

Big plans for 2011



Winding down at Witzel Avenue—A construction worker puts finishing touches on the Witzel Avenue roundabout in Oshkosh (above), while tons of dirt are moved at the new Witzel Avenue overpass (below) as construction activity winds down in early fall.

Busiest season ahead for Oshkosh-Neenah

Despite an unusually wet construction season, crews working on the US 41 Project managed to keep the mega-project on schedule at the end of the construction season. The 2011 season will be even busier.

“Overall we’re on schedule, but we still have roughly 75 percent of the US 41 Project yet to come,” said Mike Berg, Northeast Regional Director for the Wisconsin

Construction details inside

Department of Transportation (WisDOT). “The upcoming construction season will be the most intense year of the project for Winnebago County. Motorists there will experience this as a constricted highway through the construction zone—there will be a one-foot shoulder on the right and two feet on the left with barriers for eight miles in both directions--it’s going to be busy,” Berg said.

Berg noted that there are two separate segments of the US 41 Project: 14 miles of highway in Brown County and 17 miles in Winnebago County. The Winnebago

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US 41 construction outlook for 2011

Project highlights

Individual projects are highlighted on the adjoining maps.

In Brown County, the work at Scheuring Road **6** which has been underway since late summer of 2010 will intensify and the interchange will be rebuilt, opening again in fall of 2011. Work will also begin at the Main Avenue (County G) interchange **5** as Mid Valley Drive south of Main Avenue will be realigned and shifted west. Preliminary work for mainline paving of US 41 from Ninth Street to Larson Road and Orange Lane to Glory Road will begin in April **4**. Meanwhile, the largest individual section of work on the entire US 41 Project at the US 41/WIS 29 interchange gets underway.

Construction will include a multilane roundabout at the intersection of Shawano Avenue and Taylor Street **2**; an underpass on County J to carry traffic under WIS 29 **1**, as well as the construction of a new frontage road which will be called County RK, south of WIS 29, with a roundabout at the intersection of County RK and County J. The frontage road will connect County J and Packerland Drive (County EB). When the US 41 Project is completed at the end of 2017, the interchange at WIS 29 will have been upgraded to a freeway system interchange, allowing free flow movements between WIS 29 and US 41. Preliminary work also begins in the area of the Mason Street interchange

3, which will close to traffic in early January of 2012.

In Winnebago County, motorists can expect an intense construction season, with the following interchanges closing for construction: Breezewood Lane **A**, the US 45 Interchange **D**, and the 9th Avenue Interchange **E**. In addition, substantial sections of mainline US 41 will be constructed **B** and **F**. This will mean traffic will be moved to one side of the highway while the other side is being built. Two lanes of traffic will be open in both directions, but the roadway will be constricted and the speed limit reduced to 55 in some areas.

Cameras help keep traffic moving

When complete, the improved US 41 will have more lanes, improved interchanges and new bridges. A less visible improvement to the highway is a system of cameras, traffic sensors and fiber-optic cable that will also play an important role in better traffic movement on US 41.

"We're being more proactive by installing these types of devices and features on the highway," said Randy Asman, WisDOT Traffic Engineer. "It's all part of WisDOT's initiative to more actively monitor the freeway system for congestion and traffic incidents."

Motorists who travel Milwaukee's freeways no doubt have seen the message boards that indicate travel times to key destinations. These are visible examples of something called the Intelligent Transportation System (ITS) being deployed when possible by WisDOT, including the US 41 Project.

The live video from the cameras is available for real-time viewing by WisDOT's Statewide Traffic Operations Center (STOC) in Milwaukee, Wisconsin State Patrol and local sheriff's departments, in addition to the WisDOT office in Green Bay, Asman said. They can also take control of the cameras to zoom or pan to get a better look at the situation on the highway.

The dynamic message boards themselves—which besides Milwaukee are



The STOC control room in Milwaukee

already being used in areas throughout the state—receive information from the cameras and from sensors on the sides of the highway that collect information on traffic volume and speed. Live video from the cameras and live streaming data from the sensors is routed via fiber optic cable to the STOC. STOC staff monitors the incoming information and can instantly change the message on the dynamic boards. They also alert local law enforcement or emergency responders if help is needed.

In addition, the cameras are fed into WisDOT's 511 System, which motorists can access by phone or by web for current highway conditions (dial 511 or visit www.511wi.gov).

As of the end of the 2010 construction

season, there are seven cameras deployed on the US 41 Project, plus another portable camera on a trailer that is currently monitoring traffic on the Lake Butte des Morts Causeway. There will be 14 cameras total when the US 41 Project is complete. Eventually, permanent dynamic message signs will be up in both Winnebago and Brown counties, plus some portable temporary message signs that can be moved to needed locations during the construction process.

Asman stressed that the system of cameras and sensors is a tool for traffic management and roadway safety. "We're not watching people. We're watching to make sure traffic moves safely and freely on the highway," Asman said.

Brown County

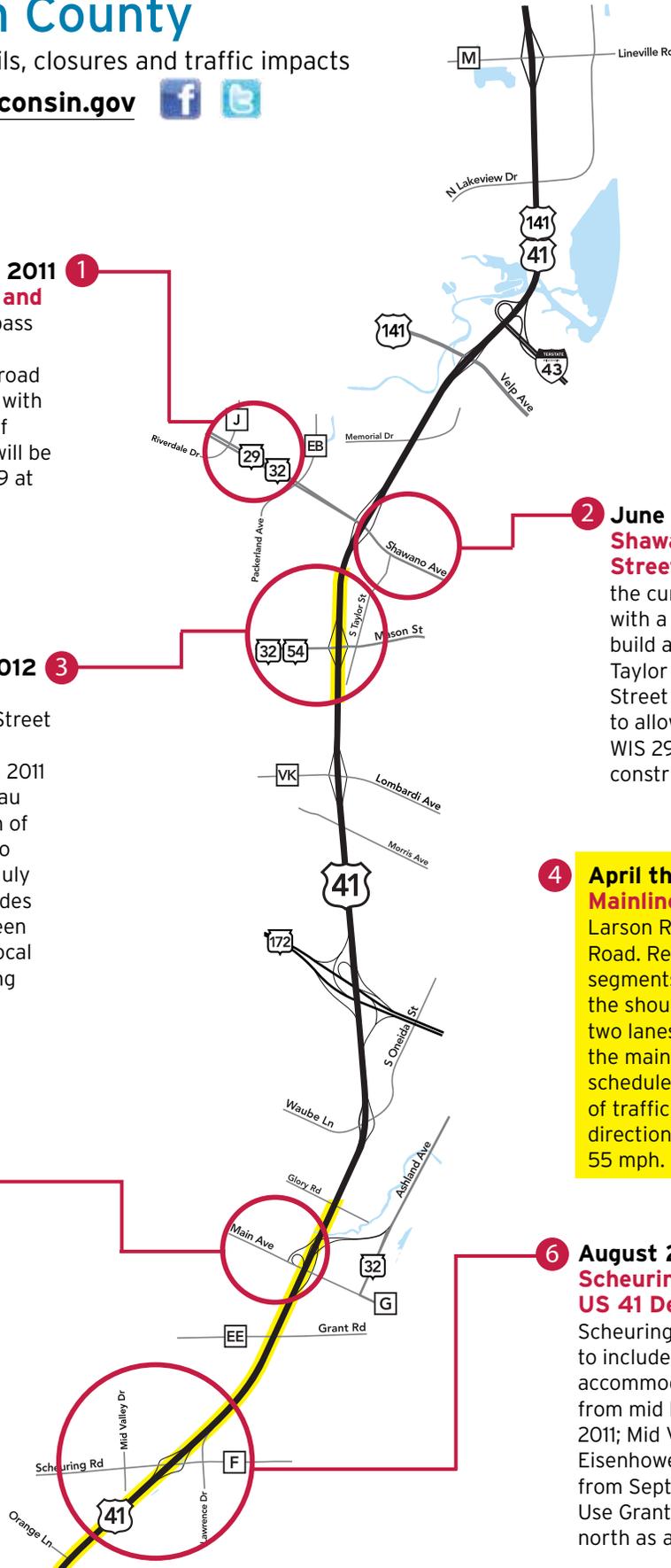
For complete project details, closures and traffic impacts

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June 2011 through December 2011
WIS 29, County J Underpass and County RK. Construct an underpass structure to carry County J traffic under WIS 29; construct frontage road between County J and County EB, with a roundabout at the intersection of County J. The new frontage road will be called County RK. Access to WIS 29 at County J will close permanently in June 2011 (see page 3 for details).

June 2011 through August 2012
Mason Street Interchange –Lambeau Street. The Mason Street interchange will close in January 2012. Preliminary work to begin in 2011 includes reconstruction of Lambeau Street to accommodate expansion of US 41. Lambeau Street will close to northbound traffic from June to July 2011. In 2011, the project also includes widening southbound US 41 between 9th Street and Larsen Road and local roadway improvements for pending Mason Street closure.

August 2011 through November 2011
Main Avenue (County G) and Mid Valley Drive realignment. Mid Valley Drive south of Main Avenue will be realigned and shifted west. Realignment will tie into the existing signal at Main Avenue until the proposed roundabout will be constructed in 2012. This intersection will close from August through November 2011.



2 June through November 2011
Shawano Avenue/Taylor Street Intersection. Replace the current signalized intersection with a multi-lane roundabout; build a bypass access road from Taylor Street across from Badger Street to the west and northwest to allow access for traffic between WIS 29 and Taylor Street during construction.

4 April through November 2011
Mainline widening – Ninth Street to Larson Road and Orange Lane to Glory Road. Reconstruction begins on two segments of US 41 Mainline in 2011 as the shoulders are widened, allowing two lanes of traffic to be shifted outside the mainline. Paving operations are scheduled to begin in 2012. Two lanes of traffic will remain open in both directions; speed limit will be reduced to 55 mph.

6 August 2010 through October 2011
Scheuring Road (CTH F) and US 41 De Pere. Reconstruct the Scheuring Road bridge over US 41 to include bicycle and pedestrian accommodations—interchange will close from mid February through September 2011; Mid Valley Drive (north) and Eisenhower Road intersection will close from September through October 2011. Use Grant Street (County EE) to the north as an alternate route.

Winnebago County

For complete project details, closures and traffic impacts

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March through October 2011 **Breezewood Lane Interchange.**

Re-construct interchange and build multi-lane roundabouts on Breezewood Lane and ramp ends. The bridge over US 41 will be reconstructed, including bicycle and pedestrian accommodations. The interchange will close from March through October 2011.

September 2011 through September 2013

Lake Butte des Morts Causeway.

Construction will begin in September of 2011 on three new bridge structures on the new southbound lanes west of the existing roadway. Grading and earth-work will take place in the Hwy 21 Interchange area off the existing roadway. Motorists may experience temporary night time closures as trucks and equipment move in and out of the work zone.

September 2010 through November 2011

9th Avenue Interchange.

Reconstruction of interchange and build multi-lane roundabouts on Ninth Avenue and at ramp ends. The interchange will close beginning in March of 2011. In July 2011, the North Avenue overpass and US 41 northbound entrance and exit ramps will reopen. In November 2011, the southbound exit and entrance ramps will reopen.

April 2011 through June 2013 **Mainline Paving from US 45 to Breezewood Lane.**

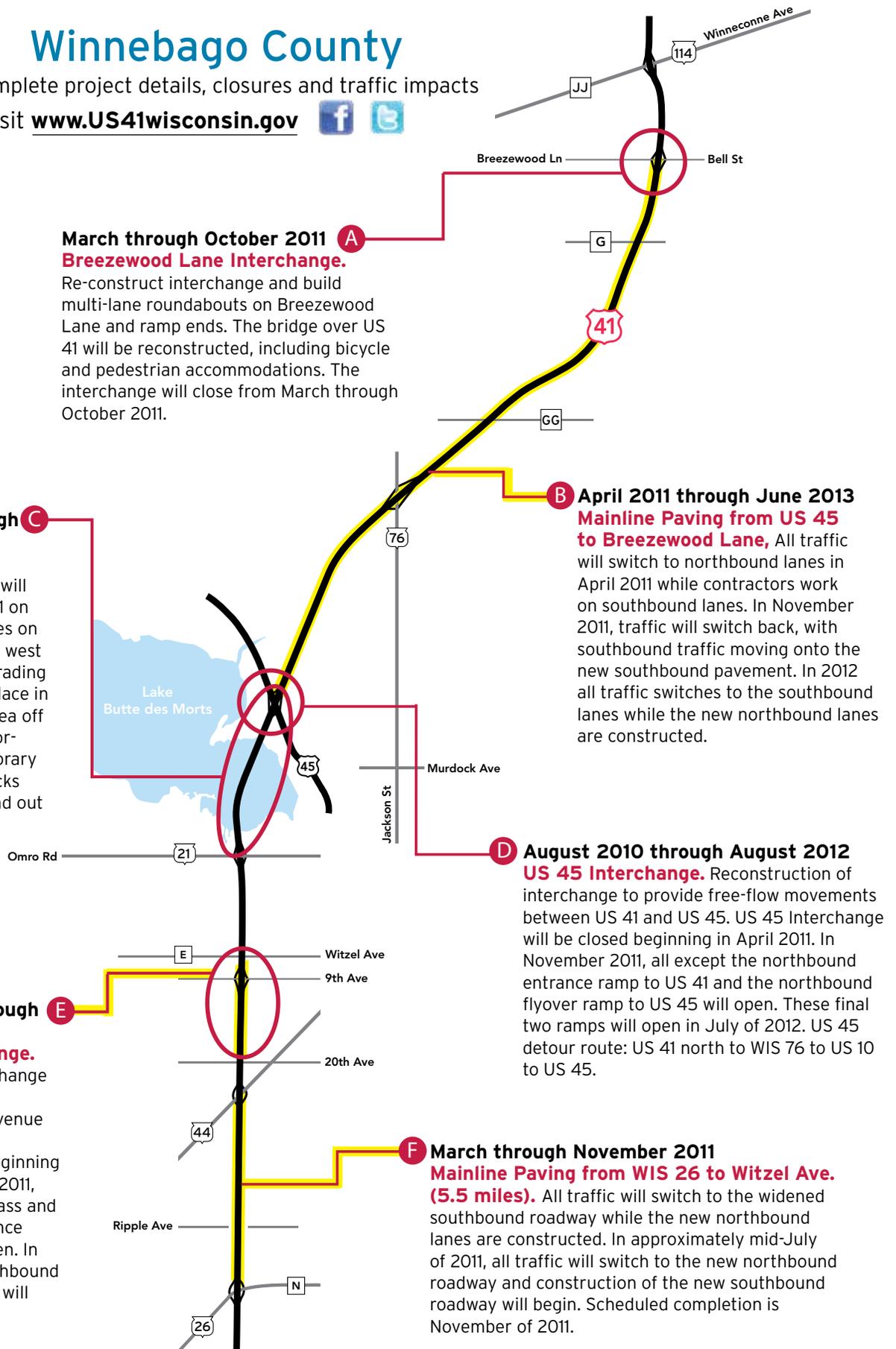
All traffic will switch to northbound lanes in April 2011 while contractors work on southbound lanes. In November 2011, traffic will switch back, with southbound traffic moving onto the new southbound pavement. In 2012 all traffic switches to the southbound lanes while the new northbound lanes are constructed.

August 2010 through August 2012 **US 45 Interchange.**

Reconstruction of interchange to provide free-flow movements between US 41 and US 45. US 45 Interchange will be closed beginning in April 2011. In November 2011, all except the northbound entrance ramp to US 41 and the northbound flyover ramp to US 45 will open. These final two ramps will open in July of 2012. US 45 detour route: US 41 north to WIS 76 to US 10 to US 45.

March through November 2011 **Mainline Paving from WIS 26 to Witzel Ave. (5.5 miles).**

All traffic will switch to the widened southbound roadway while the new northbound lanes are constructed. In approximately mid-July of 2011, all traffic will switch to the new northbound roadway and construction of the new southbound roadway will begin. Scheduled completion is November of 2011.





The US 41 Project's new Green Bay Field Office

The US 41 Project's new home

The cityscape makeover of the US 41 Corridor in Brown County is just beginning, but an early sign of the changing times is visible at US 41 and West Mason Street. It is here that a familiar large building has taken on a new face, as the former Circuit City retail store has been transformed into office space that will temporarily serve as headquarters for the US 41 Project.

Renovation of the 28,000 square foot building, located at 1940 West Mason St., has recently been completed and US 41 staff and contractors have begun to move in. According to Brett Wallace, US 41 Project Manager, the US 41 Project will occupy the building for the duration of the seven-year highway construction project. Then the building will be sold.

"Purchasing and renovating this building is good for the US 41 Project because of the inherent efficiencies of bringing the entire Brown County project team—including WisDOT staff and consultants—together in one place," Wallace said. "It will be a central place for officials and the general public to come if they have questions or concerns about the project," he said, adding, "It's also good for this neighborhood. We'll have around 200 people working out of this office when the project is at its peak, which will mean business for the area restaurants and other retail businesses," Wallace said.

Eric Gwidt, Construction Engineer for WisDOT, headed up the building renovation project. Gwidt said three-fourths of the building is devoted to office space, including

a large open-concept central office. Six conference rooms take up most of the remaining space. These conference rooms can accommodate groups from 12 up to 100 for the numerous meetings that are conducted for the project.

Gwidt said that wiring for computers and communication technology was planned carefully before renovations began, noting that the building will be wired for today's and emerging technologies to be most efficient. "We're going to do a lot of web conferencing with consultants...that will be a cost savings for everyone," Gwidt said.

The building was purchased by WisDOT in April of 2010; the renovation began in late July and was completed in November of 2010.

Big plans...

(continued from page 1)

County section is further along in the construction process. This is the segment of US 41 from Breezewood Lane in the north to just south of WIS 26. During the 2010 construction season, crews completed the Witzel Avenue overpass and roundabouts; the roundabouts at US 45 and Fernau Avenue and Lake Butte des Morts Drive; the overpass at 20th Avenue (County K); the Snell Road Overpass; and continued work on the new southbound lanes for the Lake Butte des Morts Causeway.

According to Tom Buchholz, WisDOT US 41 Project Manager, it was no small feat to make it through the season on schedule. "Given the amount and volume of rain that fell in the Oshkosh area this season, we finished ahead of schedule on most of the

jobs in Winnebago County," Buchholz said. "This is a credit to the contractors and their entire workforce—they were outstanding."

Berg said that in 2011 Winnebago County will have construction work at the Breezewood Lane interchange, at the US 45 interchange, on the Lake Butte des Morts Causeway, and at the 9th Avenue interchange. In addition, crews will be paving mainline US 41 from Breezewood Lane south to the US 45 interchange, and from Witzel Avenue to WIS 26.

The Brown County segment of the US 41 Project extends from Lineville Road in the north to just south of Orange Lane in De Pere, and in 2010 work got underway at the Scheuring Road interchange. This work will continue in 2011, Berg said.

Also in Brown County in 2011, preliminary work on the WIS 29 interchange will begin, with the construction of roundabouts at the

intersection of Shawano and Taylor Streets and the County J overpass and County RK frontage road along WIS 29. Crews will also work on the reconstruction of Lambeau Street as a prelude to reconstruction of the Mason Street interchange.

Berg reminds all motorists to plan a little extra time for travel through the US 41 work zones, and to be conscious of workers operating near traffic. "Short-term, it's going to be inconvenient," Berg said, "but in the end it will be a much better and safer highway."

For more information and for the latest on traffic impacts, visit www.US41wisconsin.gov.



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