

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

Public information meeting #3

4 to 7 p.m., November 12, 2008
 Hales Corners Municipal Building

Welcome!

Thank you for attending this third public information meeting for the WIS 100 Corridor Study. Your interest and comments are important because Wisconsin Department of Transportation (WisDOT) will be selecting a preferred alternative in early January 2009 following consideration of public input at this meeting. The meeting has an open house format. At 4, 5, and 6 p.m., a 15-minute presentation providing general background information on roundabouts will be given.

We invite you to view the exhibits, talk with WisDOT and consultant staff, ask questions and provide your comments on the alternatives.

Information on display

Mainline alternatives

Two sets of aerial maps with mainline alternatives are shown. One map shows locations where roundabouts are being considered, the other shows the use of signalized intersection control only. WisDOT is seeking comment on the use of roundabouts or signals.

- Exhibits showing the typical mainline cross sections being considered are adjacent to the aerial maps.
- Access considerations. The aerials show the proposed median opening locations.



Mainline aerials show signals vs roundabout alternatives

Loomis Road intersection alternatives

This important, high-traffic-volume intersection has three alternatives being considered: a roundabout, a jughandle intersection, and a traditional signalized intersection. Pros and cons are presented.



Example of one of 3 Loomis Road Alternatives: the jughandle

Triangle area intersection alternatives

Over 2 dozen alternatives have been considered since early 2007 to address this highly congested area. Schematics of the four remaining alternatives under consideration, and their respective pros and cons, are presented.



Example of one of 4 Triangle area alternatives

Inside this handout

Pages 2 and 3: Project needs
Page 5: Impacts for alternatives

Page 4: Alternatives, what has changed since April meeting
Page 6: Schedule, contacts, request for comments



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.

- **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.

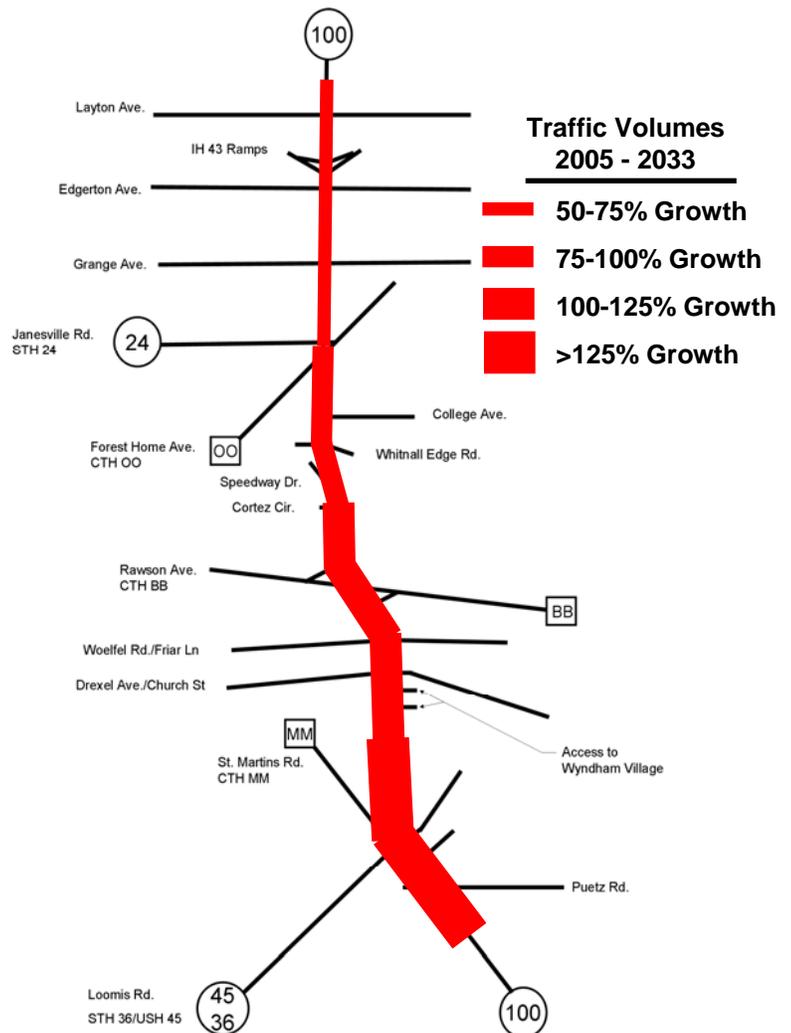
Accommodations for pedestrians and bikes.

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

Project 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).

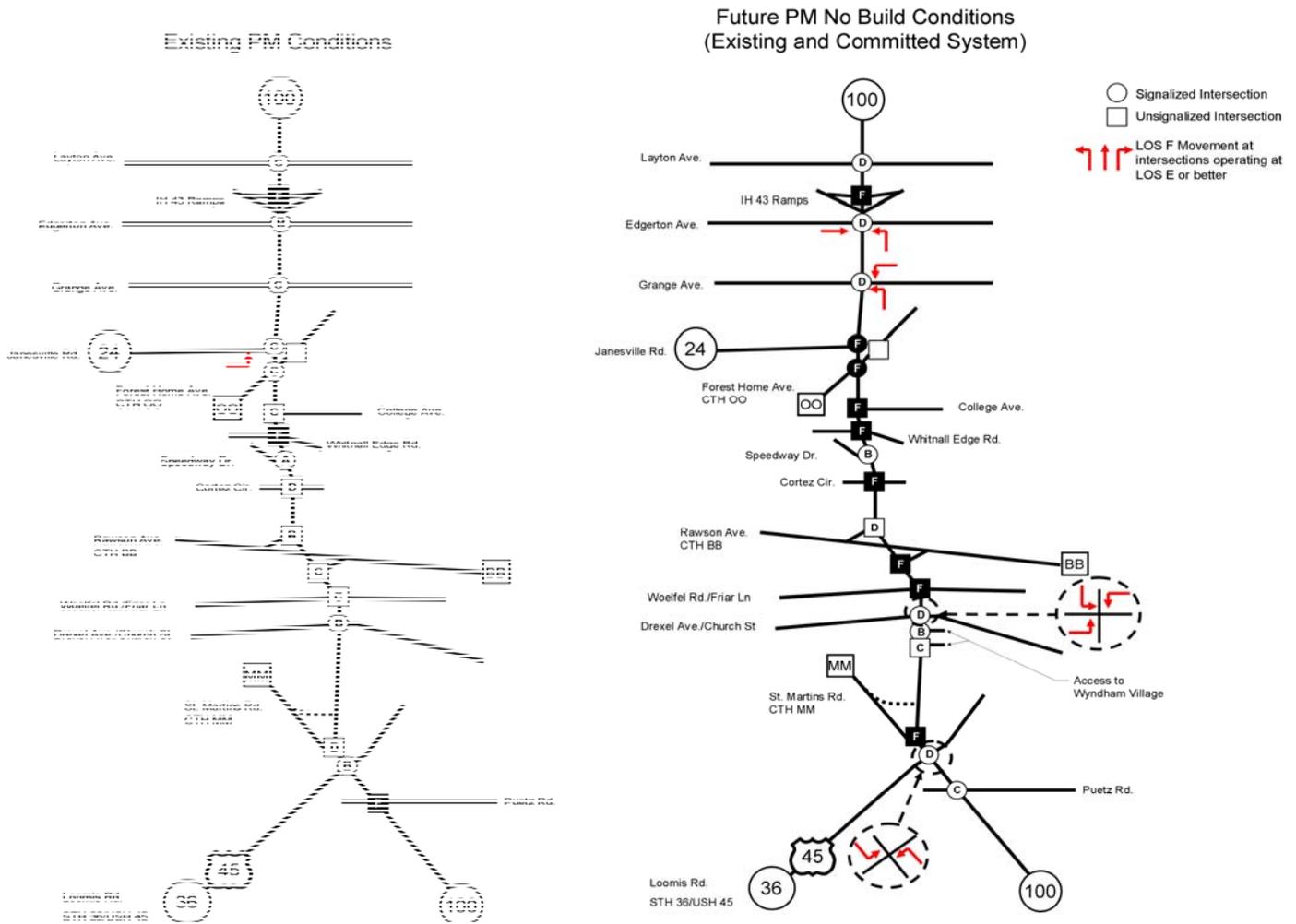
- **Franklin area:**
 8,700 to 23,400 vpd existing
 27,500 to 49,900 vpd future (2033)
- **Hales Corners:**
 28,200 to 44,800 vpd existing
 52,200 to 67,700 vpd future (2033)
- **Greenfield (at W. Layton Avenue):**
 31,000 vpd existing
 46,500 vpd future (2033)
- The highest traffic growth is in the 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

- 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, 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.



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.





Alternatives: Mainline, Loomis Rd, Triangle, Signals vs Roundabouts

A summary of the alternatives and refinements since the last public meeting in April 2008 is below. Right-of-way and other impacts are summarized on the next page.

Mainline WIS 100

- The proposed typical cross sections for the roadway differ depending on where you are along the corridor.
- An urban cross section with curb and gutter and a raised median will be provided for the entire 5.3-mile project.
- In Franklin, a 4-lane segment and a 6-lane segment are proposed.
- In Hales Corners, a 6-lane cross section is proposed (note that one of the Triangle area alternatives includes an 8-lane segment just in the immediate area of the Triangle).
- On-street bike accommodations and sidewalk will be provided along the entire corridor. This is in accordance with WisDOT and FHWA policy, and has been included in all of the previous public meeting exhibits.
- Providing for sidewalk and terraces in Hales Corners is a challenge because of narrow right-of-way and location of utilities. The current proposal reduces lane widths from 12 feet to 11 feet, and shows acquisition of right-of-way from the utility to provide for sidewalks on both sides of the road.
- Hales Corners may investigate providing a multiuse path along the east side of the ATC towers. If that happens, sidewalk adjacent to the curb on the east side would not be needed.
- In Franklin, a multiuse path is proposed along the east side of the corridor from Puetz Road to Phyllis Lane, which is just north of the Rawson Avenue interchange.

Loomis Road Intersection

- Three of the ten alternatives are still under consideration.
- One alternative is a typical signalized intersection.
- A second alternative is a modern roundabout. If a roundabout is selected, roundabouts at St. Martin's and Puetz Road would also be constructed.
- A third alternative is a far-side jughandle intersection. 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.

The Triangle area

Over two dozen alternatives were reviewed and four remain for consideration.

Grade separated alternatives were dismissed because of cost and property impacts.

All four alternatives remaining require the relocation of the McDonald's and four ATC towers, and have fairly similar strip right-of-way impacts.

Alternative A.4 – Triple left turns at Forest Home Avenue

Alternative B.1 – 8-lanes on WIS 100 (realigned to avoid right-of-way impacts to the Bosch and other properties on the west side of WIS 100).

Alternative H – Forest Home Avenue 2-Phase signal (some left turn movements will not be allowed)

Alternative Q – Left Turns from WIS 100 Prohibited (no left turns allowed from WIS 100)

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.

Signal vs roundabout 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 area, roundabouts at major intersections are still being considered. A comparison of operations and impacts is shown on the aerials.





Impacts for Mainline alternatives

Alternatives	Category 1									Category 2					Category 3		
	Roadway Data (in feet)									Impacts					2033 PM Intersection Operations		
	Thru Lane*	LT Turn Lane	Bike Acc./Shoulder*	Median	Terrace		Sidewalk		R/W	# of Relocations		# of R/W Parcels		ATC	Wetlands	Overall Intersections at LOS E or LOS F	Individ. Movements at LOS E or LOS F
					Left	Right	Left	Right		Res.	Com.	Res.	Com.	Tower			
FDM (Min - Desirable) - 6-Lane Urban	11-12	10-12	4	14-40	2-10	2-10	5	5	112-156								
A. Puetz Road to Drexel Avenue (1.34 miles)																	
A.1 Four-lane Center	12	12	16	40	8	8	5	10	200++	1	2	1.9 ac	2.7 ac		0.8 ac	0/6	3/57
B. Drexel Avenue to Phyllis Ln. (0.89 miles)																	
B.1.2 Six-lane Center - Lowered Profile	12	12	10	40	8	8	5	10	200	-	-	0.04 ac	1.4 ac		0.03 ac	0/4	2/27
C. Phyllis Ln. to College Avenue (0.94 miles)																	
C.4.2 Six-lane Center - Reduced Median and Terrace - Slotted Left-Turn Lane	12	12	4	30	7	7	5	5	140	-	-	11	2	-	-		
D. College Avenue to Kay Parkway (0.25 miles)																	
D.7.2 Six-lane Center - Reduced Median and Terrace - Slotted Left-Turn Lane	12	12	4	30	7	7	5	5	140	-	-	-	-	-	-		
E. Kay Parkway to Layton Avenue (1.75 miles)																	
E.11 Six-lane - With Sidewalk on both sides Using Integral Curb and Gutter	11-12	10	4	18	5	0-5	5	5-6	114-118	-	-	-	10	4 towers	-		

Notes:

1. Temporary easements will be needed to blend slopes along much of the corridor.
2. Additional right-of-way impacts for roundabout alternatives not included in this chart.

Impacts for Loomis Road intersection alternatives

Loomis Road Alternatives	Roadway Data				Impacts		Operations				
	No. Thru Lanes on WIS 100	WIS 100/ Loomis Road Traffic Control	New Intersections on WIS 100 Traffic Control	New Intersections on Loomis Road Traffic Control	Anticipated		WIS 100/Loomis Road				
					Relocations	R/W Parcels	Overall AM	LOS F Movements	Overall PM	LOS F Movements	
A.1 Low Build Alternative (Dual Left Turns on Loomis Road)	2	Signal	-	-	1	13	LOS D			LOS D	
C. Modern Roundabout (Three Circulating Lanes) (Examined Further by VE Team) Note: Would require Puetz and St. Martins to become roundabouts	3	Roundabout	-	-	1	9	LOS B			LOS A	
E. VE Alternative L-2 Far-Side WIS 100 Jughandle	3	Signal	2, Unsignalized	2, Unsignalized	1	12	LOS C			LOS C	

Impacts for Triangle area alternatives

Triangle Alternatives	Roadway Data				Impacts			Operations							
	No. Thru Lanes on WIS 100	WIS 100/ Janesville Road Traffic Control	WIS 100/ Forest Home Avenue Traffic Control	Forest Home Avenue/ Janesville Road Traffic Control	Anticipated			WIS 100/Forest Home Avenue				WIS 100/Janesville Road			
					Relocations	R/W Parcels	ATC Towers	Overall AM	LOS F Movements	Overall PM	LOS F Movements	Overall AM	LOS F Movements	Overall PM	LOS F Movements
A.4 Low Build Alternative with SB Right Turn Bay at Janesville Road, NB Right Turn Bay and EB and WB Triple Left Turn Lanes at Forest Home Avenue	3	Signal	Signal	Braided Intersection	1	9	4	LOS D	EBL, NBT	LOS C	WBL	LOS D	NBL, EBL	LOS D	SBT, EBL
B.1 Medium/High Build Alternative with minimized impacts (8 lanes on WIS 100)	4*	Signal	Signal	Braided Intersection	1	10	4	LOS C		LOS C		LOS C		LOS D	EBL
H. Forest Home Avenue Two-Phase Signal	3	Signal	Two-Phase Signal	Signal	1	8	4	LOS B		LOS B		LOS D	EBL, WBR	LOS D	NBL, WBR
Q. VE Alternative T.12 Prohibit WIS 100 Left-Turns (Modified with Six-Lanes on WIS 100)	3	Signal	Signal	Roundabout	1	12	4	LOS B		LOS B		LOS B		LOS C	

Note: NBL = Northbound INBT = Northbound Th NBR = Northbound Right
 SBL = Southbound ISBT = Southbound Th SBR = Southbound Right
 EBL = Eastbound Le EBT = Eastbound Th EBR = Eastbound Right
 WBL = Westbound IWBT = Westbound Th WBR = Westbound Right

Please see the aerial exhibits for impact summaries for the signal vs roundabout locations.

If you would like to have a paper or electronic copy of the matrices, please contact us.





Schedules

WIS 100 corridor study

Public information meeting #3

Select preferred alternative
Complete environmental document
Public hearing
Prepare road design and right-of-way plat

November 12, 2008

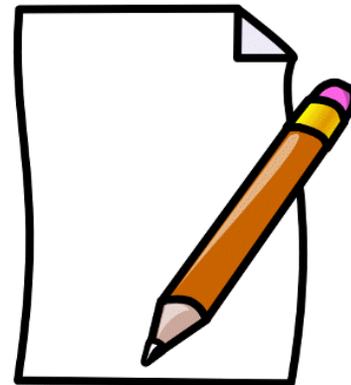
January 2009
Spring 2009
Spring 2009
Winter 2009

Construction along WIS 100 corridor

2011 – 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

Please share your comments

We appreciate your continuing feedback on the alternatives and the study. Please use one of the comment forms to provide your written comments and drop them off in the comment box or mail them in **on or before December 1, 2008**.



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.state.wi.us

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.