

## More to come!



Workers pour a concrete structure on Koeller Street in Oshkosh

### '09 construction "just the start"

Imagine, if you will, Highway 41 of the future. It will feature additional traffic lanes, improved interchanges and a wider causeway over Lake Butte des Morts, complete with a pedestrian/bike trail. With construction of this mega-project now underway, the future is almost here for 31 miles of US 41 in Brown and Winnebago counties. There will be some construction headaches over the next several years, but in the end Northeast Wisconsin will have garnered an unprecedented upgrade in infrastructure that will benefit residents, businesses, commuters and tourists.

In 2009, motorists got a glimpse of what the construction project will be like as contractors started working on US 41. Oshkosh has seen crews working along US 41 near the Washburn Street-Witzel Avenue overpass, as well as at the WIS 26, WIS 44, US 45 and WIS 114 interchanges. Grading on US 41 near the Lake Butte des Morts Causeway also began in 2009, and in June the Winnebago County Field Office opened on Universal Street in Oshkosh. "Construction is very visible in Winnebago County right now and is here for the next seven years," said Mike King, US 41 Project Construction Supervisor.

In Brown County, work in 2009 was concentrated on construction of detention ponds at Grant Street and Main Avenue in De Pere.

"We began ramping up in 2009, especially in Winnebago County," said US 41 Project Corridor Manager Brett Wallace. "In 2010 the construction process will get more intense in Winnebago County as well as near the Scheuring Road interchange in De Pere in Brown County," he said, adding that "by 2011 the majority of the 31-mile work zone will be under construction." Wallace also noted that the American Recovery and Reinvestment Act

advanced the timelines for some of the contracts.

Looking ahead to 2010 in Winnebago County, construction will pick up where it left off in 2009. New construction areas will include: the overpass at Cty K (20th Ave.); the 9th Ave. and WIS 76 interchanges; mainline paving of US 41 from US 45 to Breezewood La.; and WIS 44 to WIS 21.

Construction work in Brown County in 2010 will

be concentrated from Orange La. to Glory Rd., focusing mostly on the Scheuring Road interchange in De Pere. See page 5 for construction zone maps.

#### ARRA Projects

The following areas of construction have contracts that were included in the American Recovery and Reinvestment Act:

1. Witzel Avenue overpass
2. Fountain Avenue/Snell Road overpass
3. US 45 interchange
4. Lake Butte des Morts Causeway-Lake Butte des Morts Drive overpass

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## Dodge barrels with a carpool partner



**FEELIN' BETTER ALREADY!**

Miles and miles of barrels and no relief? Worry no more! Relief is just a matchlist away. When construction headaches pick up speed, why not dodge those barrels with a carpool partner? This time of year is a good time to register with Wisconsin Rideshare. Get your carpool established so that when the barrels start flashing by, you know you are sharing the drive and saving money, too.

Wisconsin Rideshare, [www.rideshare.wi.gov](http://www.rideshare.wi.gov), is an online carpool and bike buddy ride matching program. Enter your origin, destination, work times, contact information, and "voila!" your matches appear on the screen. Contact your matches right from the matchlist. Then establish your carpool.

For a successful carpool, be flexible and clearly communicate schedules and plans. So, if orange and white striped barrels give you a headache, register with Wisconsin Rideshare for commuter relief.

## Link to WisDOT's US 41 Web site

For many municipalities, organizations and businesses, the changing traffic impacts of the US 41 Project are extremely important and communication is key. WisDOT has developed a project Web site to keep the most comprehensive and updated information available to all. Project information, maps,



educational materials, business tools and more are available at [www.US41wisconsin.gov](http://www.US41wisconsin.gov). There is also a link button graphic available in various

formats to put on your Web site. For more information, log on to [www.US41wisconsin.gov](http://www.US41wisconsin.gov), click on the "Resources" tab, then on "Additional Resources" for graphics and instructions for linking to the US 41 Project Web site.

# Businesses and WisDOT are "In This Together"

It's no secret that businesses will be inconvenienced during the long-term US 41 construction project. Although the economic "shot-in-the arm" to businesses in Northeast Wisconsin—as well as the entire state—will be apparent once the construction is over, that benefit might seem far off.

WisDOT realizes the strain that construction puts on businesses, and has developed a Business Involvement and Outreach program to keep the lines of communication open between WisDOT and businesses, and between businesses, their customers and suppliers.

### Business Group Involvement Meetings

WisDOT has started holding informational meetings with businesses located on or near major interchanges in Winnebago and Brown counties. The purpose of the meetings is to maintain communication between WisDOT, project managers and business stakeholders throughout the duration of the project. Each series of meetings will start with a construction overview. Subsequent meetings will focus on specific project issues, such as roundabouts; community sensitive design; traffic management plans (TMPs); and pre-construction and construction phases. Businesses interested in participating in these meetings can contact Kris Schuller, US 41 Project Communication Manager ([kris.schuller@dot.wi.gov](mailto:kris.schuller@dot.wi.gov)).

### "In This Together" Business Guide

Planning ahead is the best strategy for businesses to succeed during construction. Issues of concern to businesses, such as access to customers and suppliers, can be lessened through early and frequent communications. Recognizing that businesses located in work zones have particular challenges, WisDOT has developed the "In This Together" business



Ad templates are available on-line.

guide that businesses can use to keep themselves visible to their customers, communicate with their suppliers, and help make things easier for their employees. The guide includes promotional ideas, media strategies, and advertising templates that businesses can customize. The guide even contains a recorded radio commercial with a "donut" that allows a business to insert specific contact information.

The guide can be downloaded from: [www.us41wisconsin.gov/resources/business-resources](http://www.us41wisconsin.gov/resources/business-resources)

## Getting the word out

The US 41 Project affects residents, businesses, leisure travelers, schools, emergency responders and countless others who rely on this vital travel route on a regular basis. In order to keep everyone informed about the US 41 Project, WisDOT has been present at community events in Winnebago and Brown counties as well as events like the Wisconsin State Fair in West Allis. Staff help spread the word and answer questions using handouts and tools such as scale model renderings of what the

improved highway will look like.

In 2009, WisDOT had a US 41 Project presence at events including: Celebrate De Pere, the Green Bay Juneteenth Celebration, Country USA, the Oneida Powwow, EAA AirVenture, the Menominee Nation Powwow, African Heritage Family Day in Appleton, the Winnebago and Brown County Fairs, Oshkosh Waterfest, Oshkosh Fall Fest and the Green Bay Business Expo.

Look for the US 41 Project display at more events in upcoming years.

# Connecting Wisconsin

## US 41 helps drive Wisconsin's economy

US 41 is a 200-mile stretch of highway linking two large regional economies in Wisconsin – Southeast Wisconsin and the Fox River Valley. This highway connects Green Bay, the Fox Valley, and northern Wisconsin to major urban areas in southern Wisconsin and the rest of the country. Needless to say, a highly functional US 41 is important to Wisconsin's economic future.

The highway was originally designed to handle only rural traffic volumes; however, higher volumes of urban and commercial traffic are now causing frequent congestion. This congestion decreases safety and mobility along the highway, causing unnecessary crashes and slowing economic development. To create a better economic future for Wisconsin, a massive improvement project for US 41 is underway in Brown and Winnebago counties.

### Wisconsin depends on US 41

US 41 and its surrounding areas are major players in our state's economy. Improving the roads will allow more people to travel the area, increasing economic activity.

Read some of the statistics below to see just how important US 41 really is to Wisconsin.

- The two regional economies along US 41 represent 56% of the state's population, 57% of the state's total manufacturing facilities and 52% of the state's retail and wholesale businesses.
- There are an estimated 3,349 manufacturing plants located in communities within one mile of US 41. Manufacturing facilities represent significantly higher private investments and higher-paying jobs for the region. These private investments and higher wages represent higher tax bases for communities along the highway.
- The 863,697 jobs near the corridor are linked to over \$51 billion in annual output by industries in the state. This annual output means that a high level of economic activity is occurring along the US 41 corridor.
- Approximately 37% of the state's industrial parks are located within one mile of the highway. Within these

industrial parks, about 13,000 acres are available for future economic development projects.

- Commodity flow surveys reveal that freight tonnage moved by trucks is the highest in the state in counties along US 41, proving that commerce in Wisconsin is heavily dependent upon US 41 for transportation.
- There are approximately 13,199 retail businesses within one mile of US 41. This represents about 27% of all retail businesses in the state.
- There are 863,697 total jobs near the corridor. Those jobs are, in turn, linked to another estimated 678,000 jobs in the rest of the state.
- In addition to approximately 9,500 manufacturing jobs in the counties near the highway corridor, there are approximately 48,100 secondary jobs linked to other manufacturing sectors of the economy throughout the rest of the state. This includes indirect jobs caused by companies ordering supplies for the project, and induced jobs caused by project employees spending more money in surrounding areas.

### US 41 brings visitors

US 41 is one of the principal routes that brings tourists to destinations throughout northern Wisconsin. The highway runs through 12 counties, which accounts for over \$3.3 billion in tourism. That's roughly one-third of the tourism dollars generated in the state.

### Encouraging economic growth

Construction efforts along US 41 will allow businesses of all sizes to flourish. The Wisconsin Department of Transportation encourages and supports small business owners and entrepreneurs that provide services and products in:

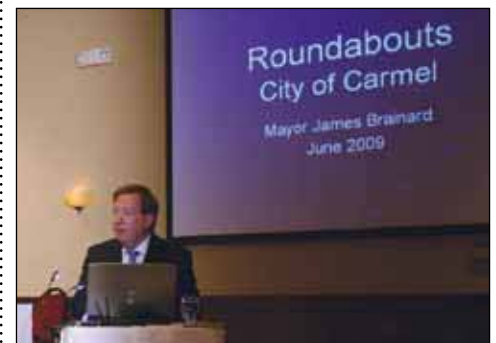
- Construction administration
- Earthwork and landscaping
- Traffic control and safety
- Pavement
- Structures – bridges, culverts and walls
- Demolition

# Video on roundabouts speaks volumes

WisDOT is building you a better highway. And yes, the plans include roundabouts– 44 total in Brown and Winnebago counties. Mayor James Brainard of Carmel, Indiana says those roundabouts will improve the quality of life for residents. He cites safety, pollution reduction, improved traffic flow and cost savings as key reasons he is a strong proponent of roundabouts.

Carmel's 85,000 residents navigate 42 single and multi-lane roundabouts that have been installed over the last 12 years. And nearly 20 more are planned.

The Carmel Police Department reports a 78 percent reduction in accidents with injury. On average, construction of roundabouts costs \$150,000 less than signaled intersections. In addition, less gas will be burned with roundabouts in place–up to 24,000 gallons less per year per intersection.



Mayor James Brainard

In June 2009, Mayor Brainard spoke at the SC Grand in De Pere to a group of civic and community leaders about his experience with roundabouts and the many benefits they offer his city. His presentation included some incredible before and after footage of traffic at specific signalized intersections that were changed to roundabouts. The difference speaks volumes.

Mayor Brainard's presentation provided an enlightening perspective on roundabouts. A video of this presentation (slightly abbreviated) is available for viewing on the US 41 Project Web site, [www.US41wisconsin.gov](http://www.US41wisconsin.gov).

## Community Sensitive Design (CSD)



Citizens viewed design options and gave feedback at a series of public meetings held in Brown County in October

# Weaving character into the new US 41

When construction is complete, the new US 41 in Brown and Winnebago counties will have a series of unique features reflecting Northeast Wisconsin's culture, history and lifestyle. These eye-catching elements are the result of a determined effort called Community Sensitive Design (CSD).

Chris Culotta, Transportation Planner and CSD Coordinator for the US 41 Project, feels that the lengthy process of gaining the community's input into the design elements of the new highway has already been rewarding. He noted that while the long-lasting results will be visible for all to see for the next 75 years or so, one immediate result has been a new line of communication with the community. "I've been a planner for the past 11 years and this process has been fun because I've gotten to work with different people I've never had an opportunity to work with before," Culotta said.

WisDOT's CSD effort on major highway projects has blossomed in the last 10 years. It's a process that weaves a community's architectural, cultural, historical and environmental character into highway design. The most visible result of CSD is the aesthetic look of structures such as bridges, retaining walls and noise barriers. Culotta said that



Bridge design options

on US 41, the results of the CSD effort will be visible at significant interchanges such as Lombardi Avenue and WIS 29. Perhaps one of the most critical historical transportation focal points in the US 41 Project—the Lake Butte des Morts Causeway—will also receive special design attention.

Both Culotta and WisDOT's Winnebago County Project Manager Tom Buchholz are aware of the significance of the crossing at Lake Butte des Morts. "This is a very important and historical waterway for American Indian communities in Wisconsin," Buchholz said, noting that it was also a critical juncture for early settlement and industry in northeast

Wisconsin. Karl Lusia, an artist from the Oneida Nation of Wisconsin, is assisting with CSD efforts on the causeway—as well as certain segments of Brown County, Culotta said.

According to Colleen Harris, US 41 Project Design Supervisor, the decisions on CSD elements have heavy input from community leaders, community members and business leaders. "We want to build a project everyone can take pride in," Harris said.

Planning meetings on CSD started in 2008, and the final decisions should be made this winter. Look for renderings of the CSD treatments, including final design decisions, on the project Web site: [www.US41wisconsin.gov](http://www.US41wisconsin.gov).



An artwork design option for the Lake Butte des Morts Causeway

# Construction outlook for 2010

## Winnebago County

For complete project details, closures and traffic impacts visit [www.US41wisconsin.gov](http://www.US41wisconsin.gov)

### Brown County 2010 Construction Outlook

Construction begins in fall 2010 on the Scheuring Road interchange and will continue through 2011. Details include replacing the bridge over US 41 and adding four multi-lane roundabouts on Scheuring Road. Drivers can expect ramp closures and alternate routes during phases of construction. In 2010 shoulders on US 41 from Orange Lane north to 9th Street will be worked on ahead of mainline construction in late 2011.

#### July 2010 to October 2011 US 41 from US 45 to Breezewood Lane, northbound lane widening and Breezewood Lane interchange

- Widen US 41 northbound roadway
- Reconstruct Breezewood Lane interchange
- Construct four multi-lane roundabouts on Breezewood Lane
- Nighttime lane closures on US 41 northbound
- Speed limit reduced to 55 mph
- Breezewood Lane interchange closed in 2011

#### August 2010 to July 2012 US 45 Interchange

- Reconstruct US 45 interchange to provide free-flow movements between US 41 and US 45
- Construct multi-lane roundabout at SB ramp terminal
- Speed reduced to 55 mph
- US 45 interchange closed in 2011
- US 45 detour route: US 41 north to WIS 76 to US 10 to US 45

#### August 2009 to October 2010 US 41 Grading and Lake Butte des Morts Drive Overpass

- Grade US 41 southbound into Lake Butte des Morts
- Construct Lake Butte des Morts Drive structure over US 41
- Grade US 41/45 Interchange
- US 41 southbound lane shifts
- Periodic nighttime closures

#### September 2010 to November 2011 9th Avenue Interchange

- Reconstruct US 41/9th Avenue interchange
- Construct four multi-lane roundabouts on 9th Avenue
- 9th Avenue interchange closed on 2011

#### March 2010 to June 2010 County K Overpass

- Reconstruct County K structure over US 41
- Nighttime lane closures during bridge construction
- US 41 traffic detoured for bridge demolition

#### September 2010 to November 2011 Painting the WIS 44 structure over US 41

- Nighttime lane closures for painting of existing girders

#### April 2010 to July 2010 US 41/WIS 76 Ramps

- US 41/WIS 76 ramps closed for reconstruction
- Alternate route is US 45 to County T to County Y to WIS 76

#### July 2009 to July 2010 Snell Road Overpass

- Construct new structure across US 41 from Fountain Avenue to Snell Road

#### July 2009 to July 2010 US 45/Fernau/Lake Butte des Morts Drive Roundabout

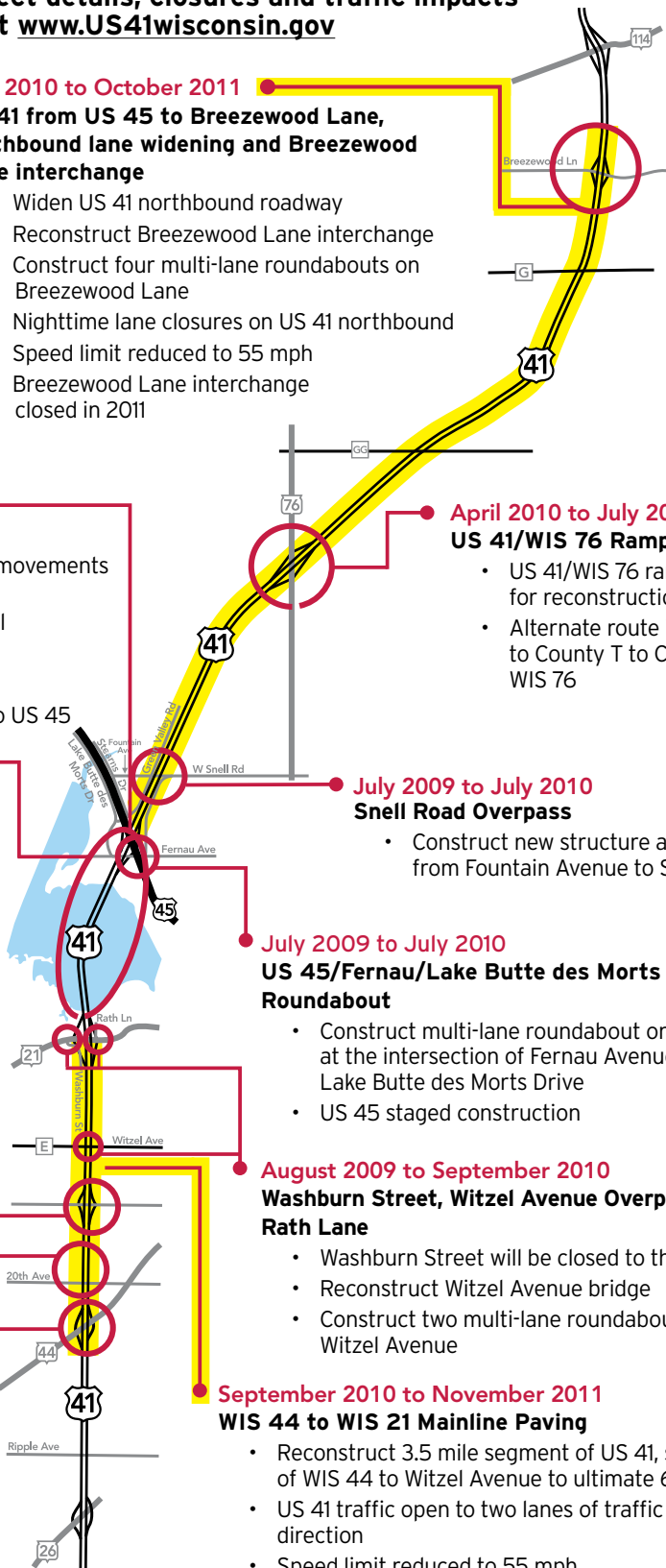
- Construct multi-lane roundabout on US 45 at the intersection of Fernau Avenue and Lake Butte des Morts Drive
- US 45 staged construction

#### August 2009 to September 2010 Washburn Street, Witzel Avenue Overpass and Rath Lane

- Washburn Street will be closed to through traffic
- Reconstruct Witzel Avenue bridge
- Construct two multi-lane roundabouts on Witzel Avenue

#### September 2010 to November 2011 WIS 44 to WIS 21 Mainline Paving

- Reconstruct 3.5 mile segment of US 41, starting south of WIS 44 to Witzel Avenue to ultimate 6-lane section
- US 41 traffic open to two lanes of traffic in each direction
- Speed limit reduced to 55 mph



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# US 41 Project Newsletter

► Winter 2010

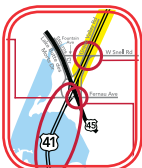
**INSIDE**



Page 1 • **More to come!**  
2009 construction was “just the start”



Page 4 • **Community Sensitive Design (CSD)**  
Weaving character into the new US 41



Page 5 • **2010 construction outlook**

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