

I-41 PROJECT NEWSLETTER

SUMMER
2020

WISDOT KICKS OFF I-41 PROJECT WITH VIRTUAL PUBLIC INVOLVEMENT MEETING

The Wisconsin Department of Transportation (WisDOT) has begun exploring options to improve the 23-mile segment of I-41 between WIS 96 (Wisconsin Avenue) in Appleton and County F (Scheuring Road) in De Pere to address numerous safety and operational issues. The 2019 Wisconsin State Budget authorized WisDOT to design and construct the project as a part of the Majors Highway Project Program.

On May 13, 2020, WisDOT kicked off the project by hosting a YouTube live, virtual public involvement meeting (VPIM). The purpose of the meeting was to introduce the project, provide an overview of the project schedule, and gather input on possible improvement concepts.

It is estimated that 192 people attended the live virtual public involvement meeting, and in the weeks following the meeting, the presentation has been viewed over 1,800 times on YouTube.

Feedback and information obtained at the meeting is being considered as WisDOT continues to further develop and refine the improvement alternatives.

A full range of refined alternatives will be shared at the September 23rd virtual public involvement meeting and will be available online after the meeting. (See meeting invite on back page for more details.)

ATTENDANCE

192

WATCHED LIVE

1,800

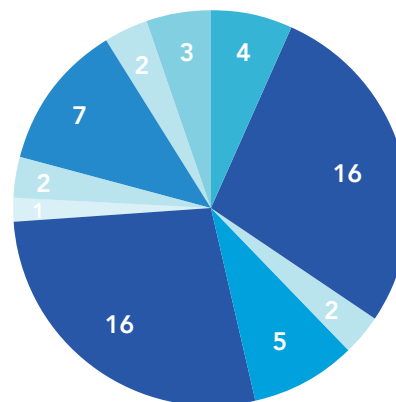
TOTAL VIEWS (as of 7/29)

73

VIRTUAL SIGN IN

Resident	31
Business.....	19
Local Official.....	12
Agency	9
Media	2

COMMENTS AND QUESTIONS SUMMARY



Design/Access	16
Noise/Noise Barrier.....	16
Right of Way.....	7
Alternate Travel	5
Funding/Timeline	4
Other	3
Bike/Pedestrian	2
Safety	2
Weigh Station	2
Utilities	1

21

LIVE STREAM

+

37

WRITTEN

= 58

TOTAL

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CONTACT US

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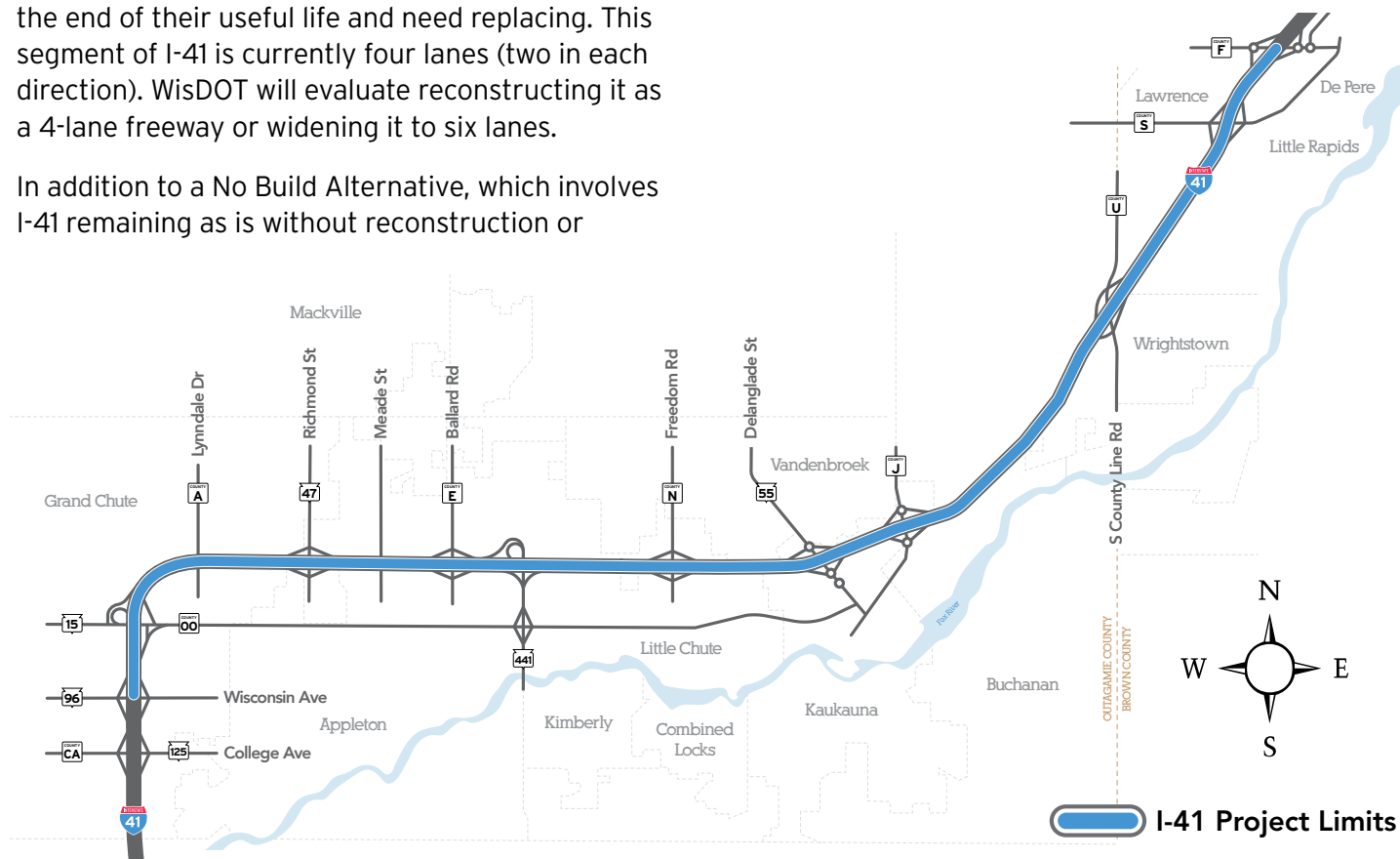
ALTERNATIVES FOR A BETTER I-41

I-41

I-41 between WIS 96 (Wisconsin Avenue) and County F (Scheuring Road) is congested and has substandard cross slopes, ramps and shoulder widths. Additionally, the pavement and bridges are reaching the end of their useful life and need replacing. This segment of I-41 is currently four lanes (two in each direction). WisDOT will evaluate reconstructing it as a 4-lane freeway or widening it to six lanes.

In addition to a No Build Alternative, which involves I-41 remaining as is without reconstruction or

enhancements, several improvement alternatives are being considered to help reduce congestion and update the interchanges, roadways, and bridges to current standards.



Service Interchanges

Service interchanges provide access between the freeway (in this case I-41) and cross streets. The capacity, conditions, and traffic operations are being studied at nine existing interchanges and one possible new interchange being considered as part of Brown County's South Bridge Connector Project. Four types of interchanges are being considered as part of the project.

The Single Point Urban Interchange (SPUI) alternative at WIS 15, County E (Ballard Road), and Brown County's South Bridge Connector was shown at

the first VPIM and has since been eliminated from consideration. The complexity and extra cost of a SPUI is not warranted given the traffic volumes and generally adequate intersection spacing within the interchanges in the corridor.

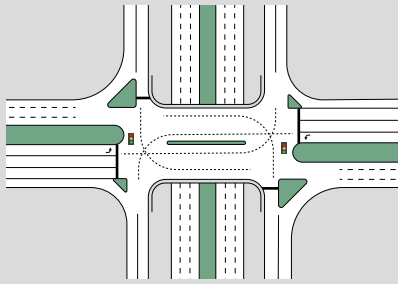
An additional alternative has been added at the WIS 15 interchange since the first VPIM. A partial cloverleaf (Par-Clo) alternative has been added to replicate the existing interchange configuration. The Par-Clo is a familiar pattern and development in the area has been planned and built around it.

PROS:

- Less land
- Less cost

CONS:

- Limited capacity



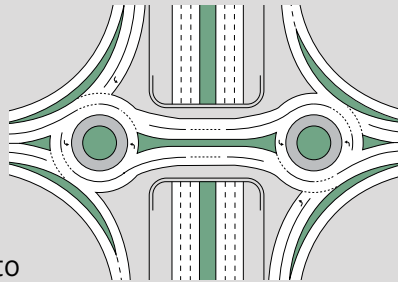
Tight Diamond

PROS:

- Reduced severity of crashes
- Reduce delay and improve traffic flow

CONS:

- Large radius needed to accommodate large trucks



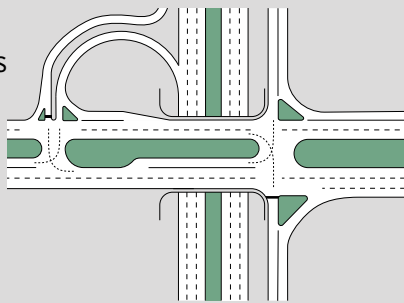
Diamond with Roundabouts

PROS:

- Free-flow movements
- Increased capacity

CONS:

- Cost
- Space required



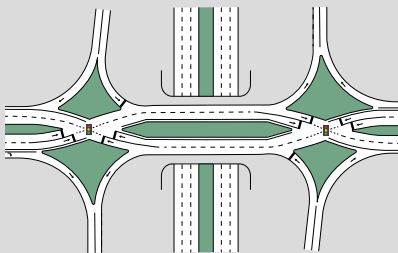
Par-Clo

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:

- New interchange type



DDI

Interchange Types

DIAMOND INTERCHANGE

A Diamond Interchange has four ramps (two exiting and two entering the freeway). Diamond Interchange designs are very economical compared to other options because they require less land and materials. The intersections where the ramps intersect with cross streets can be stop signs where traffic is light or traffic signals when traffic volumes are heavier.

DIAMOND INTERCHANGE WITH ROUNDABOUTS

A Diamond Interchange with Roundabouts has the same general form as the conventional Diamond Interchange, but, as the name suggests, the two intersections are roundabouts rather than stop signs or traffic signals.

Roundabouts may be considered as an alternative when building new intersections to improve safety or reduce congestion.

PARTIAL CLOVERLEAF DIAMOND INTERCHANGE

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.

DIVERGING DIAMOND INTERCHANGE

The Diverging Diamond Interchange (DDI) uses signalized intersections to cross surface street traffic to the opposite side of the roadway between interchange ramps. 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.

WIS 441 System Interchange

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

The WIS 441 system interchange has a crash rate above the statewide average, and I-41 experiences congestion on a regular basis between the interchange and County E (Ballard Road). The crashes and congestion are largely due to the substandard distance between WIS 441 and County E (Ballard Road) and the high volume of weaving traffic between I-41 and the two interchanges.

WisDOT will look at adding a collector-distributor road between WIS 441 and County E (Ballard Road), as well as different configurations for the interchange itself. Changes to the County OO interchange with WIS 441 may also be needed because of the proximity to the I-41/WIS 441 interchange.

Information on collector-distributor roadways is available on the project website under the public involvement page.

NOISE BARRIERS



WisDOT will carefully examine the potential for noise impacts due to the proposed improvements and evaluate possible mitigation measures. The results of this analysis will be included in the Environmental Assessment, scheduled to be completed in June 2021.

Noise barriers are typically made of pre-cast, composite, sound-absorptive panels. Existing noise barriers will also be assessed, and recommendations will be made to keep or replace them.

After the final environmental approval and during the final design of the project, WisDOT will invite area residents to public meetings to view the noise mitigation designs. Those residents most benefited will be asked to vote for or against each noise mitigation measure. It is anticipated that these meetings will occur in 2022 or 2023.

For more information on this process, please see the exhibit/noise brochure on the project website.

SAFETY AND WEIGHT ENFORCEMENT FACILITY

WisDOT is evaluating whether to replace the Safety and Weight Enforcement Facility (SWEF) along the corridor. The new facility being evaluated will:

- Ensure driver safety
 - Enforcing equipment standards, carrier performance standards, and 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



MEET YOUR I-41 PROJECT STAFF



Tom Buchholz, P.E.

Tom has been with WisDOT Northeast Region for 30 years. Tom is the Project Development Manager for the I-41 and WIS 15 projects as well as projects in Manitowoc, Calumet, Outagamie, and Winnebago counties. Tom is a graduate of UW-Madison.



Chad Degrave, P.E.

Chad is the I-41 Design Supervisor who has 19 years of experience on design and construction projects for WisDOT. Prior to his current role, Chad was Design Supervisor for the US 10/WIS 441 Majors Project on the south side of Appleton and for the US 41 Majors Project in Brown County and Supervisor for WisDOT projects in Calumet and Manitowoc Counties. Chad is a graduate of UW-Platteville.



Scott Ebel, P.E.

Scott is the I-41 Design Project Manager and has 20 years of experience on design and construction projects in WisDOT's Northeast Region. Prior to this role, Scott managed the design for the US 10/WIS 441 Majors Project and was a Project Manager for WisDOT Northeast Region's Local Program. Scott is a graduate of UW-Madison.



Bryan Lipke, P.E.

Bryan is the I-41 Planning/Environmental Study Project Manager and has over 20 years of experience on design and construction projects and transportation studies in WisDOT's Northeast Region. Prior to this role, he led the WIS 23 Majors Project environmental studies and co-led the efforts on conversion of US 41 to an Interstate. Bryan is a graduate of UW-Platteville.



Melissa "Missy" Kok

Missy is the I-41 Communications Manager and has over 18 years of experience in public involvement, community/constituency outreach and project coordination. Prior to this role, Missy managed the communication for the US 10/WIS 441 Majors Project and I-41 Project. She is also a WisDOT Northeast Region Communications Manager. Missy is a graduate of Marian University.



WHAT'S NEXT?

- Environmental Assessment
 - Public involvement meeting: **September 23, 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**



SUBSCRIBE!

To receive the I-41 Project newsletter, project updates and notices of future meetings via e-mail, please e-mail your contact information to Melissa Kok at Melissa2.Kok@dot.wi.gov

Sign up through the link on the project website: wisconsindot.gov/I41project



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I-41 Project VIRTUAL PUBLIC INVOLVEMENT MEETING

The Wisconsin Department of Transportation (WisDOT) invites you to participate in a virtual public involvement meeting for the proposed I-41 Project from WIS 96 (Wisconsin Avenue) in Appleton to County F (Scheuring Road) in De Pere.

DATE and TIME

Wednesday, September 23, 2020 at 5 p.m.
YouTube Live presentation followed by Q&A



JOIN THE MEETING

The meeting can be accessed
by visiting:
https://bit.ly/I41_PIM2



- Submit your questions during the meeting via YouTube Live to be answered by WisDOT staff following the presentation.



- A comment form is available on the I-41 project website and can be submitted via email to DOTDTSNERI41@dot.wi.gov or mailed to: WisDOT NE Region, 944 Vanderperren Way, Green Bay, WI 54304 by October 21, 2020

CONTACT US

If you are unable to access the meeting documents online or participate in the YouTube Live presentation, contact I-41 Communications Manager, Melissa 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).

Melissa Kok

I-41 Communications Manager

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