

US 41 Public Information Meeting US 45 – Breezewood Lane Segment

March 3, 2010

Presentation Topics

- US 41 Project Overview
- US 41/76 Interchange Schedule
- 2010 Night work Schedule
- 2010 Green Valley Road/ Dixie Road
- 2011 Breezewood Lane Interchange
- Future US 41 Work
- 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
 - Reconstruct/modify 7 interchanges in Winnebago County
 - Construct 16 roundabouts in Winnebago County

US 41 Project overview

- Reconstruct Breezewood Interchange with 4 multi-lane roundabouts.
- 8 lanes across Lake Butte des Morts
- Reconstruct US 45 Interchange to provide free flow movements for US 41 northbound to US 45 northbound; free flow movement from US 45 southbound to US 41 southbound
- Construct 12' wide trail on east side of US 41 from WIS 21 to Lake Butte des Mort Drive

US 41/WIS 76 Interchange

Project 1120-09-75

- US 41/76 Interchange work
- Ramp access closed April 12, 2010
- Completion June 30, 2010
- Detour to US 45 to County T to County Y to WIS 76

US 41/WIS 76 Interchange

Project 1120-09-75

- Work will include construction of Intelligent Transportation System (ITS) building on south side of park and ride lot.
- Reconstruct entrance ramps to make them longer so they can stay open during mainline paving
- Night time lane closures from 7:00 pm to 5:00 am

2010 Construction Plans

Project 1120-09-83

- US 41 northbound widening and Breezewood Lane Interchange project.
- Let to contractors for bid May 11, 2010
- Work begins late June/early July 2010
- US 41 lane closures 7:00 pm to 5:00 am
- Widen US 41 northbound roadway on inside and outside with temporary asphalt from Snell Road to Breezewood Lane

2010 Construction Plans

Project 1120-09-83

- Widen US 41 northbound structure over WIS 76
- Reconstruct US 41 northbound structure over railroad spur
- Completion November 12, 2010

2010 Construction Plans

Project 1120-09-83

- Reconstruct Breezewood Lane Interchange
- Interchange ramp access closes March 28, 2011
- Completion October 8, 2011
- No posted detour

2010 Construction Plans

Project 1120-09-83

- Bergstrom/Gillingham Road open north/south/west until May 1, 2011
- Construct roundabout at Bergstrom/Gillingham Road to keep north/south movement open at all times. West movement will be closed.
- Retaining walls in the interchange could be constructed in fall 2010.

2010 Construction Plans

Project 1120-09-79

- Green Valley Road/Dixie Road Construction in cooperation with Town of Vinland
- Let to contractors for bid July 13, 2010
- Completion October 14, 2010

2010 Construction Plans

Project 1120-09-79

- Project is to add pavement structure to accommodate heavy trucks from the Neenah Industrial Park
- Mill/resurface Green Valley Road

2010 Construction Plans

Project 1120-09-79

- Pulverize the existing pavement on Dixie Road
- Resurface with new asphalt
- Dixie Road will be closed except to local traffic
- 3 day closure due to railroad crossing work

Future Construction Plans

- Mainline paving project on this north segment in 2011 – 2013
- US 41 traffic shifted to northbound side in 2011 to allow work on southbound roadway
- US 41 traffic shifted to southbound side in 2012 to allow work on northbound roadway

Future Construction Plans

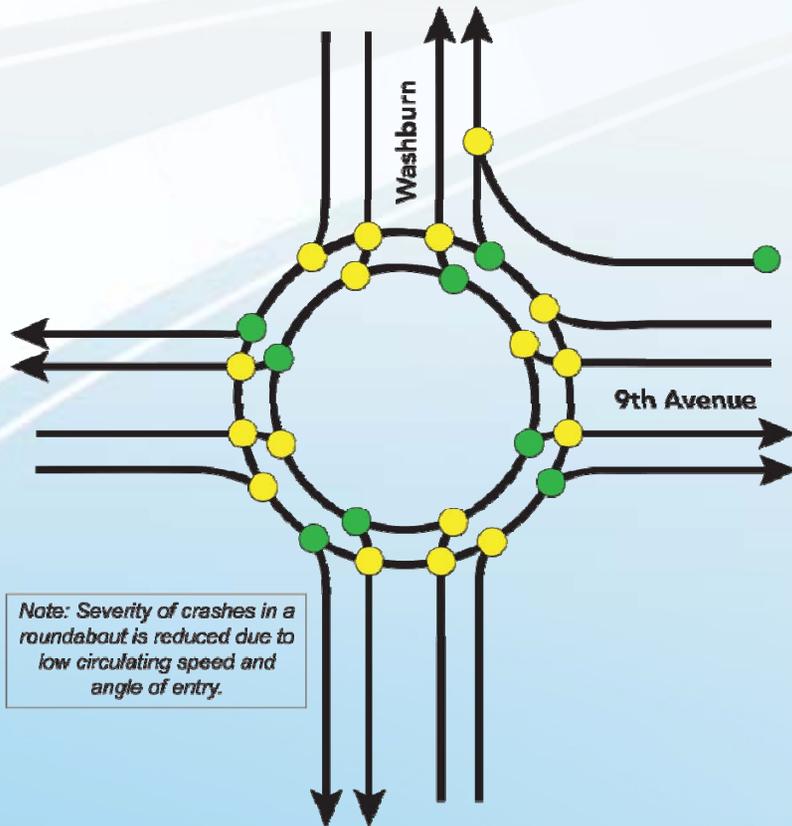
- County Y and County GG Bridges replaced over US 41 with multi-modal accommodations
- County G bridge over US 41 deck replaced and steel girders painted
- Tentatively scheduled 2014 construction

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

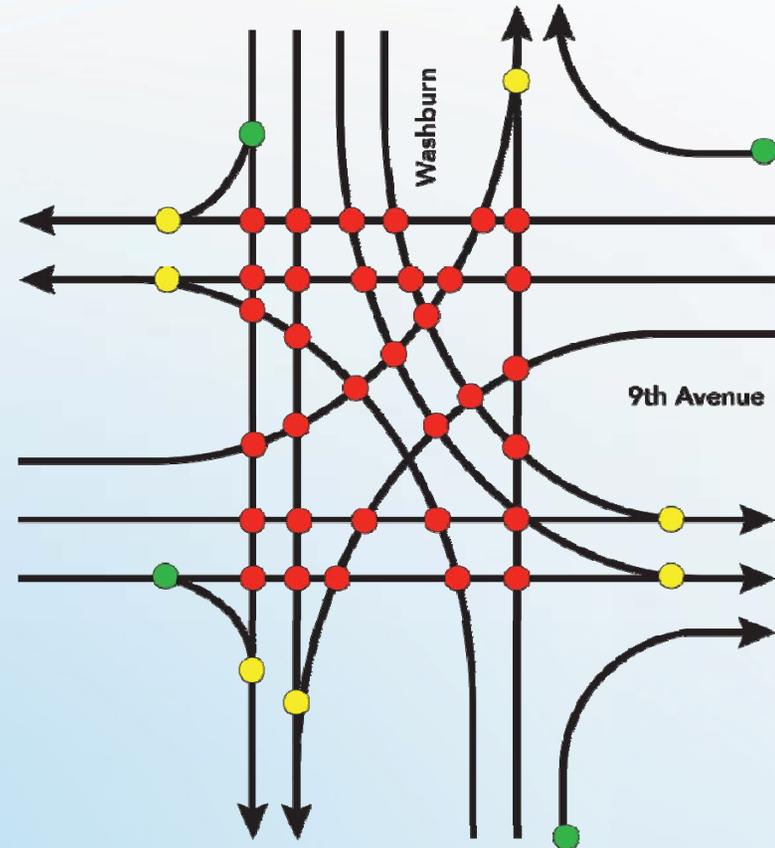


Note: Severity of crashes in a roundabout is reduced due to low circulating speed and angle of entry.

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

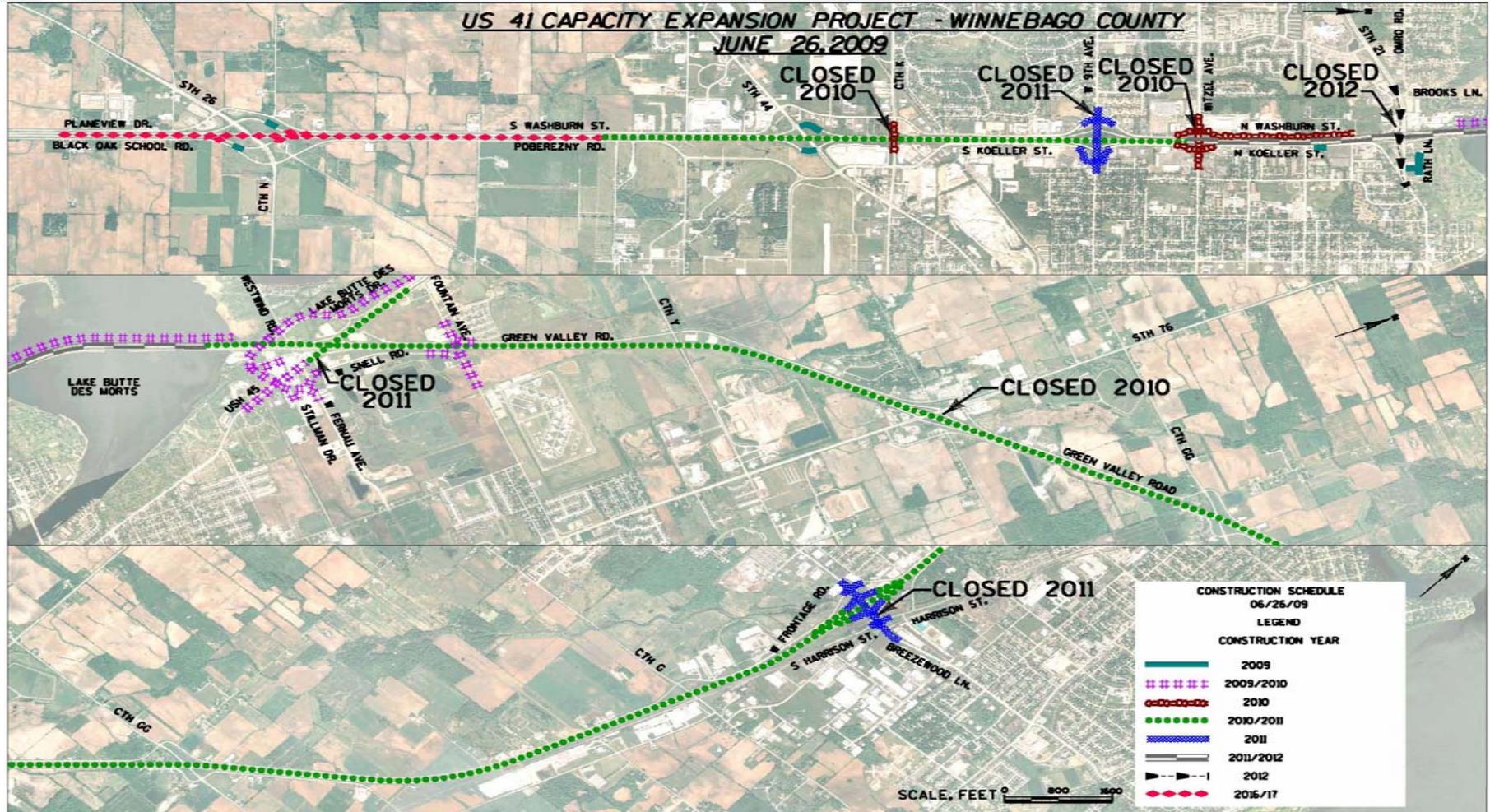
US 41 corridor roundabout plan: engineering, education and enforcement

- 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 (2010-2016)
 - Maintain two-lanes NB and SB during construction
 - Night time lane closures on US 41 to do work
 - Interchange closures during construction
 - Ongoing coordination with public
- Traffic management implementation (2010-2016)
 - Media outreach, communication and project Web site
 - Public information meetings
 - Ongoing coordination and public involvement

Construction Schedule



Breezewood Lane Rendering



Proposed Breezewood Lane Overpass (looking northeast)



Questions/Answers

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