WIS 100 corridor study

(W. Puetz Road to W. Layton Avenue)
Milwaukee County

Project I.D. 2040-17-00

Public information meeting #2

April 17, 2008
4 to 7 pm
Hales Corners Municipal Building
5635 S. New Berlin Road

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

Public information meeting #2 - April 17, 2008

Welcome!

Welcome to the second public information meeting for the WIS 100 Corridor Study. The meeting has an open house format. We invite you to view the exhibits of the corridor, talk with the Wisconsin Department of Transportation (WisDOT) and consultant staff, ask questions and provide comments. Results of alternative development efforts since the November 2007 public meeting will be the focus of information presented today.

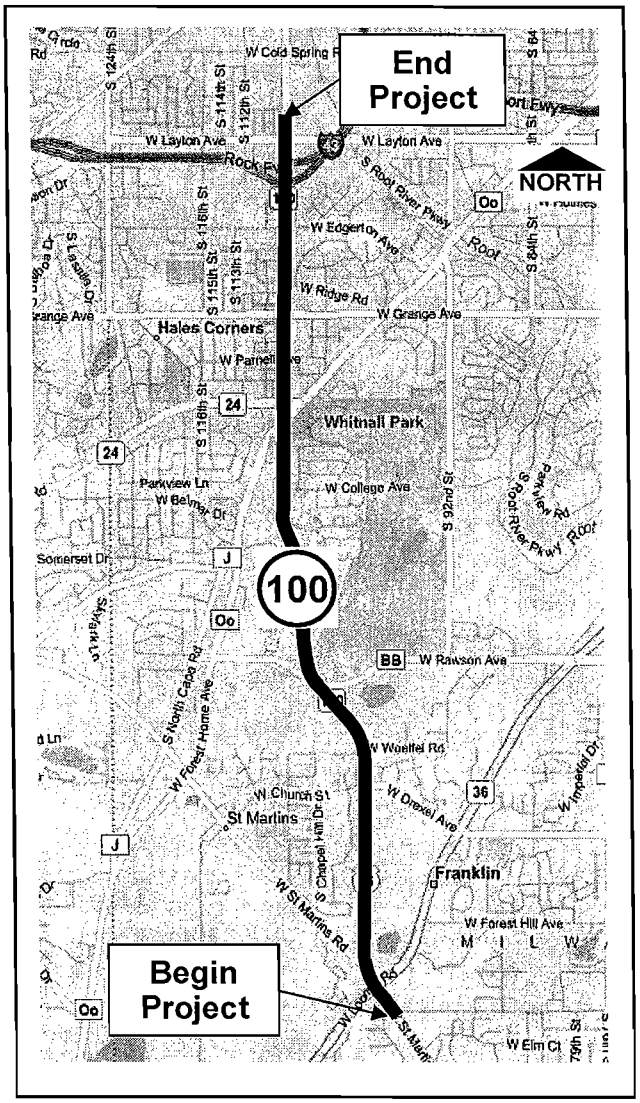
Information on display

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

Exhibits are divided into four areas:

1. **WIS 100 corridor needs** information
2. **Mainline alternatives**, including:
   - aerial maps and typical cross sections of the alternatives WisDOT is recommending
   - a matrix showing all the mainline alternatives considered and associated right-of-way, relocation and environmental resource impacts
3. **Intersection considerations**, including whether traffic signals or roundabouts are being considered
4. **Triangle alternatives** in the area of Forest Home Avenue and Janesville Road intersections with WIS 100, including:
   - schematic drawings of five alternatives remaining under consideration
   - matrix showing all the alternatives considered for the Triangle

Access considerations. The aerials show the proposed median opening locations and those still being considered. More detailed access provisions will be covered at a public meeting later in 2008.



E.8 or E.10 in Hales Corners?

Obtain a "dot" at the sign-in table and put it on either the E.8 or the E.10 typical cross section display. Let us know which alternative you prefer.

WIS 100 project Web site

A project Web site will be on-line by late May 2008 at www.dot.wisconsin.gov/projects/se.htm .

Share your comments

We appreciate your continuing feedback on the alternatives and the study. Please use one of the comment forms provided and drop off or mail it in.

Project needs overview

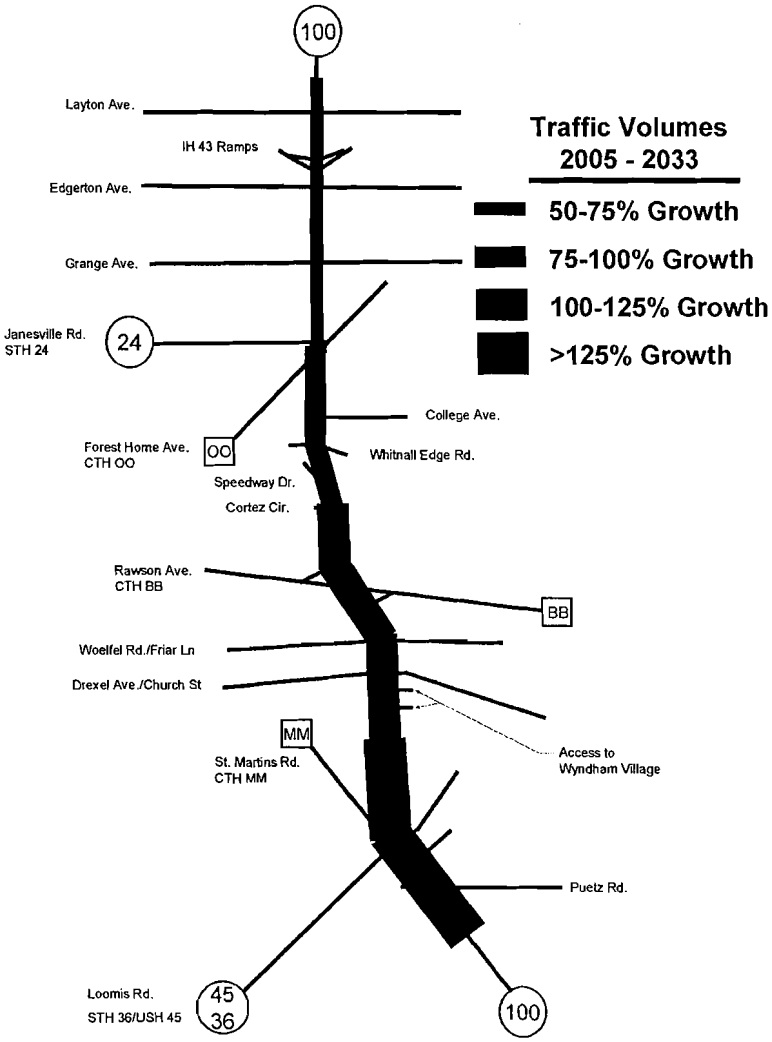
There are three main needs to be addressed by the WIS 100 corridor study: crashes, bicycle/pedestrian accommodations and capacity.

Crash rates are high along the corridor, 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.

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

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.
- 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 is failing operations with unacceptable delays.
- By 2033, if no improvements are made, nearly half of the intersections analyzed along the corridor will operate at LOS F during the afternoon commuting hours.
- LOS D is the goal the study will try to achieve.



Intersection Operations, PM Peak-Hour (number of intersections analyzed)			
Level of Service	Existing	Future No-Build	Future Improved
≥ LOS C	12	4	11-17
LOS D	2	6	2-6
LOS E	0	0	0
LOS F	3	9	0-2 *
Totals	17	19	19

* The Triangle intersections could still be LOS F depending on the alternative selected.

Roadway alternatives recommended to move forward

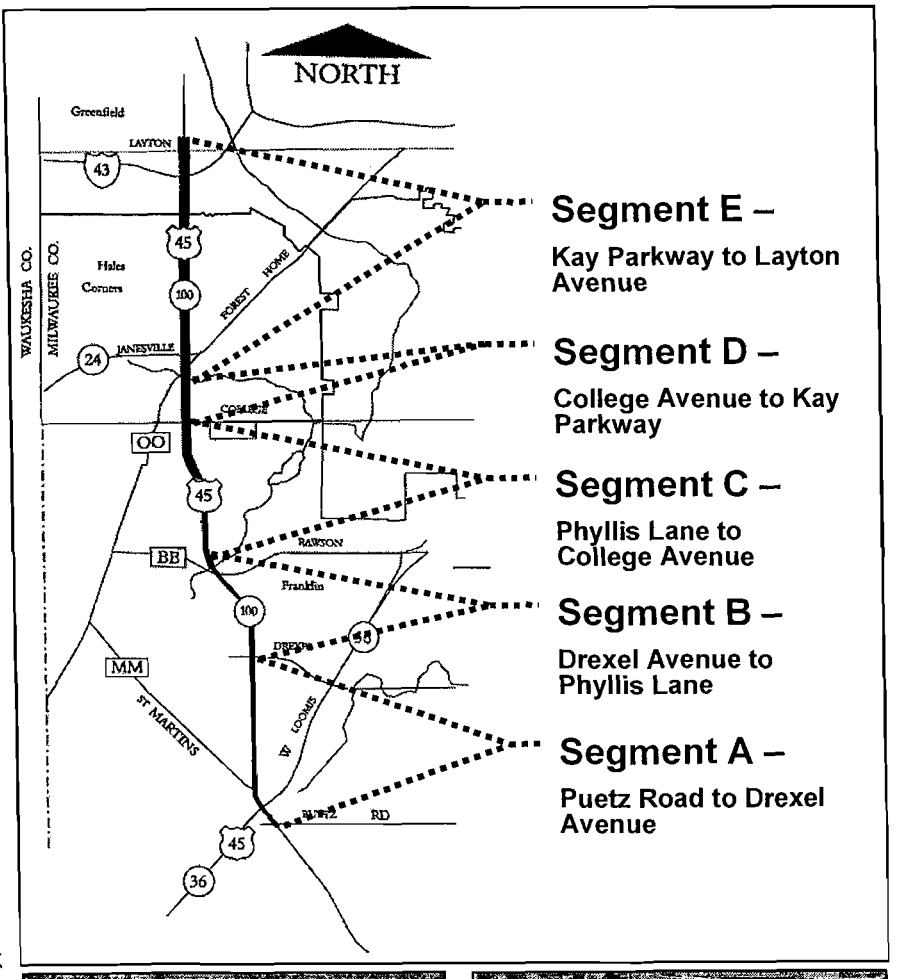
The WIS 100 corridor was divided into 5 segments to further study alternatives. Segments were based on the existing right-of-way width, the number of lanes to be provided and municipality boundaries. Franklin and Hales Corners have differing desirable widths for the grassed terrace between the curb and gutter and the sidewalk. Several alternatives in the northern segments have less-than-desirable roadway widths. The alternatives recommended to move forward in the study are described as follows:

Segment A -
4-lane alternative with desirable median and terrace widths.
In the Loomis Road area, the roadway is increased to 6-lanes.

Segment B -
6-lane alternative centered on existing right-of-way with desirable median and terrace widths.
Roadway profile is lowered near Woelfel Road to minimize wetland impacts.

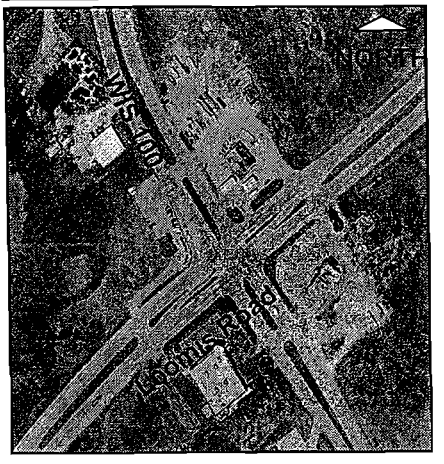
Segments C and D -
6-lane alternative centered on existing right-of-way with reduced median and terrace widths. At signalized intersections, slotted left turn bays are provided.

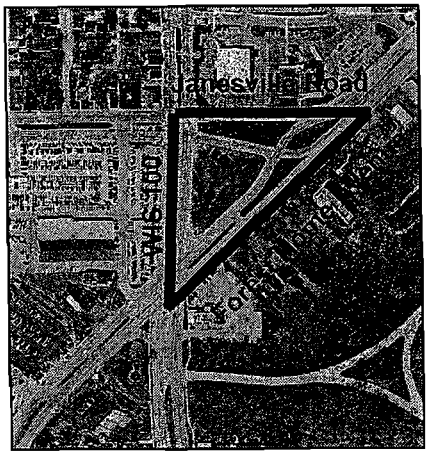
Segment E -
Two alternatives are carried forward. Both alternatives are 6-lane options centered on the existing right-of-way. Alternative E.8 has minimum widths for median and the sidewalk terrace on the west side.
Alternative E.10 has minimum width for median and a 6-foot wide sidewalk along the west side with no terrace provided.



Major intersections require further review

The study team will review urban interchange options for the Loomis Road (WIS 36) intersection over the next few months. The Triangle area has several alternatives that will be reviewed in more detail to address the complex operations in this area.





Impacts of mainline project alternatives

Alternatives	Impacts								Remarks
	No. of Relocations		R/W Parcels (acre or no.)		No. of ATC	Wetlands	Park	Potential	
	Res.	Com.	Res.	Com.	Tower	acres	Land Sites	Historic Sites	
A. Puetz Road to Drexel Ave.(1.34 mi)									
A.1 Four-lane Center	1	2	1.3 ac	2.6 ac	n/a	0.7	-	1	Recommended
A.2 Four-lane Left	2	3	1.9 ac	2.6 ac	n/a	0.7	-	1	Center option has potential for less impacts
A.3 Four-lane Right	2	2	4.6 ac	3.0 ac	n/a	0.66	-	1	Center option has potential for less impacts
B. Drexel Ave. to Phillis Ln. (0.89 mi)									
B.1.1 Six-lane Center - Raised Profile	-	-	0.04 ac	1.5 ac	n/a	0.5	1	-	Higher wetland impact compared to B.1.2
B.1.2 Six-lane Center - Lowered Profile	-	-	0.04 ac	1.4 ac	n/a	0.03	1	-	Recommended
B.2 Six-lane Left									6-lane Center options have fewer impacts
B.3 Six-lane Right									6-lane Center options have fewer impacts
C. Phillis Ln. to College Ave. (0.94 mi)									
C.1 **Six-lane Center** - Desirable Standard	-	-	18	24	n/a	-	-	1	High R/W Impact
C.2 **Six-lane Left** - Desirable Standard	1	-	8	16	n/a	-	-	1	Requires Relocation
C.3 **Six-lane Right** - Desirable Standard	-	-	11	8	n/a	-	-	1	High R/W Impact
C.4 **Six-lane Center** - Reduced Median and Terrace	-	-	11	2	n/a	-	-	1	Recommended
D. College Ave. to Kay Parkway (0.25 mi)									
D.1 **Eight-lane Center** - Desirable Standard	2	-	-	11	n/a	-	-	2	High Impact, public opposition
D.2 **Eight-lane Left** - Desirable Standard	-	1	-	6	n/a	-	-	2	High Impact, public opposition
D.3 **Eight-lane Right** - Desirable Standard	2	-	-	4	n/a	-	-	2	High Impact, public opposition
D.4 **Six-lane Center** - Desirable Standard	-	-	-	13	n/a	-	-	2	High R/W Impact
D.5 **Six-lane Left** - Desirable Standard	-	1	-	6	n/a	-	-	2	High R/W Impact, Requires Relocation
D.6 **Six-lane Right** - Desirable Standard	2	-	-	4	n/a	-	-	2	High R/W Impact, Requires Relocation
D.7 **Six-lane Center** - Reduced Median and Terrace	-	-	-	-	n/a	-	-	2	Recommended
E. Kay Parkway to Layton Ave. (1.75 mi)									
E.1 **Eight-lane Center** - Desirable Standard	4	28	-	32	10	-	1	14	High Impact, public opposition
E.2 **Eight-lane Left** - Desirable Standard	4	33	-	12	1	-	1	14	High Impact, public opposition
E.3 **Eight-lane Right** - Desirable Standard	-	8	-	19	9	-	1	14	High Impact, public opposition
E.4 **Six-lane Center** - Desirable Standard	4	19	-	37	10	-	1	14	High R/W Impact, Requires Relocation
E.5 **Six-lane Left** - Desirable Standard	4	26	-	19	1	-	1	14	High R/W Impact, Requires Relocation
E.6 **Six-lane Right** - Desirable Standard	-	6	-	10	9	-	1	14	High R/W Impact, Requires Relocation
E.7 **Six-lane Center** - Minimum Median and Terrace, Sidewalk (both sides)	-	3	4	42	4	-	1	14	High impact compared to E.8 and E.10
E.8 **Six-lane Center** - Minimum Median and Terrace - no Sidewalk (East)	-	3	4	41	RW	-	1	14	Recommend Further Consideration
E.9 **Six-lane** - Minimum Sidewalk, no Terrace (West), no Sidewalk (East)	-	-	-	13 at intxs	RW	-	1	14	Utility R/W Impact
E.10 **Six-lane** - Minimum Median, no Terrace West, no sidewalk (East).Fits within existing R/W using integral curb and gutter (East)	-	-	-	13 at intxs	RW	-	1	14	Recommend Further Consideration

Schedules

WIS 100 corridor study

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 2008/2009
Public hearing	Winter 2008/2009
Finalize recommended plan and prepare road design	2009

Construction along WIS 100 corridor

2008 – Maintenance asphalt overlay is scheduled for W. Puetz Road to W. College Avenue
2010 – The bridges over Rawson Avenue will be reconstructed
2014 * – Reconstruction is scheduled for the section from W. College Avenue to W. Layton Avenue
2017 * – Reconstruction is scheduled for the section from W. Puetz Road to W. College Avenue

* revised from dates provided in April 2008 newsletter

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Comments?

We welcome your general comments on the study and are also very interested in your specific comments on any of the roadway alternatives in Franklin, Hales Corners or Greenfield and/or on the "Triangle" alternatives presented today. Please fill out a comment sheet and drop it in the comment box before you leave, or mail it to the address shown on the back of the sheet.

Thank you for attending this Public Information Meeting!