I.D. 2040-17-00
US 45/STH 100 Corridor Study
(W. Puetz Road to W.Layton Avenue)
Milwaukee County

Public information meeting #4

4 to 7 p.m., September 30, 2009
Hales Corners

Welcome

Thank you for attending this public information meeting for the WIS 100 Corridor Study. Your interest and comments are important because the Wisconsin Department of Transportation (WisDOT) is presenting the recommended preferred alternative for the WIS 100 corridor at this meeting. The meeting has an open house format. A 15-minute slide presentation providing an overview of the project need, preferred alternative and schedule will be run continuously in one corner of the room. We invite you to view the exhibits, talk with WisDOT and consultant staff, ask questions and provide your comments on the WisDOT preferred alternative.

Information on display

Project need displays

Displays showing project need for improving safety and addressing future congestion are shown. These are the same displays shown at previous meetings. Other project needs are covered in this handout.

Preferred alternative on aerial maps

Two identical sets of aerial maps with the preferred alternative for the entire corridor are displayed.

Access changes at median openings and driveways are shown.

The potential "loon" truck turnaround locations on Layton Avenue are shown.

Signals are the preferred intersection control on WIS 100. Intersections that will be signalized are indicated by a signal symbol.

The preferred roundabout at the existing braided intersection of Janesville Road and Forest Home Avenue is shown.

Potential stormwater detention pond locations are shown on the maps. The stormwater analysis is ongoing and a final decision on sites has not been made. A separate exhibit shows all the sites being considered on one map.

Preferred typical roadway cross sections

Exhibits showing the typical mainline cross sections for the various segments of the 5.3-mile corridor are adjacent to the aerial maps.

Triangle Area revisions

Over 2 dozen alternatives have been considered since early 2007 to address this highly congested area. Since the November 2008 public meeting, WisDOT determined that shifting the road to the west – avoiding the utility parcel and the towers – was needed because there is no location was available to relocate the towers and utility parcel.

Two options shifting to the west were reviewed: a 6-lane and an 8-lane. The 8-lane option is the preferred alternative in the Triangle area because it provides the best operations of the conventional intersection improvements considered while avoiding the utility parcel and towers.

Loomis Road (WIS 36) intersection

This important, high-traffic-volume intersection had three alternatives remaining as of the last meeting: a roundabout, a jughandle intersection, and a traditional signalized intersection. The signalized Loomis Road intersection is the preferred alternative because it has fewer right-of-way impacts and it does not introduce indirection to the local roadways. It is and is shown on the aerial map.

Bridges over Rawson Avenue

The WIS 100 structures over Rawson Avenue are scheduled for reconstruction in 2011 because of bridge maintenance needs. Maps showing the project area are on display.

Inside this handout

Project needs overview

There are three main needs to be addressed by the WIS 100 corridor study: safety, bicycle/pedestrian accommodations and motor vehicle capacity.

Crash rates are high along the corridor.

- Corridor crash rates are 1.6 to 2 times higher than the statewide average (except between Drexel and Rawson which is lower than average).
- Injury crash rates are 1.5 to 2 times the statewide average.
- The intersections at Edgerton, Janesville, Layton, St. Martins and Grange Avenue had the highest intersection crash rates in the period studied, between 2001 and 2005.

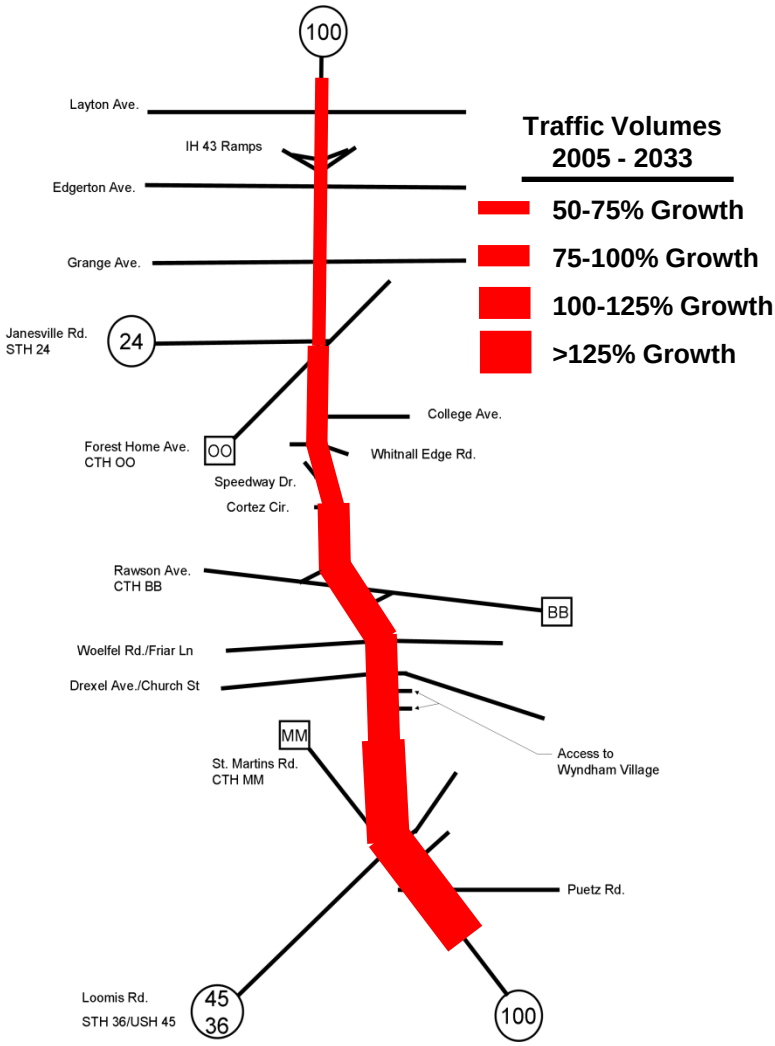
Accommodations for pedestrians and bikes.

Sidewalks are discontinuous and there are **no existing accommodations for bicyclists**. Local communities want this addressed as part of this study.

Projected traffic volumes exceed capacity.

Traffic is expected to grow by 50 percent to 150 percent by 2033 along most of the WIS 100 corridor. Overall traffic volume ranges are shown in vehicles per day (vpd).

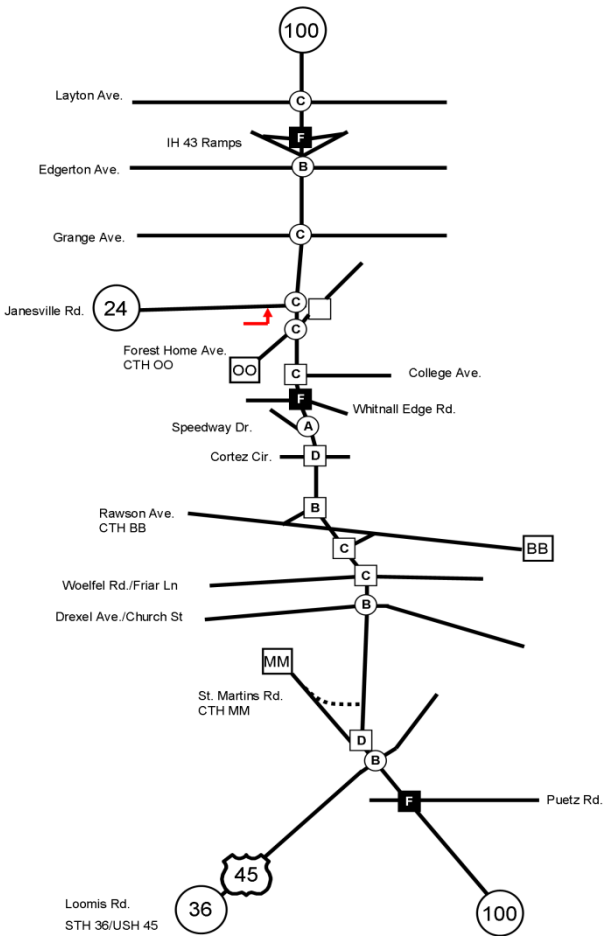
- Franklin area:
  8,700 to 23,400 vpd existing
  27,500 to 49,900 vpd future (2033)
- Hales Corners:
  28,200 to 44,800 vpd existing
  52,200 to 67,700 vpd future (2033)
- Greenfield (at W. Layton Avenue):
  31,000 vpd existing
  46,500 vpd future (2033)
- The highest traffic growth is in the southern section of the corridor and the highest future volumes will be in the northern section.
- Traffic congestion will increase and operations at intersections will worsen by 2033.



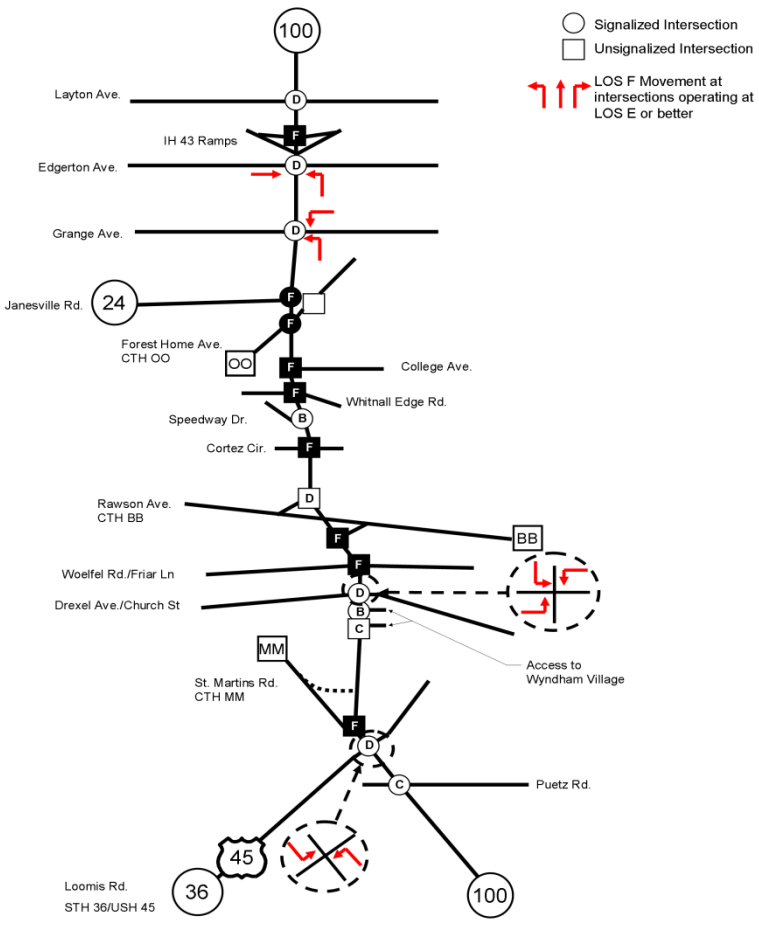
Project needs overview, continued

- Level of congestion (known as Level of Service or LOS) is designated from A to F. LOS A represents excellent travel conditions while LOS F represents failing operations with unacceptable delays.
- By 2033, if no improvements are made, the side streets at nearly all unsignalized intersections will fail during peak commuting hours. Some signalized intersections will operate at LOS E or F overall and many individual signalized movements will fail.
- LOS D is the goal the study will try to achieve.

Existing PM Conditions

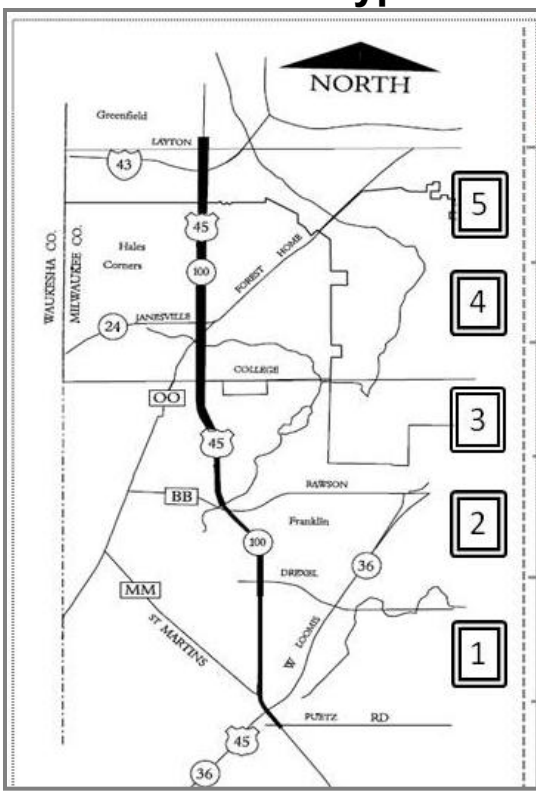


Future PM No Build Conditions
(Existing and Committed System)



The schematic on the left shows existing conditions during the afternoon peak commuting hours and the level of service at key intersections. The schematic on the right shows the level of service in the future (design year 2033) if no improvements are made to the corridor.

Preferred "Typical" Roadway Cross Section



Existing No. of lanes	Proposed No. of lanes	Limits
6	6	Scharles to Layton
6	8	Kay to Scharles
6	6	N. of Rawson to Kay
4	6	Drexel to N. of Rawson
2-4	4	Puetz to Drexel

1

- Existing posted speed is 45 mph to 50 mph
- Four-lane urban roadway with 12-foot lanes
- Curb and gutter, grassed median, storm sewer
- Inside and outside paved shoulder offsets required because of higher speed facility
- On-street bike accommodation
- West side: 5-ft sidewalk and 8-ft grassed terrace
- East side: 10-ft shared use path and 8-ft grassed terrace
- One relocation is required. Other parcels will require strip right-of-way and/or temporary easements

2

- Existing posted speed is 50 mph
- Six-lane urban roadway with 12-foot lanes
- Other road items same as in Puetz to Drexel section
- Shared use path connects to 5-ft sidewalk at Phyllis Lane
- Most parcels will require temporary easements, some parcels will require strip right-of-way

3

- Existing posted speed is 40 mph
- Six-lane urban roadway with 12-foot lanes
- Curb and gutter, grassed median, storm sewer
- No extra paved shoulder offsets required because of lower speed
- On-street bike accommodation provided
- 5-ft sidewalk and 7-ft grassed terrace both sides
- Most parcels will require temporary easements, some parcels will require strip right-of-way

4

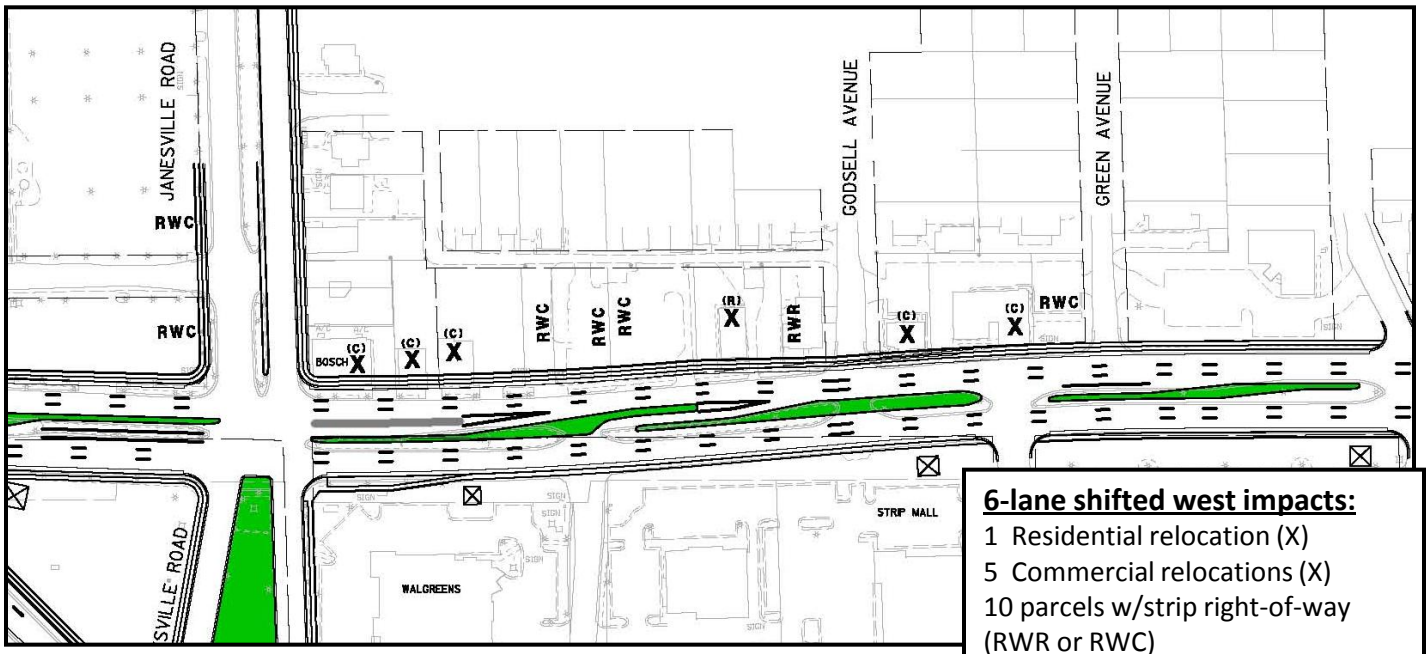
- Existing posted speed is 35 mph
- ***Change made since last Public Meeting:***
  - An 8-lane roadway is the preferred alternative to provide needed capacity through the Triangle area. Includes three 11-ft and one 12-ft lane in each direction.
- Curb and gutter, minimum width median, storm sewer
- On-street bike accommodation provided
- Sidewalk (5-ft wide) and 5-ft grassed terrace
- 7 relocations required. Other parcels will require strip right-of-way and/or temporary easements

5

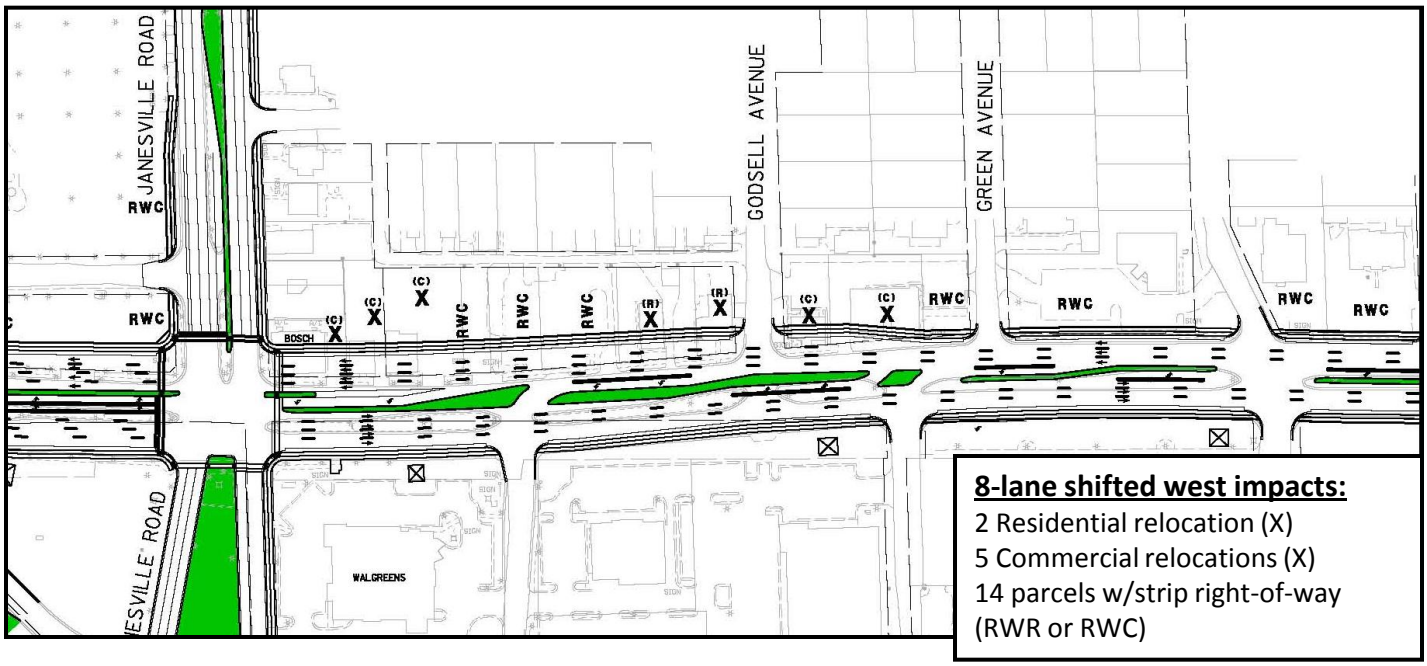
- Existing posted speed is 35 mph
- Six-lane urban roadway, two 11-ft and one 12-ft lane in each direction
- Curb and gutter, minimum width median, storm sewer
- On-street bike accommodation provided
- Sidewalk (5-ft wide) and 5-ft grassed terrace
- ***There is potential that Village of Hales Corners would replace the east sidewalk with a 10-ft wide bike/ped path adjacent to the ATC towers. Coordination with We Energies and ATC is ongoing. A shared use path would not eliminate the need for on-street bike accommodations.***
- Most parcels will require temporary easements, some parcels will require strip right-of-way

Triangle Alternative Change Since Last Public Meeting

Since the November 2008 public meeting, WisDOT determined that shifting the road to the west – avoiding the utility parcel and the towers – was needed because there is no location available to relocate the towers and utility parcel. Shifting the roadway to the west with 6-lane and 8-lane options was reviewed. The 8-lane option has one more relocation than the 6-lane option and provides the best operations for a conventional solution. (an urban interchange provided the best operations out of the two dozen alternatives considered but impacts would be extreme. The 8-lane option shifted to the west is WisDOT's preferred alternative for the Triangle area.



6-lane shifted west impacts:
1 Residential relocation (X)
5 Commercial relocations (X)
10 parcels w/strip right-of-way (RWR or RWC)



8-lane shifted west impacts:
2 Residential relocation (X)
5 Commercial relocations (X)
14 parcels w/strip right-of-way (RWR or RWC)

Schedules

WIS 100 corridor study

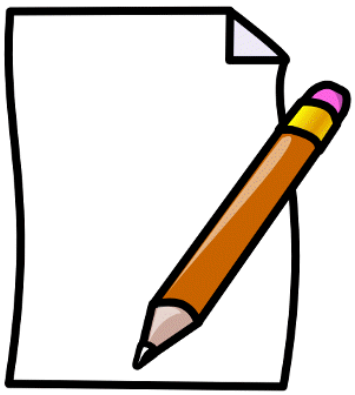
Public information meeting #4	**September 30, 2009**
Complete Environmental Document	Fall 2009
Opportunity for Public Hearing	Winter 2009
60% plans complete	Summer 2010
Right-of-way Plat	Summer 2010

Tentative construction schedule and estimated construction costs as available

2011 – Reconstruct bridges over Rawson Avenue (estimated $5.2 million)
2014 – Reconstruction/expansion Loomis Avenue to College Avenue (estimated $25.5 million)
2015 – Reconstruction/expansion 60th Street to Loomis Avenue – (from an earlier corridor study)
2016 – Reconstruction College Avenue to Layton Avenue estimated ($19.5 million)

Please share your comments

We appreciate your continuing feedback on the project. Please use one of the comment forms to provide your written comments and drop them off in the comment box or mail them in.



Project Contacts

Vida Shaffer, P.E.
WisDOT SE Region
141 NW Barstow Street
Waukesha, WI 53187
Phone: (262) 548-6766
E-mail: vida.shaffer@dot.wi.gov

Joan Petersen, P.E.
Strand Associates, Inc.
633 West Wisconsin Avenue
Milwaukee, WI 53203
Phone: (414) 271 -0771
E-mail: joan.petersen@strand.com

Thank you for attending this Public Information Meeting.