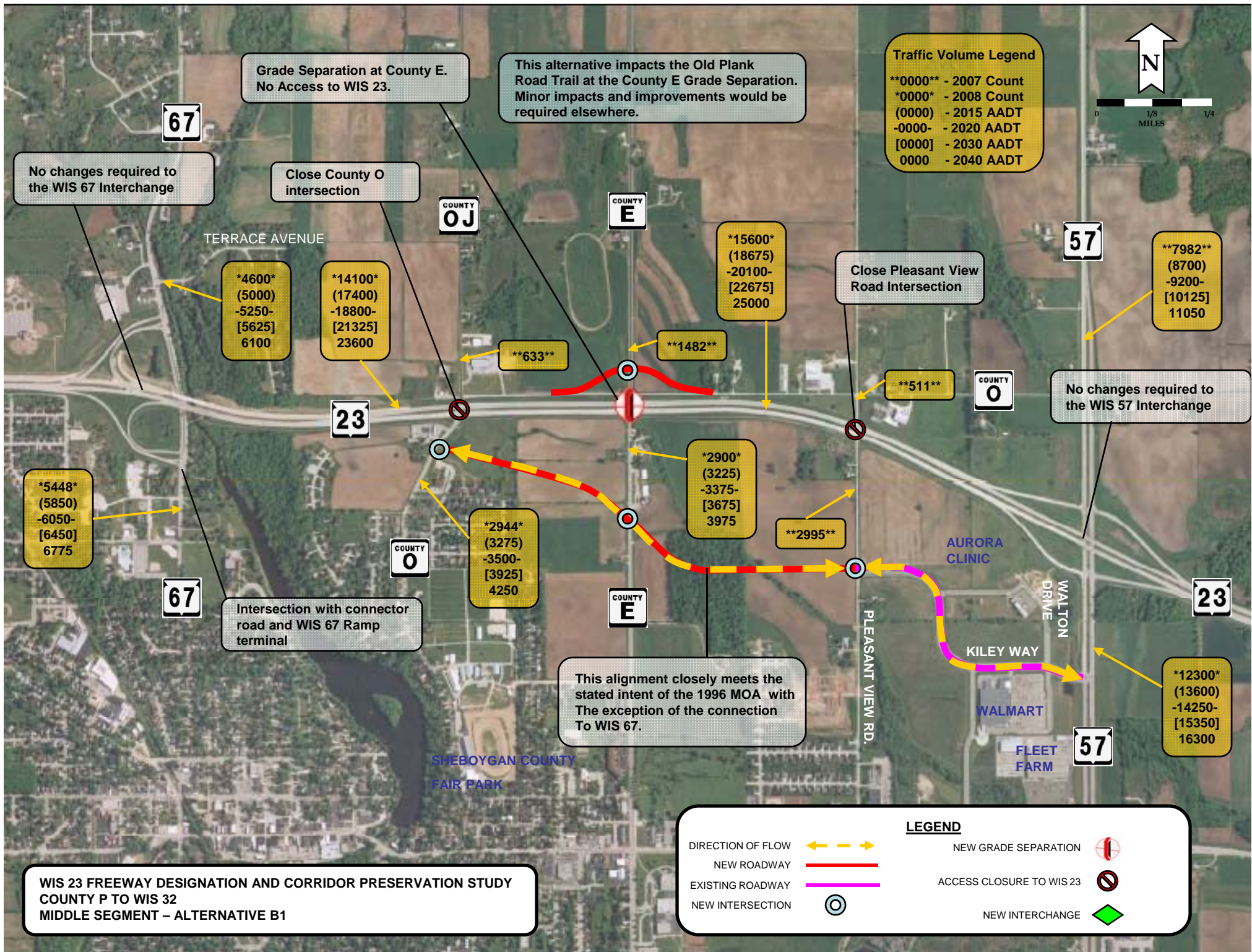


Freeway Designation Alternatives



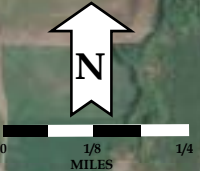
- Middle Segment - WIS 67 to WIS 57
 - 1996 Memorandum of Agreement
 - Overpass at County E, Intersection Closures at County O and Pleasant View
 - Connector Roadway from WIS 67 to WIS 57





Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT



Grade Separation at County E.
No Access to WIS 23.

This alternative impacts the Old Plank Road Trail at the County E Grade Separation. Minor impacts and improvements would be required elsewhere.

No changes required to the WIS 67 Interchange

Close County O intersection

Close Pleasant View Road Intersection

No changes required to the WIS 57 Interchange

4600
(5000)
-5250-
[5625]
6100

14100
(17400)
-18800-
[21325]
23600

15600
(18675)
-20100-
[22675]
25000

7982
(8700)
-9200-
[10125]
11050

5448
(5850)
-6050-
[6450]
6775

Intersection with connector road and WIS 67 Ramp terminal

2944
(3275)
-3500-
[3925]
4250

2900
(3225)
-3375-
[3675]
3975

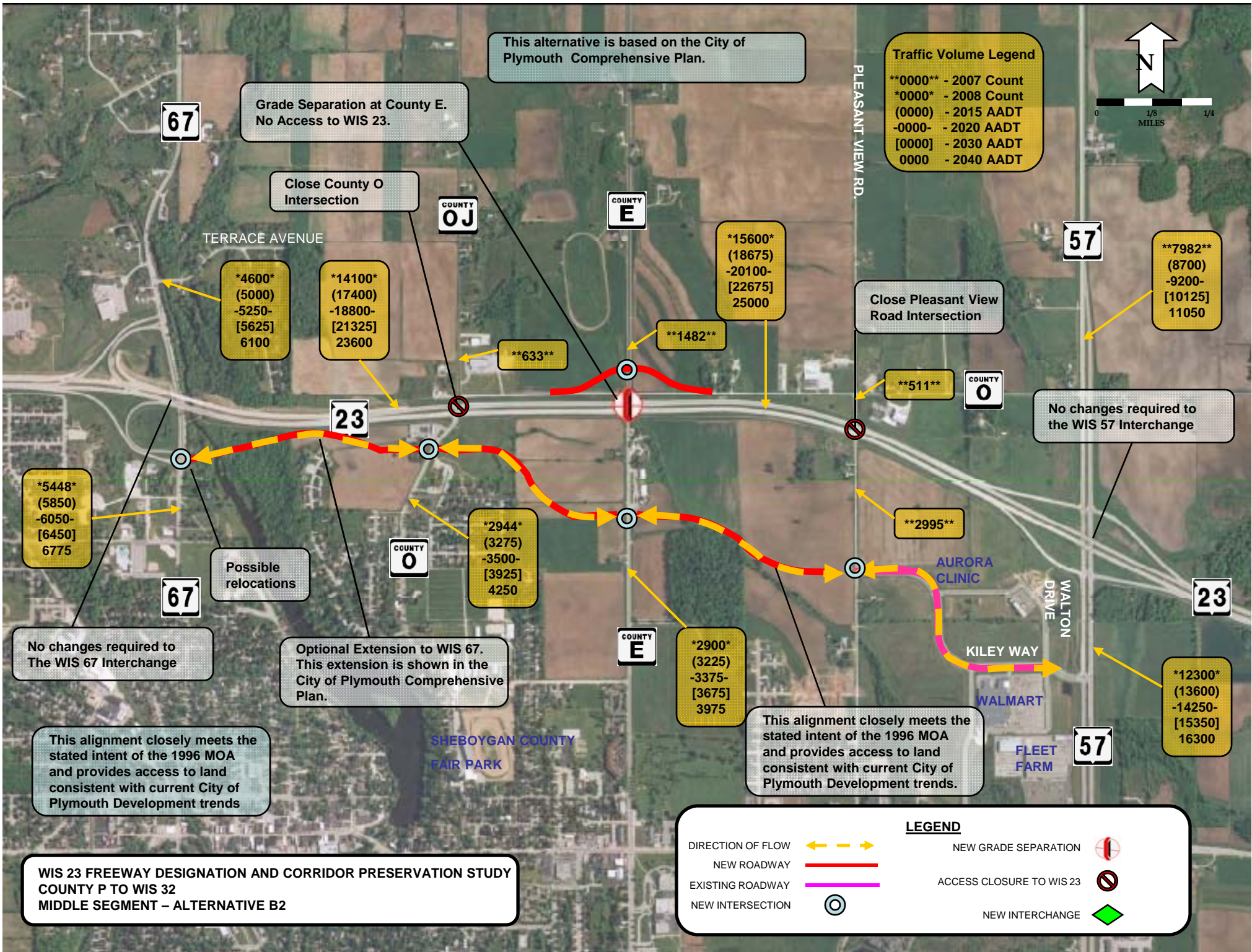
12300
(13600)
-14250-
[15350]
16300

This alignment closely meets the stated intent of the 1996 MOA with The exception of the connection To WIS 67.

**WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY
COUNTY P TO WIS 32
MIDDLE SEGMENT – ALTERNATIVE B1**

LEGEND

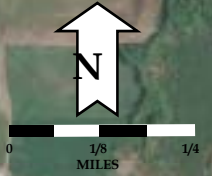
DIRECTION OF FLOW	← - - - →	NEW GRADE SEPARATION	
NEW ROADWAY	— (red line) —	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	— (purple line) —	NEW INTERCHANGE	
NEW INTERSECTION			



This alternative is based on the City of Plymouth Comprehensive Plan.

Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT



Grade Separation at County E.
No Access to WIS 23.

Close County O
Intersection

TERRACE AVENUE

4600
(5000)
-5250-
[5625]
6100

14100
(17400)
-18800-
[21325]
23600

COUNTY
OJ

COUNTY
E

15600
(18675)
-20100-
[22675]
25000

633

1482

Close Pleasant View
Road Intersection

COUNTY
O

57

7982
(8700)
-9200-
[10125]
11050

No changes required to
the WIS 57 Interchange

23

5448
(5850)
-6050-
[6450]
6775

Possible
relocations

COUNTY
O

2944
(3275)
-3500-
[3925]
4250

2995

AURORA
CLINIC

WALTON
DRIVE

23

No changes required to
The WIS 67 Interchange

Optional Extension to WIS 67.
This extension is shown in the
City of Plymouth Comprehensive
Plan.

COUNTY
E

2900
(3225)
-3375-
[3675]
3975

KILEY WAY

WALMART

FLEET
FARM

57

12300
(13600)
-14250-
[15350]
16300

This alignment closely meets the
stated intent of the 1996 MOA
and provides access to land
consistent with current City of
Plymouth Development trends.

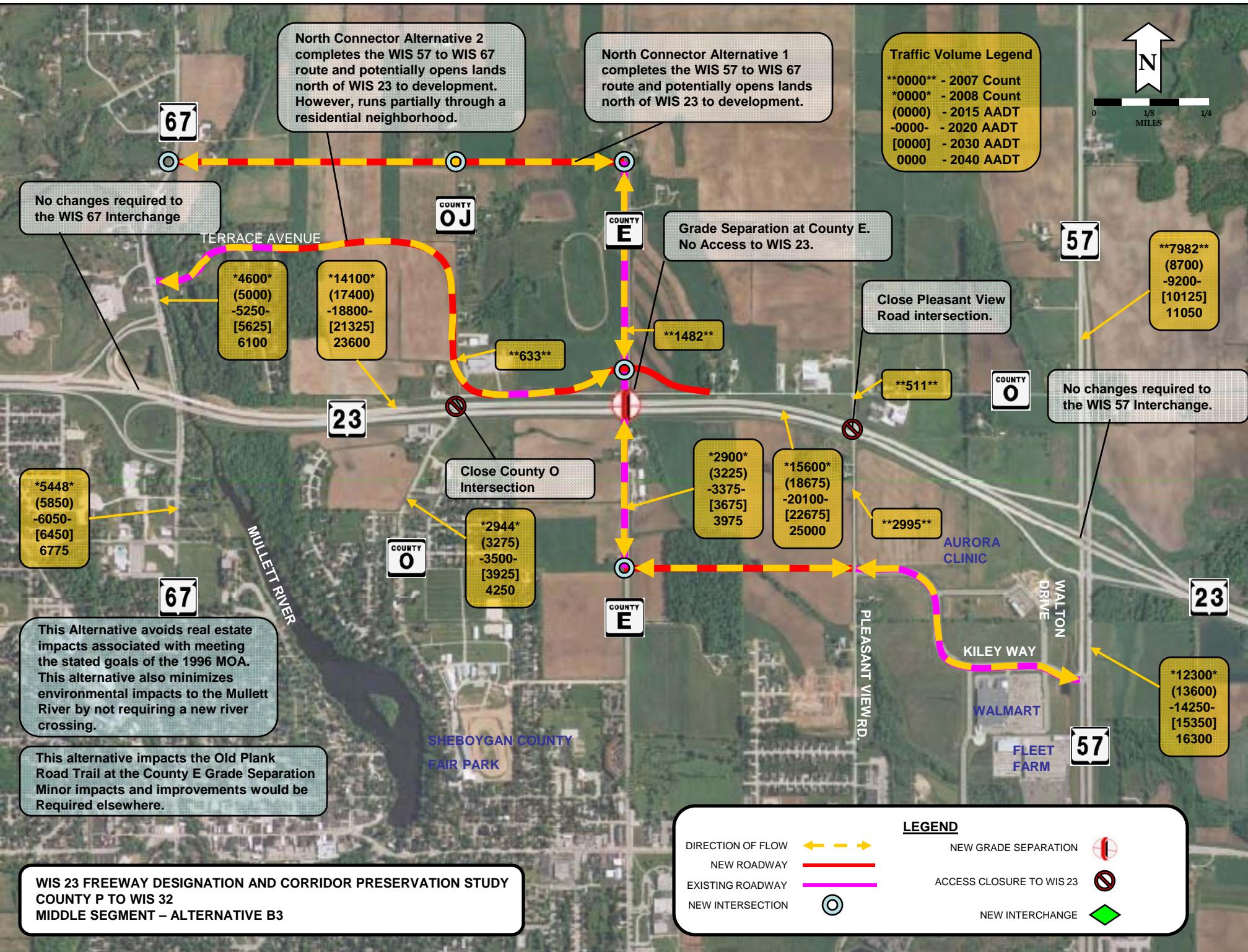
This alignment closely meets the
stated intent of the 1996 MOA
and provides access to land
consistent with current City of
Plymouth Development trends

SHEBOYGAN COUNTY
FAIR PARK

**WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY
COUNTY P TO WIS 32
MIDDLE SEGMENT – ALTERNATIVE B2**

LEGEND

DIRECTION OF FLOW	← - - - →	NEW GRADE SEPARATION	
NEW ROADWAY	— (red line)	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	— (purple line)	NEW INTERCHANGE	
NEW INTERSECTION	⊙		

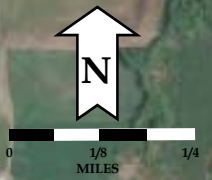


North Connector Alternative 2 completes the WIS 57 to WIS 67 route and potentially opens lands north of WIS 23 to development. However, runs partially through a residential neighborhood.

North Connector Alternative 1 completes the WIS 57 to WIS 67 route and potentially opens lands north of WIS 23 to development.

Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT



No changes required to the WIS 67 Interchange

4600
(5000)
-5250-
[5625]
6100

14100
(17400)
-18800-
[21325]
23600

633

COUNTY E

Grade Separation at County E. No Access to WIS 23.

1482

Close Pleasant View Road intersection.

511

COUNTY O

No changes required to the WIS 57 Interchange.

7982
(8700)
-9200-
[10125]
11050

5448
(5850)
-6050-
[6450]
6775

Close County O Intersection

COUNTY O

2944
(3275)
-3500-
[3925]
4250

2900
(3225)
-3375-
[3675]
3975

15600
(18675)
-20100-
[22675]
25000

2995

AURORA CLINIC

This Alternative avoids real estate impacts associated with meeting the stated goals of the 1996 MOA. This alternative also minimizes environmental impacts to the Mullett River by not requiring a new river crossing.

This alternative impacts the Old Plank Road Trail at the County E Grade Separation. Minor impacts and improvements would be Required elsewhere.

**WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY
COUNTY P TO WIS 32
MIDDLE SEGMENT – ALTERNATIVE B3**

LEGEND

DIRECTION OF FLOW	← - - - →	NEW GRADE SEPARATION	
NEW ROADWAY	— (red)	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	— (purple)	NEW INTERCHANGE	
NEW INTERSECTION			

23

12300
(13600)
-14250-
[15350]
16300

57

WALMART

FLEET FARM

WALTON DRIVE

KILEY WAY

PLEASANT VIEW RD.

SHEBOYGAN COUNTY
FAIR PARK

67

TERRACE AVENUE

COUNTY OJ

23

67

MULLETT RIVER

57

Freeway Designation Alternatives



- East Segment - East of WIS 57 to WIS 32
 - Grade Separations
 - New Interchange Location
 - Intersection Closures
 - Use of Existing Roadways



Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT

This Alternative would have isolated significant impacts to the Old Plank Road Trail on the South Side of WIS 23

This alternative closes all at grade intersections. A grade separated crossing is provided at County TT. Interchange access is provided at County M. A continuous frontage road is provided on the north Side of WIS 23 to connect residences and businesses.



Use existing County O to connect to WIS 57.

Frontage Road Alternative

Close Hillside Road intersection.

Close Bridgewood Road intersection.

Close Sunset Road intersection.

Close Meadowlark Road intersection.

**18300*
(20475)
-21475-
[23150]
24600

472

402

1329

119

84

160

184

**19600*
(22550)
-23825-
[26050]
27925

Interchange at County M provides frontage road access.

Close Willow Road intersection.

South Frontage Road provides access to businesses on Bridgewood.

Grade Separation at County TT. No Access to WIS 23.

**11000*
(11750)
-12400-
[13650]
14475

1938
(2025)
-2075-
[2200]
2325

234

WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY
COUNTY P TO WIS 32
EAST SEGMENT – ALTERNATIVE C1 – North Frontage Road / Interchange at County M

LEGEND

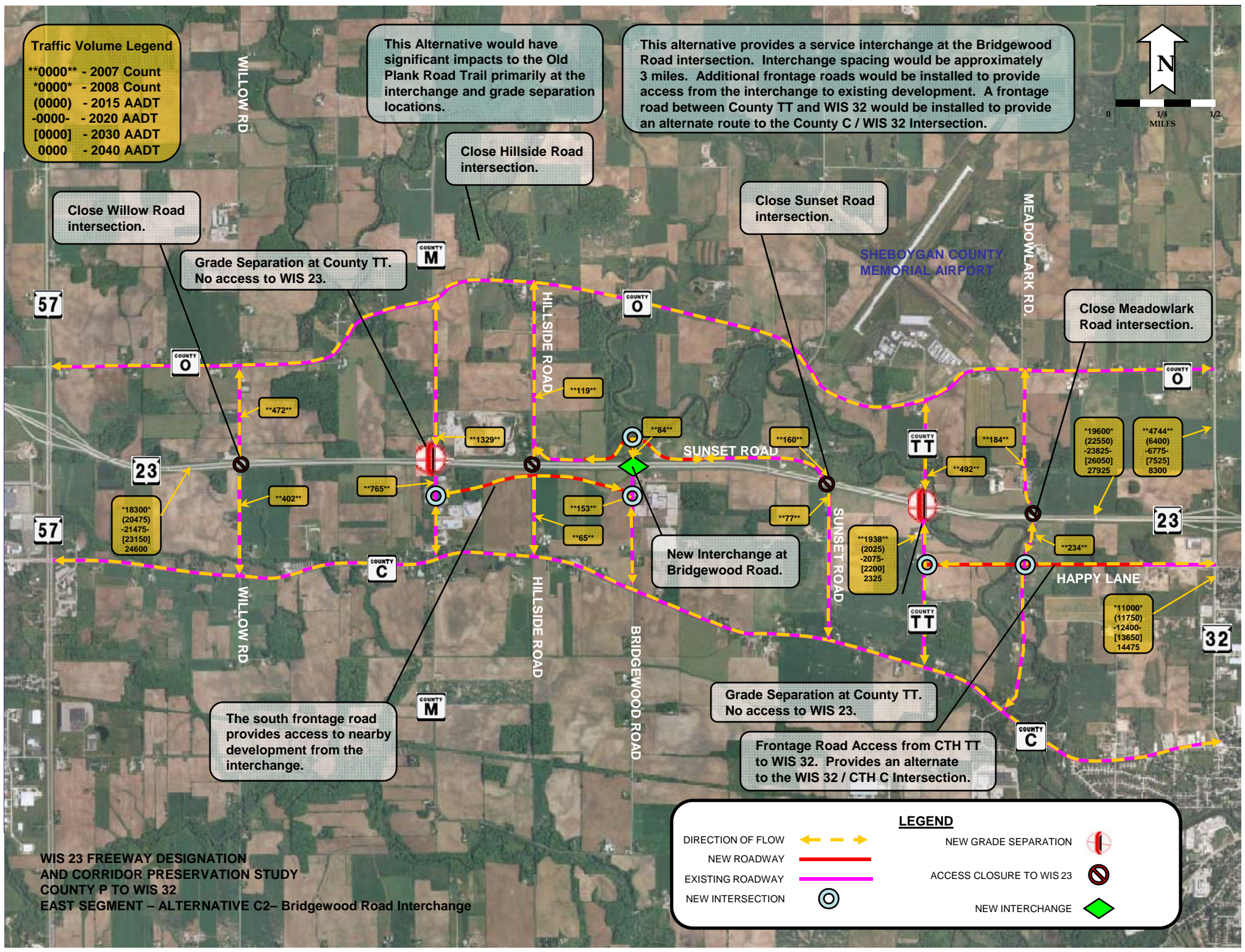
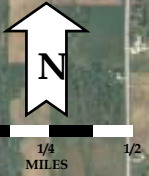
DIRECTION OF FLOW	← →	NEW GRADE SEPARATION	
NEW ROADWAY	—	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	—	NEW INTERCHANGE	
NEW INTERSECTION			

Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT

This Alternative would have significant impacts to the Old Plank Road Trail primarily at the interchange and grade separation locations.

This alternative provides a service interchange at the Bridgewood Road intersection. Interchange spacing would be approximately 3 miles. Additional frontage roads would be installed to provide access from the interchange to existing development. A frontage road between County TT and WIS 32 would be installed to provide an alternate route to the County C / WIS 32 Intersection.



Close Willow Road intersection.

Grade Separation at County TT. No access to WIS 23.

Close Hillside Road intersection.

Close Sunset Road intersection.

Close Meadowlark Road intersection.

**18300*
(20475)
-21475-
[23150]
24600

472

1329

119

84

160

184

**19600*
(22550)
-23825-
[26050]
27925

4744
(6400)
-6775-
[7525]
8300

765

153

65

77

1938
(2025)
-2075-
[2200]
2325

492

234

**11000*
(11750)
-12400-
[13650]
14475

The south frontage road provides access to nearby development from the interchange.

Grade Separation at County TT. No access to WIS 23.

Frontage Road Access from CTH TT to WIS 32. Provides an alternate to the WIS 32 / CTH C Intersection.

WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY COUNTY P TO WIS 32 EAST SEGMENT – ALTERNATIVE C2– Bridgewood Road Interchange

LEGEND

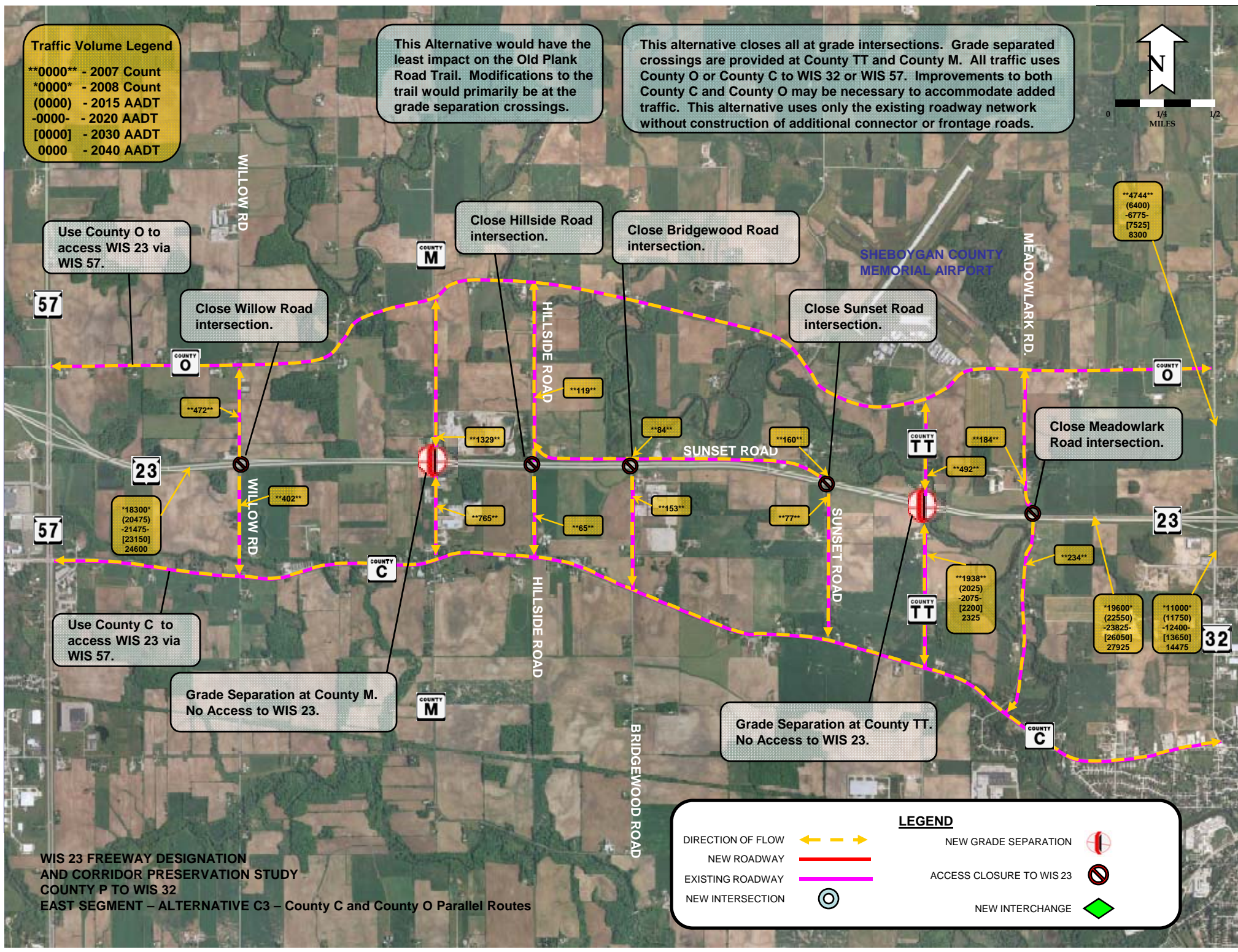
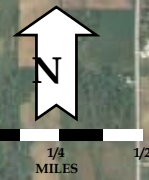
DIRECTION OF FLOW	← - - - →	NEW GRADE SEPARATION	
NEW ROADWAY	—	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	- - -	NEW INTERCHANGE	
NEW INTERSECTION			

Traffic Volume Legend

- **0000** - 2007 Count
- *0000* - 2008 Count
- (0000) - 2015 AADT
- 0000- - 2020 AADT
- [0000] - 2030 AADT
- 0000 - 2040 AADT

This Alternative would have the least impact on the Old Plank Road Trail. Modifications to the trail would primarily be at the grade separation crossings.

This alternative closes all at grade intersections. Grade separated crossings are provided at County TT and County M. All traffic uses County O or County C to WIS 32 or WIS 57. Improvements to both County C and County O may be necessary to accommodate added traffic. This alternative uses only the existing roadway network without construction of additional connector or frontage roads.



Use County O to access WIS 23 via WIS 57.

Close Willow Road intersection.

Close Hillside Road intersection.

Close Bridgewood Road intersection.

Close Sunset Road intersection.

Close Meadowlark Road intersection.

Use County C to access WIS 23 via WIS 57.

Grade Separation at County M. No Access to WIS 23.

Grade Separation at County TT. No Access to WIS 23.

WIS 23 FREEWAY DESIGNATION AND CORRIDOR PRESERVATION STUDY
COUNTY P TO WIS 32
EAST SEGMENT – ALTERNATIVE C3 – County C and County O Parallel Routes

LEGEND

DIRECTION OF FLOW	← →	NEW GRADE SEPARATION	
NEW ROADWAY	—	ACCESS CLOSURE TO WIS 23	
EXISTING ROADWAY	—	NEW INTERCHANGE	
NEW INTERSECTION	⊙		

What's Next?



- Refinement of Alternatives
- Evaluation of Alternatives
- Alternative Selection
- Preliminary Engineering
- Environmental Assessment
- Freeway Mapping

