

Roundabouts

Moving traffic safely and efficiently is the benefit

The US 41 Project will feature roundabouts to improve traffic efficiency and safety along the US 41 corridor. They do this by decreasing speeds and potential points of conflict. Because roundabouts reduce delays and keep traffic moving, they also cut pollution and reduce gas usage compared to standard intersections with conventional traffic signals. The benefits are many and in Wisconsin, 190 roundabouts are in the development stage.

You'll see roundabouts at entrance and exit ramps and at nearby street intersections. Plans call for 16 in Winnebago County and 28 in Brown County. Roundabouts may be a little different from what you're accustomed to, but they're easy to understand. You'll appreciate the safety and efficiency benefits in no time. Mayor Mike Walsh of De Pere supports the use of roundabouts. His city is home to the first multi-lane roundabout ever built in Northeast Wisconsin located at the east end of the Claude Allouez Bridge. Right now the roundabout is handling 50-thousand vehicles a day due to lane restrictions on the State Highway 172 bridge, which will be in place through 2010.

- Slow down as you approach a roundabout and obey the yield signs.
- When approaching the roundabout:
 - ✓ choose left lane for left turn
 - ✓ choose right lane for right turn
 - ✓ to proceed straight ahead, follow pavement markings and black and white signs.
- Yield to pedestrians and bicyclists as you enter the roundabout.
- Yield to traffic on your left that is already travelling in the roundabout ... enter when there's a safe gap.
- Keep your speed low within the roundabout and stay in your lane.
- Turn on your right turn signal as you approach your exit.
- Yield to pedestrians and bicyclists as you exit the roundabout.

"I have learned from both statistical analysis and firsthand job-related experience that roundabouts are less expensive to maintain, safer for vehicles, pedestrians and bicycles, move traffic more efficiently, are quieter in residential areas and are 'greener' with respect to energy consumption," says Captain Randy Schultz of the Brown County Sheriff's Department. "From this 25-year law enforcement veteran who is trained and experienced in crash reconstruction: build roundabouts."

We've seen questions on how large trucks will handle roundabouts. Just like conventional intersections, large trucks and nearby traffic must make room for each other.

Roundabouts will have a "truck apron" on the edge of the central island for a semi-trailer's wheels. The truck apron helps longer trucks navigate the roundabout. Large trucks will need more space when driving in a roundabout - they may need to use a bit of other lanes when making turns. Therefore, drivers should keep their eyes open and avoid driving next to or passing large trucks when approaching and going through a

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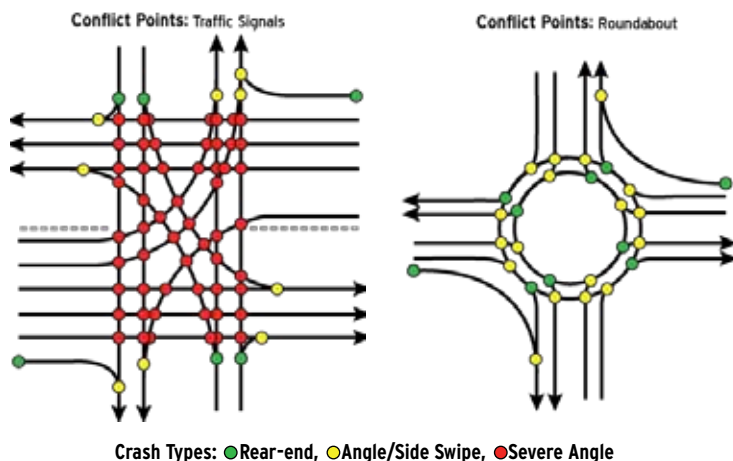
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"Even with the tremendous increase in our traffic volume due to the construction on the Highway 172 Bridge, the roundabout keeps traffic, which is now above the year 2020 projections, flowing steadily and efficiently," said Walsh.

Driving a roundabout uses the same general rules that apply to other intersections:

- Choose the correct lane before entering the roundabout. Lane signs will show where you need to be.



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COMMUNITY SENSITIVE DESIGN WORKSHOPS

Three Community Sensitive Design (CSD) workshops have been conducted so far this year to “weave” the US 41 Project into the community’s architectural, cultural, historical and environmental fabric. Here Carolyn Stuessy, landscape designer with engineering consultant HNTB, facilitates a discussion of CSD opportunities, constraints and issues along the corridor at the April 16 workshop at NWTC in Green Bay.

Conceptual designs for structures and a more detailed map including where CSD elements will be incorporated along the corridor will be held in mid-August. The public is invited to attend. Meeting time, date and details will be released sometime in July and posted on the project website (www.US41Wisconsin.gov).



WINNEBAGO COUNTY FIELD OFFICE OPENS

WisDOT has leased a portion of the office building at 2905 Universal St., Oshkosh, for workspace for 40 to 80 DOT employees and consultants (photo p. 3).

The project’s scope and seven-year duration contributed to the DOT’s decision to pursue office space. “The field office will help foster teamwork and we envision it as a one-stop shop for residents to get information about the project,” said Kris Schuller, US 41 Project Communications Manager.

ROUNDABOUNTS...Cont.

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roundabout. This will allow the trucks to make their turns efficiently ... and you’ll proceed on your own journey safely.

Future newsletters will continue to field roundabout questions. Get more information at www.wisconsinroundabouts.gov.

Contractors receive 41 Project briefing

Over 500,000 tons of asphalt; nearly three million square yards of concrete pavement; four million tons of crushed rock. Those are some of the quantities of materials that will be used on the US 41 Project in Brown and Winnebago Counties in the next five to seven years, which will be a gargantuan undertaking by road construction contractors and subcontractors in the area. Over 100 prime and subcontractors including Disadvantaged Business Enterprises (DBEs) turned out April 27th at the Oneida Radisson for an overview of the entire US 41 Project.

The meeting, hosted by the WisDOT NE Region, included presentations by Mike Berg, NE Region Director, Brett Wallace, Highway 41 Corridor Projects Group Manager, and the entire DOT US 41 Team.

For more information about contracting opportunities on the US 41 Project, please visit www.dot.wisconsin.gov, and click on “Doing Business.”

Project updates available online

The US 41 Project Web site will provide a number of resources to residents of and visitors to the Green Bay and Fox Valley region who are interested in the 41 construction project.

Starting in July 2009, site visitors will be able to view maps of the project, learn more about the project’s special features—including roundabouts and community sensitive design—and get information on who to contact for more information about the project.



www.US41Wisconsin.gov

DBE contracting goal is 11-percent

With events such as the recent Contractors Conference in Green Bay and the annual Disadvantaged Business Enterprise (DBE) workshop held in December in Waukesha, the US 41 Project is gaining recognition among DBE firms. “The goal is to get out and provide updated information about the project, schedule, budget and overall opportunity for DBE firms,” said US 41 Project Manager Brett Wallace.

Work will begin in Winnebago County in 2009, where 11 contracts with a total value of \$40 million will be let this year. Wallace said that US 41 is a huge investment in both the state’s transportation system and the growing swell of DBE contractors and subcontractors

hoping to win government work. “Our goals for DBE involvement range from 7-percent up to 20-percent,” Wallace said. “the statewide DBE goal for 2009 construction projects is 11-percent.”

Kevin Chesnik, administrator of the Division of Transportation Systems Development, chairs the US 41 DBE Advisory Committee. “The US 41 Project is a huge economic engine that provides many opportunities. WisDOT wants to share the vitality and help build businesses that grow and prosper for many years to come.”

More information about opportunities on the US 41 Project are available through the US 41 Project Outreach Office, 100 Packerland Dr., Green Bay. Phone: (920) 492-5696.

Construction outlook for 2009

Winnebago County

Brown County Construction outlook for 2009

Motorists will notice very little disruption on US 41 in Brown County in 2009. Some work is underway building storm-water detention ponds and some storm sewer work in De Pere near Grant St. (CTH EE) and Main Ave. (CTH G).

US 41 and associated ramps at the CTH G interchange will remain open to traffic at all times. There will be some lane restrictions on Grant Street.

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 WIS 44 between the ramps. **Traffic impacts:** nighttime lane closures for WIS 44 traffic and exit ramps closed for night work.

Winnebago County Field Office

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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 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 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 closures.

July 2009 to July 2010

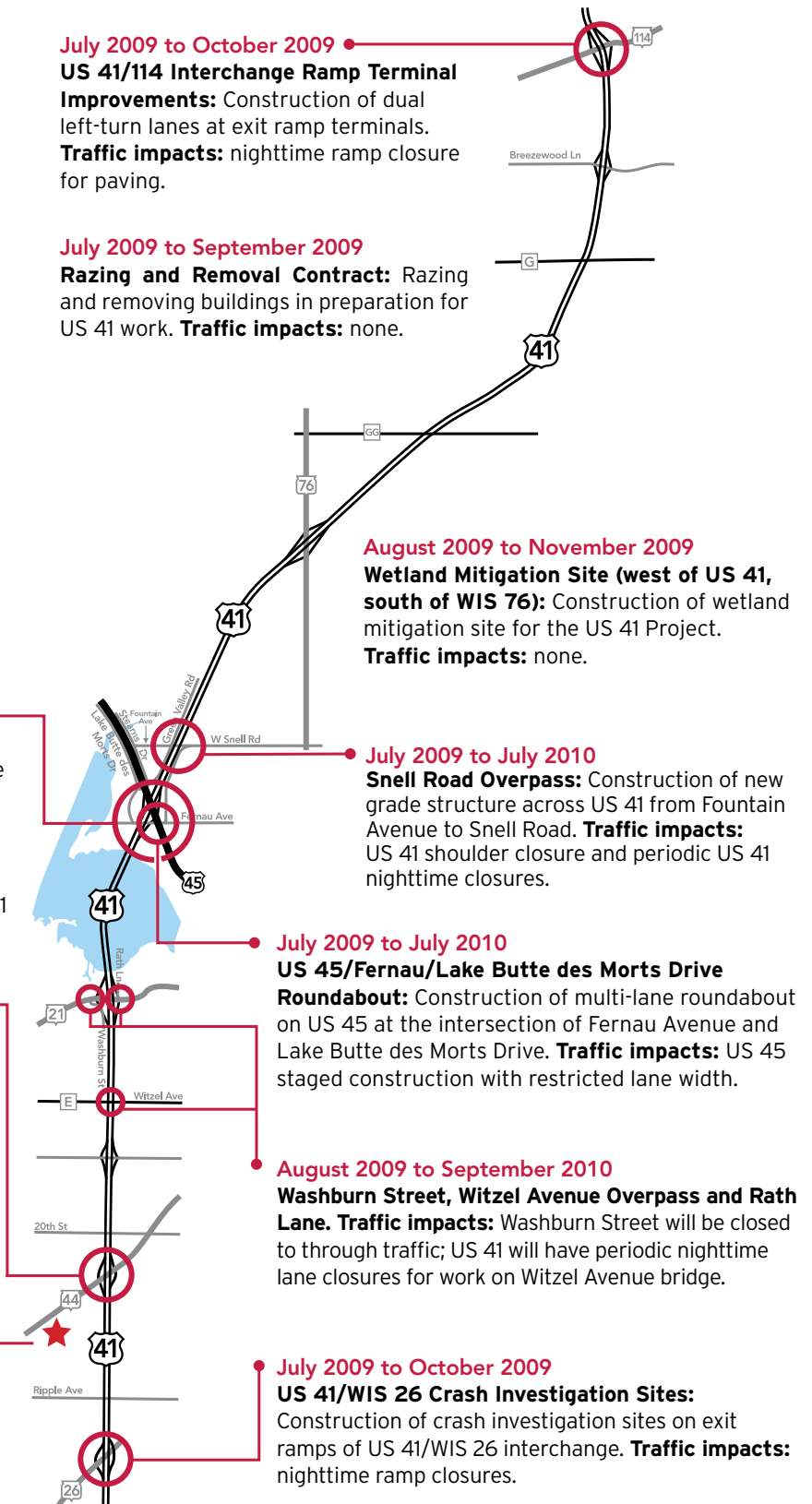
US 45/Fernau/Lake Butte des Morts Drive Roundabout: Construction of multi-lane roundabout on US 45 at the intersection of Fernau Avenue and Lake Butte des Morts Drive. **Traffic impacts:** US 45 staged construction with restricted lane width.

August 2009 to September 2010

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

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.



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