

# **WIS 100 corridor study**

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

**Project I.D. 2040-17-00**

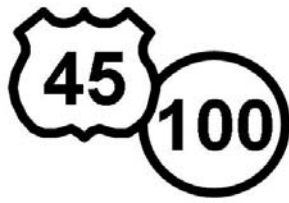


## **Public information meeting**

**November 14, 2007**

**4 to 7 pm**

**Franklin Public Library**  
**9151 W. Loomis Road**



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

**Public information meeting - November 14, 2007**

**Welcome**

Welcome to the first 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 present, and provide comments or ask questions.

**Purpose of meeting**

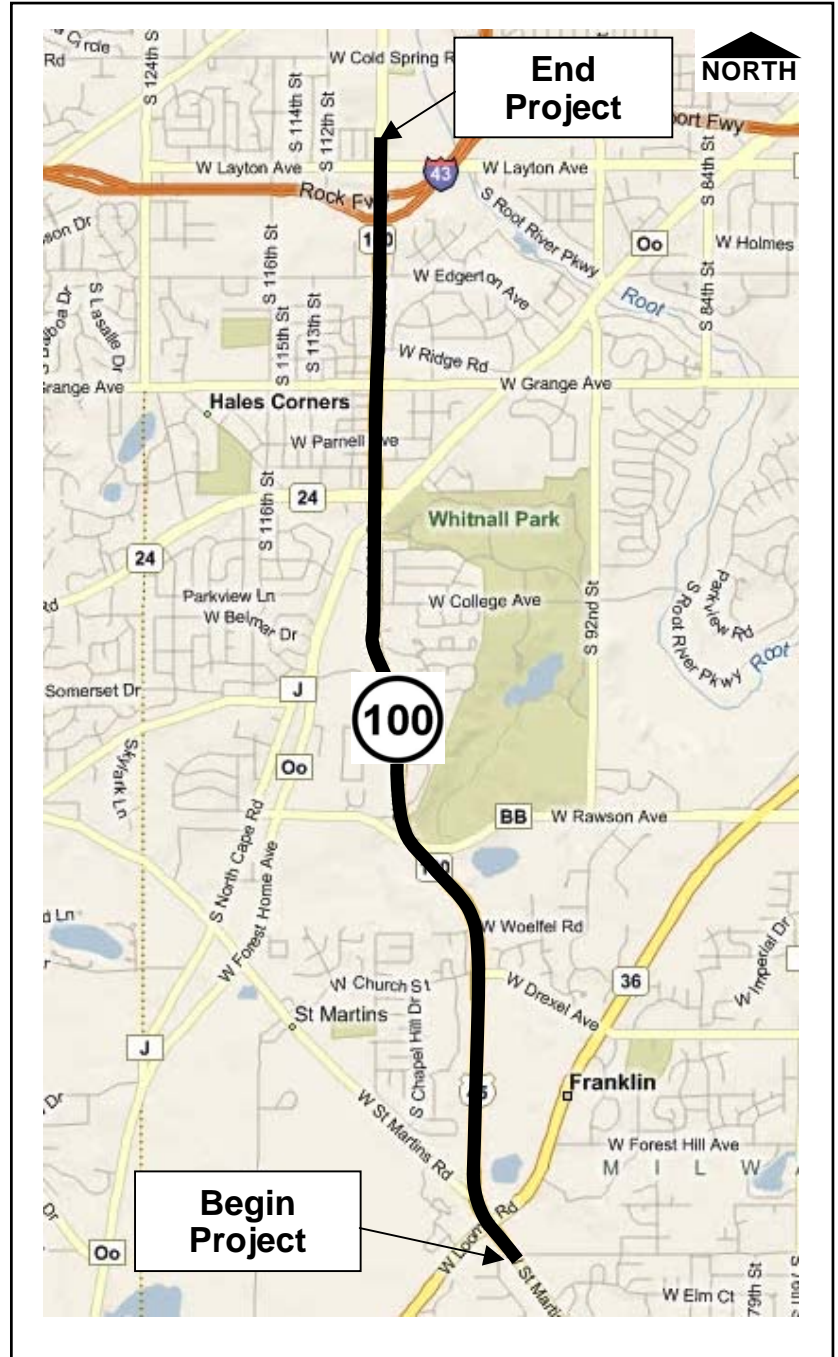
The pavement resurfacing of WIS 100 performed in 2007 and that continues south to Loomis Road in 2008 will provide a smoother ride in the short term. WisDOT has begun the WIS 100 corridor study because there are important safety and congestion needs that are not addressed with pavement maintenance. This meeting presents the existing and projected long-term transportation needs for the WIS 100 corridor and the preliminary alternatives developed to address those needs.

**Information at the meeting**

Displays include the transportation needs exhibits and preliminary alternatives shown on aerial maps. Wetland and relocation impacts resulting from the preliminary alternatives are shown on the maps. Project needs, traffic projections, preliminary alternatives and impacts and the project schedule are all summarized in this handout.

**Share your comments on the project**

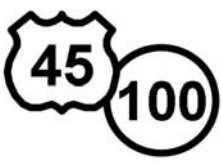
We appreciate your verbal or written comments about the project. For written comments, please use one of the comment forms provided and drop it in the comment box, or mail your comments to us.



**Project Contacts**

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## Project need

### Crashes are above statewide average

Crash data for the five-year period from 2001 to 2005 was analyzed.

Crash summary:

- Of 954 total crashes, 27 involved deer, 392 were injury crashes, 534 were property damage crashes, and there was one fatality.
- Angle and rear end type crashes comprise 72 percent of all the crashes.
- Over 60% of the crashes occurred at intersections

Crash rates by segment and injury crashes:

- Puetz to Drexel: 2 X statewide average.
- Drexel to Rawson: less than statewide average
- Rawson to Layton: 1.6 X statewide average.
- Injury crash rates: 1.5 to 2 X statewide average.

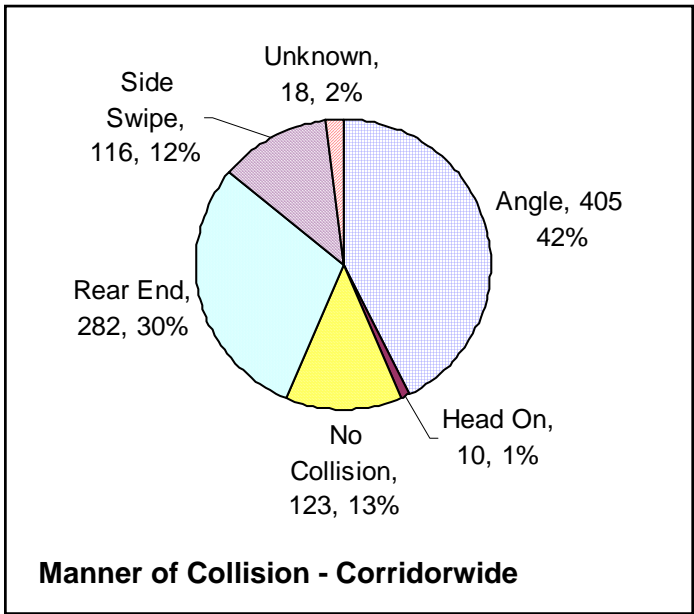
Intersection crashes:

- None of the intersections had a crash rate that reached 1.5 crashes per million entering vehicles (MEV). WisDOT considers 1.5 MEV as the threshold where an intersection warrants improvement. Numerous access points in the north portion and congestion along much of the corridor could be contributing factors to this result.
- Janesville Road (1.2 MEV), Edgerton Avenue (1.3 MEV) and Layton Avenue (1.0 MEV) had the highest intersection crash rates.

### Traffic growth and congestion

- Traffic is expected to grow by 50 percent to 150 percent along most of the corridor (see projected traffic volumes map on next page).
- Traffic congestion will increase and operations at intersections will worsen by 2033.
- Level of congestion (also known as Level of Service or LOS) is designated from A to F. Just like in school, an A is very good and an F is failing.
- By 2033, if no improvements are made, nearly half of the intersections along the corridor will operate at LOS F during the peak afternoon commuting hours.
- A LOS D is the goal the study will try to achieve.
- If corridor and intersection improvements are made, in 2033 all intersections would operate at LOS D or better overall.

Intersection Operations PM (number of intersections)			
Level of Service	Existing	Future No-Build	Future Improved
≥ LOS C	12	4	14
LOS D	2	6	5
LOS E	0	0	0
LOS F	3	9	0
Totals	17	19	19

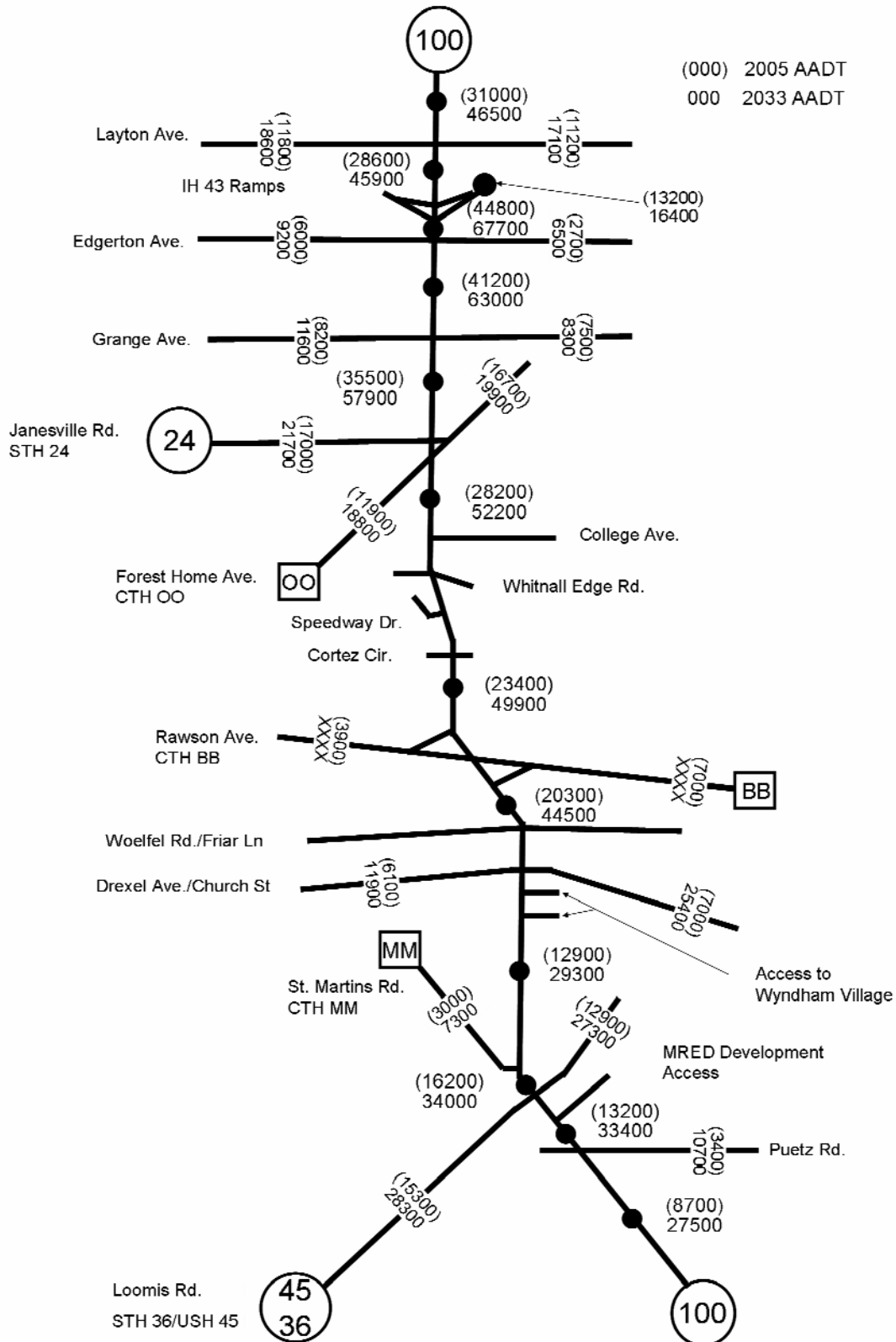


### Lack of bicycle and pedestrian accommodations

Accommodations for pedestrians are discontinuous and there are no existing accommodations for bicyclists. Franklin, Hales Corners and Milwaukee County have indicated these are needs that should be addressed as part of this study.



# Project need - WIS 100 corridor traffic projections



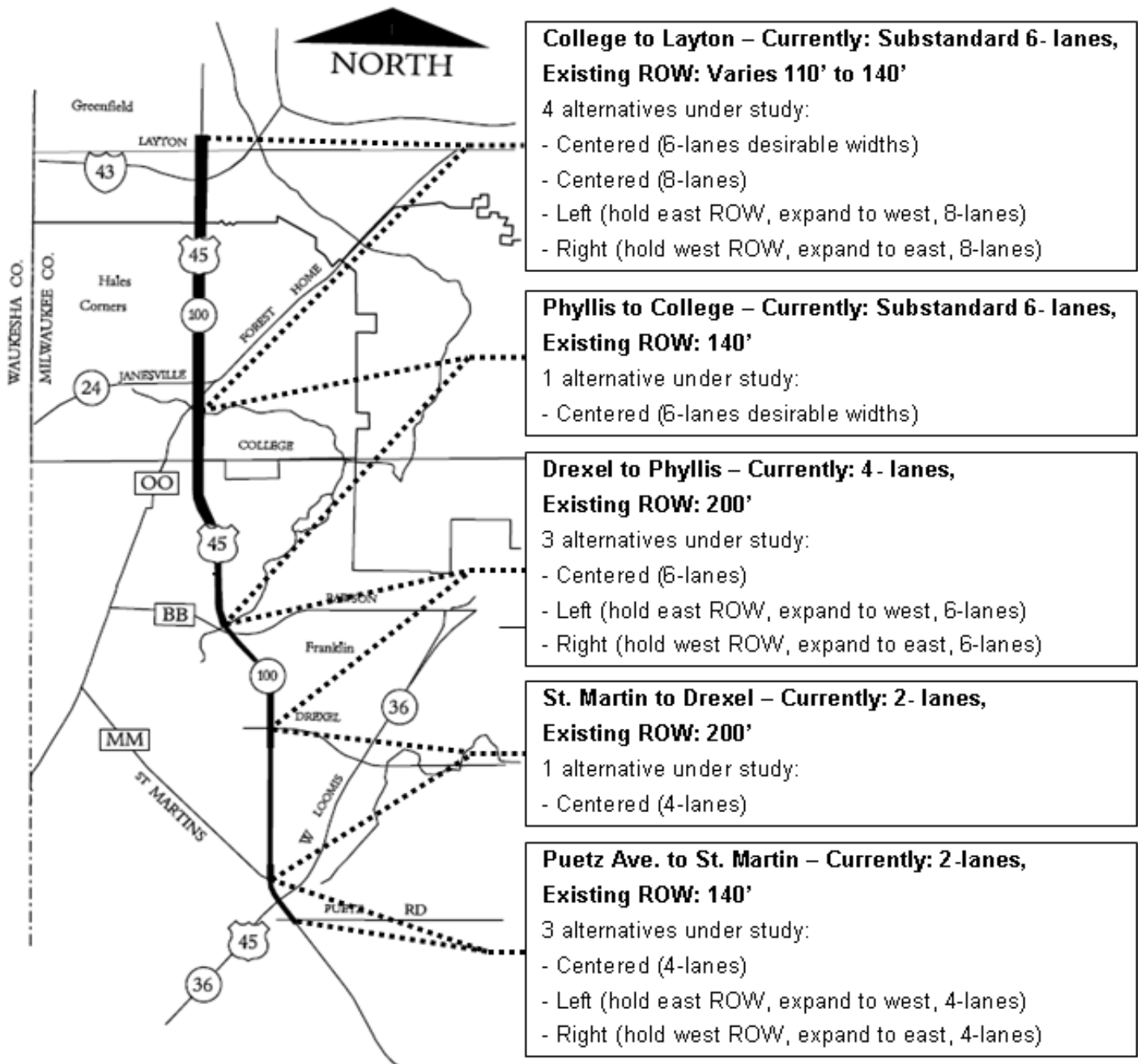
Source: The values shown in the graphic are based on WisDOT average peak hour forecasts expanded to Annual Daily Traffic (AADT) for 2005 and 2033. The WisDOT average peak hour forecasts were based on historic growth rates and known future development adjacent to the corridor.

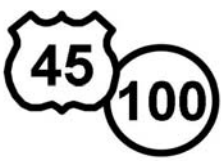
## Preliminary alternatives

Three levels of preliminary alternatives (low, medium, high-build) were developed for the corridor. Each alternative uses desirable dimensions as outlined in WisDOT's Facilities Development Manual.

- **Low-Build Improvements** - No new through-traffic lanes added. Includes intersection improvements. Goal: LOS D operations overall for each intersection.
- **Medium-Build Improvements** – Add through-traffic lanes. Includes intersection improvements. Goal: LOS D operations overall, and minimum LOS E for each movement.
- **High-Build Improvements** - Refines Medium-Build improvements. Goal: LOS D operations overall as well as minimum LOS D for each movement.

**Intersection Improvement Alternatives** - Signalized Intersection Alternatives (Low, Medium, and High Build) and Roundabout Intersection Alternatives (Low Build Only) were also developed.





## Preliminary impacts

- Improvements to WIS 100 may require right-of-way acquisition, relocations and wetlands.
- The potential impacts shown below are subject to change as preliminary alternatives are refined.
- Identification of other environmental impacts will be assessed later in the study.

Preliminary Alternatives	Preliminary Estimated Impacts				
	Right-of-way (Acres)	Relocations			Wetlands (Acres)
		Commercial	Residential	ATC Towers	
6-Lane: Desirable Standard Phyllis Ln. to Layton Ave.	6.9	23	0	9	0
8-Lane: Expansion from Center College Ave. to Layton Ave.	6.6	34	0	10	0
8-Lane: Expansion to West College Ave. to Layton Ave.	3.0	39	1	1	0
8-Lane: Expansion to East College Ave. to Layton Ave.	2.6	11	1	10	0
6-Lane: Expansion from Center Drexel Ave. to Phyllis Lane	1.4	0	0	--	0.03
6-Lane: Raised Profile Drexel Ave. to Phyllis Lane	1.5	0	0	--	0.5
4-Lane: Expansion from Center Putez Rd. to Drexel Ave.	4.5	2	3	--	0.7
4-Lane: Expansion to West Putez Rd. to Drexel Ave.	4.5	3	2	--	0.7
4-Lane: Expansion to East Putez Rd. to Drexel Ave.	7.6	2	3	--	0.7

## Project Schedule

- Fall 2007 – Public information meeting #1; refine preliminary alternatives
- Spring 2008 – Public information meeting #2
- Summer 2008 – WisDOT selects preferred alternative, submit environmental document
- Fall 2008 – Hold public hearing
- Fall 2009 – Finalize roadway plans (60 percent completion) and right-of-way plat
- 2009 to 2011 – Complete road plans and acquire real estate
- 2012 – Construction of College Avenue to Edgerton Avenue
- 2015 – Construction of Puetz Road to College Avenue

## Thank you for attending this Public Information Meeting.

Please fill out a comment sheet and drop it in the comment box, or mail it in prior to November 30, 2007.