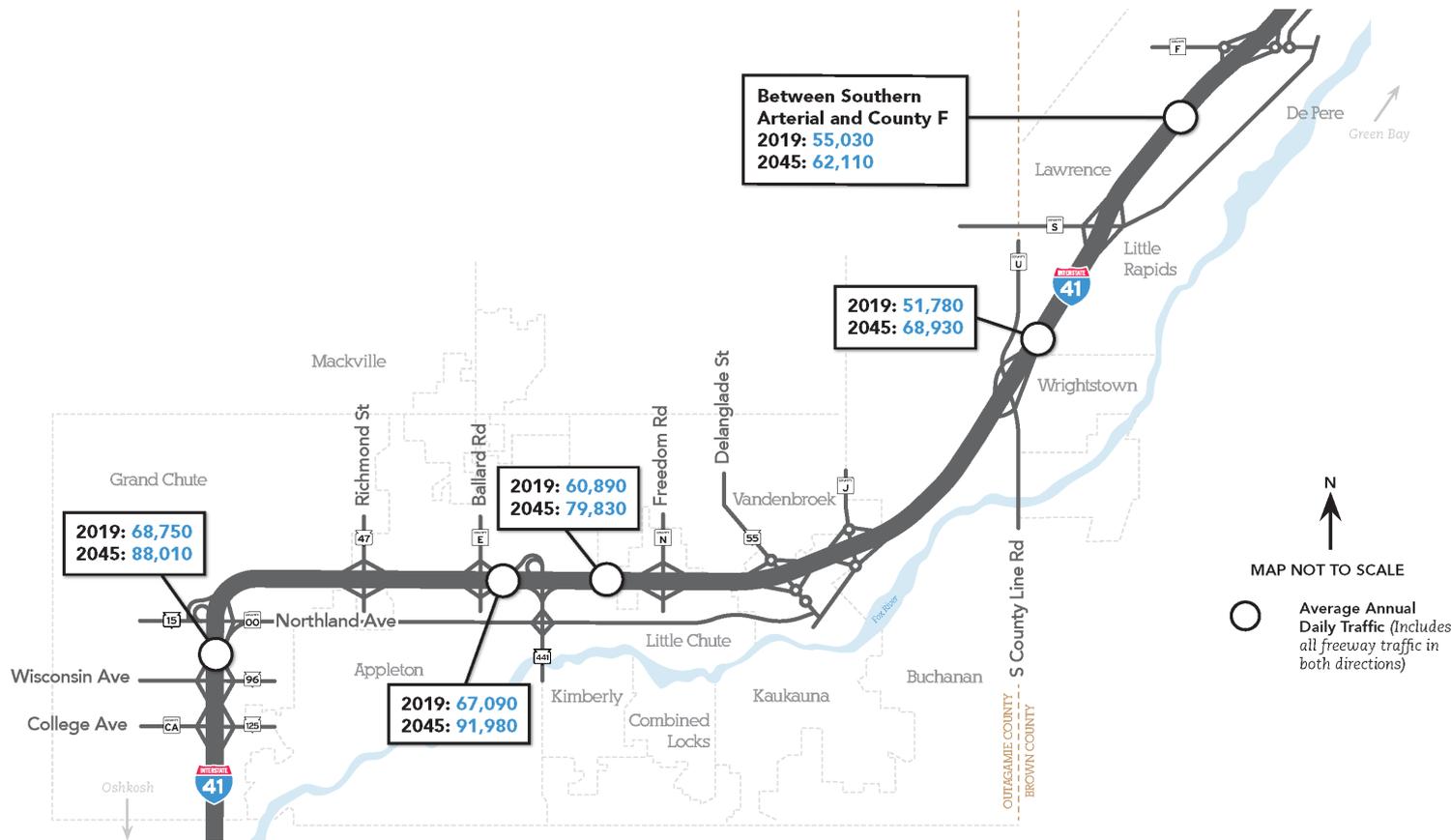


Future (2045) No-Build Traffic Operations - Afternoon Peak Hours

I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15



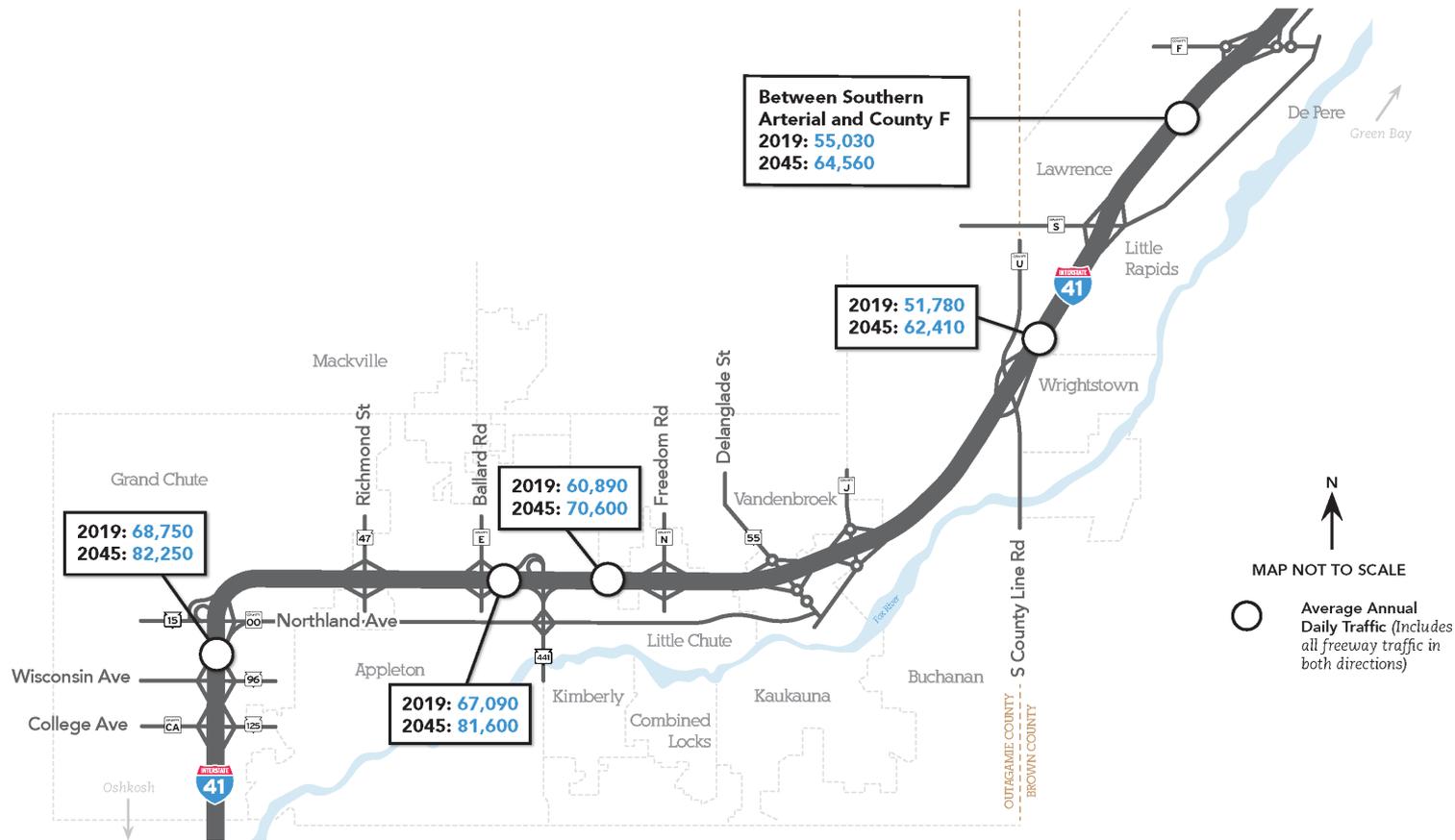


Existing and Future Build Alternative Traffic Volumes

I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15



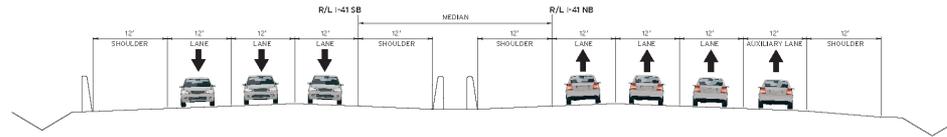


Existing and Future No-Build Traffic Volumes

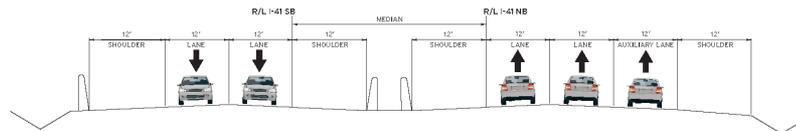
I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15



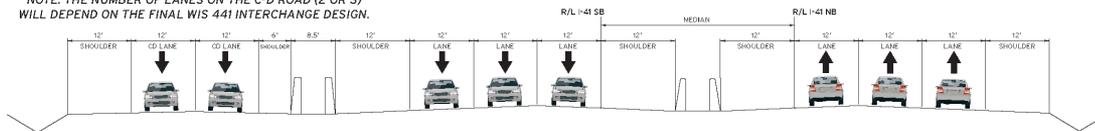


SIX LANE TYPICAL SECTION - I-41
SHOWN WITH AUXILIARY LANE

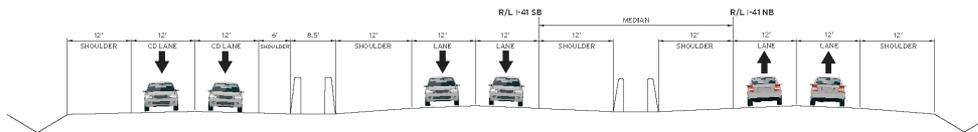


FOUR LANE TYPICAL SECTION - I-41
SHOWN WITH AUXILIARY LANE
(MATCHES EXISTING TYPICAL SECTION NORTH OF WIS 15)

NOTE: THE NUMBER OF LANES ON THE C-D ROAD (2 OR 3)
WILL DEPEND ON THE FINAL WIS 441 INTERCHANGE DESIGN.



SIX LANE TYPICAL SECTION - I-41
SHOWN WITH COLLECTOR-DISTRIBUTOR ROAD



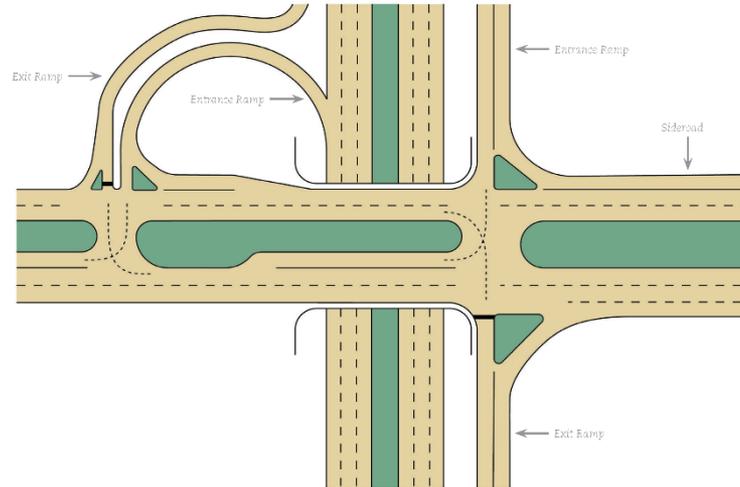
FOUR LANE TYPICAL SECTION - I-41
SHOWN WITH COLLECTOR-DISTRIBUTOR ROAD

Alternative Typical Sections To Be Evaluated

I-41 | Outagamie & Brown Counties, Wisconsin

2020-09-15





A **partial cloverleaf (par-clo) diamond interchange** is being considered at WIS 15. A partial cloverleaf diamond interchange has fewer than four loop ramps, making it part cloverleaf and part diamond.

Loop ramps connect drivers from the sideroad to the freeway or vice versa. In addition to increased capacity, each loop ramp eliminates one left turn on the sideroad. Loop ramps can also be used in lieu of a diagonal ramp to minimize impacts in any one quadrant of the interchange.

Pros: Free-flow movements and increased capacity.

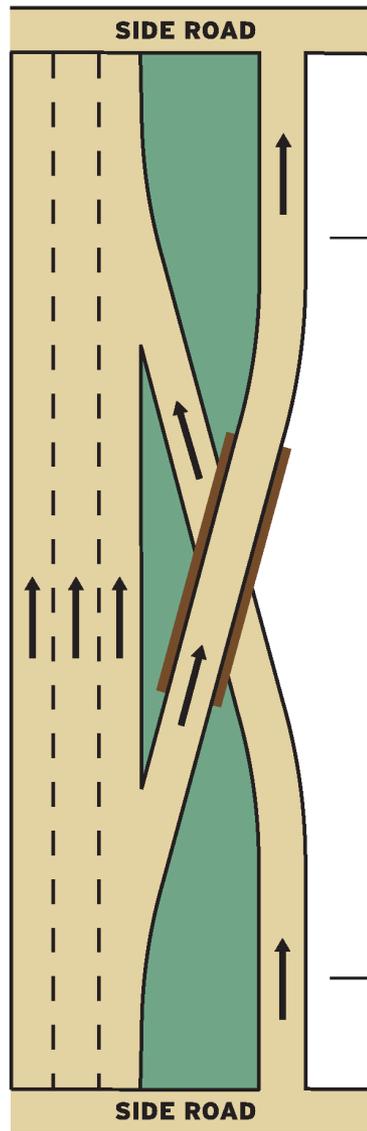
Cons: Cost and space requirements.

Partial Cloverleaf Diamond Interchange (Par-Clo)

I-41 | Outagamie & Brown Counties, Wisconsin

2/20/15





Exit Ramp

Braided ramps remove weaving conflicts by separating the merging traffic onto different ramps. For example, when an entrance ramp from one nearby interchange is braided (or arcs up and over) with an exit ramp for the next interchange. These types of ramps eliminate traffic weaving, improve safety, and ease congestion.

Entrance Ramp

Braided Ramp

I-41 | Outagamie & Brown Counties, Wisconsin

20080115



	Purpose and Need				Environmental Impacts				Real Estate Impacts				Construction Cost
	Improves Safety	Upgrades to Current Design Criteria	Meets Traffic Demands	Provides System Continuity	Parkland	Arch/History	Wetlands	Stream Crossings	R/W Required	Residential Relocation	Business Relocation	Major Utility Impacts	
Mainline	No	No	No	TBD	No	No	No	No	No	No	No	No	N/A
Transportation Demand Management (TDM)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transportation System Management (TSM)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
4-Lane Modernization with Hard Shoulder Running	Yes	Yes	TBD	TBD	TBD	TBD	TBD	Yes	TBD	TBD	TBD	No	\$350M+/- \$30M
WIS 15													
6-Lane Modernization	Yes	Yes	Yes	Yes	TBD	TBD	TBD	Yes	TBD	TBD	TBD	TBD	\$400M+/- \$50M
Diamond	Yes	Yes	Yes	Yes	Yes	TBD	TBD	No	Yes	No	No	No	\$24M-\$28M
Diamond with Roundabouts	Yes	Yes	Yes	Yes	Yes	TBD	TBD	No	Yes	No	No	No	\$24M-\$28M
Diverging Diamond	Yes	Yes	Yes	Yes	Yes	TBD	TBD	No	Yes	No	No	No	\$24M-\$28M
Partial Cloverleaf	Yes	Yes	Yes	No	TBD	TBD	No	Yes	No	No	No	No	\$25M-\$29M
Partial Cloverleaf with Roundabouts	Yes	Yes	Yes	Yes	No	TBD	TBD	No	Yes	No	No	No	\$25M-\$29M
WIS 47													
Diamond	Yes	Yes	Yes	Yes	No	TBD	No	No	Yes	No	No	No	\$17M-\$21M
Diamond with Roundabouts	Yes	Yes	Yes	Yes	No	TBD	No	No	Yes	No	No	No	\$17M-\$21M
Diverging Diamond	Yes	Yes	Yes	Yes	No	TBD	No	No	Yes	No	No	No	\$18M-\$22M
County E													
Diamond with Auxiliary Lane to WIS 441	Yes	Yes	Yes	Yes	TBD	TBD	No	No	Yes	No	No	No	\$17M-\$21M
Diamond with C-D Road to WIS 441	Yes	Yes	Yes	Yes	TBD	TBD	No	No	Yes	No	No	No	\$17M-\$21M

	Purpose and Need				Environmental Impacts				Real Estate Impacts				Construction Cost
	Improves Safety	Upgrades to Current Design Criteria	Meets Traffic Demands	Provides System Continuity	Parkland	Arch/History	Wetlands	Stream Crossings	R/W Required	Residential Relocation	Business Relocation	Major Utility Impacts	
Mainline	No	No	No	TBD	No	No	No	No	No	No	No	No	N/A
Transportation Demand Management (TDM)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transportation System Management (TSM)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
4-Lane Modernization with Hard Shoulder Running	Yes	Yes	TBD	TBD	TBD	TBD	TBD	Yes	TBD	TBD	TBD	No	\$350M+/- \$30M

	Purpose and Need				Environmental Impacts				Real Estate Impacts				Construction Cost
	Improves Safety	Upgrades to Current Design Criteria	Meets Traffic Demands	Provides System Continuity	Parkland	Arch/History	Wetlands	Stream Crossings	R/W Required	Residential Relocation	Business Relocation	Major Utility Impacts	
Southbridge County S													
Diamond with Offset Tee	Yes	Yes	Yes	Yes	No	TBD	TBD	No	TBD	No	No	No	\$4M-\$10M
Diamond	Yes	Yes	Yes	Yes	No	TBD	No	No	No	No	TBD	No	\$15M-\$19M
Diamond with Roundabouts	Yes	Yes	Yes	Yes	No	TBD	No	No	No	No	TBD	No	\$15M-\$19M
Diamond with Relocated Frontage Roads	Yes	Yes	Yes	Yes	TBD	TBD	Yes	No	Yes	No	TBD	No	\$19M-\$23M
Diamond with Relocated Frontage Roads Hickory Road Connection	Yes	Yes	Yes	Yes	TBD	TBD	Yes	No	Yes	No	TBD	No	\$19M-\$23M
Diamond	Yes	Yes	Yes	Yes	TBD	TBD	TBD	Yes	TBD	Yes	TBD	No	\$40M-\$50M
Diamond with Roundabouts	Yes	Yes	Yes	Yes	TBD	TBD	TBD	Yes	TBD	TBD	No	No	\$40M-\$50M

Alternative Evaluation Matrix
I-41 | Outagamie & Brown Counties, Wisconsin

10/20/16

