

WIS 100 corridor study

W. Puetz Road to W. Layton Avenue
Milwaukee County

September 2009

Last public information meeting set for September 30, 2009

The Wisconsin Department of Transportation invites the public to attend a public information meeting for the WIS 100 corridor study and a project to replace the WIS 100 bridges over Rawson Avenue. The meeting will be on **Wednesday, September 30, 2009, from 4 to 7 p.m. at 5301 S. 108th Street, Hales Corners (in the second storefront from Sentry).**

The meeting will be an informal open house that allows citizens to stop in anytime from 4 to 7 p.m., view exhibits and meet individually with project staff. A 15-minute slideshow presentation will be available throughout the evening in one part of the meeting room to provide project background information. The meeting will present the preferred WIS 100 alternative for public comment. Since the November 8, 2008, public meeting, the Triangle-area alternative has been revised.

WisDOT requests citizen input on the preferred alternative before completion of the environmental document later this year. Large-scale exhibits will display:

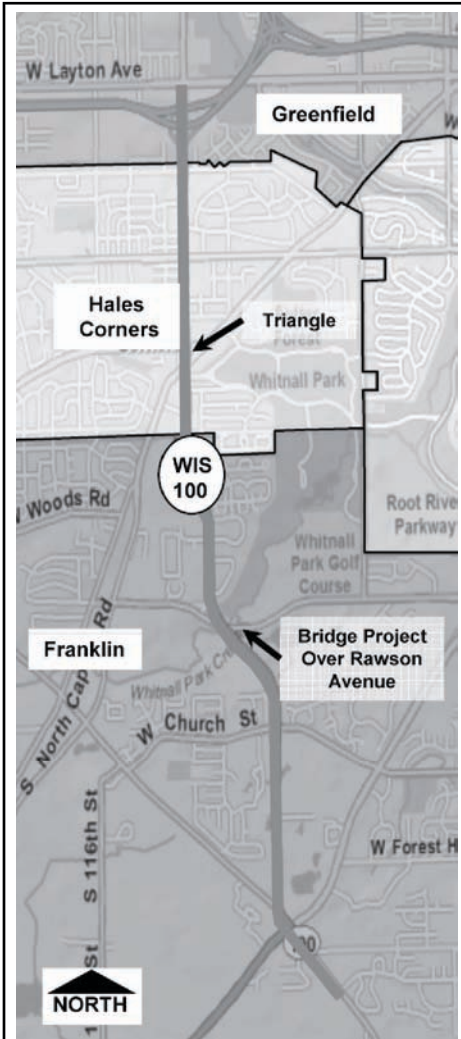
- Maps showing recommended improvements in Franklin, Hales Corners and Greenfield, as well as the WIS 100 bridge replacement project over Rawson Avenue
- Closures or modifications of some driveway and median openings
- Details on recent changes including a revised 8-lane Triangle Alternative requiring relocations along the west side of WIS 100, the addition of a fourth southbound WIS 100 lane at Edgerton Avenue and a potential truck turn-around on Layton Avenue
- Anticipated impacts including environmental, business and residential relocations, and right-of-way

WisDOT encourages property and business owners along the corridor, interested citizens and other stakeholders to attend the meeting, ask questions and provide input to study team members. Additional information on the preferred alternative is in this newsletter.

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WIS 100 study corridor and WIS 100 bridge replacement project over Rawson Avenue

Overview of WIS 100 study

In 2007 WisDOT initiated a study of the US 45/WIS 100 corridor for the 5.3-mile segment from W. Puetz Road to W. Layton Avenue within the communities of Franklin, Hales Corners, and Greenfield.

The study team first identified existing and future corridor needs. In fall 2007 the initial “broad-brush” alternatives to meet those needs, including roadway expansion, were presented to the public. An 8-lane expansion proposal through most of Hales Corners was dropped in early 2008 and numerous alternatives were introduced in spring 2008. The alternatives were refined and presented to the public in November 2008. Input from the public was considered, some changes have been made, and WisDOT has now selected the preferred alternative, to be presented at this 4th and final public information meeting.

Project need

Crashes are above statewide average

For the period from 2001 to 2005:

- 954 total crashes
- 72% of crashes are angle and rear end type
- Over 60% of crashes occurred at intersections

Crash rates:

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

Traffic growth and congestion

- Traffic is expected to grow by 50 percent to 150 percent along most of the corridor
- Traffic congestion will increase and operations at intersections will worsen by 2033. If no improvements are made, in 2033 the side streets at nearly all unsignalized intersections will fail during peak commuting periods. Some signalized intersections will also fail.

Roadway Section	Existing Average Daily Traffic (vehicles per day)	Projected Daily Traffic in 2033 (vehicles per day)
Puetz - Drexel	13,000	23,900 - 34,000
Drexel - Phyllis	20,300	44,500 - 49,900
Phyllis - College	23,400 - 28,200	49,900 - 52,000
College - Layton	32,300 - 41,200	46,500 - 67,700

Lack of bicycle and pedestrian accommodations

Accommodations for pedestrians are discontinuous and there are no existing accommodations for bicyclists. All the affected communities indicated these needs should be addressed as part of this study.

Overview of WIS 100 structures over Rawson Avenue

The WIS 100 structures over Rawson Avenue may be scheduled for reconstruction in 2011, before the WIS 100 roadway expansion project now scheduled for 2014. WisDOT is determining if the structures should be reconstructed sooner than the corridor reconstruction/widening based on bridge maintenance costs. During reconstruction of the northbound structure, traffic will be diverted to and share the southbound lanes. Likewise during the reconstruction of the southbound structure, traffic will share the northbound lanes. The project will likely take 6 months to complete at an estimated cost of \$5.2 Million. For additional information, please contact David Tapia at Bloom Companies (414.292.4538) or Karl Pierce at WisDOT (262.521.5452).

Input from November 2008 public meeting

Over 100 people attended the last WIS 100 corridor study public information meeting on November 12, 2008. The highest number of comments dealt with the Triangle area to provide support for one or another of the four Triangle alternatives presented. The most favored Triangle alternative mentioned in the written comments was Alternative A.4 (six-lane road with triple left-turns from Forest Home Avenue to WIS 100). This alternative, like the other three, requires relocation of four utility towers and right-of-way from the utility company and potential relocation of businesses on the east side of the roadway.



Other frequently made comments were concerns over the use of roundabouts on WIS 100 south of the Triangle area. There were also comments in support of roundabouts, along with a few

requests for additional public education on how to drive roundabouts. Another frequent written comment noted concerns with truck traffic on WIS 100. Many of the verbal comments received dealt with objections to the inclusion of roundabouts in the corridor, continued concerns related to changes in access or median break closures, and impacts to businesses.

Further alternative refinements made after last public meeting

After the November meeting, the study team continued to refine the roadway and intersection alternatives.

Franklin area alternative refinements

- The southern project limit was extended to Elm Court, approximately 1600 feet south of West Puetz Road, based on the transition from the new four-lane section to the existing two-lane section.
- WisDOT has selected traffic signals for intersection control at the major intersections in Franklin. At the last public meeting, roundabouts were still considered as an alternative for intersection control.

Although roundabouts showed some operational benefits at some intersections on the WIS 100 corridor, they were dismissed as alternatives in favor of traffic signals. Reasons for the decision include: the roundabouts would be in a corridor with traffic signals to the north and to the south so opportunities to coordinate signal systems through the roundabouts would not be possible; local officials are not in favor of roundabouts on WIS 100; and roundabouts would have to be designed to accommodate oversized and overweight trucks, which could increase the size and right-of-way impacts.

- At the Loomis Road intersection, Alternative A.1 Low-Build with Dual Lefts on Loomis Road was selected as the preferred alternative. This alternative provides acceptable traffic operations that meet the goals of the study. This alternative also has few right-of-way impacts and does not introduce indirection to the local roadways.

Greenfield area alternative refinements

- The proposed design includes a fourth southbound through lane on WIS 100 at the intersection with Edgerton Avenue intersection. The extra lane in this area will help ease congestion from the convergence of merging I-43 ramp traffic. The WIS 100 alignment was shifted slightly to avoid major impacts to the businesses at the intersection.
- A "Loon" U-turn is being considered on Layton Avenue to assist northbound trucks destined for locations on the west side of WIS 100. A truck can traverse through a median opening on Layton Avenue when there are no conflicts from approaching vehicles and complete a U-turn using a widening of the roadway at the outside lane (the "Loon" area).

Hales Corners area alternative refinements

- **Revised 8-lane Triangle alternative investigated**
The number of Triangle alternatives was reduced from over two dozen to just four last fall, and were shown to local officials and the public. Three alternatives used a six-lane road, one alternative used an eight-lane option. After considering public comments and each alternative's operations and impacts, WisDOT determined a revision was necessary to avoid the relocation of four ATC towers required in each of the four alternatives. The revision was needed because there is no location available to accommodate the relocated towers that does not result in higher costs and impacts than the revised alternative. The revision to avoid the existing towers was made by shifting the road to the west. For a six-lane alternative the shift requires six relocations on the west side starting with the Bosch Restaurant up to Green Avenue. For an eight-lane alternative the shift that avoids the towers requires seven relocations on the west side from the Bosch Restaurant up to Green Avenue.

On August 21, 2009, the Bosch building in Hales Corners was determined to be eligible for the National Register of Historic Places, according to the State Historic Preservation Office (SHPO). This finding requires additional federal processes that will determine potential mitigation actions. The additional processes can take 18 months or more to complete.

WisDOT has selected the eight-lane alternative that shifts the roadway to the west as the preferred alternative for the Triangle area. This alternative provides the best operations of the conventional intersection improvements while minimizing costly impacts. (Unconventional grade separation alternatives providing desirable operations were dismissed earlier because of impacts.)

- WisDOT continues to work closely with property owners, businesses and the Village on access changes. A traffic signal is warranted at Parnell Avenue and offers opportunity for left turns onto WIS 100.
- A roundabout at the Janesville Road and Forest Home intersection is proposed to replace the existing braided intersection. Prior public meetings showed this area as having either a signal or roundabout. Use of a roundabout provides high level of service and improves access to adjacent land uses.

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Inside:

- Final public information meeting for WIS 100 corridor study - presenting WisDOT's recommended preferred alternative
- Revised 8-lane Triangle alternative
- Rawson Avenue bridge replacement project in 2011

Construction schedule changes

- There are several reconstruction projects planned on the WIS 100 corridor over the next 5 to 10 years. The construction order is still being reviewed by WisDOT. The latest information is provided below.

Revised construction schedule for WIS 100 corridor (tentative)

2011 – Reconstruct the bridges over Rawson Avenue

2014 – Reconstruction/expansion is scheduled from Loomis Avenue to College Avenue

2015 – Reconstruction/expansion is scheduled from 60th Street to Loomis Avenue – (from an earlier corridor study)

2016 – Reconstruction is scheduled from College Avenue to Layton Avenue

WIS 100 corridor study schedule

Upcoming project activities include the following:

- | | |
|---|---------------------------|
| • Public information meeting #4 | September 30, 2009 |
| • 30 percent completion plans | Fall 2009 |
| • Complete environmental document | Fall 2009 |
| • 60 percent completion plans and right-of-way plat | Summer 2010 |