

PURPOSE

The purpose of proposed project is to address the following:

- Deteriorating pavement condition
- Safety and operations
- Modal interrelationships for pedestrians and bicyclists

NEED

PAVEMENT CONDITION

Currently the pavement is in poor to very poor condition.

Pavement Condition Index (PCI):

- South - 48
- Central - 51
- North (NB) - 46
- North (SB) - 37

WisDOT indicates that improvements must be considered when PCI is 60 or below.

Table 1 – WisDOT PCI Classification

PCI Rating (numeric)	Pavement Condition (class)
85-100	Very Good to Excellent
70-85	Good
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Source: WisDOT, 2014



SAFETY

The crash rate for the central section (561) exceeds the statewide average and the crash rate for the south section (434) is just below state average.

US 12 Average Crash Rate by Section: 2017-2021

Location	Crash Rate (crashes per 100 MVMT)	Statewide Average Crash Rate for Roadway Type Highways (crashes per 100 MVMT)
North (WIS 13 to County A)	211	432
Center (County A to Pilgrim Drive)	561	465
South (Pilgrim Drive to E. Adams Street)	434	465

OPERATIONS

Daily Traffic Volume (2021):

- Off-Peak - 7,000-21,000 VPD
- Peak - 20,000-37,000 VPD

These volumes are in the mid to upper range for level of service D or E (see table 2)

Table 2 - Planning Level Annual Average Daily Traffic Volume Thresholds (VPD) for Four-Lane Undivided Roadways

	Corridor Level of Service (LOS)		
	C	D	E
WisDOT (worst case - best case)	16,000-41,000	17,500-47,000	18,000-50,500

MODAL INTERRELATIONSHIPS

Existing corridor does not include any on street bicycle accommodations.

Lack of sidewalk delineation through driveways makes it challenging for drivers to determine the pedestrian path



KEY

PCI	Pavement Condition Index
MVMT	Million Vehicle Miles Traveled
VPD	Vehicles Per Day
LOS	Level of Service

