



US 151 Corridor Preservation Plan Fond du Lac Bypass



Public Information Meeting Handout - July 22, 2008

Announcing the Fond du Lac bypass middle alternative!

Alternative A3 is preferred middle alternative

After receiving input from local residents and governments, and evaluating design factors and costs, the Wisconsin Department of Transportation (WisDOT) has selected A3 as the preferred alternative for the middle segment of the US 151 bypass. The middle segment is depicted in the graphic below. Alternative A3 includes a County V interchange and overpasses at Martin Road and at US 45. The jug-handle ramps at US 45 will be removed. Reasons contributing to the selection of Alternative A3 include:

- Alternative A3 has fewer residential relocations associated with it than the other middle alternatives.
- Alternative A3 provides economic opportunities while minimizing impacts to existing and planned development.
- Estimated costs for Alternative A3 are competitive with or lower than other alternatives studied.
- South of the US 151 bypass, County V is an improved road with good alignment and able to accommodate higher traffic volumes.
- Alternative A3 is endorsed by the majority of adjacent local governments and has support from local emergency response personnel.

Frontage road considerations

While a County V interchange has been selected, there are several design considerations regarding ramp layouts, frontage roads, and local road connections that are still being evaluated. The two main options are shown on the back page. WisDOT wants to hear comments whether a frontage road or no frontage road is preferred. Considerations associated with building a frontage road include:

- Traffic volumes on Pioneer Road are reduced by about 1,000 vehicles per day and on Reinhardt Road by about 2,000 vehicles per day.
- It provides one additional east-west connection for residents and emergency response.
- It allows the extension of future Park Avenue onto County V.
- It requires an additional 15 acres of right-of-way.
- It adds approximately \$1.6 million to the project cost.

WisDOT will now address the environmental, historical, and socio-economic effects of a County V interchange in an environmental document. No construction is scheduled. WisDOT is committed to providing a County T overpass. The Martin Road overpass and its right-of-way needs will be mapped for ultimate construction.

Alternatives eliminated

Alternative B1 consists of a partial-cloverleaf interchange at US 45 and an overpass at County V. The existing US 45 overpass would remain. Alternative D2 is a diamond interchange between County V and US 45, connecting County V south of US 151 and US 45 north of US 151. For Alternative D2, the existing US 45 overpass would remain but the jug-handle ramps would be removed.

Middle Alternatives B1 and D2 have been eliminated from further consideration. Alternative B1 has more relocations than Alternative A3. This alternative will concentrate traffic onto corridors south of Fond du Lac less suited for increased traffic volumes. Alternative B1 also does not present future economic opportunities. Similarly, Alternative D2 has large residential impacts and costs, and has not received much public support. The dismissal of Alternative D2 was announced at the May 27, 2008, stakeholder meeting.

Contact Information

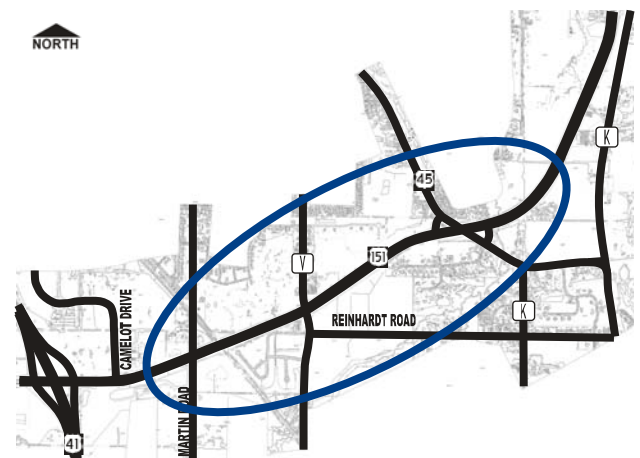
For more information about the US 151 Corridor Plan, contact:

Paul Vraney, P.E.
WisDOT Project Manager
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080
Phone: (920) 492-5999
paul.vraney@dot.state.wi.us

Kim Rudat, APR
Communications Manager
Phone: (920) 492-5743

www.dot.wisconsin.gov

Mission statement:
To provide leadership in the development and operation of a safe and efficient transportation system.

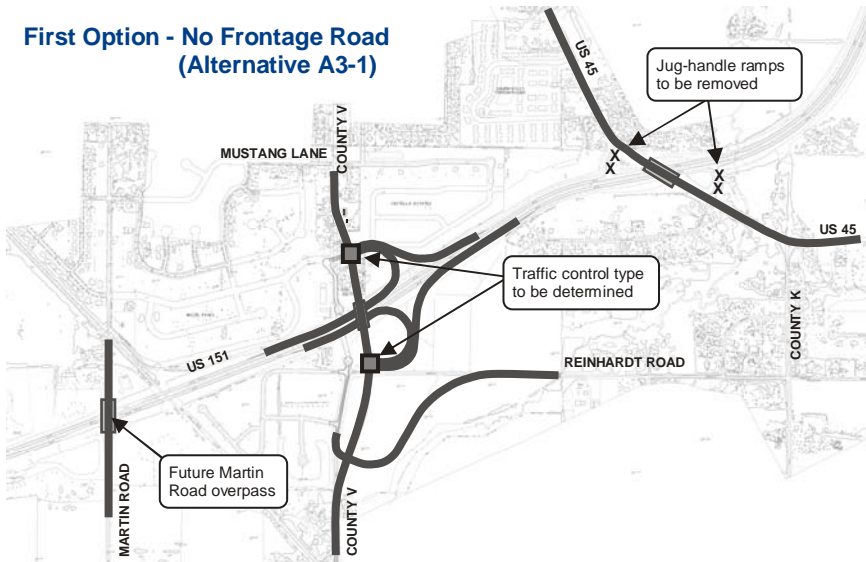


The location of the US 151 middle segment



Preferred Middle Alternative A3 - Two options being considered

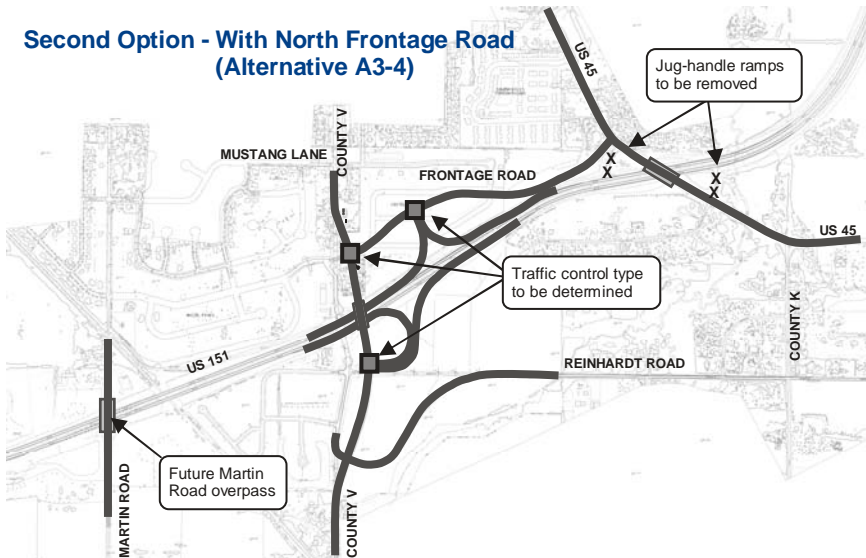
First Option - No Frontage Road (Alternative A3-1)



Alternative A3-1

- This alternative consists of a partial-cloverleaf service interchange at County V.
- County V would shift easterly to minimize home and business acquisitions while maintaining serviceability of the existing County V roadway.
- Reinhardt Road will be realigned to connect with County V south of the northbound US 151 ramps.
- The US 45 overpass will remain, while the jug-handle ramps will be removed.
- Martin Road will have a future overpass.

Second Option - With North Frontage Road (Alternative A3-4)



Alternative A3-4

- This alternative consists of a modified partial-cloverleaf service interchange at County V.
- The southbound US 151 ramps will connect to a north frontage road between County V and US 45.
- County V would shift easterly to minimize home and business acquisitions while maintaining serviceability of the existing County V roadway.
- Reinhardt Road will be realigned to connect with County V south of the northbound US 151 ramps.
- The US 45 overpass will remain, while the jug-handle ramps will be removed.
- Martin Road will have a future overpass.

Current Study Schedule for Middle Alternative A3

Task	2008												2009								
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Public Involvement	▲	★		▲		★								★							
Refine and Analyze Alternatives																					
Preliminary Design																					
Environmental Document																					○
Transportation Mapping																					○

▲ Stakeholder Committee Meeting ★ Public Information Meeting ★ Public Hearing ○ Environmental Document Approved ○ Mapping