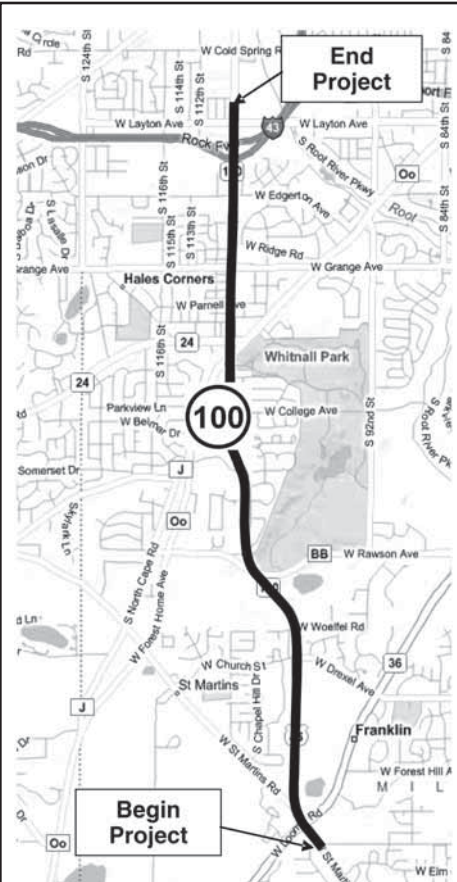


WIS 100 corridor study

W. Puetz Road to W. Layton Avenue
Milwaukee County

October 2008



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

Public information meeting set for November 12, 2008

The Wisconsin Department of Transportation invites the public to attend a WIS 100 corridor study public information meeting to be held **Wednesday, November 12, 2008, from 4 to 7 p.m. at the Hales Corners Municipal Building, 5635 S. New Berlin Road, Hales Corners.**

The meeting will be an informal open house that allows citizens to stop in any time from 4 to 7 p.m., view exhibits and meet individually with project staff. A presentation on roundabouts will be given at 4, 5, and 6 p.m. in one area of the meeting room to provide information on the multilane roundabout alternatives.

The meeting will present the latest WIS 100 alternatives for public comment. Alternatives shown at the April 2008 public meeting have either been refined or are no longer being considered. In addition, new alternatives will be shown at Hales Corners' "Triangle" area and Franklin's Loomis Road intersections. WisDOT requests citizen input on all of the latest alternatives before selection of a final preferred alternative in early 2009. Large-scale exhibits will display:

- Maps showing preliminary recommended improvement alternatives in Franklin, Hales Corners, and Greenfield
- The anticipated impacts regarding access changes, business and residential relocations, and right-of-way or easements
- Potential roundabout locations on WIS 100

Details will be available for the Triangle and Loomis Road intersection alternatives, the refined roadway cross sections and the potential roundabouts at several locations. Printed materials on roundabouts will also be available.

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.

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Project Web site:

www.dot.wisconsin.gov/projects/wis45100study/index.htm

In this update:

- Overview of WIS 100 study and project need
- Alternative refinements since October 2008 public meeting
- Accommodating bikes and pedestrians by policy and design
- Triangle alternatives
- Loomis Road intersection alternatives
- WIS 100 study schedule and upcoming construction

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Overview of WIS 100 study

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

Early on, the study identified existing and future corridor needs. In fall 2007 the initial "broad-brush" alternatives to meet those needs, including roadway expansion, were presented to the public. An 8-lane expansion proposal was dropped in early 2008 and numerous alternatives were introduced in spring 2008. The results of further refinement of remaining alternatives are presented at this third meeting. After input from this meeting is considered, WisDOT will select the preferred alternative in early 2009 followed by a public hearing in May 2009.

Accommodating pedestrians and on-street bikes: by policy and design

The WIS 100 corridor alternatives will result in a plan for an urban divided roadway with on-street bike accommodations and sidewalk for the entire 5.3-mile corridor. This design is based on WisDOT policy which says that bicyclists will be accommodated in the design of all new and improved transportation facilities. Both the bike and pedestrian modes must be provided with safe and convenient access to the



transportation system. This approach is consistent with Federal Highway Administration (FHWA) position and federal legislation.

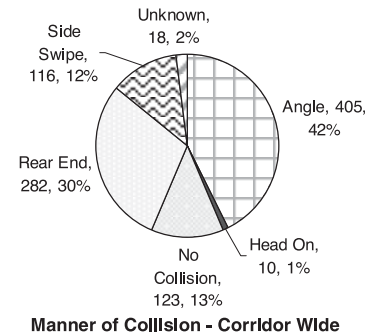
The WisDOT and FHWA policies allow for on-street bike accommodation to take the form of paved shoulders on rural roadways. On urban arterials like WIS 100, on-street means provision of a 4 foot shoulder area adjacent to the outside curb in each direction. An off-street, parallel bike path is not considered a replacement for on-street bike accommodation because off-street paths introduce additional conflict points between vehicles and bicycles at driveways and intersections causing an increase in the number of bicycle versus vehicle crashes.

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
- 72% of crashes are angle and rear end type
- 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 is indicated by Level of Service (LOS) with LOS A (no delays) through LOS F (unacceptable delays)
- LOS D is the target level of service proposed improvements should achieve.
- If no improvements are made, in 2033 the side streets at nearly all unsignalized intersections will fail during peak commuting periods. Also, some signalized intersections will operate at LOS E or F overall and many individual signalized movements will fail.

Roadway Section	Existing Average Daily Traffic (vehicles per day)	Projected Daily Traffic in 2033 (vehicles per day)
Puetz - Drexel	13,000	23,900-34,000
Drexel - Phyllis	20,300	44,500-49,900
Phyllis - College	23,400-28,200	49,900-52,000
College - Layton	32,300-41,200	46,500-67,700

Lack of bicycle and pedestrian accommodations

Accommodations for pedestrians are discontinuous and there are no existing accommodations for bicyclists. All the affected communities indicated these needs should be addressed as part of this study.

Alternative refinements made after April 2008 public meeting

Nearly 250 people attended the last public meeting on April 17, 2008, and many of them provided comments while other comments were mailed or e-mailed from those who could not attend. The majority of comments received dealt with objections to alternatives resulting in relocations or other impacts to businesses in Hales Corners.

The WIS 100 corridor study team has continued to refine the roadway and intersection alternatives. Some changes were made as a result of a Value Engineering (VE) study that took place in May. For projects the size of WIS 100, Federal Highway Administration (FHWA) requires a VE study be performed during the alternative development phase. The VE team is an independent team of specialists who review the study team's work to determine if there are other possible alternatives that should be considered. The VE team agreed with the alternatives developed so far and also suggested some new alternatives at the Triangle and at Loomis Road.

A summary of the alternative refinements and changes are described as follows:

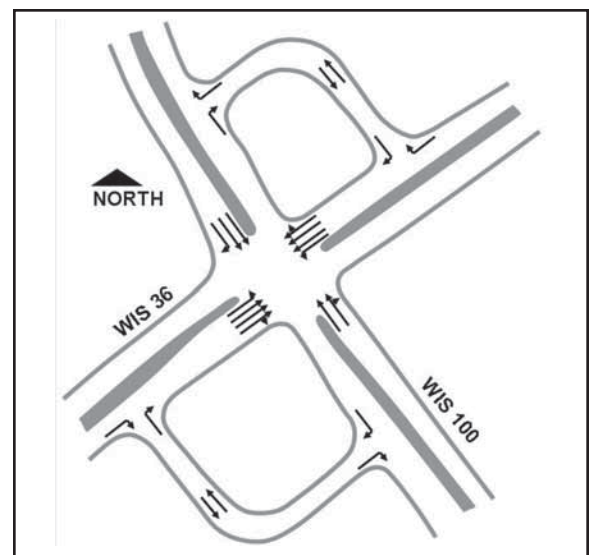
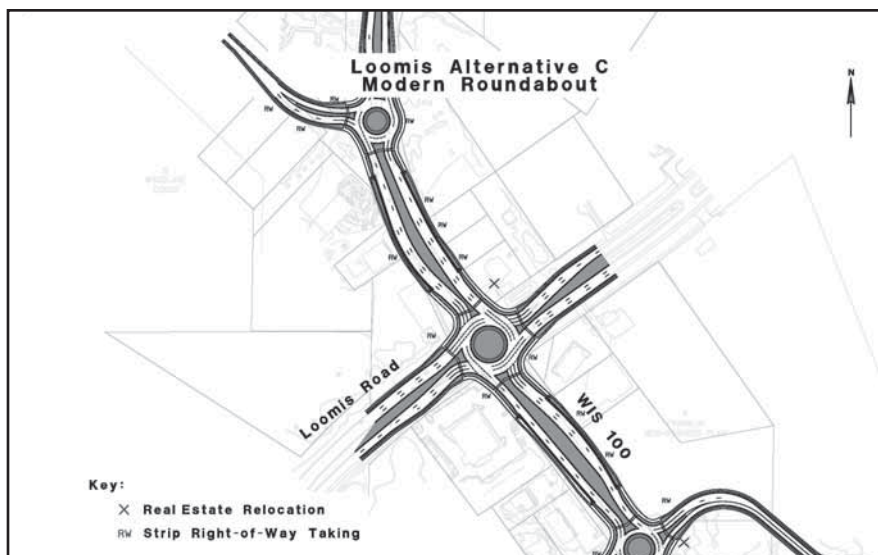
Mainline WIS 100: The typical cross sections for roadway alternatives have had minor refinements. As shown at previous meetings and in accordance with WisDOT and FHWA policy, on-street bike accommodations and sidewalk will be provided along the entire corridor. Some lane widths have been reduced from 12 feet to 11 feet in

Hales Corners to allow for sidewalks on both sides of the road. A multiuse path along the east side of the ATC towers in Hales Corners is still being discussed. In Franklin, a multiuse path is proposed along the east side of the corridor from Puetz Road to Phyllis Lane, just north of the Rawson Avenue interchange.

The Triangle: Grade separated alternatives have been dismissed because of cost and property impacts and just four of the 20 alternatives remain. When reviewing each of these four alternatives as a potential long-term solution, the less-than-desirable features such as level of impacts or expected operations for certain traffic movements during peak commuting hours must be considered. See pages 4 and 5 for overview of the four remaining alternatives.

Loomis Road intersection: Three of 10 alternatives are still under consideration. One is a typical signalized intersection. The other two, a modern roundabout and a far side WIS 100 jughandle intersection are more unique. The jughandle does not permit left turns from WIS 100, instead, traffic on WIS 100 proceeds through the intersection and takes two right hand turns along the "handle" on the far side of the intersection to make the originally desired left turn onto Loomis Road.

Intersection alternatives: The use of roundabouts and traffic signals was investigated at each major intersection. Traffic signals from the Triangle northward are the intersection control recommendations. South of the Triangle, roundabouts at major intersections are still being considered.



Two Loomis Road intersection alternatives: the roundabout alternative (left) and the far-side WIS 100 jughandle (right).