

Public Hearing Handout

Project ID 2040-17-00

On the design and
environmental aspects
of improvements
for

US 45/WIS 100

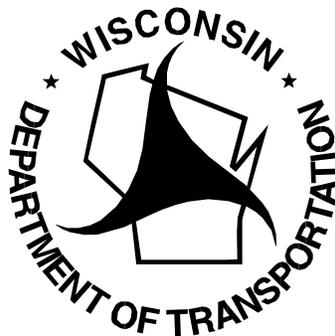
College Avenue-Layton Avenue

Milwaukee County

Hales Corners Municipal Building
James L. Meadows Meeting Room

January 16, 2014

5 to 8 p.m.





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Welcome

The Wisconsin Department of Transportation (WisDOT) thanks you for attending today’s public hearing for the US 45/WIS 100 (Highway 100) project from College Avenue to Layton Avenue. This public hearing offers you the opportunity to provide testimony on the design aspects and the Environmental Assessment of proposed transportation improvements for the 2-mile Highway 100 corridor between College Avenue and Layton Avenue.

The purpose of the hearing is to get the most complete expression of public opinion on record.

This is a **hybrid-style hearing**, a combination of the **open-style and traditional-style public hearing types**. The **open-style format** enables you to view exhibits and testify privately to a court reporter any time during the 3-hour hearing time frame. The **traditional-style** hearing portion is where citizens may present verbal testimony publicly to an audience. An information presentation will precede the traditional-style portion of the hearing to help you prepare to give your public hearing testimony. You also have the opportunity to provide testimony in writing.

Agenda

- 5 to 6 p.m. **Open-style hearing and viewing of exhibits**
You may provide verbal testimony privately to a court reporter in Meeting Room B21 or submit written testimony in the “testimony box.”

- 6 to 6:30 p.m. **Presentation**
If you choose, you may continue to provide verbal testimony privately to court reporter in Meeting Room B21 or submit written testimony in the “testimony box” while the presentation is being given.

- ~6:30 p.m **Traditional-style public hearing**
You may present verbal testimony publicly to those in attendance. You may continue to provide verbal testimony privately to the court reporter in Meeting Room B21 or submit written testimony in the “testimony box.”

- Following the
Public Hearing
until 8 p.m. **Open-style hearing and viewing of exhibits**
You may continue to provide verbal testimony privately to any of the court reporters in Meeting Room B21 or in the James L. Meadows Meeting Room or submit written testimony in the “testimony box.”

How to provide testimony

WisDOT will consider public hearing testimony as the final decisions are made regarding the Highway 100 project. There are several ways for you to provide testimony for the public hearing record.

Testify verbally in private to a court reporter - A court reporter is here to take your testimony from 5 to 8 p.m. Please proceed to Room B21, across the hall from where the public hearing is taking place.

Testify verbally before a public audience - After the presentation, a traditional-style public hearing will be held for those wishing to testify publicly. Please give the registration slip for public verbal testimony to any staff who will give it to the person conducting the hearing. Please limit your testimony to 3 minutes. This way, others have the opportunity to express their opinions in public too. You can testify again as part of the verbal testimony before an audience once others have testified.

Provide written testimony - You may write your testimony on the sheet provided and drop it in the written testimony box or mail your testimony using the postage-paid sheet attached as page 13 to this handout.



“Highway 100”

College Avenue-Layton Avenue
Milwaukee County

All testimony must be received by January 31, 2014 to be considered part of the public hearing record. The testimony provided at tonight’s public hearing along with all exhibits, handouts, PowerPoint presentation and displays for viewing at the hearing tonight will be included in the official public hearing record. Pages 9 and 10 of this handout contain a complete list of these materials. Written testimony received after the hearing, will be added to the official transcript provided they are received by January 31, 2014.

Contact information

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Project map





Environmental documentation process

The environmental documentation for this project was prepared in accordance with the National Environmental Policy Act (NEPA), the Wisconsin Environmental Policy Act (WEPA), and the WisDOT Facilities Development Manual. The environmental assessment (EA) document details the process through which this transportation project was developed, including consideration of a range of reasonable alternatives, analysis of the potential impacts resulting from the alternatives, and coordination with federal, state and local agencies and the public. The document demonstrates compliance with applicable environmental laws and executive orders.

The Bosch Tavern at the northwest corner of Janesville Road and Highway 100 is eligible for the National Register of Historic Places. A Draft Section 4(f) Evaluation was prepared for the Bosch Tavern, a Section 4(f) property, and approved by FHWA. Section 4(f) resources are lands such as significant historic sites, recreation areas, parks, and wildlife and waterfowl refuges that are protected by federal law (49 USC 303). If a Section 4(f) resource is impacted by a federally funded transportation-related action, a Section 4(f) evaluation needs to show that there are no feasible and prudent alternatives to avoid the Section 4(f) resource and that all possible planning to minimize harm has been completed. The Bosch Tavern is impacted by the Preferred Alternative and mitigation is required. The Section 106 process for adversely affected historic properties continues with all consulting parties negotiating a draft Memorandum of Agreement (MOA) with the intent of moving the building out of the area required for proposed improvements. When the MOA is finalized, a Final Section 4(f) Evaluation will be prepared.

On October 30, 2013, the Federal Highway Administration (FHWA) signed the EA. This signature indicates initial concurrence with the Preferred Alternative and that there were no significant impacts indicated by the initial assessment that would warrant an environmental impact statement. Although WisDOT selected the Preferred Alternative in 2011, additional consultation time was needed for the Bosch Tavern. Following the public hearing, and consideration of testimony received, WisDOT will make a final decision on the project. If the decision is to proceed with the Preferred Alternative, the testimony will be incorporated into a Finding of No Significant Impact (FONSI) and submitted to FHWA for final project approval.

Information for public hearing record

Information for the public hearing record will include the legal notice for this hearing; the listing of those receiving a mailed public hearing notice; all exhibits, handouts, brochures, the PowerPoint presentation and displays for viewing at this hearing (Pages 9 and 10 of this Hearing Handout contain a complete list of these materials); the environmental document; and the testimony provided at this public hearing along with written testimony received after the public hearing, provided it is received prior to January 31, 2014.



Project statement

Introduction/Project description

The US 45/WIS 100 corridor study was initiated in 2007 with limits that began at Puetz Road and extended north 5.5 miles to Layton Avenue. In 2010, WisDOT decided to separate the south and north portions at College Avenue. An environmental report was approved in 2011 for the south project and final design is underway. This hearing concerns the environmental assessment (EA) document and proposed improvements for the north portion, from College Avenue to Layton Avenue.

Purpose and need

The purpose of this project is to develop a long-range improvement plan for US 45/WIS 100 (Highway 100) that addresses existing and future traffic volumes, improves traffic flow and safety for local and through traffic, and enhances provisions for pedestrians and bicyclists while minimizing environmental impacts to the extent possible and practicable. There are five contributing factors of need for this project:

1. The pavement from College Avenue to Layton Avenue was constructed between 1965 and 1969 and is between 44 and 48 years old. The existing pavement structure has outlived its useful life and needs replacement.
2. The route is one of national, state, and local importance and must meet regional and state mobility and local access needs. Highway 100 is a National Highway System route and a federally designated truck route.
3. Projected traffic volumes will produce unacceptable congestion at peak travel times at key intersections.
4. Reduction of the overall crash rate which is slightly higher than the statewide average is needed to improve safety. Over 80 percent of the crashes in the 2009-2011 period studied occurred in or near intersections.
5. Pedestrian and bicycle accommodations are needed to provide multimodal transportation options and continuity.

Alternative development

Alternative development to meet the identified needs began in 2007 and continued through 2011. Alternative development covered three aspects of the project: the typical roadway cross section along the corridor (Mainline), the unique “Triangle” area including Forest Home Avenue and Janesville Road intersections, and at other key intersections, the type of control used (such as a 2-way stop, traffic signal, or roundabout).

- **Mainline alternatives**

The mainline was divided into two sections defined by existing right of way widths, College Avenue to Kay Parkway and Kay Parkway to Layton Avenue. Initially, an 8-lane typical section was considered for both sections because it met WisDOT desirable design standards and provided optimum traffic operations. After preliminary impacts were assessed and public input received, the 8-lane concepts were eliminated. Six-lane alternatives were developed further, including evaluation of closing existing median openings to reduce conflict points. Refinements utilized minimum design standards to reduce impacts. In all, 7 alternatives were considered for the College Avenue to Kay Parkway section and 12 alternatives were considered for the mainline Kay Parkway to Layton Avenue section.

- **“Triangle” alternatives**

The area called the “Triangle” includes a 0.32-mile section of Highway 100 containing the intersections of Forest Home Avenue and Janesville Road and the braided intersection of those cross streets with each other. The Triangle area is in the heart of Hales Corners’ business district and has future traffic operations challenges based on the closely-spaced intersections and large volumes of through traffic and turn movements. The Triangle area was evaluated separately because of the complex interrelationships between mainline travel lanes and the intersections. In addition to operations and geometric challenges, both the historic Bosch Tavern, at the northwest corner of Janesville Road, and a major utility transmission line along the east side of the corridor required special consideration. Identifying a solution to provide acceptable traffic operations to meet federal and state requirements, and minimize local impacts, was a main focus of the project.



Over 17 alternatives were considered in the Triangle area. Alternatives studied that avoided adding travel lanes ranged from grade separations that separated Highway 100 from intersecting roadways or that kept the roadway at ground level but completely eliminated key turning movements. Other alternatives would incur unacceptable relocation impacts. WisDOT determined 8-lane alternatives should be evaluated within the limited Triangle area. One 8-lane alternative (designed to minimum standards for a minimal “footprint”) shifted the widened roadway east to avoid the historic Bosch Tavern but required relocation of 5 businesses and 4 transmission towers with estimated costs at least \$4.6 million higher than the same 8-lane roadway shifted west that did impact the Bosch Tavern. FHWA concurred that the impacts and costs to avoid impacting the Bosch Tavern were not prudent and there were no other feasible (constructible) alternatives. The 8-lane alternative impacting the Bosch Tavern was further refined to minimize relocation impacts. In addition, although the existing braided intersection of Forest Home Avenue and Janesville Road would continue to meet operational requirements in the future, a dual-lane roundabout was evaluated because it provides improved access to properties in the area.

• Key intersection alternatives

These alternatives were developed so that other key intersections (in addition to Forest Home Avenue and Janesville Road discussed above) would also provide the minimum required overall level of service (LOS) D or better in the design year. The other key intersections on Highway 100 (College Avenue, Parnell Avenue, Grange Avenue, Abbott Avenue, Edgerton Avenue and Layton Avenue) were evaluated for signals, roundabouts or (in the case of Abbott and Parnell) a continued unsignalized condition. Use of a roundabout on Highway 100 was eliminated from consideration because traffic volumes would require a 4-lane roundabout at most of the intersections. Four-lane roundabouts have not been proven in the United States and would require substantial new right of way. At Edgerton Avenue, queuing concerns at the I-43 ramps were considered with the intersection control alternative.

Stakeholder input during alternative development

- WisDOT requested input from local municipalities (City of Franklin, Village of Hales Corners, City of Greenfield, and Milwaukee County) and the public throughout the project development process. Monthly meetings with the Village of Hales Corners were held in 2010 and 2011.
- WisDOT held four Project Advisory Committee meetings with local government staff, elected officials, utility representatives and state and federal agency representatives.
- Four informal public informational meetings were held (November 2007, April 2008, November 2008, and September 2009) to discuss the project and obtain input. A meeting with businesses was held in 2009 and a meeting with property owners near the proposed roundabout at Janesville Road and Forest Home Avenue was held in 2012.
- WisDOT also had meetings with several individual businesses between 2007 and 2012, seeking input on the corridor and intersections.

Preferred alternative

The Preferred Alternative reconstructs the Highway 100 corridor between College Avenue and Layton Avenue to provide a low-speed (posted speeds at 40 mph or less), multilane, divided, urban roadway with on-street bicycle accommodation and sidewalk on both sides of the road. The proposed improvements address each of the five primary needs identified. The proposed typical sections along the corridor are shown on page 12. Key aspects of the Preferred Alternative for this 2.0-mile length of roadway are as follows, described from south to north:

From College Avenue to Kay Parkway: This 0.25-mile section will be reconstructed to a 6-lane roadway (the same as existing) with a 30-foot median, 12-foot travel lanes, a 4-foot paved shoulder area for bicycles and 5-foot sidewalk and terrace on both sides.

The “Triangle” (the area influenced by the Triangle is from Kay Parkway to approximately Godsell Avenue):

- This 0.32-mile section will be reconstructed to provide 8 lanes through this area. The minimum standards for travel and turn lane widths, median width, bicycle accommodations, and terrace width were used to minimize real estate impacts.
- Structure B-40-408, a box culvert south of Forest Home Avenue, will be widened 12 feet on the east side to accommodate the wider roadway.



From Godsell Avenue to Layton Avenue:

- This 1.43-mile section will be reconstructed to provide a 6-lane roadway (the same as existing) with an 18-foot median.
- Two 11-foot wide travel lanes and one 12-foot-wide travel lane will be provided in each direction with a 5-foot wide integral curb and gutter shoulder area and 5-foot sidewalk and terrace on both sides.
- At Edgerton Avenue, a fourth southbound travel lane through the intersection is proposed to reduce southbound queuing so that it does not reach the I-43 interchange.
- The study proposes that the two bridges over I-43 (B 40-301/302) be widened to the inside to provide three lanes in each direction and shoulder area. The interchange area including the bridges may be re-evaluated because it is in the influence area of the future Hale Interchange study.

Other aspects of the Preferred Alternative include:

- The existing braided intersection of Forest Home Avenue and Janesville Road will be converted to a dual-lane roundabout to provide better access to adjacent businesses.
- Traffic signals will be replaced at five intersections (Forest Home Avenue, Janesville Road, Grange Avenue, Edgerton Avenue and Layton Avenue).
- Three intersections will meet warrants for new traffic signals. These intersections are College Avenue, Parnell Avenue and Abbott Avenue.
- A potential signal may be added at the I-43 ramp terminal.
- Traffic signal coordination is recommended in the zone between Forest Home Avenue and Edgerton Avenue.

Wetland Impacts

The Preferred Alternative impacts 0.06 acres of wetlands that are within the existing right of way. This is associated with widening by 12 feet the existing 3-cell box culvert south of Forest Home Avenue. The widening occurs only on the east side of Highway 100. The structure carries an unnamed tributary to the Root River and is located in the 100-year floodplain. The extension of the box culvert on the downstream side will cause an increase in the 100 year water surface elevation upstream of the culvert. The increase is 0.019 feet (or slightly less than 1/4 inch). As noted in the cooperative agreement between WisDOT and WDNR, the affected property owners (four are estimated) will be sent letters, and local floodplain managers and WDNR will be copied on the letters. The final design phase will be performed in consultation with the WDNR.

Property Acquisition/Relocation Assistance

The Preferred Alternative has real estate impacts to adjacent property owners. Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

The Preferred Alternative adversely impacts 3 buildings that affect 3 residential tenants, 3 business owners and 3 commercial tenants. These impacts are located at the northwest corner of Janesville Road and Highway 100.

Historic property impacts

The Bosch Tavern, a Section 106 resource, is eligible for the National Register of Historic Places and is one of the buildings impacted. A draft Memorandum of Agreement proposes several stipulations to mitigate the impact. These include relocation of the building to a site in the immediate vicinity.



Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available rental housing, rental business units and business locations was made on April 12, 2010. This survey indicates that there will be sufficient rental housing, rental business units and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement rental housing, rental business units and business locations.

The "Relocation Assistance" brochure made available to you has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement rental housing, rental business units and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling and business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

The Preferred Alternative also includes strip right of way acquisition and/or temporary easements along most of the project. No utility transmission towers are affected.

Real estate staff is here this evening to answer questions about the property acquisition and relocation process and the assistance available.

Property acquisition for this improvement is tentatively scheduled to begin in the fall of 2014. Depending on the availability of funds and the anticipated completion of relocations by spring of 2016, reconstruction could begin in 2018 if a build alternative is selected.

PowerPoint presentation

WisDOT is providing a brief PowerPoint presentation tonight to update the public on the proposed project alternative and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required in the public hearing Project Statement.

Description of public hearing exhibits

Exhibits on display:

- Instructions on how to provide public hearing testimony
- Original US 45/WIS 100 Corridor Study limits
This exhibit shows the original 5.5-mile corridor study limits and resultant projects.
- Project purpose and need summary
- Level of service (traffic operations) definition
The level of service (LOS) is a measure of congestion from LOS A (very good) to LOS F (bad, failing). Highway 100 requires LOS D or above to allow traffic to continue moving along the roadway with minimal delays. This exhibit provides an explanation of level of service.
- Traffic operations at intersections in the AM and PM peak travel periods
The existing, Future No Build and Future Build with the Preferred Alternative scenarios are presented.



Description of public hearing exhibits, continued

- Alternative development summary charts
These charts summarize the alternatives considered for mainline and Triangle area.
- Aerial maps showing the Preferred Alternative
The aerial maps show the proposed improvements for the Preferred Alternative from College Avenue to Layton Avenue. These maps show the proposed roadway configuration, type of intersection control (signals, roundabout or two-way stop), access points, right of way and relocations required.
- Typical sections
These drawings show the proposed roadway cross sections at various locations.
- Impact summary
A summary comparison of cost, real estate and major environmental impacts between No Build and the Preferred Alternative is shown.
- Section 4(f) property exhibits - The historic Bosch Tavern
These exhibits are related to the Bosch Tavern, a Section 4(f) property that is eligible for the National Register of Historic Places. (See the Bosch Tavern table, below.)

Information tables:

- Real estate table - WisDOT Southeast Region real estate staff is available to answer questions.
- Bosch Tavern table - This table provides information on the historic background, project impacts and proposed mitigation for the historic Bosch Tavern property.
- Environmental Assessment table - Several copies of the Environmental Assessment are on this table for your reference. Please do not remove them from the table.

Handouts

- Public Hearing Handout
(This is the hearing packet provided for the US 45/WIS 100 public hearing. It includes a project summary and instructions on how to provide public hearing testimony, either verbally or written.)
- Extra registration slips for verbal testimony (A slip is located on page 15 of this packet.)
- Extra written testimony forms (A Written Testimony Sheet is provided on page 13 of this packet.)
- Roundabout brochure
- Historic preservation/Section 106 brochure
- Real estate brochures:
 - Wisconsin Relocation Rights - Business, Farm, and Nonprofit Organizations
 - Wisconsin Relocation Rights - Residential
 - The Rights of Landowners Under Wisconsin Eminent Domain Law

Note: Hearing materials and exhibits will be posted on the project website following this evening:

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



Environmental impact matrix

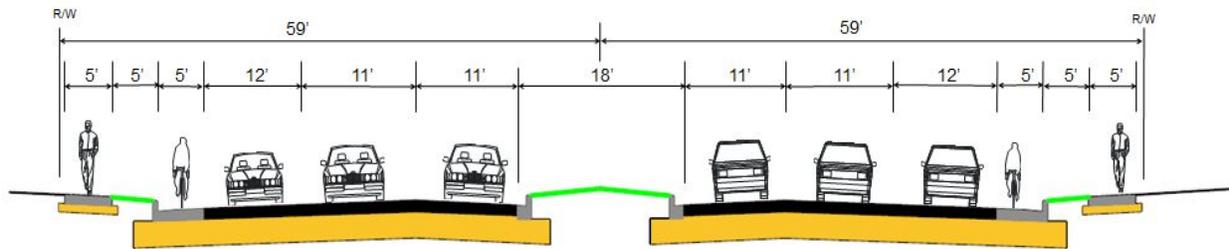
Detailed information and comparisons of the many build alternatives investigated as part of the US 45/WIS 100 Corridor Study is provided in the Environmental Assessment. The matrix below provides a comparison summary of impacts for the No Action Alternative and the Preferred Alternative.

ENVIRONMENTAL ISSUE	UNIT MEASURE	PROJECT SUMMARY COMPARISON	
		No Action	Preferred Alternative
Project Length	Miles	2.0	2.0
Preliminary Cost Estimate			
Construction	Million \$	4.7	22.3
Real Estate	Million \$	0.0	2.8
Total	Million \$	4.7	25.1
Land Conversions			
Wetland Area Converted to ROW	Acres	0.0	0.0
Upland Habitat Area Converted to ROW	Acres	0.0	0.0
Other Area Converted to ROW	Acres	0.0	8.04
Total Area Converted to ROW	Acres	0.0	8.04
Real Estate			
Total Buildings Required	Number	0	3
Housing Units Required	Number	0	3 (tenants)
Commercial Units Required	Number	0	6 (3 owners and 3 tenants)
Other Buildings or Structures Required (Utility Transmission Tower)	Number (Utility Tower)	0 (0)	0 (0)
Environmental Issues			
Bosch Tavern - This property is Eligible for the National Register of Historic Places. Section 106 Memorandum of Agreement (MOA) Required	Yes/No	No change proposed to the Bosch Tavern	The Bosch Tavern is impacted by the Preferred Alternative and mitigation is required. All consulting parties are negotiating a draft MOA with the intent of moving the building out of the area required for proposed improvements. See the Bosch Tavern exhibit table for more information.
Section 4(f) Evaluation Required (for Bosch Tavern)	Yes/No	No	Yes
Total Wetlands Filled	Acres	0.0	0.06
Endangered Species	Yes/No	No	Yes #
Air Quality Permit Required	Yes/No	No	Yes #
Design Year Noise Sensitive Receptors No Impact Impacted	Number Number	127 33	131 23

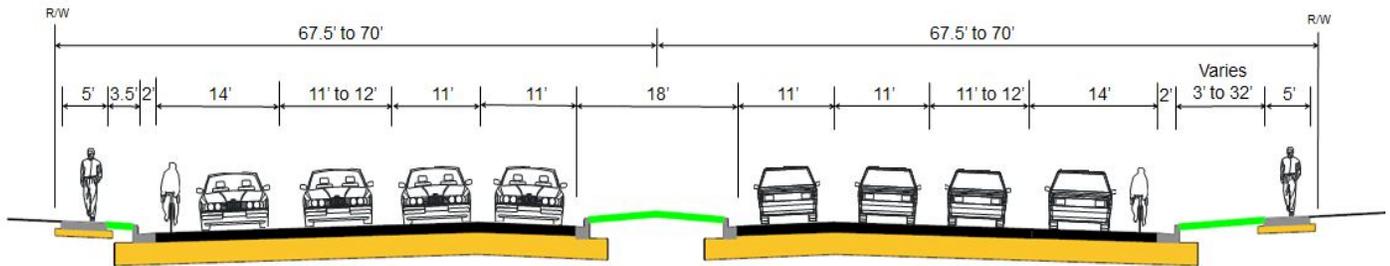
For details, see the environmental document. Copies are available for viewing at the hearing, or you may view the document online: www.dot.wisconsin.gov/projects/wis45100study/index.htm.

Proposed typical sections

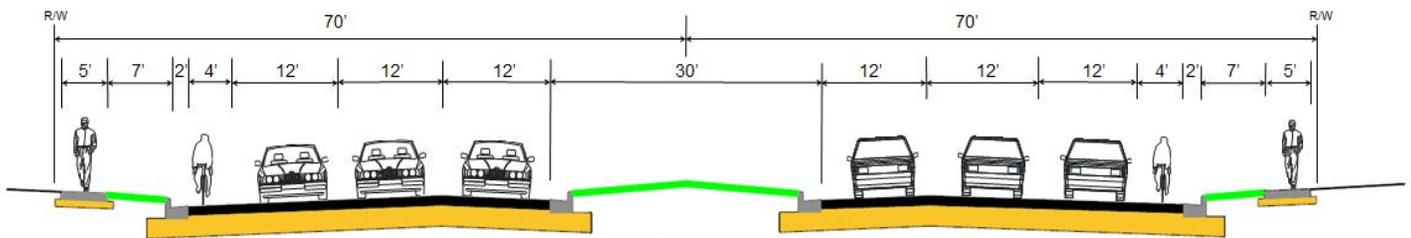
The proposed typical sections for the Preferred Alternative in each of the three main sections of the corridor discussed in the Project Statement on page 7 are shown below. Accommodations for bicycles and pedestrians are provided on both sides of the roadway along the entire corridor.



Godsell Avenue to Layton Avenue



Kay Parkway to Godsell Avenue



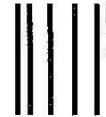
College Avenue to Kay Parkway

Next steps and project schedule

Following consideration of public hearing testimony received before January 31, 2014, WisDOT will decide whether to move forward with the Preferred Alternative and complete the environmental documentation discussed above. The following is the anticipated project schedule:

- 2014 Complete environmental documentation
- 2014 Begin final design; additional public information meetings will be held
- Late 2014 Real estate acquisition begins for strip right of way and easements
- 2018 Potential early bid letting and construction
- 2019 Scheduled bid letting and construction

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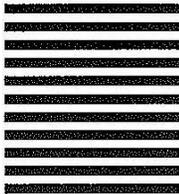
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WISCONSIN DEPARTMENT OF TRANSPORTATION
PO BOX 798
WAUKESHA, WI 53187-9966**



Attn: Vida Shaffer



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REGISTRATION SLIP FOR VERBAL TESTIMONY

ON THE DESIGN AND ENVIRONMENTAL ASPECTS
OF THE PROPOSED IMPROVEMENT OF
US 45/WIS 100
(COLLEGE AVENUE - LAYTON AVENUE)
MILWAUKEE COUNTY

Project ID 2040-17-00

January 16, 2014

1. FOR PRIVATE VERBAL TESTIMONY at any time between 5 to 8 p.m.:Please complete the form below and proceed to the court reporter. Provide the court reporter with the information below, and present your statement.
2. FOR PUBLIC VERBAL TESTIMONY beginning at approximately 6:30 p.m. Please complete the form below and hand it to one of the staff members here tonight. You will be called when it is your turn to provide your statement.

Please limit your testimony to 3 minutes so that others have the opportunity to express their opinions in public. You can provide verbal testimony again in front of the audience after others have testified. Project staff will be happy to address any questions you have individually before or after the public hearing portion.

US 45/WIS 100 PUBLIC HEARING, Hales Corners Municipal Building, January 16, 2014

Name: _____

Representing (Optional): _____

Mailing Address: _____

Speaking (Circle one please) In favor / In opposition / For information only



“Highway 100”

***College Avenue-Layton Avenue
Milwaukee County***

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