Project Application for 2008-2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM

DESIGN ID:	TIED PROJECT IDs:
RELATED ID(s): (R/W) (CONST)	

Project Description

1. NAME OF ROAD/INTERSECTION		HWY NO.
Semi-actuated installation at nine local street locations		
COUNTY *Milwaukee*	CITY OF *Milwaukee*	TOWN OF
NAME OF THE MPO THE PROJECT IS REPRESENTED BY *Southeast Wisconsin Regional Planning Commission (SEWRPC)*		

Is the estimated cost of the project less than $25,000? ☐ ***Yes*** X ***No***

If YES, be sure to complete Box 6 in addition to the rest of this form.

2A. SEGMENT Current Average Daily Traffic		Project Length Miles
Roadway Width	Crash Rate	Shoulder Width

2B. INTERSECTIONS	Crash Rate:	Entering Vehicle Volume:
W. Custer Av. and N. Sherman Blvd.	***0.74***	***21,100***
W. Hope St. and N. 51st Blvd.	***1.36***	***10,500***
N. Hopkins St., W. Silver Spring Dr., and N. 43rd St.	***0.78***	***30,500***
W. Main St. and N. 70th St.	***0.84***	***19,200***
W. Oklahoma Av. and S. 51st St.	***0.50***	***26,100***
W. St. Paul Av. and N. 35th St.	***1.28***	***23,700***
W. Silver Spring Dr. and N. 35th St.	***0.58***	***34,100***
W. Villard Av. and N. 35th St.	***0.80***	***19,400***
W. Walnut St. and N. 4th St.	***0.66***	***20,000***

Identification of Hazard

2C. Explain identified hazards such as: Visibility Restrictions, Curves, Hills, Intersection Problems, Bike/Ped Conflicts, Narrow Shoulders, Rutting, Etc.

The nine subject intersections have high imbalances in traffic volumes. The traffic signals at all nine intersections operate on a fixed 60 or 90 second cycle length with fixed splits. In addition, all nine signals are located close to other signalized intersections with high turning volumes. The unnecessary number and length of the red indications on the major street approaches, including when no vehicles or pedestrians are present on the minor street approaches, at the nine intersections contributes to a high number of rear-end and disregard of red crashes. In addition, the shorter green indications for the major street approaches at all nine intersections reduce gaps for left-turning vehicles, leading to left turn crashes from the major street approaches.

Street 1	Street 2	Crashes '02-'06	ADT	Crashes / MEV	Major Street Rear-end	Major Street Disregard	Percent Disregard/ Rear-end
Custer	Sherman	26	21,100	0.74	6	1	27%
Hope	51st	24	10,500	1.36	2	5	29%
Hopkins	Silver Spring/ 43rd	40	30,500	0.78	7	7	35%
Main	70th	27	19,200	0.84	2	7	33%
Oklahoma	51st	22	26,100	0.50	3	6	41%
Saint Paul	35th	51	23,700	1.28	3	13	31%
Silver Spring	35th	33	34,100	0.58	10	5	45%
Villard	35th	26	19,400	0.80	1	10	42%
Walnut	4th	22	20,000	0.66	1	6	32%

Proposed Improvement

3. **In some detail**, describe the proposed project and how it will address the identified hazard.

To reduce the number and length of red indications for the major street approaches at the nine subject intersections, the City of Milwaukee will install pedestrian pushbuttons and vehicle detection loops for the minor street approaches for semi-actuated operation. This will lengthen the green indication for the major street approaches, including skipping the minor street approaches when vehicles and pedestrians are not present, resulting in fewer unnecessary stops for through traffic on the major street approaches as well as turning vehicles from upstream signals resulting in a reduction of the number of rear-end and disregard of red crashes on the major street approaches. Furthermore, the longer green indications will increase the number of gaps for left-turning vehicles on the major street approaches reducing the number of crashes involving left-turning vehicles.

Project Cost

4. Estimate project costs in today's dollars)	FY 2008	FY 2009	FY 2010	FY 2011
Preliminary Engineering-Design (-00)*: Include state review		$7,200		
Construction Inspection (-71)		$5,000		
Traffic Signals and Signs (-90)		$64,800		
Other Costs		$0		
** TOTAL		$77,000		

* Ineligible cost for Small Local HES Project (less than $25,000).

** The project sponsors will be responsible for any project costs in excess of the approved project cost.

6. PRIMARY CONTACT PERSON or AGENCY		
NAME *Jeffrey S. Polenske, P.E.*	TITLE *City Engineer*	
ADDRESS *841 N. Broadway, Room 701*	TELEPHONE *(414) 286-2400*	
MUNICIPALITY *Milwaukee*	STATE *WI*	ZIP *53202*

Complete this box only for projects less than $25,000:

5. Will project affect or use land from a property on the National Register of Historic Places? ☐ Yes ☐ No

Will project require the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge? ☐ Yes ☐ No

Is your municipality adequately staffed and equipped to do the work? ☐ Yes ☐ No

Does your municipality have prior commitments that would impair your performance of this work? ☐ Yes ☐ No

7. SIGNATURE, LOCAL APPROVING AUTHORITY	DATE

WisDOT Information – Shaded areas to be completed by WisDOT staff only.

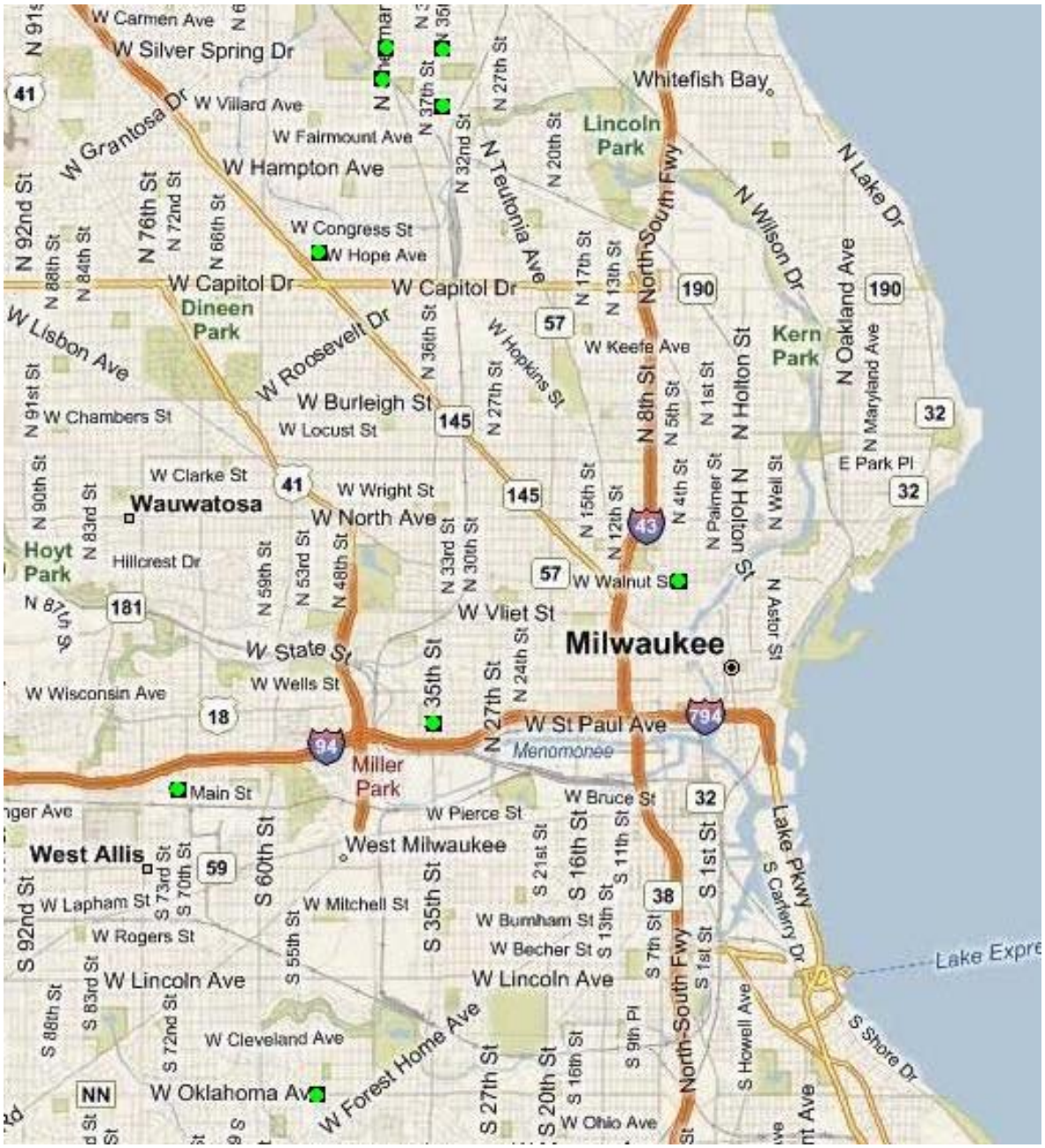
A. Environmental Documentation Type	B. Hazard Elimination Type	
C. PMSID	D. Functional Class	E. PEF

DISTRICT APPROVAL Project Supervisor	Date
Planning Supervisor	Date

C.O. Concurrence	Approved ___ Disapproved ___
Approving Authority	Date

REVISED 01/02/2003

PROJECT LOCATION MAP



INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Custer and Sherman Blvd. – Facing East

Custer and Sherman Blvd. – Facing West

Custer and Sherman Blvd. – Facing North

Custer and Sherman Blvd. – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Hope and 51st – Facing East

Hope and 51st – Facing West

Hope and 51st – Facing North

Hope and 51st – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Hopkins, Silver Spring, and 43rd – Facing East

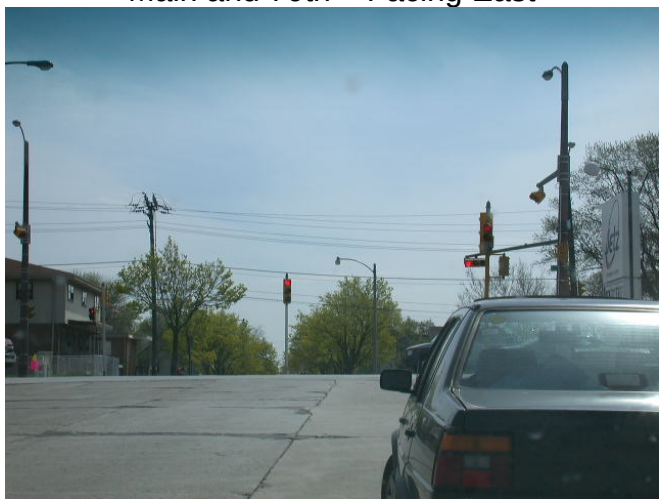
Hopkins, Silver Spring, and 43rd – Facing West

Hopkins, Silver Spring, and 43rd – Facing North

Hopkins, Silver Spring, and 43rd – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Main and 70th – Facing East



Main and 70th – Facing West

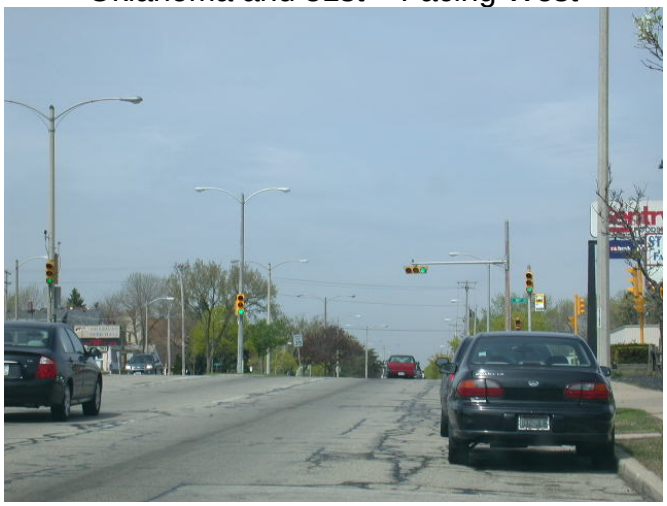
Main and 70th – Facing North

Main and 70th – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Oklahoma and 51st – Facing East

Oklahoma and 51st – Facing West



Oklahoma and 51st – Facing North

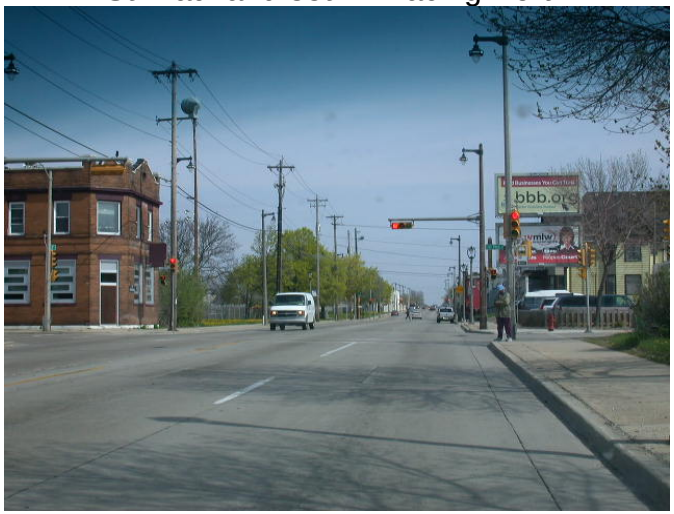
Oklahoma and 51st – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

St. Paul and 35th – Facing East

St. Paul and 35th – Facing West

St. Paul and 35th – Facing North



St. Paul and 35th – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Silver Spring and 35th – Facing East

Silver Spring and 35th – Facing West

Silver Spring and 35th – Facing North

Silver Spring and 35th – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Villard and 35th – Facing East

Villard and 35th – Facing West

Villard and 35th – Facing North

Villard and 35th – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS

Walnut and 4th – Facing East

Walnut and 4th – Facing West

Walnut and 4th – Facing North

Walnut and 4th – Facing South

INTERSECTION PICTURES
TWO CONNECTING HIGHWAY INTERSECTIONS