

West Side Arterial

Project Purpose and Need

Winnebago County has been experiencing expanding development west of USH 41 and in the townships of Algoma, Nekimi, Omro, and Utica. The area is served by a good network of east/west roadways including: STH 21, STH 44, STH 91, STH 26, CTH E, CTH K, CTH N, and local roads. USH 41 is the sole north/south major arterial serving the area.

There is a need to preserve right-of-way for a future north/south arterial road that will parallel USH 41 to: provide additional system linkage between STH 21 and STH 26, provide a safe transportation network, better facilitate the movement of goods and services, better facilitate commuter traffic, improve modal interrelationships, improve economic development opportunities, improve the area transportation capacity, and avoid environmental, historical, and archaeological impacts where possible.

WisDOT is currently working on a corridor preservation plan for STH 21 and the location of the West Side Arterial intersection needs to be identified. As a result, identification and establishment of the West Side Arterial is needed to preserve a corridor before development precludes planning and design of an adequate parallel USH 41 arterial facility. A preserved right-of-way corridor will allow the public and local units of government to accommodate the corridor in future planning. The West Side Arterial is identified in East Central Region Planning Commission Long Range Plan.

Winnebago County with the support of local governments will exercise legislative authority under Wis. Statutes 66.1031 that allows development of a right-of-way map to preserve future road right-of-way.

The West Side Arterial corridor will be a rural 4-lane divided facility designed for 55 mph posted speed with controlled access where possible, and will include an adjacent shared use path. The right-of-way will be 200-feet wide with additional right-of-way for vision sight triangles at intersections and possible interchange ramps at select locations. Connections with area roadways will allow spacing of about one-mile between intersections. Jurisdictional transfers of roadways may be needed to promote a safe, efficient and effective roadway network.