



Highway 45-41 Flyover Ramp Rendering

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US 41-NE Wisconsin's "Main Street" is about to expand and improve

The Wisconsin Department of Transportation (WisDOT) will soon expand and improve 31 miles of US 41 in Brown and Winnebago counties. The US 41 highway project is comprised of two individual segments separated by 32 miles, but is referred to as one project. This fall, significant work begins in Winnebago County where we will begin a seven-year construction schedule that will benefit everyone who lives, works, or travels along the corridor.

US 41 is the "Main Street" of Northeast Wisconsin, used by tens of thousands of people each day. It is a major transportation corridor linking Green Bay, the Fox Valley and northern Wisconsin to the urban centers of Madison and Milwaukee. However, this freeway, so important to local economic development, is showing its age. Multiple safety issues, design deficiencies and traffic congestion concerns require WisDOT to initiate this improvement project to meet the region's growing demands.

Preparing for a major undertaking like this takes years, but we have used our time wisely. The department has been coordinating efforts with local municipalities since 1999, including Green Bay, Ashwaubenon, Oshkosh and Neenah. We have also made keeping the public involved and informed a top priority. Public information meetings in Winnebago and Brown Counties date back to 2000 during the development of alternatives for the project. These meetings are an integral part of the public involvement process, with more planned for the months ahead.

The purpose of this newsletter is to keep you informed about the latest activities involving the US

41 highway project in 2009. In this issue you will find:

- An overview of the project and the current construction schedule
- A detailed summary of construction projects planned to start in Winnebago County in 2009 and how they may impact your driving habits
- News of a community sensitive design committee formed to identify aesthetic treatments for use on bridges, roundabouts and much more
- A look at upcoming public meetings and how you can get involved

The 31 miles of freeway identified for replacement was constructed between 1952 and 1974. The highway was built to handle rural traffic volumes, but those days are long gone. In numerous areas of the corridor, traffic is expected to double over the next 20 years. That is why we have worked so diligently to develop a plan that will efficiently address Northeast Wisconsin's transportation needs for many years. Inside this newsletter, we have shared much more detail about the US 41 highway project. WisDOT urges you to stay involved and remain informed.

-Michael Berg, P.E.
WisDOT
Northeast Regional Director



Wisconsin Department
of Transportation

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transportation solutions
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US 41 Project: one of Wisconsin's largest ever

US 41 is a major north-south transportation corridor in Wisconsin, and the expansion project that will take place over the next seven years is one of the largest highway projects in state history. US 41 is classified as a multi-lane backbone route on WisDOT's Corridors 2020 plan, which allocates high priority funding to highways connecting major regions and economic centers.

Brown County

The Brown County portion of the expansion project will begin at Orange Lane and extend approximately 14 miles north to County M (Lineville Road). The project will reconstruct the existing freeway, adding additional lanes to safely and efficiently accommodate the existing and future traffic wishing to use the facility.

Nine interchanges along US 41 will be reconstructed to meet current design standards. These interchanges include:

- County F (Scheuring Road)
- County G (Main Avenue)
- County AAA (Oneida Street/Waube Lane)
- County VK (Lombardi Avenue)
- WIS 54 (Mason Street)
- WIS 29/WIS 32 (Shawano Avenue/Dousman Street)
- US 141/County HS (Velp Avenue)
- I-43
- County M (Lineville Road)

All but one of these interchange upgrades will involve the use of roundabouts.

Winnebago County

In Winnebago County, US 41 serves local economic development in Oshkosh, Neenah and surrounding towns and is the only high-speed route crossing the Lake Butte des Morts/Fox River system.

Many deficiencies prevent US 41 from being fully functional. The existing roadway was originally designed for rural traffic volumes. High volumes of urban traffic and congestion affect safety, mobility and economic development.

To address these issues, WisDOT is planning an upgrade from WIS 26 to Breezewood Lane in Winnebago County. The project will:

- Upgrade the existing four-lane roadway to a six-lane roadway
- Upgrade seven interchanges along the route to modern design standard. These include:
 - WIS 26
 - WIS 44
 - 9th Avenue
 - WIS 21
 - Lake Butte des Morts Causeway
 - US 45
 - WIS 76
 - Breezewood Lane

Four of these interchange upgrades will involve the use of roundabouts.



Roundabouts

Modern roundabouts are the newest form of intersection in the U.S. Many are in operation in Wisconsin, including a new urban roundabout on Milwaukee's south side. Several others are in the planning stages around the state.

Roundabouts provide safe and efficient traffic flow and make use of extensive safety and traffic research conducted over the past 25 years in other countries.

Today's roundabouts are much smaller than the "traffic circles" of earlier years. Roundabouts move traffic safely through an intersection due to:

- Slower speeds
- Fewer conflict points
- Easier decision-making

Studies by the Insurance Institute for Highway Safety show that roundabouts provide a:

- 90% reduction in fatal crashes
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes

Highway 41 corridor is critical to state's economy

The improvement and expansion of US 41 is part of WisDOT's plan to enhance economic development in Northeast Wisconsin. US 41 is a critical state artery of vital importance to the local and statewide economy, but you may not know how big its economic impact is.

US 41 is 200 miles long and connects the two largest regional economies in Wisconsin: Southeast Wisconsin and the Fox River Valley. It also links the state to major metropolitan market areas in northern Illinois and Michigan.

The two largest regional economies along US 41 represent 56 percent of the state's population,

57 percent of the state's manufacturing facilities and 52 percent of Wisconsin's retail and wholesale businesses. There are approximately 864,000 jobs located near US 41.

US 41 runs through 12 counties in Wisconsin, counties which account for \$3.3 billion in tourism expenditures each year. So not only is US 41 a principal connector route, but by connecting these counties to the rest of the state and Illinois, it contributes significantly to tourism dollars.

A 1996 commodity flow survey revealed that freight tonnage moved by trucks is the highest in the state in the counties along US 41. The state's

commerce is heavily dependent upon US 41 for carrying the bulk of the state's commodities to domestic and foreign markets.

The average daily traffic volumes along US 41 indicate a high level of activity by commuters as well as freight - and commuting correlates positively with economic activity.

Construction outlook for 2009

Here are the construction projects—all part of the expansion and improvement of US 41—that will occur during the 2009-2010 construction season:

Brown County

May 2009 - July 2009

Detention Ponds at CTH EE (Grant St.) and CTH G (Main Ave.): Includes miscellaneous storm sewer work. US 41 and associated ramps at the CTH G interchange will remain open to traffic; some lane restrictions on CTH EE (Grant St.) will occur.

August 2009 - Until completed

Razing and Removal Contract: Razing and removing buildings in preparation for US 41 work. Traffic impacts: none.

Winnebago County

August 2009 to September 2010

Washburn St., Witzel Ave. Overpass, & Rath Lane: Traffic impacts: Washburn Street will be closed to through traffic. US 41 will have periodic nighttime lane closures for work on Witzel Ave. bridge.

July 2009 to July 2010

Snell Road Overpass: Construction of new grade structure across US 41 from Fountain Avenue to Snell Road. Traffic impacts: US 41 shoulder closure and periodic US 41 nighttime lane closures.

July 2009 to July 2010

US 45/Fernau/Lake Butte des Morts Drive Roundabout: Construction of multi-lane roundabout on US 45 at the intersection of Fernau Avenue and Lake Butte des Morts Drive. Traffic impacts: US 45 staged construction with restricted lane width.

August 2009 to October 2010

US 41 Grading and Lake Butte des Morts Drive Overpass: Grading US 41 southbound into Lake Butte des Morts; construction of Lake Butte des Morts Drive structure over US 41; and grading in US 41/45 Interchange. Traffic impacts: US 41 southbound lane shifts and minimal shoulders through work zone. Periodic US 41 nighttime lane closures.

August 2009 to November 2009

US 41/44 Interchange Ramp Terminal Improvements: Construction of dual left-turn lanes at exit ramp terminals and spot concrete repair on STH 44 between the ramps. Traffic impacts: nighttime lane closures for STH 44 traffic and exit ramps closed for night work.

July 2009 to September 2009

Razing and Removal Contract: Razing and removing buildings in preparation for US 41 work. Traffic impacts: none.

August 2009 to November 2009

Wetland Mitigation Site west of US 41, south of WIS 76: Construction of wetland mitigation site for the US 41 Project. Traffic impacts: none.

July 2009 to October 2009

US 41/114 Interchange Ramp Terminal Improvements: Construction of dual left-turn lanes at exit ramp terminals. Traffic Impacts: nighttime ramp closure for paving.

July 2009 to October 2009

US 41/WIS 26 Crash Investigation Sites: Construction of crash investigation sites on exit ramps of US 41/WIS 26 interchange. Traffic impacts: nighttime ramp closures.

Keeping the public informed

Keeping the public informed early and often about the US 41 Project is a key priority for the Wisconsin Department of Transportation (WisDOT). This project spans seven years, and WisDOT is preparing a comprehensive public outreach plan to keep information flowing throughout the entire project.

The plan will ensure that residential neighborhoods, business communities and highway motorists will receive useful information to help them plan their travels. The communications will take the form of:

- A US 41 Web site, with interactive features such as a map of the construction zones
- Public information meetings reaching out to affected neighborhoods and businesses
- Newspaper, radio and television advertising
- Project brochures
- Travelling information kiosks
- Public relations efforts
- Newsletters
- Tools for businesses

US 41 Project: a doorway to opportunities for business and economic growth

By its sheer size and duration, the highway construction effort on the US 41 Project will enhance the general community economic climate and present immediate and future growth opportunities for businesses of all sizes. WisDOT views this project as a critical component in the region that offers both large and small business concerns a real opportunity to be involved in a major highway construction project in Brown and Winnebago counties from now until 2016.

WisDOT encourages and supports small business owners and entrepreneurs that provide services and products in:

- Construction Administration
- Earthwork
- Traffic Control and Safety
- Pavement
- Structures - bridges, culverts and walls
- Landscaping
- Trucking
- Demolition

Interested parties can contact the US 41 Project Outreach Office, located at 100 Packerland Drive,

in Green Bay. The telephone number is (920) 492-5696. For additional information regarding the Disadvantaged Business Enterprise (DBE) program visit our Web site at: www.dot.wisconsin.gov/business - (keyword: dbe).

WisDOT also offers opportunities for vendors and procurement of services through the Minority Business Enterprise (MBE) program, or visit our Web site at: www.dot.wisconsin.gov/business - (keyword: mbe) or call (608) 267-3287 for additional information.



What is Community Sensitive Design?

The Wisconsin Department of Transportation (WisDOT) will be starting the process of Community Sensitive Design (CSD) for the US 41 expansion effort in Brown County, with upcoming meetings scheduled for March. "WisDOT is investing millions of dollars in US 41 improvements in Brown County in the coming years," said Brett Wallace, the US 41 Program Manager for the Wisconsin DOT. "The department wants to ensure this investment not only meets the needs of travelers but that the design aesthetics complement the character of the communities in the corridor. We want to build a project everyone can take pride in."

CSD is a process that has been used in other communities to "weave" the transportation project into the community's architectural, cultural, historical and environmental fabric. The design of retaining walls, bridges and sound walls will reflect colors, materials, patterns and architectural details that give Brown County its special visual character.

The process of CSD was most recently implemented successfully on Wisconsin's largest construction project, the Marquette Interchange in Milwaukee County. Now the same process that resulted in a design tailored for Milwaukee County will be utilized to achieve a project reflecting the unique characteristics of Brown County.

While the most visible result of CSD will likely be the aesthetic design of structural elements such as bridges, retaining walls and sound barriers along the US 41 corridor, CSD may also address such issues as community historical and cultural resources. Pedestrian and bicycle access may also be a key to weaving the project to the community fabric. Landscape treatment of open space adds another layer of aesthetic opportunity to the highway corridor by visually linking natural areas adjoining the highway corridor.

Neighborhood liaisons key to outreach

Are you interested in how the US 41 expansion project affects you? WisDOT is starting a comprehensive public outreach program to keep you informed and listen to your concerns. The US 41 Public Involvement (PI) team is ready to bring the project to you. The PI team includes project staff from both WisDOT and consultant teams, as well as neighborhood liaisons. Neighborhood liaisons will be a new and important aspect of the US 41 outreach efforts, acting as a key contact for your questions about the project and providing feedback to the project team. Liaisons will work closely with the PI team to make sure the latest

and most accurate information is available. They will be working in neighborhoods in a variety of ways, including providing information door to door. Neighborhood liaisons can also help arrange meetings with project staff and groups or individuals who want to learn more about the project and provide input about important local issues. If you or your organization are interested in learning more about the US 41 Project, please contact Kris Schuller, US 41 Project Communication Manager, at kris.schuller@dot.state.wi.us, or 920-492-4109.

Community input needed

Dedicated public participation in the process is the key to a successful CSD effort in Brown County. A citizen's stakeholder group of approximately 30 community residents will be formed to work with the designers and WisDOT to formulate the CSD solutions they believe to be representative of the area. The stakeholders will represent neighborhoods, municipal divisions, businesses and special user groups (bike, pedestrian, natural resources, and others).

The CSD process in Brown County will include a series of six "hands on" workshops with designers and stakeholders meeting to determine a community vision of the final transportation corridor and adjoining neighborhoods.

The tentative schedule of workshops and public information meetings begins in March and culminates with a public information meeting to present the recommended Community Sensitive Design in September 2009.

For additional information about Community Sensitive Design contact:

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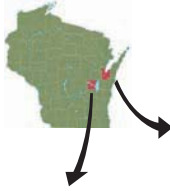
Oshkosh and Neenah plans

In Winnebago County WisDOT has already coordinated with city officials in Oshkosh on a number of decisions. Plantings in the middle of the roundabouts at the intersections of US 45 and Fernau Ave.; Witzel Ave. and Koeller St.; and Witzel Ave. and Washburn St. have been determined. Oshkosh city officials have also assisted in decisions on the aesthetics of some of the bridges as well as choices of lighting fixtures at the Witzel Ave. roundabouts and the Ninth Ave. roundabouts.

The City of Neenah has also been involved in the decision-making process in regards to plantings on the roundabouts at the Breezewood Lane/Bell St. interchange.

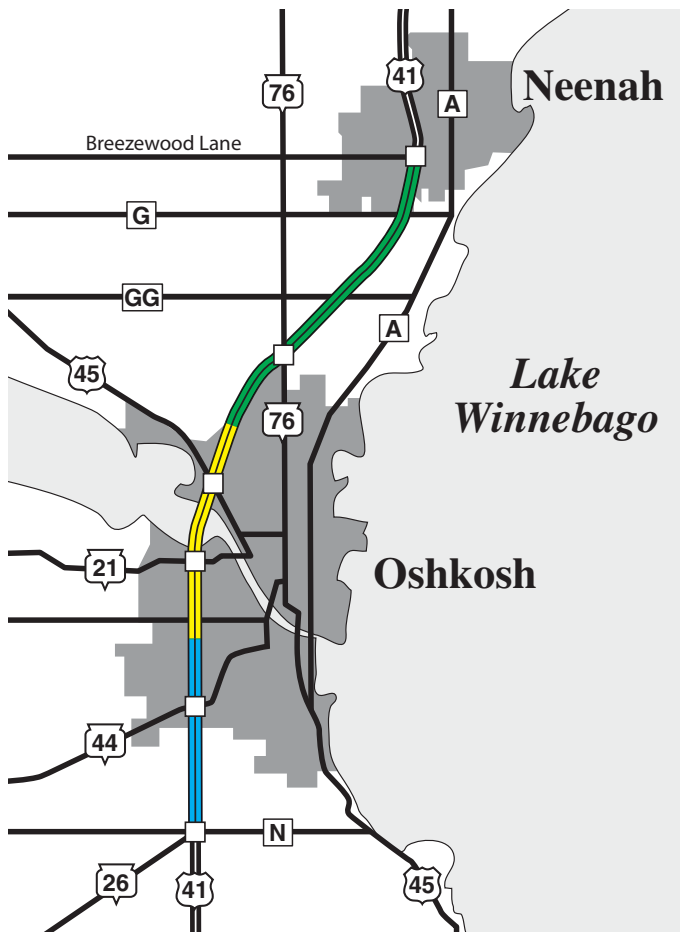
Construction work now scheduled through 2016

The US 41 Project is a huge undertaking that will be broken down into different regions, separate contracts and phases. Hundreds of highway designers, engineers, consultants and workers will be involved in the project. The two individual segments in Brown and Winnebago Counties are separated by 32 miles of highway that will not be part of this project. In 2009 most of the construction activity will take place in Winnebago County.

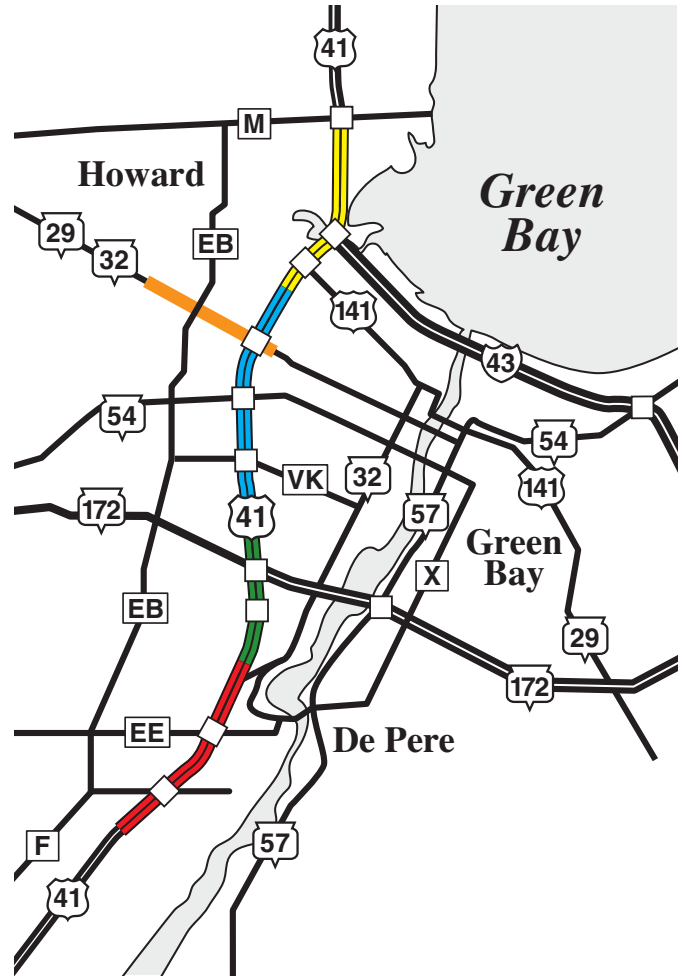


WisDOT will adhere as much as possible to a traffic management plan that will call for two lanes of traffic open at all time except during nighttime lane closures. Speed will be reduced from 65 to 55 mph during construction. Contractors will be required to make allowance for holidays and special events that increase traffic such as Green Bay Packers games and the Experimental Aircraft Association (EAA) annual fly-in event in Oshkosh.

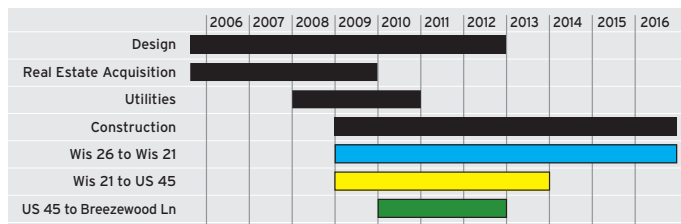
Winnebago County Construction Segment



Brown County Construction Segment

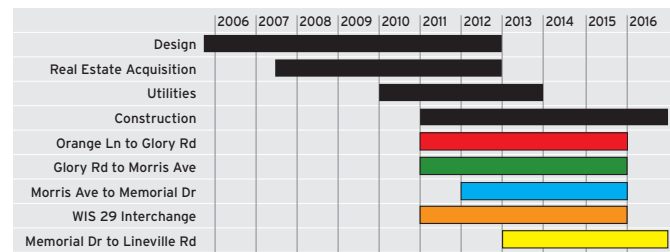


US 41 Expansion, Winnebago County Schedule*



*Subject to change

US 41 Expansion, Brown County Schedule*



*Subject to change

Wisconsin Department of Transportation

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US 41 Project Newsletter

► [Spring 2009](#)

UPCOMING MEETINGS

Brown County

Design update on Scheuring Road

Date: Tentatively mid-April

Design update on WIS 29 interchange

Date: Tentatively mid-May



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