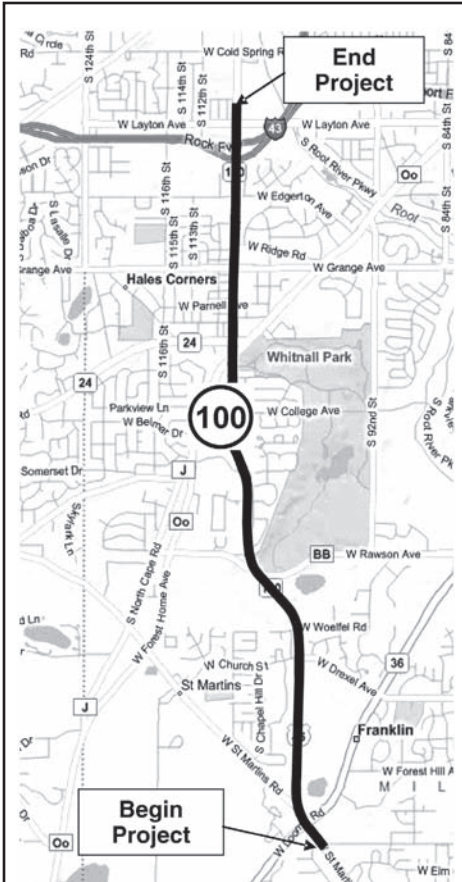


WIS 100 corridor study

W. Puetz Road to W. Layton Avenue
Milwaukee County

April 2008



**WIS 100 corridor
(W.Puetz Road to W. Layton Avenue)**

Contact information

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Public information meeting set for April 17, 2008

Mark your calendar and attend the WIS 100 corridor study public information meeting to be held on **Thursday, April 17, 2008, from 4 to 7 p.m. at the Hales Corners Municipal Building, 5635 S. New Berlin Road, Hales Corners.**

The meeting will present the latest alternatives and preliminary recommendations along the corridor and a summary of the public input received to date.

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Lower impact alternatives for Hales Corners carried forward in study

WIS 100 improvement alternatives in Hales Corners initially shown at the November 2007 public meeting were recently rejected by WisDOT. The 8-lane and 6-lane options using desirable design standards were dismissed from further consideration because of public opinion opposing these alternatives.

The alternatives were initially developed in response to the importance of the WIS 100 corridor and the traffic volumes the road is projected to carry. For reconstruction projects, WisDOT strives to use desirable standards whenever feasible. The corridor in the Hales Corners area carries 30,000 to 40,000 vehicles per day (vpd). Traffic is a mix of local, regional and commuter drivers. Projections for the year 2033 show traffic volumes surpassing 60,000 vpd. WisDOT project manager, Vida Shaffer, notes, "Although adding lanes will better handle future traffic volumes, the outpouring of public comments received after the November 2007 public meeting in opposition to these alternatives made us realize the community was not ready for this change."

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- Solutions to Triangle area congestion
- Intersection alternatives studied
- Roadway alternatives in Franklin
- Schedules for WIS 100 study and upcoming construction

Lower impact alternatives in Hales Corners, cont'd.

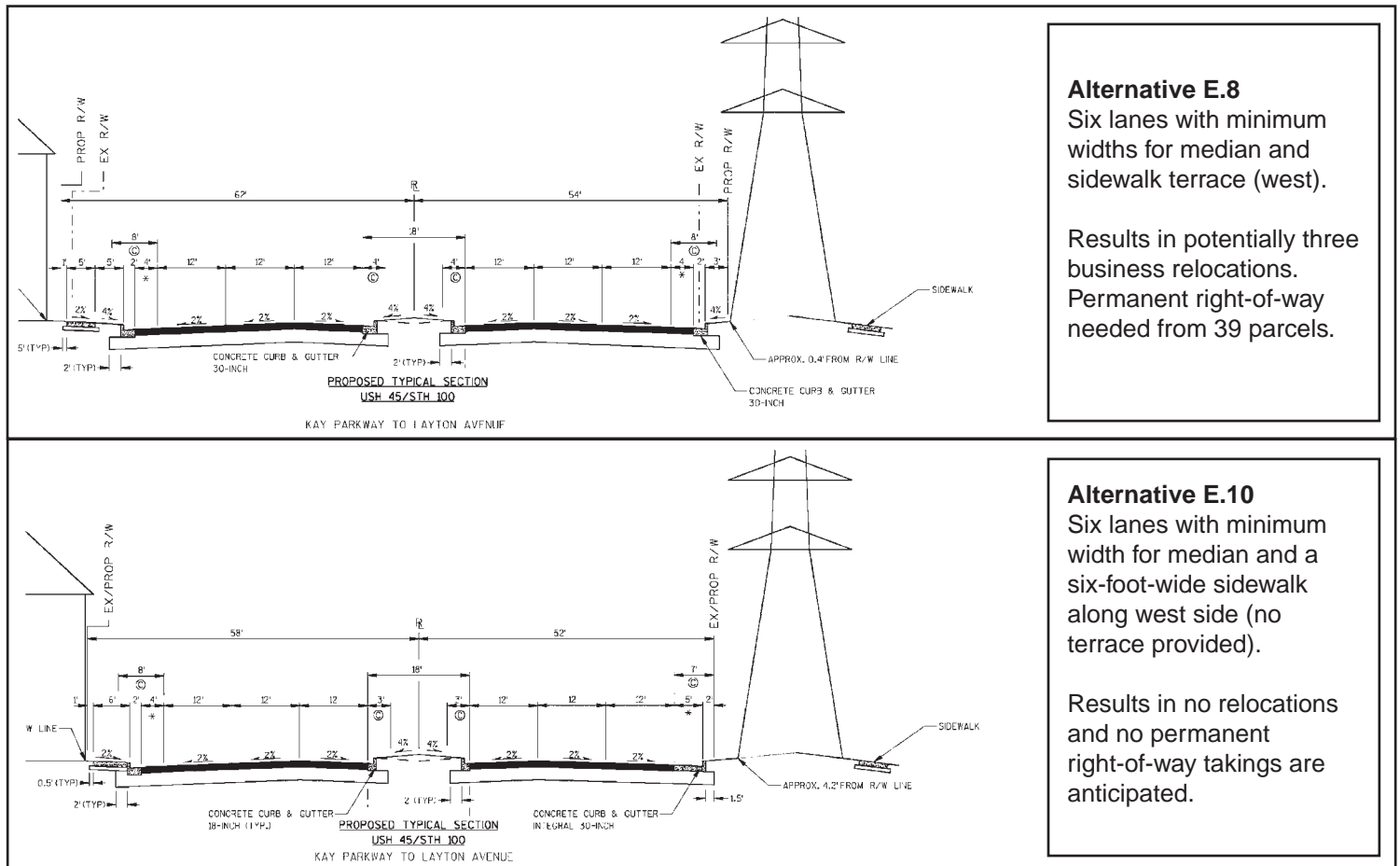
The concerns we heard most often involved loss of businesses and tax base, and concern that the original alternatives would diminish the aesthetics of the community.”

WisDOT plans to move forward with alternatives that provide less-than-desirable widths. These aspects include narrowing the center median and outside terrace area, and eliminating the sidewalk within the highway right-of-way area to reduce property impacts. Alternate designs for sidewalk locations outside the highway right-of-way are being considered.

The existing highway right of way is insufficient to provide desirable standard widths between Phyllis Lane and W. Layton Avenue. The study team is proposing a choice of two cross sections through this area using minimum design standards

for consideration at the public meeting. The first alternative, E.8, as shown below, would require approximately 3 feet and 1 foot of additional right of way on the east and west sides, respectively. Alternative E.8 results in 3 business relocations. This additional right-of-way would allow for a 5-foot and 3-foot terrace area for snow storage on the west and east sides of the road, respectively. The second alternative, E.10, would not require additional permanent right-of-way but would eliminate the terrace area and allow for no snow storage area on the west side of the road. Both alternatives would accommodate an on-road bike accommodation.

In addition to these minimum width cross section alternatives, and in lieu of adding lanes, WisDOT plans to focus on improving the major intersections with WIS 100 to improve future traffic operations.



Two alternatives for a typical roadway section for the segment of WIS 100 between Kay Parkway and W. Layton Avenue (1.75 miles).

Overview of WIS 100 study

The Wisconsin Department of Transportation (WisDOT) is conducting a study of the US 45/WIS 100 corridor for the 5.3-mile segment from West Puetz Road to West Layton Avenue within the communities of Franklin, Hales Corners and Greenfield.

The study has identified existing and future corridor needs. Last fall the initial “broad-brush” alternatives to meet those needs, including roadway expansion, were presented to the public. Numerous refinements to the alternatives have been made. WisDOT will continue to fine-tune the best alternatives this spring. After WisDOT selects the preferred alternative, road plans will be prepared.

Project need

Crashes are above statewide average

For the period from 2001 to 2005 :

- 954 total crashes, 27 involved deer, 392 were injury crashes, 534 were property damage crashes, and there was one fatality
- Angle and rear end type crashes comprise 72% of all the crashes
- Over 60% of crashes occurred at intersections

Crash rates:

- Puetz to Drexel: 2 X statewide average
- Drexel to Rawson: < statewide average
- Rawson to Layton: 1.6 X statewide average
- Injury crash rates: 1.5–2 X statewide average

Traffic growth and congestion

- Traffic is expected to grow by 50 percent to 150 percent along most of the corridor.
- Traffic congestion will increase and operations at intersections will worsen by 2033.
- Level of congestion (also known as Level of Service or LOS) is designated from A to F. As with school grades, an LOS A indicates excellent and an LOS F is failing (gridlock or unacceptable delays).
- By 2033, if no improvements are made, nearly half of the intersections along the corridor will operate at LOS F during the peak afternoon commuting hours.
- LOS D is the target level of service proposed improvements should achieve.

Lack of bicycle and pedestrian accommodations

Accommodations for pedestrians are discontinuous and there are no existing accommodations for bicyclists. Franklin, Hales Corners and Milwaukee County have indicated these are needs that should be addressed as part of this study.

Public meeting April 17, 2008, cont'd.

The meeting will be an informal open house that allows citizens to stop in any time from 4 to 7 p.m. and meet individually with project staff.

Results of alternative development efforts since the November 2007 public meeting will be the focus of information presented at the meeting. Large-scale exhibits will display:

- Maps and typical roadway cross sections showing the refined preliminary improvement alternatives.
- Impacts corresponding to refined improvement alternatives, including business and residential relocations.
- Future traffic operations with various improvements in place.

A 10–15 minute computer presentation will be run continuously in one area of the meeting room to provide a project overview.

WisDOT encourages property and business owners along the corridor, interested citizens and other stakeholders to attend the meeting, ask questions and provide input to study team members.



View from the November 2007 public meeting.

Your comments welcome

We appreciate your input on the study alternatives at any time during the study. You may phone, write or e-mail the project representatives listed on page 1.

Is a lower speed limit a possible solution?

Some of the public feedback suggested lowering the speed limit would help make WIS 100 safer. This is not an option WisDOT normally takes for the following reasons. A major consideration for setting a posted speed limit is the prevailing or majority speed of drivers along the route in question. According to a nationally accepted principle, the majority of drivers are cautious, prudent and drive at speeds that are reasonable and proper for that roadway, regardless of the posted speed limit.

If posted speeds are arbitrarily lowered, the majority of drivers will continue to drive at a speed that is reasonable to them. Studies have shown that vehicle speeds reduce by one fourth of the speed reduction. So reducing the speed limit from 30 mph to 25 mph, for example, will reduce the average vehicle speed by only 1 mph. Further, posting speeds lower or higher than the majority speed has shown an increase in traffic crashes because of resulting driver behaviors like tailgating, improper passing, reckless driving and excessive weaving.

WisDOT conducts a “speed study” to observe traffic prior to setting posted speed limits. The posted speeds are set within 5 mph of the observed 85th percentile (the speed at which 85% of drivers are traveling) or within 2 mph of the observed average speed.

Solutions to the “Triangle” congestion

The area known as the “Triangle” contains the closely spaced intersections of WIS 100 with Janesville Road and Forest Home Avenue in Hales Corners. A key challenge of this study is to determine the best solution to address the predicted major congestion in this area. Future traffic volumes and turning vehicles at both intersections will create unacceptable delays on the WIS 100 facility during future peak hours of travel.

The study team investigated over a dozen alternatives to address this issue. Schematic drawings of nine of the most feasible alternatives are shown on the opposite page. The chart below summarizes the five Triangle alternatives still under consideration. It also shows the type of intersection control used for each intersection in each alternative (e.g., signal, grade separation and so on) and the Level of Service (LOS) projected during the future peak commuting hours. Level of congestion is designated A (free-flow) and F (unacceptable delays). When the alternative still resulted in particular failing movements, these movements, such as NBT (northbound through) or EBL (eastbound left), are also identified.

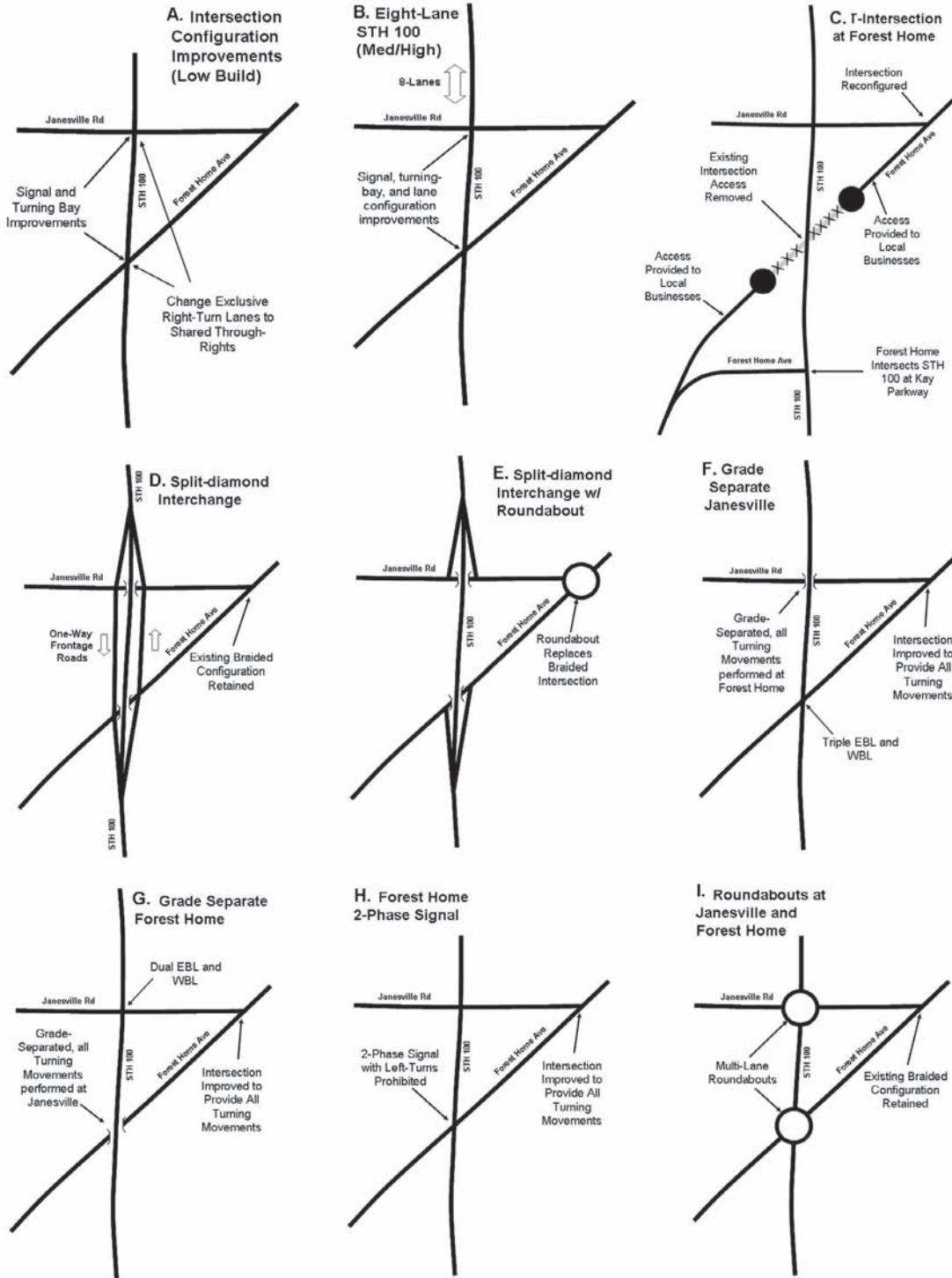
Alternatives B, E and G have major right-of-way impacts. Alternative H, the Two-Phase Signal, has the best level of service and very limited impacts, but prohibits all left turns at Forest Home Avenue and WIS 100 requiring less direct travel for those movements.

Triangle Alternatives Still Under Consideration	Roadway Data				Operations							
	No. Thru Lanes on WIS 100 in each direction	WIS 100/ Janesville Road Traffic Control	WIS 100/ Forest Home Avenue Traffic Control	Forest Home Avenue/ Janesville Road Traffic Control	WIS 100/Forest Home Avenue				WIS 100/Janesville Road			
					Overall	LOS F	Overall	LOS F	Overall	LOS F	Overall	LOS F
					AM	Move ments	PM	Move ments	AM	Move ments	PM	Move ments
Existing Conditions (for comparison purposes only)	2	Signal	Signal	Braided Intersection	LOS C		LOS C		LOS C	EBL	LOS C	EBL
A. Low Build Alternative (6 lanes on WIS 100)	3	Signal	Signal	Braided Intersection	LOS F	NBT, EBL	LOS F	NBT, SBT, EBL, WBL	LOS F	NBT, EBL	LOS F	NBL, SBT, EBL
B. Medium/High Build Alternative (8 lanes on WIS 100)	4*	Signal	Signal	Braided Intersection	LOS C		LOS D		LOS C		LOS D	NBL
E. Split-Diamond Interchange with Roundabout	3	Signal	Signal	Roundabout	LOS B		LOS B		LOS B		LOS B	
G. Grade Separate Forest Home Avenue Only	3	Signal	Grade Separation	Braided Intersection	N/A		N/A		TBD		LOS D	NBL, EBL
H. Forest Home Avenue Two-Phase Signal	3	Signal	Two-Phase Signal	Signal	LOS B		LOS B		LOS C		LOS D	NBL

* Requires transition back to a six-lane section, approximately 0.25 miles in length.

Chart shows the five Triangle alternatives still under consideration.

WIS 100 Triangle Intersection Alternatives



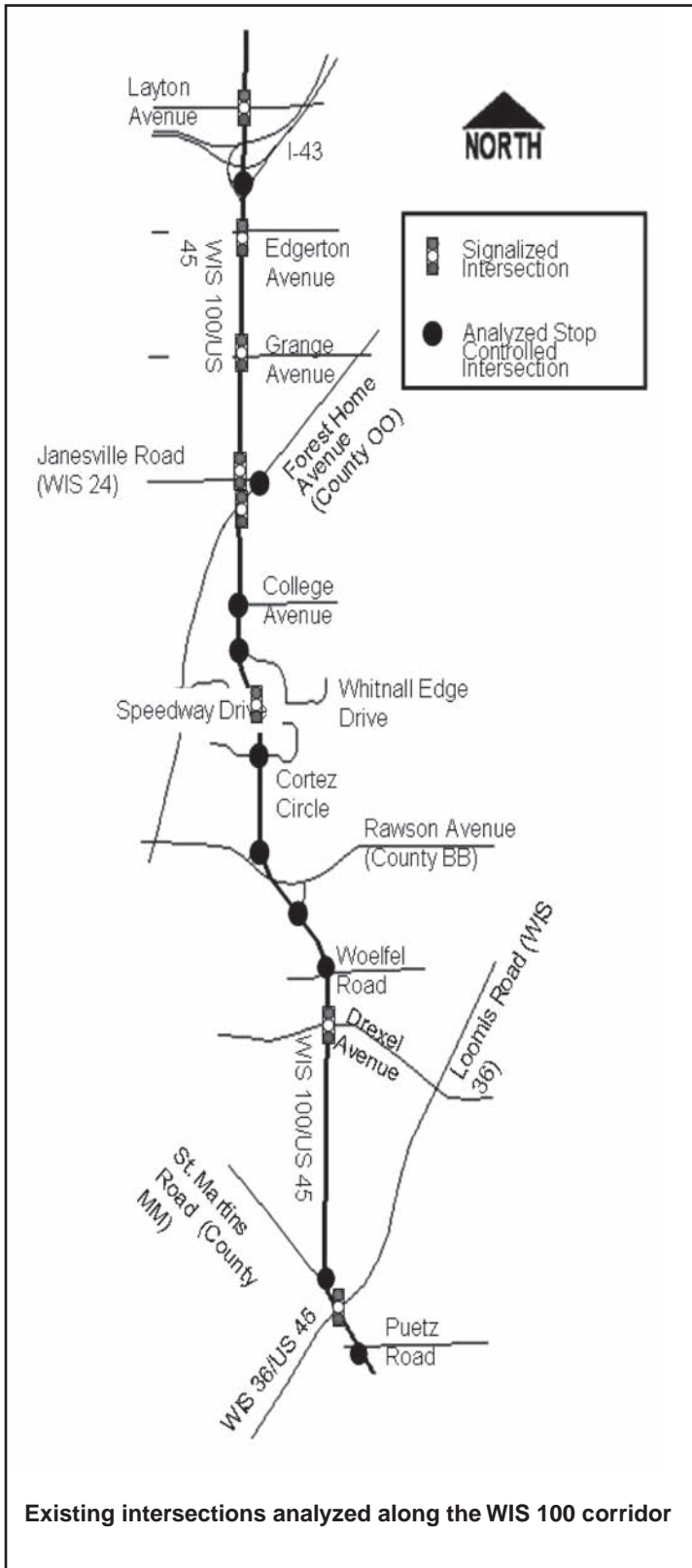
WIS 100 corridor study

Intersection alternatives studied

Currently, eight of the 16 major intersections along the WIS 100 study corridor are controlled by traffic signals. The other eight intersections are controlled by stop signs at the side roads. The study team analyzed how intersections will function in the future with the projected volumes of traffic and turning movements, and whether intersections that do not currently have signals might warrant signals in the future.

Recently, the study team also carried out the analysis required by WisDOT to consider roundabouts for intersection control at each existing or potentially future signalized intersections. The study team recommended that north of Rawson Avenue roundabouts will no longer be considered. This was based on the large projected traffic volumes requiring 3-lane roundabouts and the relatively close distances between intersections that would allow for signals to be interconnected. For intersections south of Rawson Avenue, 2-lane roundabouts could still be used (with the exception of Loomis Road where large traffic volumes will likely make a roundabout not desirable). Considerations including uniformity of intersection control types along the corridor and a required reduction in number of lanes at roundabout entries will factor into the final recommended intersection control recommendations.

WisDOT plans to review additional alternatives at the intersection of WIS 100 and WIS 36 (Loomis Road) over the next few months. This effort will include development and analysis of grade separated alternatives that will be presented at a public information meeting later this fall.

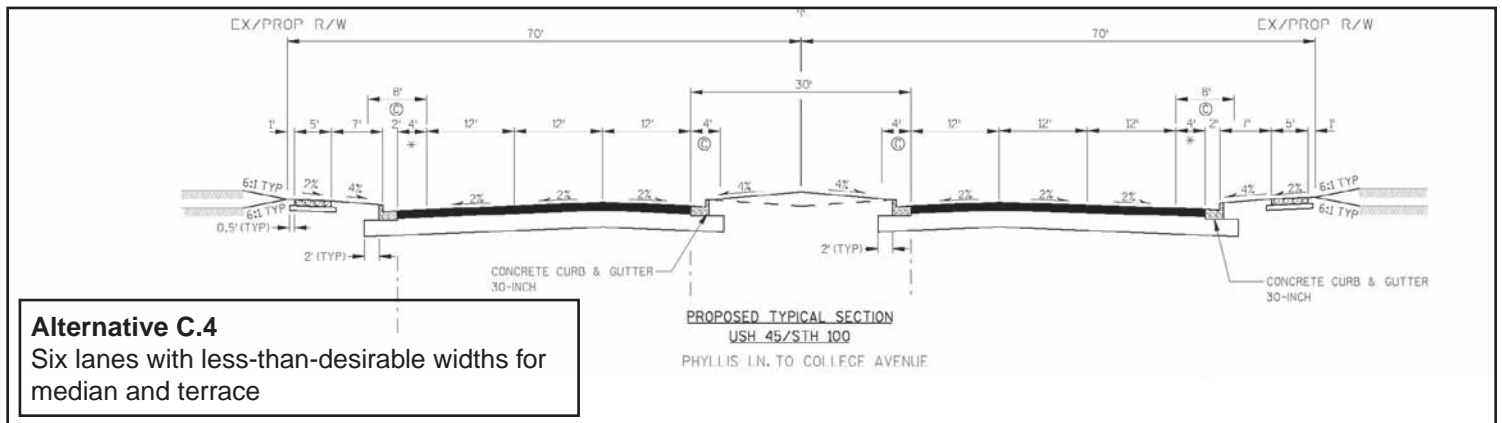
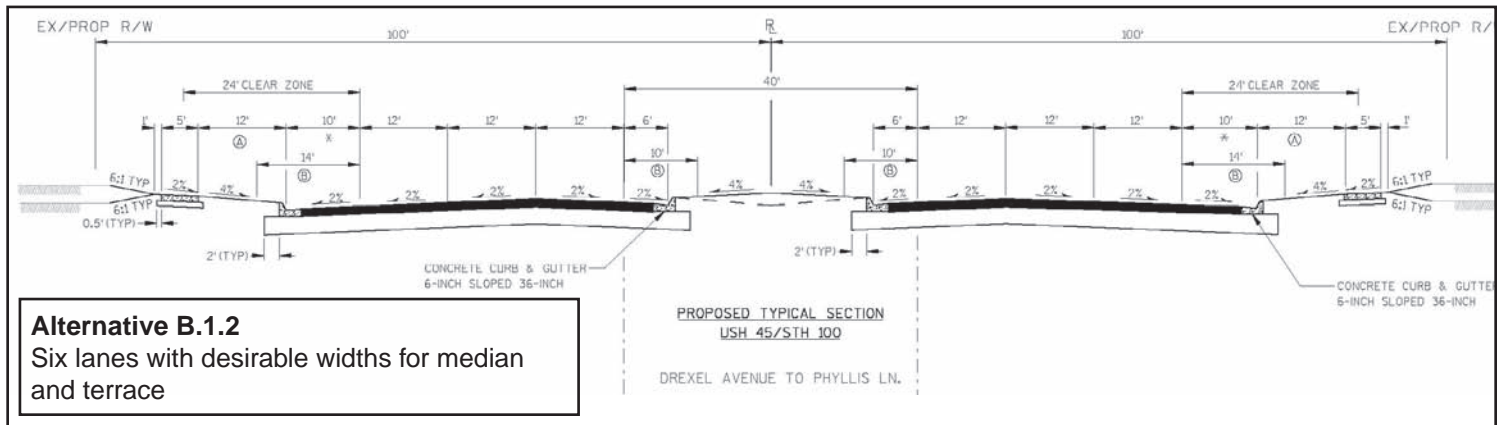
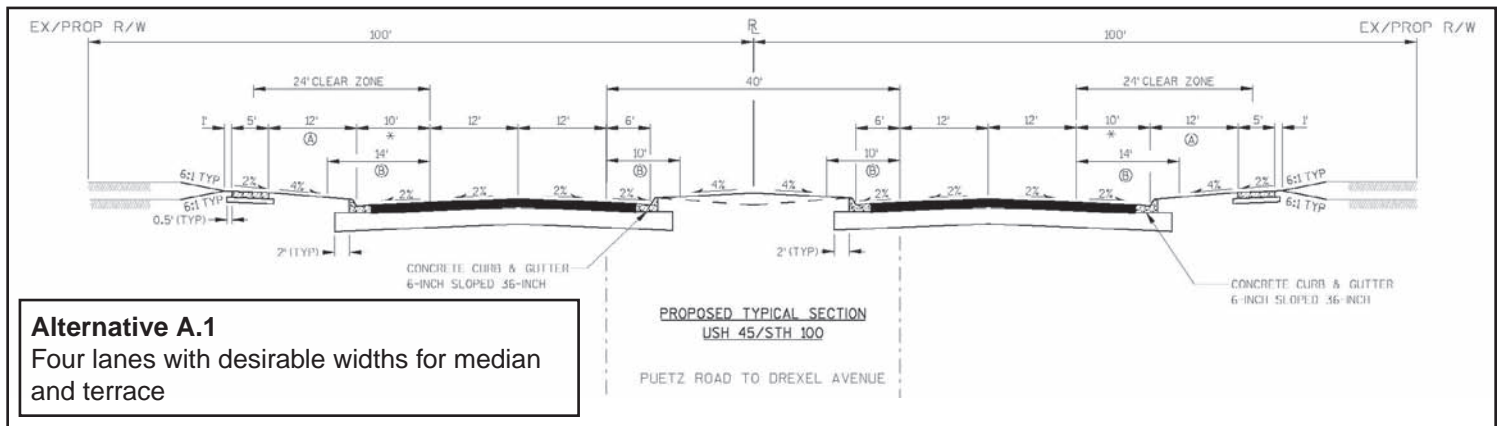


The WIS 100/WI 36 (Loomis Road) intersection

WIS 100 corridor study

Roadway alternatives in Franklin

Roadway alternatives in the City of Franklin portion of the WIS 100 corridor were divided into three typical cross sections. The sections differ between the segments of Puetz Road to Drexel Avenue, Drexel Avenue to Phyllis Lane, and Phyllis Lane to College Avenue because of three main factors: the number of lanes needed to carry projected traffic volumes, the existing posted speeds (above 40 mph south of Phyllis Lane requires additional clearances to curbs with 6 feet at the inside lane and 10 feet at the outside lane) and the existing right-of-way width. Where existing right-of-way is sufficient between Puetz Road to Phyllis Lane, desirable widths are used. The City of Franklin has a desirable terrace width of 12 feet. Spot locations of right-of-way impacts are anticipated where wetland impacts are avoided. Near Loomis Road intersection right-of-way impacts are also anticipated. The preliminary roadway recommendations are shown below.





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See inside: public meeting on April 17, 2008, for WIS 100 corridor study

WIS 100 corridor study schedule

Upcoming project activities include the following:

- | | |
|---|-----------------------|
| • Public information meeting #2 | April 17, 2008 |
| • Value Engineering Study | May–June 2008 |
| • Public information meeting #3 | Early Fall 2008 |
| • Select preferred alternative | Fall 2008 |
| • Complete environmental document | Winter 2008 |
| • Public hearing | Winter 2008 |
| • Finalize recommended plan and prepare road design | 2009 |

Construction along WIS 100 corridor

- 2008 - An asphalt overlay for maintenance purposes is scheduled for the section from West Puetz Road to West College Avenue.
- 2010 - The bridges over Rawson Avenue will be reconstructed.
- 2013 - Reconstruction is scheduled for the section from West College Avenue to West Layton Avenue.
- 2015 - Reconstruction is scheduled for the section from West Puetz Road to West College Avenue.