



CONNECTING WISCONSIN

US 41 Public Information Meeting

US 45 – Breezewood Lane

February 16, 2011

Presentation Topics

- US 41 Project Overview
- Review 2010 Completed work
- US 41 Mainline work
- US 41/Breezewood Interchange Schedule
- US 41/US 45 Interchange Schedule
- Roundabouts
- Question/Answer

US 41 Project overview

- Largest construction project in the history of Northeast Wisconsin
 - Reconstruct 17 miles in Winnebago County
 - Add new lanes to freeway
 - Reconstructing/modifying 7 interchanges including the ramps
 - Providing Intelligent Transportation Systems (ITS) with the project.

2010 US 41 Work

- In 2010, completed night work to widen the roadways with temporary asphalt.
- Completed placing temporary poles and cameras for ITS
- Completed US 41/76 Interchange work
- Completed repaving Dixie Road/Green Valley Road to allow for truck traffic

US 41 (45 – Breezewood) Mainline work

- US 41 traffic will be all on northbound roadway with 2 lanes in each direction separated by concrete barrier
- US 41/76 Interchange remains open at all times
- Allows contractor to reconstruct southbound roadway in 2011
- Switch traffic to southbound and reconstruct northbound in 2012
- Complete May 24, 2013

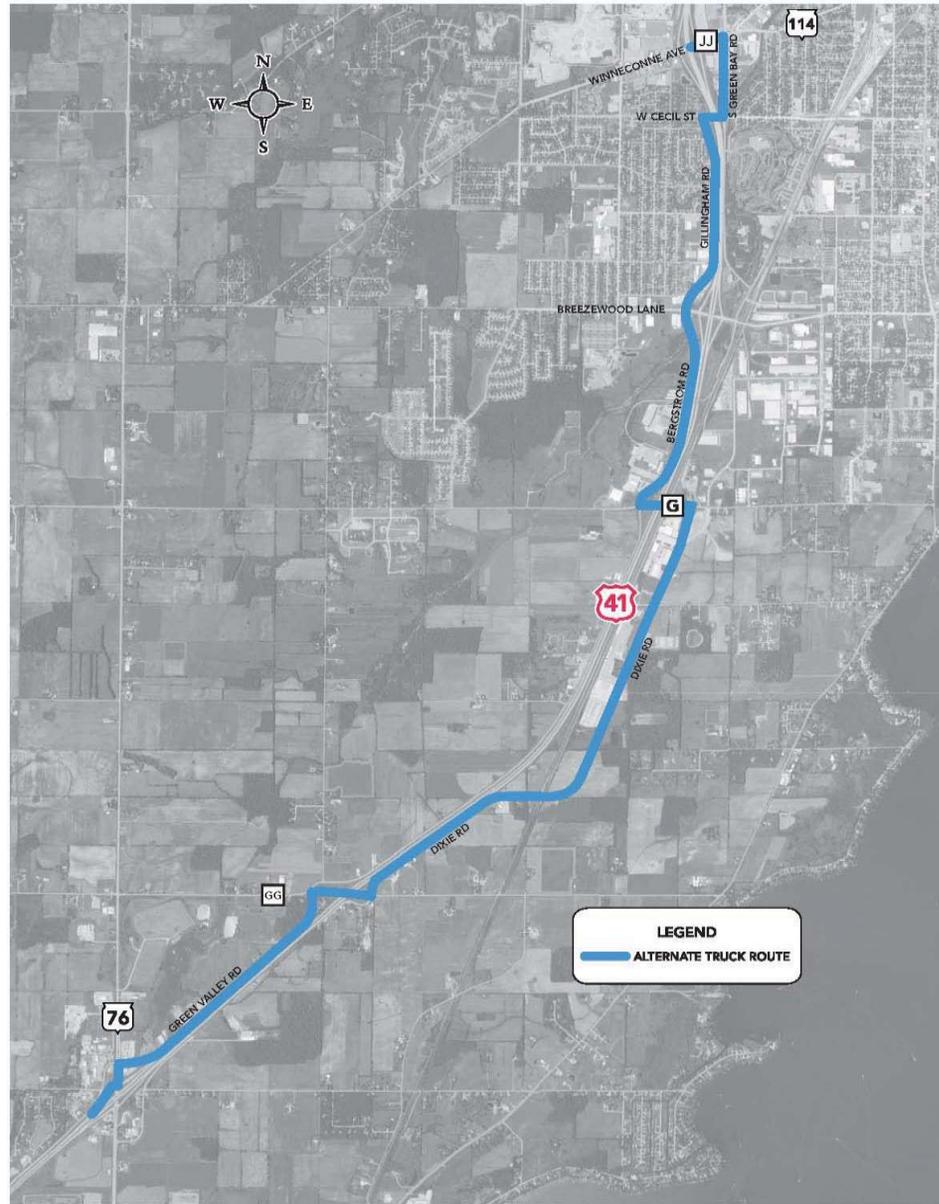
US 41/Breezewood Lane Interchange

- Bell Street east of Harrison closes March 7, 2011 – Bridge replacement over CN railroad
- US 41/Breezewood Lane Interchnage closes March 28, 2011
- Bergstrom/Gillingham/Breezewood to the west remains open until May 1, 2011

US 41/Breezewood Lane Interchange

- Bergstrom/Gillingham remains open to north/south traffic during construction
- Interchange opens October 8, 2011
- Incentive/disincentive clause in contract to complete work on interchange.
- No posted detour for Breezewood Lane

Breezewood Interchange Alternate Truck Route



US 41/45 Interchange

- Interchange closes to access April 4, 2011
- Detour route: US 41 north to WIS 76 north to US 10 to US 45
- US 41 traffic is shifted to east of interchange on temporary bypass
- US 41 traffic on new southbound pavement in late August 2011

US 41/45 Interchange

- US 45 across US 41 open by November 8, 2011
- US 41 NB to US 45 Flyover ramp opens June 29, 2012
- Completion September 7, 2012

Roundabouts vs. traffic signals

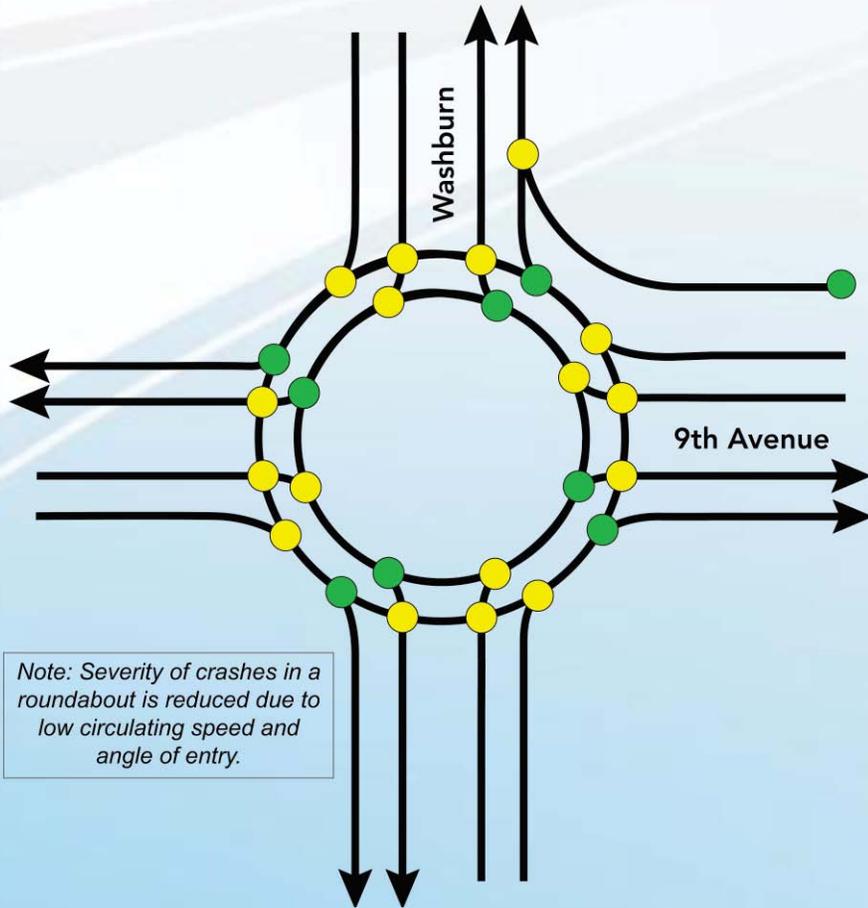


Roundabouts vs. traffic signals

- Where roundabouts have replaced stop signs and/or traffic signals ...
 - Crashes decreased 39%
 - Injuries decreased 76%
 - Fatalities and/or incapacitating injuries decreased 90%

Source: Insurance Institute for Highway Safety (www.iihs.org)

Conflict Points: Roundabout 9th Avenue and South Washburn Street

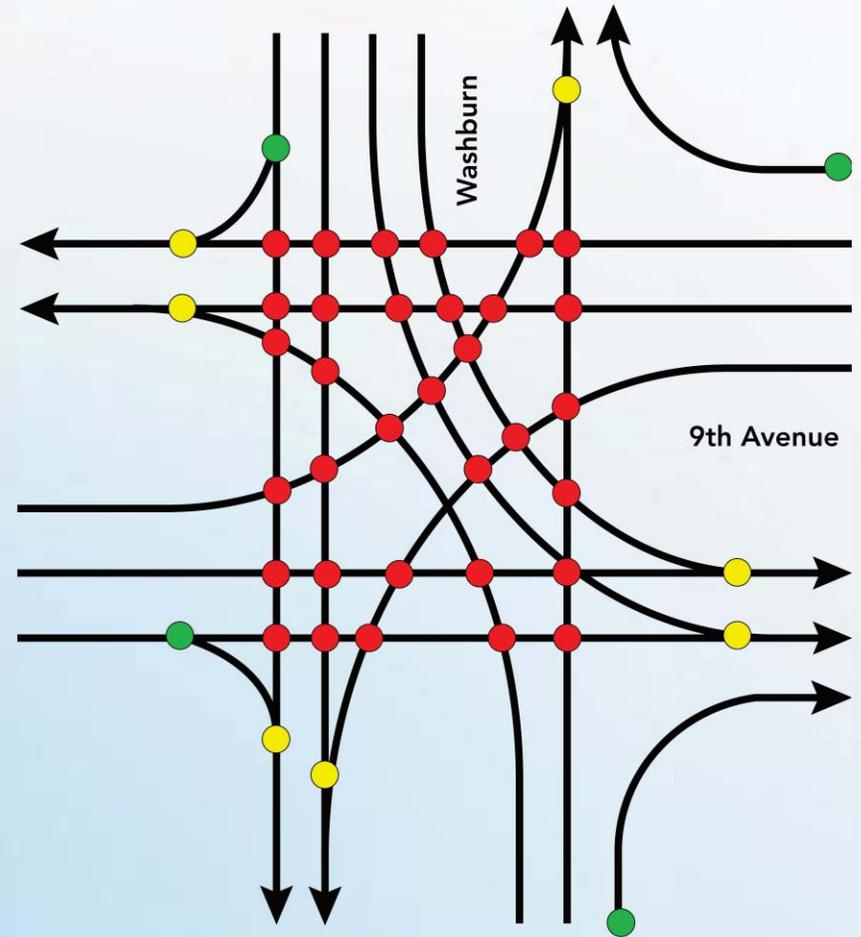


Note: Severity of crashes in a roundabout is reduced due to low circulating speed and angle of entry.

Crash Types:

● Rear-end	9
● Angle/Side Swipe	17
● Severe Angle	0
TOTAL	26
Pedestrian Conflicts: 18	

Conflict Points: Traffic Signals 9th Avenue and South Washburn Street



Crash Types:

● Rear-end	4
● Angle/Side Swipe	7
● Severe Angle	34
TOTAL	45
Pedestrian Conflicts: 28	

Roundabouts vs. traffic signals

	Traffic signal	Roundabout
Capacity	↓	↑
Level of service	↓	↑
Traffic speed	Not affected by geometrics	Restrained to 18-30 mph by geometrics
Operational benefits	More delay	Less delay

↑ = higher ↓ = lower

US 41 corridor roundabout plan: engineering, education and enforcement

- Coordination with:
 - Community officials
 - Businesses
 - Affected property owners
 - Public transportation providers
 - Commercial trucking industry
 - Bike and pedestrian stakeholders
- Enforcement of existing traffic laws (yield to pedestrians)
- Appropriately engineered design
- Quality construction
- EDUCATION and OUTREACH

US 41 Traffic management

- Traffic management implementation (2011-2013)
 - Maintain two-lanes NB and SB during construction
 - 55 mph speed limit
 - State Patrol law enforcement
 - Ongoing coordination with public
 - Freeway service team
 - ITS
 - Media outreach, communication and project Web site

Questions/Answers

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