



Tri-County Freeway Expansion
US 10/WIS 441
(County CB to Oneida Street)
Winnebago County

Study Information

The Wisconsin Department of Transportation (WisDOT) Northeast Region office is conducting a study looking at the expansion of the US 10/WIS 441 Tri-County freeway from County CB to Oneida Street. The study area also includes the portion of US 41 from County II (Winchester Road) to County BB (Prospect Avenue). See map on page 2.

A long range plan improving the Tri-County Freeway was originally completed in 2004. The plan included expanding the freeway from four to six lanes between US 41 and Oneida Street, reconstructing the US 41 interchange as a fully functional systems interchange, modernizing all other interchanges, and constructing a second parallel bridge over Little Lake Butte des Morts. Parameters for the original study involved staying within the existing footprint as much as possible and maintaining the existing 55 mph speed limit between Tayco Street and WIS 47.

WisDOT reevaluated safety concerns within the Tri-County Freeway corridor in response to a Highway Safety Improvement (HSIP) report that was part of the 2005 federal transportation bill. The HSIP report identified highways having a combination of high crash rates and severe crashes. The County P to County AP section of the Tri-County freeway has been on the HSIP list since 2006.

Our proposed redesign initiated in late 2008 includes further improving safety by flattening the curves through the County P and County AP interchanges. The revised alignment requires shifting the freeway to the north in the vicinity of the County P interchange and to the southeast in the vicinity of the County AP interchange. The redesign allows a consistent 65 mph speed limit along the entire Tri-County Freeway, but it does increase some impacts in the County P and County AP interchange areas.

Roundabouts rather than signalized intersections were also investigated and are being proposed at the following seven locations:

- County P interchange – westbound ramp terminal intersection (1)
- County P interchange – Racine Street intersection with interchange ramps (near Calder Stadium) (1)
- County AP interchange – westbound ramp terminal intersection (1)
- WIS 47 interchange – both ramp terminal intersections (2)
- Oneida Street interchange – both ramp terminal intersections (2)

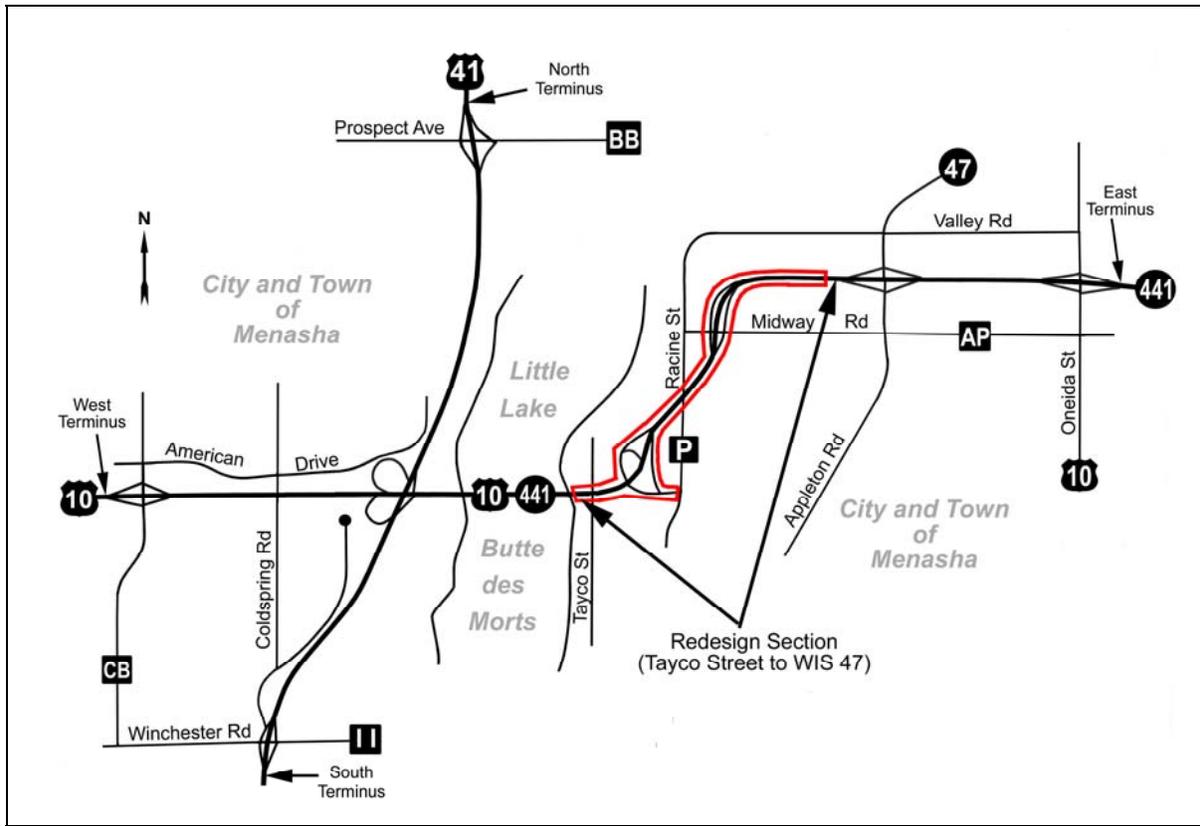
WisDOT is committed to using roundabouts where possible because they improve safety due to slower speeds and fewer traffic conflict points, and they typically provide more capacity than signalized intersections.

The schedule for the Tri-County Freeway expansion is uncertain and will not be established until the expansion is formally enumerated for construction. Projects like the Tri-County Freeway expansion are approved and funded through a special legislative bonding program. This process includes a Transportation Projects Commission (TPC) that reviews and recommends candidate projects to the governor and Legislature for funding consideration. The TPC typically meets in even-numbered years to consider candidate projects for construction funding, but they have not met since 2002 primarily due to the fact that the Majors program is currently filled through 2015 based on existing funding levels.

In response to safety concerns raised in the HSIP report, the following short-term improvements in the County P to County AP freeway section are scheduled for construction in 2010:

- Add auxiliary lanes along both sides of the freeway between County P and County AP
- Improve the westbound on-ramp at the County P interchange
- Flatten some steep roadside slopes near the County P interchange
- Improve overhead directional signs
- Upgrade crash cushions

Tri-County Freeway corridor location map



Status of Updated Study

WisDOT held two Local Official Meetings and two Public Information Meetings in 2009 to discuss the proposed updates for the long-range Tri-County Freeway expansion. Updated environmental studies have continued throughout this past year. These updates include archaeological and historic structure surveys, wetland delineations and an updated traffic noise analysis. Our current schedule is to submit an updated environmental document in early 2010 with final approvals anticipated in Spring/Summer 2010. WisDOT will be prepared to present the Tri-County Freeway expansion study to the TPC whenever they next meet to consider additional projects for construction enumeration.

WisDOT Contact Information

If you have questions about the Tri-County Freeway study or would like more information as the project progresses, contact the WisDOT project manager listed below or visit the project website.

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Tri-County Freeway study website
www.dot.wisconsin.gov/projects/d3/wis441/index.htm

**US 10/WIS 441
County CB - Oneida Street
Winnebago County**

*Menasha City Council Meeting
Monday, January 18, 2010*



Presentation Overview

- **Provide Update on Expansion Study**
 - ◆ **2002/04 Original Study Overview/Scope**
 - ◆ **2008/10 Study Updates**
 - *Redesign US 10/WIS 441 (Tayco St. – WIS 47)*
 - *Investigate 11 potential roundabout locations*
- **Provide Overview of Study Status/Upcoming Schedule**

Expansion Study Limits

- **US 10/WIS 441 (Tri-County Freeway)**
 - ◆ **County CB to Oneida Street**
 - ◆ **6 miles**
- **US 41**
 - ◆ **County II (Winchester Road) to County BB (Prospect Avenue)**
 - ◆ **3 miles**

Traffic Forecasts

- **Year 2007 Average Annual Daily Traffic**
 - ◆ 46,000 between WIS 47 and Oneida Street
 - ◆ > 65,000 on Roland Kampo Bridge
- **Year 2035 Average Annual Daily Traffic**
 - ◆ 72,400 between WIS 47 and Oneida Street
 - ◆ 108,900 on Roland Kampo Bridge
- **Substantial Growth Rates**
 - ◆ > 60% growth between WIS 47 and Oneida Street
 - ◆ 80% growth on Roland Kampo bridge

Crash Analysis

- Overall average crash rate slightly higher than the statewide average for urban freeways
- Highest average crash rates: County P-County AP
 - ◆ Horizontal curvature
 - ◆ Speed difference between freeway & ramp traffic
 - ◆ Closely spaced interchanges
- Roland Kampo Bridge
 - ◆ Average crash rate not markedly high
 - ◆ Little/no shoulder width increases emergency response time

Major Corridor Improvements

- **Expand US 10/WIS 441 from 4 to 6 lanes between US 41 and Oneida Street**
- **Construct a second parallel bridge over Little Lake Butte des Morts and redeck existing bridge**
 - ◆ **Both bridges - 3 through lanes and one auxiliary lane**
- **Reconstruct the US 41 interchange to provide free-flow traffic movements in all directions**
- **Modernize other interchanges along US 10/WIS 441**
 - ◆ **County P (Racine Street)**
 - ◆ **County AP (Midway Road)**
 - ◆ **WIS 47 (Appleton Road)**
 - ◆ **Oneida Street**

Original Study Parameters

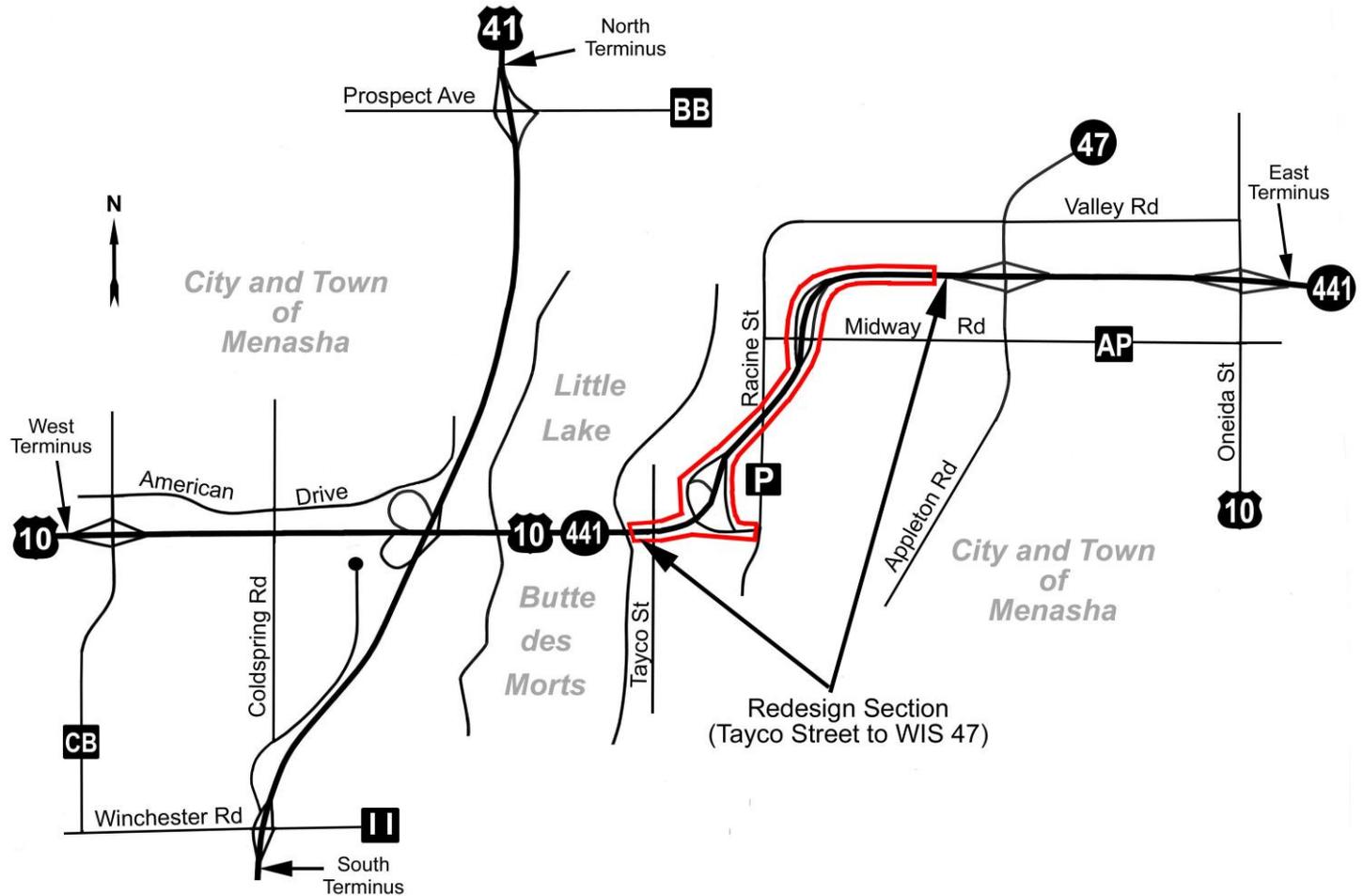
- **Reconstruct freeway within existing footprint (minimize land acquisition)**
- **Maintain 55 mph speed limit between Tayco Street and WIS 47**

Original Study Schedule

- **Began Fall 2002**
- **3 LOMs and 3 PIMs**
- **Environmental Document approved - Summer/Fall 2004**



Overall Study Limits/Redesign Area



HSIP 5% Report

- Part of federal SAFETEA-LU initiative that was in 2005 transportation budget
- 5% Report identifies those road segments that have a combination of highest crash rate & most severe crashes
- Worst 5% of crash locations appear on the HSIP 5% Report
- US 10/WIS 441 from County P to County AP has appeared on list since 2006



US 10/WIS 441 Safety Study

- **WisDOT initiated safety study since Tri-County Freeway appeared on HSIP 5% list**
- **Completed August 2007**
- **South section (County P – County AP)**
- **Study contained both short-term and long-term improvement recommendations**



US 10/WIS 441 Short-Term Improvement (2010)

- **Tayco Street – County AP (Winnebago County)**
 - ◆ Auxiliary lanes along both sides of US 10/WIS 441 between County P and County AP
 - ◆ Improved westbound parallel on-ramp at County P
 - ◆ Flattening of steep roadside slopes near County P
 - ◆ Improved overhead signing
 - ◆ Upgrading of impact attenuators (65 mph section)
- **County OO – US 41 (Outagamie County)**
 - ◆ Auxiliary lane along WIS 441 northbound only
 - ◆ Improved overhead signing

Long-Term Improvements/Redesign

- Redesign US 10/WIS 441 between Tayco Street and WIS 47 to a 70 mph design speed
- US 10/WIS 441 shifts north in area of County P interchange
- US 10/WIS 441 shifts southeast in area of County AP interchange

Impacts of 70 mph Design Speed

- Revised County P & County AP interchanges
- Additional real estate impacts
 - ◆ Multiple residential displacements including apartment complex
 - ◆ Business displacement at County AP interchange
 - ◆ Impact to county salt shed property at County AP interchange
- Similar natural resource impacts

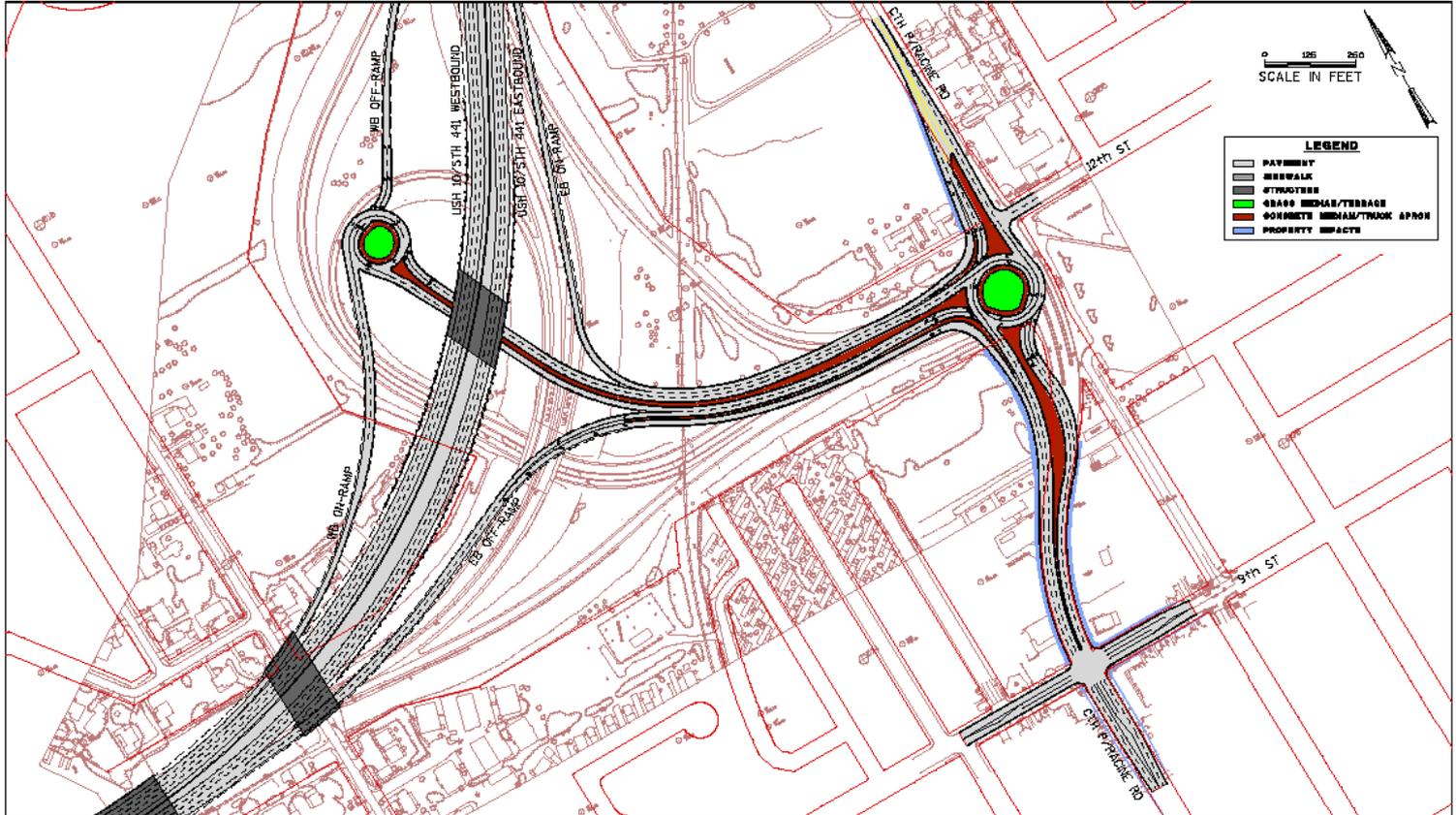
Roundabouts

- Investigation of roundabouts at 11 locations east of Little Lake Butte des Morts
 - ◆ County P westbound ramp terminal intersection (1)
 - ◆ Racine Street intersection with interchange ramps (1)
 - ◆ County AP westbound ramp terminal intersection (1)
 - ◆ WIS 47 ramp terminal intersections (2)
 - ◆ WIS 47/County AP (Midway Rd) intersection (1)
 - ◆ WIS 47/Valley Road intersection (1)
 - ◆ Oneida Street ramp terminal intersections (2)
 - ◆ Oneida Street/County AP (Midway Rd) intersection (1)
 - ◆ Oneida Street/Valley Road intersection (1)

Roundabout Recommendations

- **Locations where roundabouts recommended as preferred alternative**
 - ◆ County P westbound ramp terminal intersection (1)
 - ◆ Racine Street intersection with interchange ramps (1)
 - ◆ County AP westbound ramp terminal intersection (1)
 - ◆ WIS 47 ramp terminal intersections (2)
 - ◆ Oneida Street ramp terminal intersections (2)
- **Locations where roundabouts not recommended as preferred alternative**
 - ◆ WIS 47/County AP (Midway Rd) intersection (1)
 - ◆ WIS 47/Valley Road intersection (1)
 - ◆ Oneida Street/County AP (Midway Rd) intersection (1)
 - ◆ Oneida Street/Valley Road intersection (1)

County P (Racine St) Interchange



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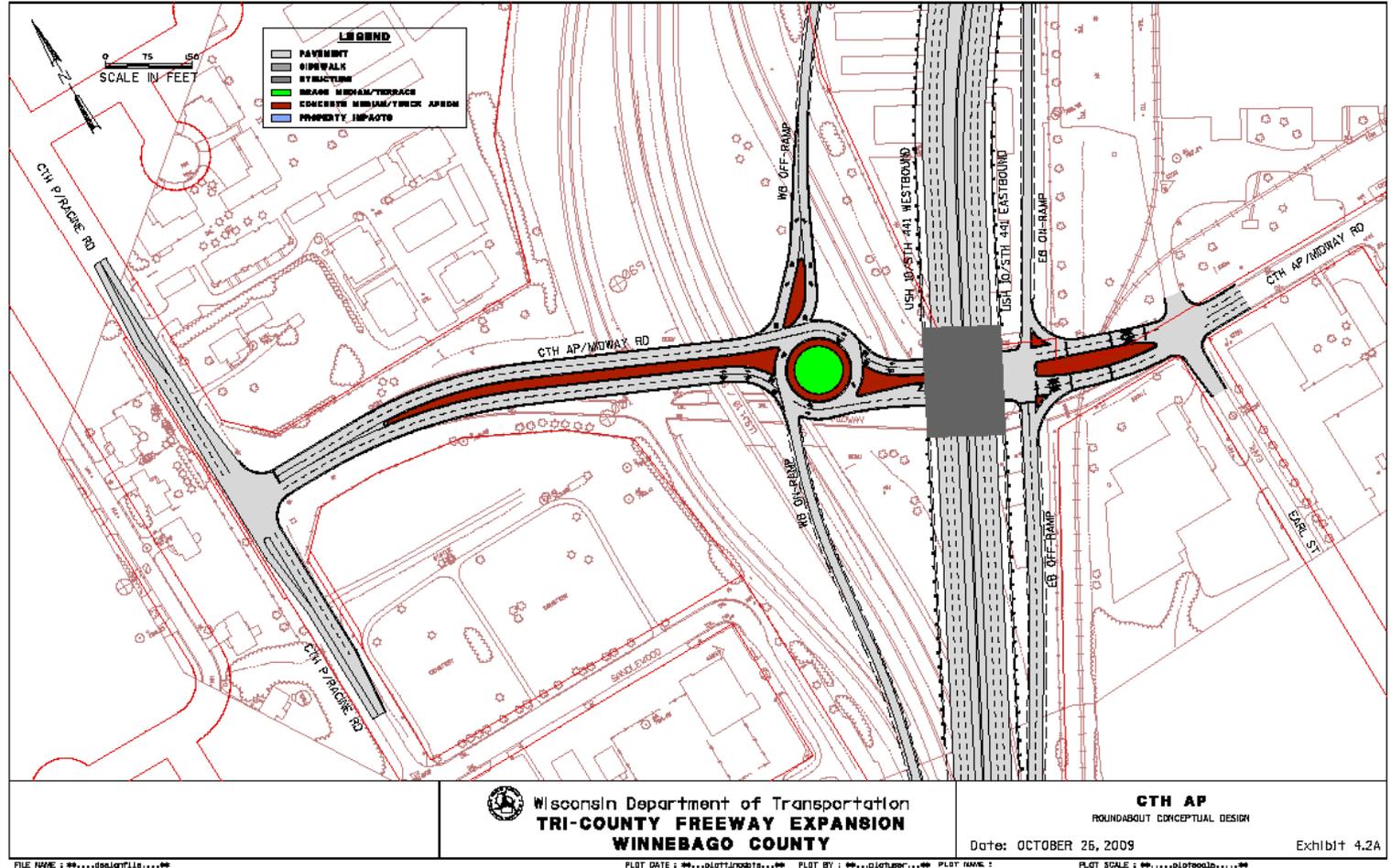
CTH P
ROAD/DIOLDT CONCEPTUAL DESIGN

Date: OCTOBER 26, 2009 Exhibit 4.1A

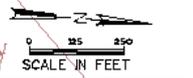
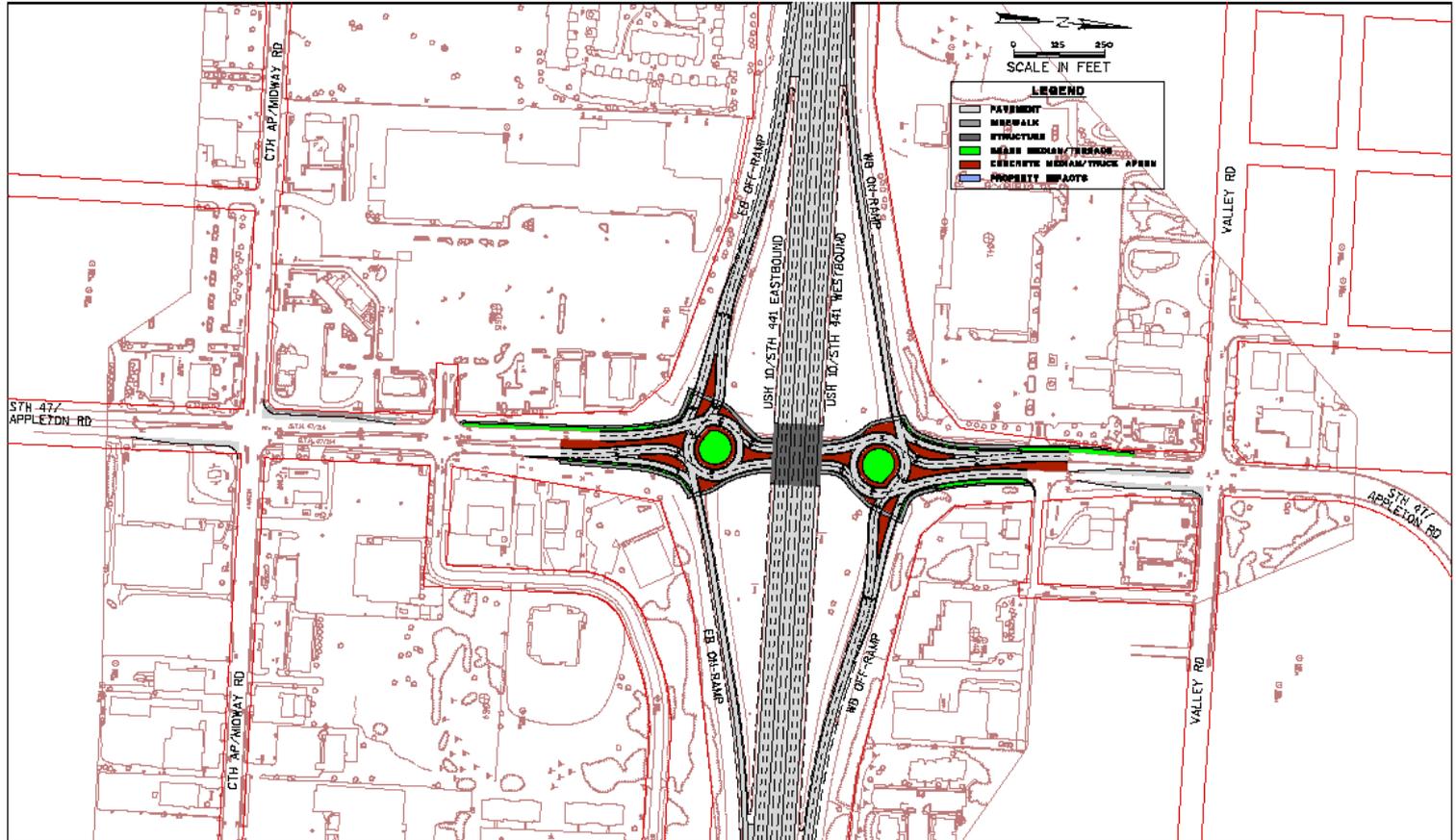
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County AP (Midway Rd) Interchange



WIS 47 Interchange



LEGEND

[Grey Box]	PAVEMENT
[White Box]	BIKEWALK
[Black Box]	STRUCTURE
[Green Box]	SEWER MEDIAN/TERRACE
[Red Box]	CONCRETE MEDIAN/TRUCK APRON
[Blue Box]	PROPERTY IMPACTS

Wisconsin Department of Transportation
TRI-COUNTY FREEWAY EXPANSION
WINNEBAGO COUNTY

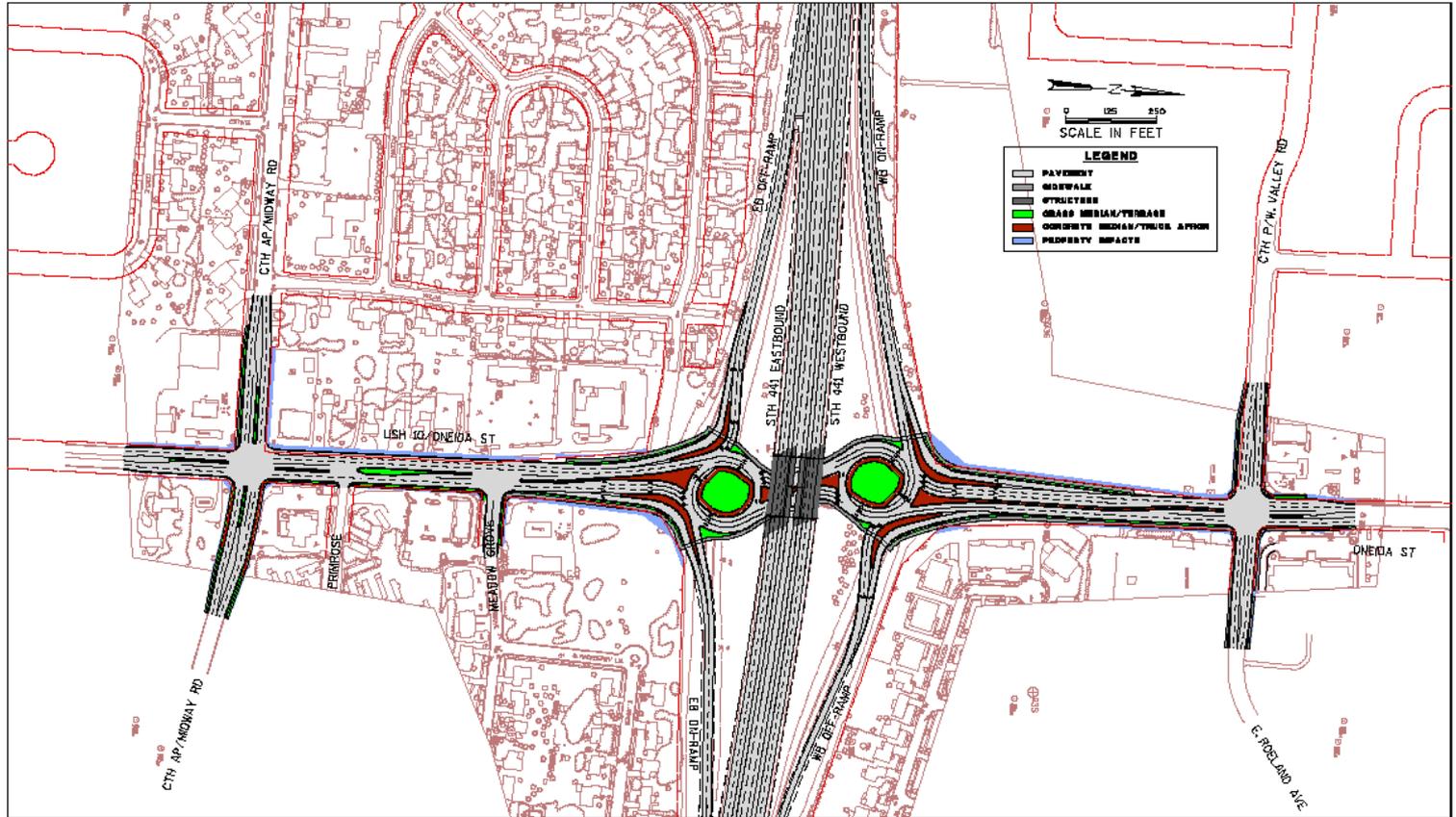
STH 47/APPLETON RD
 ROADABOUT CONCEPTUAL DESIGN

Date: OCTOBER 26, 2009

Exhibit 4.3A



Oneida Street Interchange



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TRI-COUNTY FREEWAY EXPANSION
 WINNEBAGO COUNTY

USH 10/ONEIDA ST
PREFERRED ALTERNATIVE
 ROUNDABOUT CONCEPTUAL DESIGN

Date: NOVEMBER 9, 2003

Exhibit 4.4E

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Study Status/Upcoming Schedule

- **Renewed Study – Began Late 2008**
- **Submit updated environmental document – early 2010**
- **Final environmental approvals – Spring/Summer 2010**
- **Construction schedule – dependent on future approval of construction funds by Transportation Projects Commission (TPC)**



TPC Status

- Typically meets in even-numbered years to consider candidate projects for construction enumeration
- TPC has not met since 2002
- WisDOT continues to provide semi-annual updates
- Tri-County Freeway Expansion remains identified as a candidate project

The Presentation Has Concluded

- Thank you for inviting us to your meeting!
- Study Website:
www.dot.wisconsin.gov/projects/d3/wis441/index.htm
- Please...
 - ◆ Ask questions
 - ◆ Remain involved in the study

