



# WIS 100 Corridor Study



WIS 100 Study Corridor Map

## January Public Involvement Meetings Scheduled

### Tuesday, January 20, 2015

WIS 100 North Section  
(Watertown Plank Road to Silver Spring Drive)

Wauwatosa West High School  
11400 W. Center Street  
Wauwatosa, WI  
5 to 8 P.M.

### Tuesday, January 27, 2015

WIS 100 South Section  
(Layton Avenue to I-94)

Madison Elementary School  
1117 S. 104th Street  
West Allis, WI  
5 to 8 P.M.

Citizens are invited to attend the first public involvement meetings for the WIS 100 corridor study. The meetings will have an open-house format, so come when it is convenient during the meeting time frame. Displays of project information will be available for review. Information for both the North and South corridor sections will be available at each meeting location. Persons with a concern for or knowledge about historic buildings and structures and archaeological resources in the project area are invited to present such information to WisDOT.

*The goal of these meetings is to obtain input on WIS 100 corridor needs.*

### Contact Information

**WisDOT SE Region**  
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Waukesha, WI 53187

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### Project Website

<http://wisconsindot.gov/Pages/projects/by-region/se/100wau/default.aspx>

### Mission Statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

## WIS 100 Reconstruction Study Overview

The Wisconsin Department of Transportation (WisDOT) is studying Wisconsin State Trunk Highway 100 (WIS 100) to evaluate the impacts of reconstructing the highway from Layton Avenue to I-94 and Watertown Plank Road to Silver Spring Drive in Milwaukee County.

WIS 100 is a vital north-south arterial that spans four communities within the project limits and serves as an important link to jobs and commercial destinations.

The study will assess safety, operations, pavement and roadway conditions, and multimodal accommodations. Alternatives considered to address project needs will be evaluated for how they meet the long-term transportation goals for this important roadway in Milwaukee County.

The corridor study is divided into two sections (see map):

- **South Section** - This 4.8-mile section between Layton Avenue and I-94 is in the cities of Greenfield and West Allis.
- **North Section** - This 5.0-mile section between Watertown Plank Road and Silver Spring Drive is in the cities of Wauwatosa and Milwaukee.
- The study does not include the approximate one-mile section of WIS 100 from I-94 through Watertown Plank Road that was reconstructed in 2013.

## Project Purpose and Need

The purpose of the project is to provide a safe and efficient transportation system in the WIS 100 corridor that meets long-term mobility and access needs. The study will follow a 6-step process that is illustrated below. The project needs identified by the study team are summarized in Step 1. Detailed information on project needs will be provided at the public involvement meetings. WisDOT encourages citizens to provide comments and input on these and other corridor needs.

### 6-STEP CORRIDOR STUDY PROCESS

#### ① Identify Project Needs

Aging Pavement	Roadway Deficiencies	Safety	Traffic Operations	Multimodal Accommodations
<p><b>Failing pavement requires attention</b></p> <ul style="list-style-type: none"> <li>The concrete pavement is 40-45 years old and has been rehabilitated numerous times.</li> <li>Continued overlays are not cost effective because the poor condition of underlying pavement (cracks, joint failures) needs to be addressed.</li> </ul>	<p><b>Roadway deficiencies and other infrastructure needs require attention</b></p> <ul style="list-style-type: none"> <li>Six of the ten structures are obsolete and do not meet current standards.</li> <li>Substandard alignments exist.</li> <li>Flooding concerns exist in the South Section.</li> </ul>	<p><b>Crash rates exceed statewide averages for similar corridors</b></p> <ul style="list-style-type: none"> <li>75 to 80% of the corridor exceeded the statewide average crash rates.</li> <li>Between 2008-2012, 617 crashes occurred in the North Section and 1,423 crashes in the South Section.</li> <li>Numerous access points contribute to conflicts.</li> </ul>	<p><b>Forecasted traffic volumes will produce increasing congestion</b></p> <ul style="list-style-type: none"> <li>Traffic volumes are projected to grow 0.5 to 1% annually.</li> <li>Future traffic operations will substantially deteriorate.</li> <li>Eight of the nineteen signalized intersections will have failing operations that will create longer backups and delays.</li> </ul>	<p><b>Pedestrian and bicycle facilities are lacking; review transit needs</b></p> <ul style="list-style-type: none"> <li>WIS 100 serves numerous employment centers and overall, 38 schools, 23 parks, 15 churches, and 4 hospitals.</li> <li>Bicycle accommodations do not exist along most portions of WIS 100.</li> <li>Sidewalks are not continuous.</li> <li>Transit uses the outside driving lanes; there are no bus pull-outs at bus stops.</li> </ul>

What other needs exist?

#### ② Develop Full Range of Alternatives

**All alternatives will include:**

- Community sensitive solutions
- Access management
- Multimodal accommodations

Transportation Demand Management

Alignment alternatives

Roadway cross section alternatives with added through travel lanes (depending on location).

Intersection alternatives

#### ③ Screen alternatives for effectiveness and impacts

SCREENING

#### ④ Refine alternatives and rescreen

#### ⑤ Identify Preferred Alternative and prepare environmental document

#### ⑥ Finalize preliminary plans

There will be public involvement opportunities provided throughout the study.

## Existing and Forecasted Traffic Volumes on WIS 100

North Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2010	2011	2050	
Hampton Ave to Silver Spring Dr	---	10,600	12,800	0.5%
Capitol Dr to Hampton Ave	14,300	---	17,400	0.5%
Burleigh St to Capitol Dr	20,600	---	26,700	0.7%
North Ave to Burleigh St	31,500	---	44,400	1.0%
Walnut Rd to North Ave	---	36,400 (2013)	47,200	0.8%

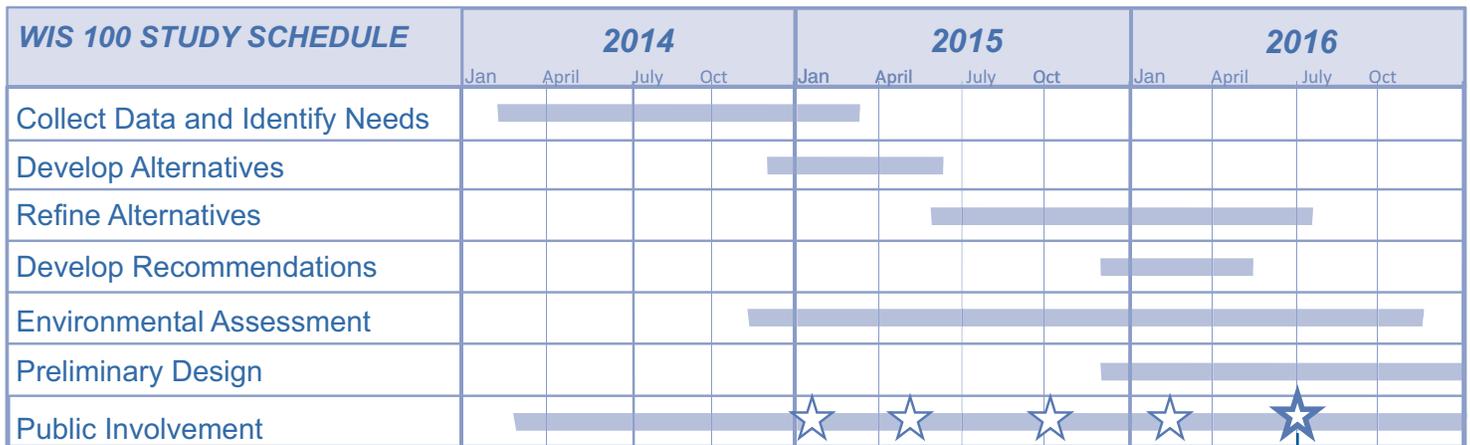
South Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2008	2011	2045	
Greenfield Ave to I-94	---	30,300	35,500	0.5%
Lincoln Ave to Greenfield Ave	---	37,700	44,100	0.5%
Cleveland Ave to Lincoln Ave	---	33,700	41,800	0.7%
National Ave to Cleveland Ave	---	35,000	40,900	0.5%
Oklahoma Ave to National Ave	---	35,300	41,300	0.5%
Beloit Rd to Oklahoma Ave	33,100	---	39,200	0.5%
Coldspring Rd to Beloit Rd	30,900	---	38,100	0.6%
Layton Ave to Coldspring Rd	27,800	---	34,500	0.7%

AADT = Average Annual Daily Traffic

vpd = vehicles per day

Commercial freight (trucks) makes up about 14 percent of the total traffic.

## Project Schedule



Public Hearing

Reconstruction of WIS 100 has not yet been scheduled. Construction of the South Section is anticipated to be scheduled between 2022-2024 depending on availability of funding and coordination with other area construction projects.



**WisDOT SE Region**  
Attn: Vida Shaffer  
P.O. Box 798  
Waukesha, WI 53187

***Public involvement meetings scheduled for January 20 and 27, 2015***

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Each 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.