

Evaluating alternatives for WIS 21

WisDOT is working with corridor stakeholders to develop a long-range plan to preserve operational efficiency and safety of WIS 21 as development occurs and traffic volumes increase. Over the coming months, the alternatives will be evaluated for their impacts on a broad range of factors, including:

- Traffic and safety
- Access to homes, businesses and community facilities
- Access for emergency services
- Economic development
- Air and water quality
- Community cohesion
- Bicyclists and pedestrians
- Costs to taxpayers and land owners

Please note that no projects are currently planned to build these alternatives. Your input on the alternatives and any other information you can provide about the WIS 21 corridor will help guide the evaluation process. **Please attend the Public Information Meeting on June 23 to learn more about the project, or contact us to tell us what you think.**



Public Information Meeting June 23, 2010

You are invited to a public information meeting for the WIS 21 Corridor Preservation study. The meeting will be held in an open house format with a short presentation. Exhibits and project information will be available for review and comment.

Please attend: your input is very valuable in determining the future of the corridor.

When: Wednesday, June 23, 2010
5 p.m. to 7 p.m.
Presentation at 5:15 p.m.

Where: Oakwood Elementary School
1225 North Oakwood Road,
Oshkosh, WI 54904



WIS 21 Corridor Preservation Plan Rivermoor Road to US 41

April 2010

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Mission statement:

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

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Long range planning

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Evaluating alternatives and meeting invitation

What is the future of WIS 21- Expressway or Freeway?



The Wisconsin Department of Transportation (WisDOT) continues to work with local jurisdictions to develop a long-range plan for WIS 21 from Rivermoor Road in the town of Omro to US 41 in the city of Oshkosh. The plan will create a vision for the roadway corridor to preserve safety, mobility and access into the future.

No construction is scheduled at this time, but WisDOT is developing the long-range plan to coordinate a highway facility that will be consistent with state priorities and local development and land use plans.

Expressway or freeway?

As traffic volumes grow on WIS 21, a key decision is whether the future roadway will be constructed as an expressway or freeway. An **expressway** is a multi-lane divided highway with at-grade intersections at major roadways. Not all local roadways will have intersections with WIS 21. A **freeway** is a multi-lane divided highway with access only at

interchanges. Both the expressway and freeway alternatives include improvements to local roads to maintain traffic circulation.

The WIS 21 study team is currently evaluating several alternatives, which are outlined on the following pages. We need to analyze the alternatives to determine which of them best meet the goals of the corridor study.

After a decision is made whether to move forward with an expressway or a freeway alternative, the project team will move forward with preliminary design work to further refine that alternative.

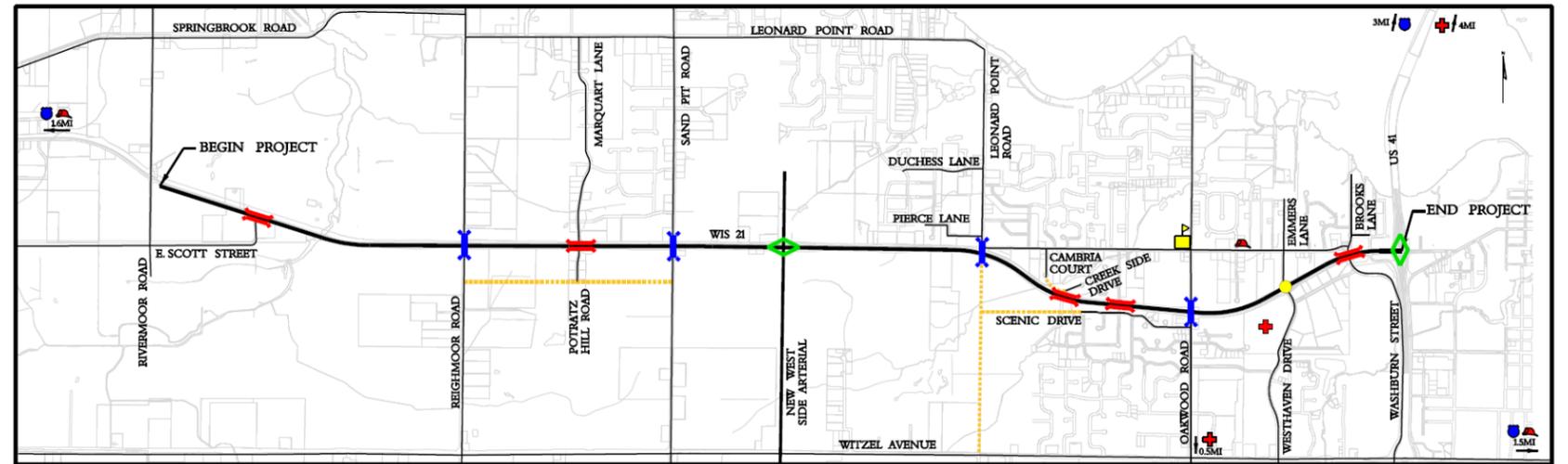
A public information meeting is scheduled to present the alternatives being investigated and gather opinions from corridor travelers. The meeting will be held on **Wednesday, June 23, 2010 from 5 p.m. to 7 p.m. at Oakwood Elementary School, 1225 North Oakwood Road, Oshkosh.** See page 4 for more information.

Alternatives 1 and 2: Expressway with access at West Side Arterial and elsewhere

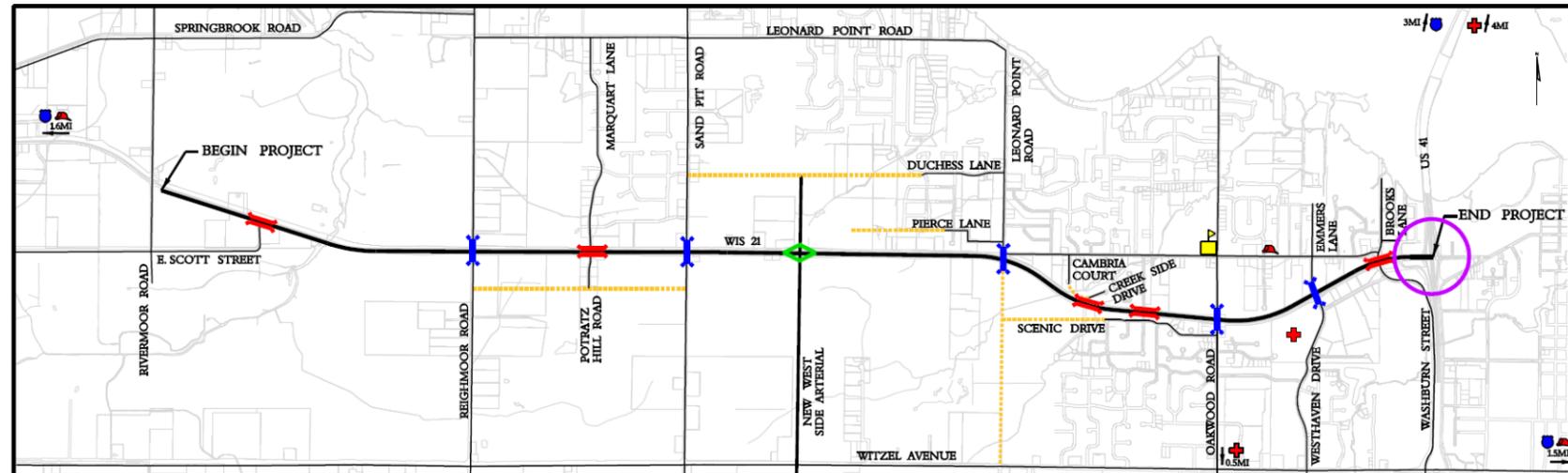
Alternatives 1 and 2 would see WIS 21 constructed as a multi-lane divided road. Motorists could cross WIS 21 on grade-separated overpasses at Reighmoor Road, Sandpit Road and Leonard Point Road. The roadway would be accessed with an interchange at the West Side Arterial. At-grade intersections would be constructed at either Emmers Lane/Westhaven Drive, Oakwood Road or Omro Road. Other intersections would be closed. New local roads would complete key connections.

If an expressway alternative is chosen, further analysis will be done as part of the preliminary design process. Access to private driveways, commercial entrances, field entrances and intersections may be reduced to maximize highway safety.

ALTERNATIVE 1 - EXPRESSWAY



ALTERNATIVE 3 - FREEWAY ON ALIGNMENT

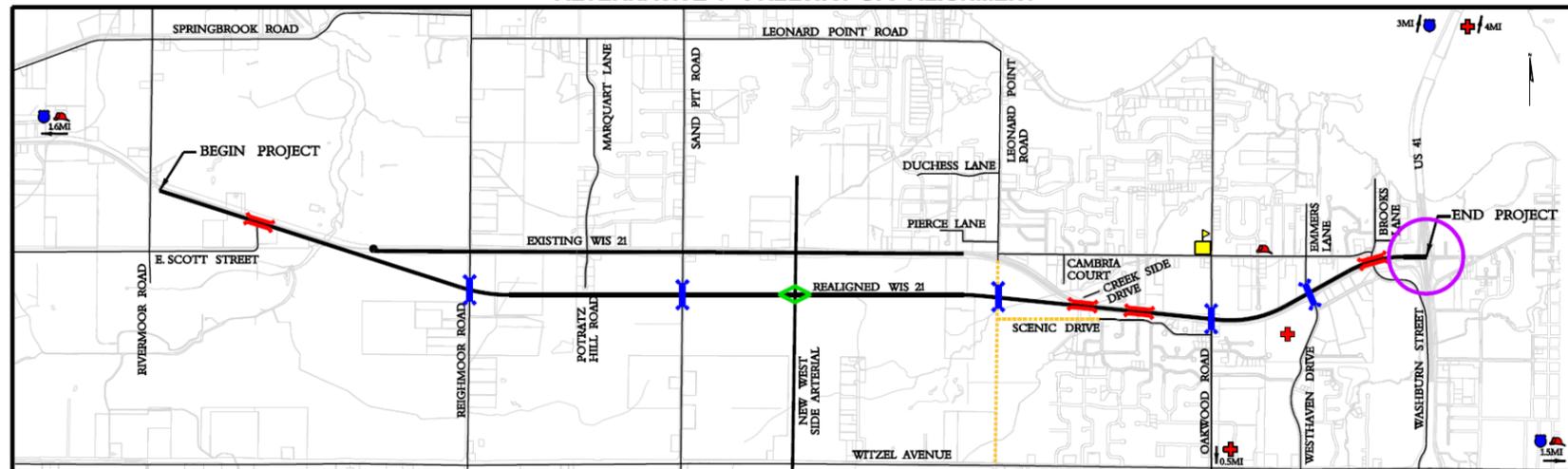


Alternative 3: Freeway on existing alignment

This on alignment freeway alternative would construct WIS 21 as a multi-lane divided highway with access to WIS 21 from an interchange at the West Side Arterial and a free flow interchange at US 41. All other access points would be eliminated and grade-separated overpasses would be located at Reighmoor Road, Sandpit Road, Leonard Point Road, Oakwood Road and Emmers Lane. New local roads would complete key connections.

A freeway alternative would allow for faster and safer travel along the corridor.

ALTERNATIVE 4 - FREEWAY OFF ALIGNMENT



Alternative 4: Freeway on new alignment

WIS 21 would be converted to a multi-lane divided highway; between Reighmoor Road and Honey Creek Road WIS 21 would be moved to a new alignment approximately 0.2 miles south of the existing road. Relocating WIS 21 to the south allows the existing WIS 21 roadway in this section to become a local road. Interchanges would allow access at the West Side Arterial and US 41, and all other access points would be removed. Motorists could cross WIS 21 on grade-separated overpasses at Reighmoor Road, Sandpit Road, Leonard Point Road, Oakwood Road and Emmers Lane. New local roads would complete key connections.

An off alignment freeway alternative allows for faster and safer travel along the corridor while also allowing current property owners along existing WIS 21 in the re-aligned section the ability to keep their current driveways onto existing WIS 21, which would become a local road.

Legend

- Intersection closed
- Grade separation
- At grade intersection
- Interchange
- System interchange
- Future local road