

Maintenance of Traffic (MOT)

STH 96 / Main Street

Village of Little Chute, Wisconsin

Project Overview

This 1.5 mile urban segment of Main Street (STH 96) is an east/west connecting highway (urban arterial) serving the Village and surrounding communities. The roadway carries 7,800 vehicles per day, including 500 trucks per day, through a residential and commercial area. As such, the contractor had to schedule and sequence concurrent operations, while also maintaining local vehicular and pedestrian access to the businesses.

MOT Variables

- Reconstructing this urban arterial required extraordinary planning and construction to minimize the impacts to the 29 businesses and 110 residents within the project limits.
- The project included a pilot program to coordinate utility work with WisDOT and Public Service Gas Company to install gas services under the proposed roadway as the work was progressing.
- Vinton Construction had to work with separate contracts for sanitary sewer and water main, as well as the gas work.
- Completing the project required the contractor to schedule and sequence concurrent controlling operations, while meeting the requirement to maintain vehicular and pedestrian access to businesses within the work zone, while also coordinating work around the various utility contractors.



Fast Facts

Owner

Village of Little Chute, Wisc.

Contractor

Vinton Construction Company

Contract Value

\$3.72 million

Concrete Cost

\$992,000

Paving Completion

September 2013

- STH 96 was closed to through traffic with a detour provided.
- Prior to the beginning of this project, a section of STH 96 immediately to the east of this project was reconstructed.
- The same detour route was used for both projects, providing the motoring public with a familiar proven route over a two year span.

Construction Factors

- Project included 65,000 SF of concrete sidewalk, 5,161 SY of concrete driveways, 9,542 LF of storm sewer mainline, 4300 LF of storm sewer laterals, 102 sewer structures, and 16,250 SY of lawn sod on the project.
- The corridor also included 12 intersections and over 139 driveway openings.

- Extra attention was given to marking drop-offs and hazards.

Other Factors

- Aesthetic improvements included decorative sign posts, landscaping, and pedestrian rest areas which included colored concrete sidewalk, decorative benches, decorative concrete planters, and decorative concrete waste containers.



Presented by the

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