

WIS 241 (27th Street) Corridor Study

College Avenue to the Racine/Milwaukee County line

Last Public Information Meeting set for August 16, 2011

Summer 2011

The Wisconsin Department of Transportation (WisDOT) invites the public to attend a WIS 241 (27th Street) public information meeting (PIM) to be held Tuesday, August 16, 2011 **from 4 p.m. to 7 p.m. at St. James Church Hall (lower level of church), 7219 S. 27th Street, Franklin, WI.**

The meeting will be an informal open house style meeting that allows citizens to stop in anytime to meet individually with project staff. The meeting will present the preferred alternative for the expansion of WIS 241 for public comment. Exhibits and information will be available:

- Preferred roadway and intersection alternatives
- Changes to median openings and driveways
- Right of way impacts

The goal of the meeting is to obtain feedback on the preferred alternative developed for the corridor. WisDOT encourages adjacent property and business owners along the corridor, interested citizens, and other stakeholders to attend and let your opinions be heard.

Overview of WIS 241 study

In 2007, WisDOT initiated a study of the WIS 241 (27th Street) corridor for the six mile segment from County Line Road (8-Mile Road) to College Avenue. The purpose of the study is to develop a long range improvement plan that provides an adequate level of service for 2035 traffic volumes, improves safety and accommodates pedestrians and bicyclists.

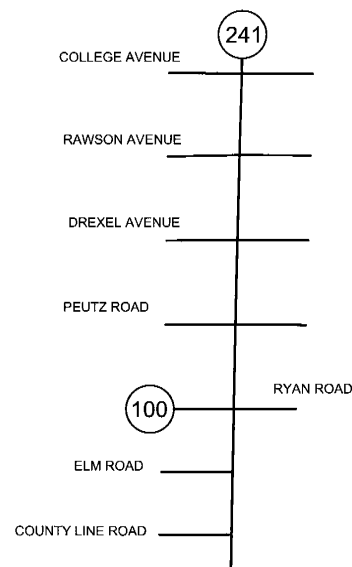
Two public information meetings (PIMs) have previously been held. The first PIM, held on June 26, 2008, introduced several typical section alternatives including varying median, lane, shoulder and terrace widths in addition to intersection geometry alternatives including a traditional expanded intersection with signals or roundabouts.

The second PIM, held on March 24, 2009, refined the previous alternatives and introduced access management improvements including median openings and driveway closures and/or modifications.

Project Need

- Crashes are above the statewide average
- Traffic growth and congestion
- Lack of bicycle and pedestrian accommodation
- Long term highway corridor preservation

Project Area



Contact information:

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Recommended preferred alternative

Typical section

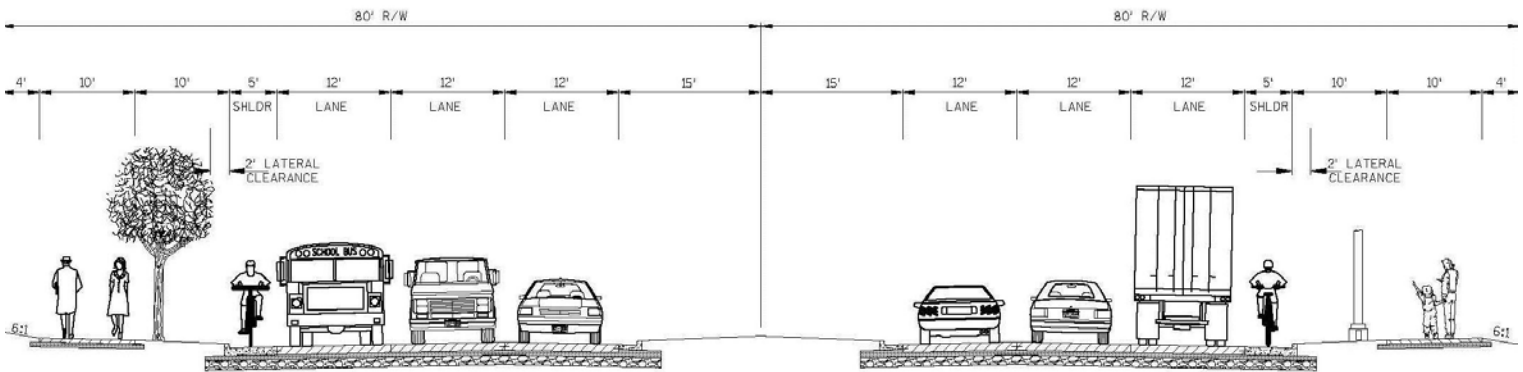
In addition to the input that was gathered from the previous public meetings and from numerous meetings with the local communities, two independent studies (Value Engineering Study and Design Road Safety Audit) were conducted to evaluate the design alternatives.

After input consideration and continued design refinements, the Department is recommending the following **"preferred alternative"** for final public comment.

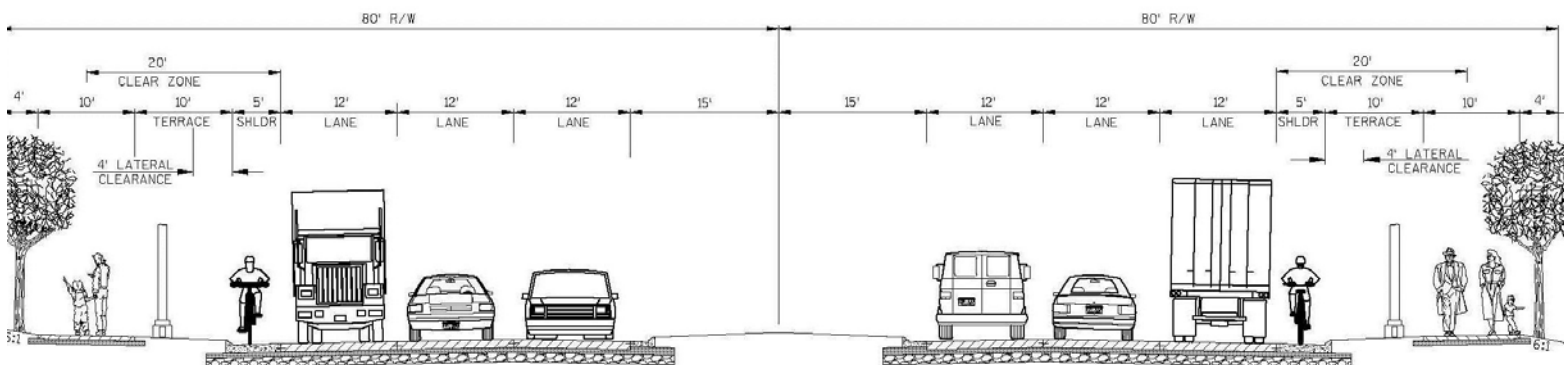
Below are illustrations of the proposed typical sections of WIS 241. The two sections of roadway have different speed limits resulting in different design elements. The stretch of roadway north of Minnesota Avenue has a 40 mph speed limit, which allows trees to be planted in the terrace.

South of Minnesota Avenue, the speed limit is 45 mph where trees and other non-breakaway objects are not allowed within 24 feet of the roadway. Trees are proposed in the area outside the multi-use path. In the area from Elm to the Racine/Milwaukee county line, the roadway will remain a 4-lane facility.

6-lane - College Avenue to Minnesota Avenue



6-lane - Minnesota Avenue to Elm Road



Expanded intersections with signals

Expanded intersections with signals were chosen instead of roundabouts.

- WIS 241 accommodates over 200 overweight/oversize vehicles annually. The aesthetic “green circle” of the roundabout would be jeopardized to accommodate these larger vehicles.
- The potential need to signalize pedestrian crossings at the large roundabouts would negate the financial benefit of not needing signals at roundabouts.
- The issue of safe pedestrian crossing for the visually impaired remains a concern for the large roundabouts.
- Construction staging for roundabouts would be more challenging due to the dense commercial corridor and high weekend volume of traffic.

Access Management

Median openings will be closed, relocated or modified

In an effort to reduce or separate conflicting turning maneuvers, some medians will be closed, others relocated, to achieve better spacing. Others will be modified to restrict left-out turning from driveways.

Driveways removed

Each access point creates potential conflicts between through-traffic and traffic using that access. Each conflict is a potential crash. Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations. This allows drivers passing through an area to predict where other drivers will turn and cross.

- Excess driveways to a single parcel will be removed.
- Reduces conflict points on a roadway.
- Reduces the frequency of vehicles decelerating in the live traffic lane to turn into a driveway.
- Reduces rear-end collisions.

Adding and extending turn lanes at intersections and median openings removes turning vehicles from through lanes.

Managing access on WIS 241 can result in better traffic flow, fewer crashes, and a better shopping experience for neighboring businesses.

At the public meeting, a video will be shown explaining the use of access management techniques.

Right of way acquisitions and relocations

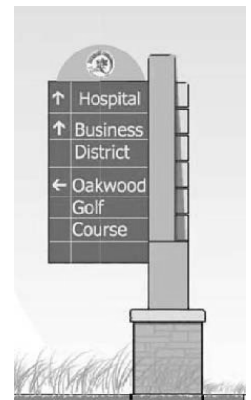
Although the Department anticipated the majority of the mainline highway expansion to fit within the existing right-of-way, strip acquisition may be needed to facilitate drainage, length of turn lanes, and driveway matches.

More substantial right of way and relocations are anticipated in all four quadrants of the major intersections.

These anticipated right of way impacts will be shown at the meeting. We strongly urge property owners who live near the major intersections to attend.

Aesthetic enhancements

The cities of Franklin and Oak Creek have developed a streetscaping plan for 27th Street. Aesthetic enhancements such as decorative lighting, signing and landscaping will be incorporated into the highway reconstruction projects.



Wisconsin Department of Transportation
Southeast Region
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P.O. Box 798
Waukesha, WI 53187-0798

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Public Information Meeting

August 16, 2011

4 p.m.- 7 p.m.

St. James Church Hall (lower level of church)

7219 S. 27th Street

Franklin, WI

The facility is wheelchair accessible. Hearing-impaired citizens may request an interpreter by contacting WisDOT via the Wisconsin Telecommunications Relay System (dial 711) at least three working days prior to the meeting.

Anticipated WisDOT schedule for area improvements:

- Airport Spur - 2012.
- Mitchell Interchange - ongoing - 2012
- I-94 - Milwaukee County from the Mitchell Interchange to College Avenue - ongoing - 2012
- Drexel Avenue Interchange - 2012
- Rawson Avenue Interchange - 2013
- Ryan Road Interchange - 2014
- I-94 - Milwaukee County from College Avenue to the Racine County line - 2019-2020