		TIED PRO	8-2011 HIGHWAY SAFETY IMPROVEMENT PROGRAM TIED PROJECT IDs:				
RELATED ID(s):							
R/W)							
CONST)			· · · · · · · · · · · · · · · · · · ·				
Project Description							
. NAME OF ROAD/INTERSECTI	ON			HWY NO.			
W. Kilbourn Av. – Inter		N 16th St and	N 17 <sup>th</sup> St				
COUNTY	CITY OF	2111 20 201 01707	TOWN	OF .			
Milwaukee	Milwaı	ıkee					
NAME OF THE MPO THE PROJE			1				
SEWRPC							
ls the astimated and of the proje	at luga them \$25 At	00?	X No				
ls the estimated cost of the projec If YES, be sure to complete Box			Z 🖈 IVO				
A. SEGMENT		Ptoject Lengtl	n				
Current Average Daily Traffic Roadway Width	Crash Rat	<u> </u>	Shoulder Wi	Miles dth			
Codumay Vilutii	Crash Rat	.G	Shoulder VVI	uai			
2B. INTERSECTION			Crash Rate	Entering V	ehicle Volume		
W. Kilbourn Av. and N. 1	6th St		2.61	I	380		
W. Kilbourn Av. and N. 1			3.21	8,980			
T. Kubbart Av. ana 14. 1	/ Di.		J. L 1		0,900		
Identification of Haza 2C. Explain identified hazards such		trictions Cunies Hills I	ntersection Problems	Rike/Ped Conflicts Na	rrow Shoulders		
Rutting, Etc.	ii as. Visibility Aesi	iriciions, Curves, riins, i	IIICISCUIUII FIODICIIIS	, DIKE/FEU COMMICIS, NA	now Shoulders,		
	configuration	n and building lo	cations at both i	ntersections provi	ides very poor		
The existing geometric							
The existing geometric visibility of northbound/se	outhbound tra	iffic on both Norti	h 16 <sup>th</sup> Street (on	e way northbound	) and North		
The existing geometric visibility of northbound/so 17 <sup>th</sup> Street (one way south	outhbound tra bound) for ea	iffic on both Norti istbound/westbou	h 16 <sup>th</sup> Street (ond nd traffic on We	e way northbound st Kilbourn Avent	l) and North ue. This has		
The existing geometric visibility of northbound/so 17 <sup>th</sup> Street (one way south led to a high number of ri	outhbound tra bound) for ed ght angle cra	iffic on both North astbound/westbou shes at the interse	h 16 <sup>th</sup> Street (on nd traffic on We ections. Additio	e way northbouna st Kilbourn Avent nal signing, paven	l) and North ue. This has		
The existing geometric visibility of northbound/so I 7 <sup>th</sup> Street (one way south led to a high number of ri	outhbound tra bound) for ed ght angle cra	iffic on both North astbound/westbou shes at the interse	h 16 <sup>th</sup> Street (on nd traffic on We ections. Additio	e way northbouna st Kilbourn Avent nal signing, paven	l) and North ue. This has		
The existing geometric visibility of northbound/so 17 <sup>th</sup> Street (one way south led to a high number of ri and other improvements h	outhbound tra abound) for ed ight angle cra have failed to	iffic on both North astbound/westbou shes at the interse	h 16 <sup>th</sup> Street (on nd traffic on We ections. Additio	e way northbouna st Kilbourn Avent nal signing, paven	l) and North ue. This has		
The existing geometric visibility of northbound/sell 7th Street (one way south led to a high number of riand other improvements have been been been been been been been be	outhbound tra abound) for ed ight angle cra have failed to nt posed project and	affic on both North astbound/westbou shes at the interse reduce the numbe	h 16 <sup>th</sup> Street (one nd traffic on We ections. Addition or of crashes at t identified hazard.	e way northbouna st Kilbourn Avem nal signing, paven he intersections.	l) and North ue. This has nent marking,		
The existing geometric visibility of northbound/se 17 <sup>th</sup> Street (one way south led to a high number of ri and other improvements h	outhbound tra abound) for ed ight angle cra have failed to nt posed project and	affic on both North astbound/westbou shes at the interse reduce the numbe	h 16 <sup>th</sup> Street (one nd traffic on We ections. Addition or of crashes at t identified hazard.	e way northbouna st Kilbourn Avem nal signing, paven he intersections.	l) and North ue. This has nent marking,		
The existing geometric visibility of northbound/sold of Northbound/sold of Street (one way south led to a high number of rigand other improvements had been detail, describe the processed of the	outhbound tra abound) for ea ight angle cra have failed to nt posed project and ange of right-	offic on both North istbound/westbou shes at the interse reduce the numbe how it will address the of-way and provide	h 16 <sup>th</sup> Street (one nd traffic on We ections. Addition or of crashes at t dentified hazard. de gaps in traffic	e way northbound st Kilbourn Avent nal signing, paver the intersections.	l) and North ue. This has nent marking,  reet and North		
The existing geometric visibility of northbound/sel 7th Street (one way south led to a high number of riand other improvements had been detail, describe the process of the create a safer exchange of the street for traffic on the street for traffic on the street for traffic on the street of the street of the street for traffic on the street for traffic or traffic o	outhbound tra abound) for ed ight angle cra have failed to nt posed project and ange of right- Vest Kilbourn	affic on both North astbound/westbou shes at the interse reduce the numbe thow it will address the of-way and provid Street, traffic sign	h 16 <sup>th</sup> Street (one nd traffic on We ections. Addition or of crashes at t dentified hazard. de gaps in traffic	e way northbound st Kilbourn Avent nal signing, paver the intersections.	l) and North ue. This has nent marking,  reet and North		
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The existing geometric visibility of northbound/set 17th Street (one way south led to a high number of right and other improvements had o	outhbound tra abound) for ed ight angle cra have failed to nt oposed project and ange of right- vest Kilbourn ay Network) to	offic on both North istbound/westbou shes at the interse reduce the numbe how it will address the of-way and provid Street, traffic sign reduce crashes.	h 16 <sup>th</sup> Street (one not traffic on We ections. Additionary of crashes at the identified hazard. The gaps in traffic hals which will be set to be	e way northbound st Kilbourn Avent nal signing, paver the intersections.  To on North 16 <sup>th</sup> Straight installed at both periods.  FY 2012	nand North ue. This has nent marking, reet and North h intersections Requested \$25,000		
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The existing geometric visibility of northbound/set 17th Street (one way south led to a high number of rigand other improvements had othe	outhbound tra abound) for ed ight angle cra have failed to nt oposed project and ange of right- vest Kilbourn ay Network) to	offic on both North istbound/westbou shes at the interse reduce the numbe how it will address the of-way and provid Street, traffic sign reduce crashes.  FY 2010	h 16 <sup>th</sup> Street (one not traffic on We ections. Additionary of crashes at the identified hazard. The gaps in traffic hals which will be set to be	e way northbound st Kilbourn Avent nal signing, paver the intersections.  c on North 16 <sup>th</sup> Strate installed at both fee installed at both fee \$20,000	nad North ue. This has nent marking, reet and North h intersections Requested \$25,000		
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The existing geometric visibility of northbound/set 17th Street (one way south led to a high number of rigand other improvements here and other improvements here are safer exchanged by the street for traffic on Wander Warrant 8 (Roadward Project Cost Estimate project costs in oday's dollars)  Preliminary Engineering-Design*: Include state review -00)  Construction Inspection (-71)  Traffic Signals (-90)  * TOTAL	outhbound tra abound) for ed ight angle cra have failed to nt oposed project and ange of right- vest Kilbourn ay Network) to FY 2009	affic on both North astbound/westbou shes at the interse reduce the numbe  how it will address the of-way and provid Street, traffic sign oreduce crashes.  FY 2010  st than \$25,000).	h 16 <sup>th</sup> Street (one and traffic on We ections. Additional and traffic on we ections. Additional and the street of crashes at the street of crashe	e way northbound st Kilbourn Avent nal signing, paver the intersections.  c on North 16 <sup>th</sup> Strate installed at both he installed at both fee installed at both \$20,000 \$180,000 \$200,000	reet and North history		
The existing geometric visibility of northbound/set of Street (one way south ted to a high number of right of the total number of right of the ted to a high number of right of the ted to a high number of right of the ted to a high number of right of the proposed Improvements here. In some detail, describe the proposed Improvement of the ted to the te	outhbound tra abound) for ed ight angle cra have failed to nt oposed project and ange of right- vest Kilbourn ay Network) to FY 2009	affic on both North astbound/westbou shes at the interse reduce the numbe  how it will address the of-way and provid Street, traffic sign oreduce crashes.  FY 2010  st than \$25,000).	h 16 <sup>th</sup> Street (one and traffic on We ections. Additional and traffic on we ections. Additional and the street of crashes at the street of crashe	e way northbound st Kilbourn Avent nal signing, paver the intersections.  c on North 16 <sup>th</sup> Strate installed at both he installed at both fee installed at both \$20,000 \$180,000 \$200,000	reet and North history		
The existing geometric visibility of northbound/set 17th Street (one way south ted to a high number of right of the ted to a high number o	outhbound transbound) for each angle cransbound) for each angle cransbound to the property and angle of right-angle of right-angle of the property and the prop	affic on both North astbound/westbou shes at the interse reduce the numbe  I how it will address the of-way and provid Street, traffic sign oreduce crashes.  FY 2010  Est than \$25,000). any project costs in ex	h 16 <sup>th</sup> Street (one and traffic on We ections. Additional and traffic on we ections. Additional and traffic on traffic on the gaps in traffic on the second of the second	e way northbound st Kilbourn Avent nal signing, paver the intersections.  c on North 16 <sup>th</sup> Strate installed at both he installed at both fee installed at both \$20,000 \$180,000 \$200,000	reet and North history		

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?

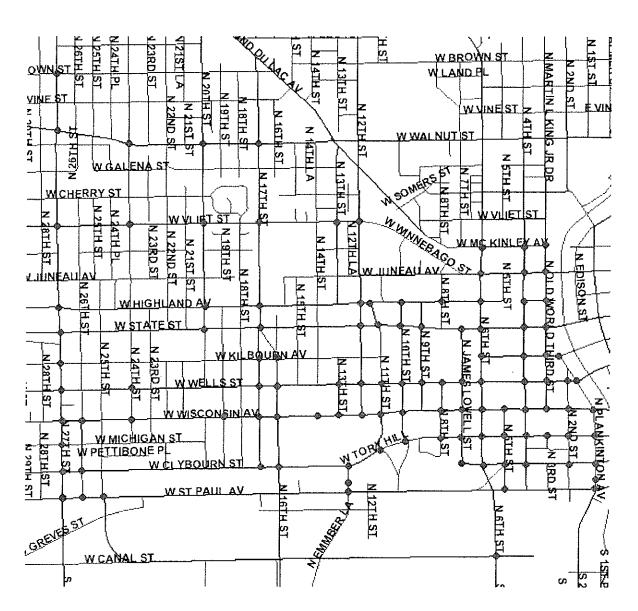
Will project require the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge?

Yes No

1			<u> </u>					
Is your municipality adequately staffe			Yes No					
Does your municipality have prior cor	mmitments that would	impair your performance of t	his work? L. Yes L. No					
Contact Information and	Signature							
6. PRIMARY CONTACT PERSON or A	GENCY							
NAME			TITLE					
Jeffrey S. Polenske, P.E.		City Enginee	<i>r</i>					
ADDRESS		TELEPHONE						
841 North Broadway, Room	701	(414) 286-24	00					
MUNICIPALITY		STATE	ZIP					
City of Milwaukee		WI	53202					
7. SIGNATURE OF LOCAL APPROVIN	IG AUTHORITY		DATE					
WisDOT Information - Sh	aded areas to be	completed by WisDOT	staff only.					
A. Environmental Documentation Type		B. Hazard Elimination Type	e					
C. PMSID	D. Functional Class		E. PEF					
			1					
REGION APPROVAL								
Project Supervisor		Date						
Planning Supervisor			n					
			Date					
C.O. Concurrence								
C.O. Concurrence								
	Approved Disapproved							
Approving Authority			Date					
İ								

REVISED 12/12/06

### ATTACHMENT A EXISTING SIGNAL SYSTEM MAP



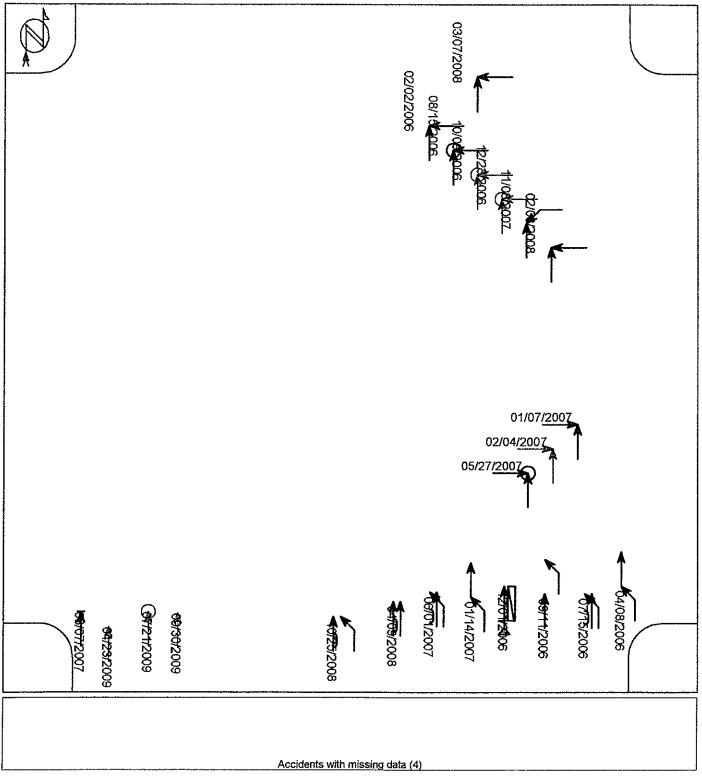
Proposed New Traffic Signal

Existing Traffic Signal

# ATTACHMENT B CITY OF MILWAUKEE CRASH DIAGRAMS

CITY OF MILWAUKEE DEPT. OF PUBLIC WORKS
WEST KILBOURN AVENUE
INTERSECTIONS WITH NORTH 16<sup>TH</sup> STREET AND NORTH 17<sup>TH</sup> STREET
2011-2012 HSIP APPLICATION

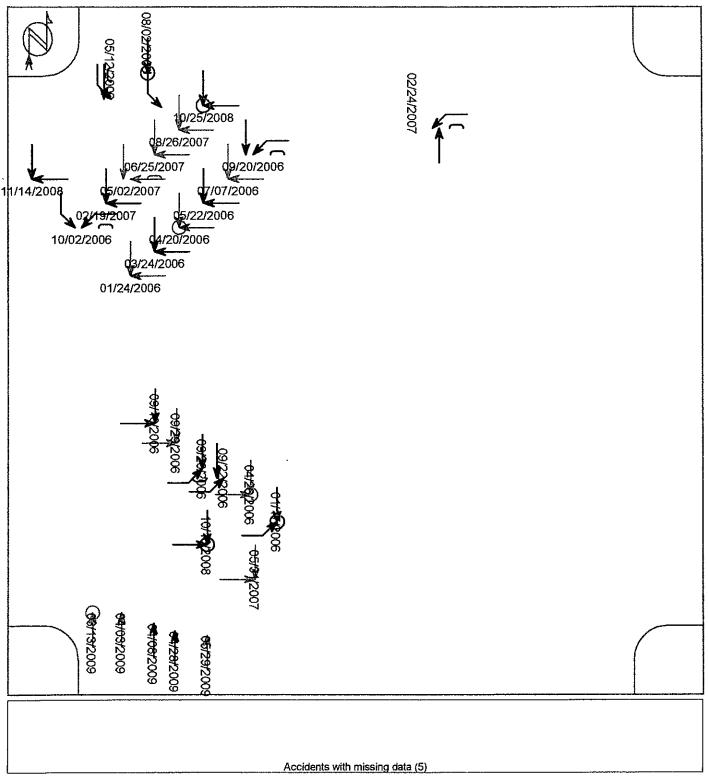
#### W. Kilbourn Av., & N. 16th St.01611 & K5742 22 Accidents 01/01/06 - 10/31/09



Yellow arrows: fail to yield, Red arrows: Disregards Single Circle: Injuries, Double circle: Fatality

(clear filter)

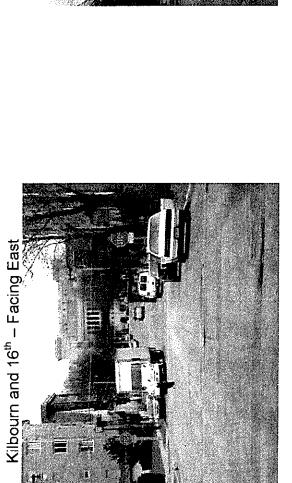
#### W. Kilbourn Av., & N. 17th st.01711 & K5742 01/01/06 - 10/31/09 29 Accidents

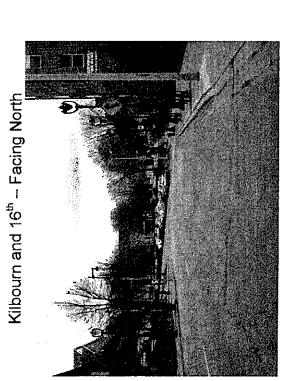


Yellow arrows: fail to yield, Red arrows: Disregards Single Circle: Injuries, Double circle: Fatality

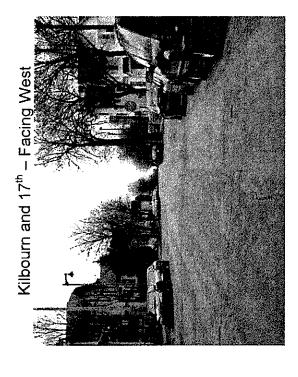
(clear filter)

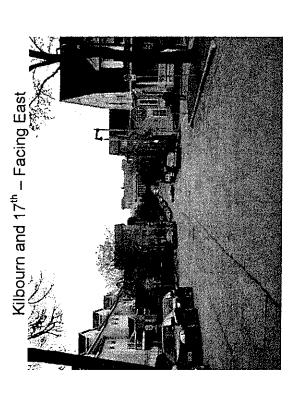
## ATTACHMENT C INTERSECTION PHOTOGRAPHS

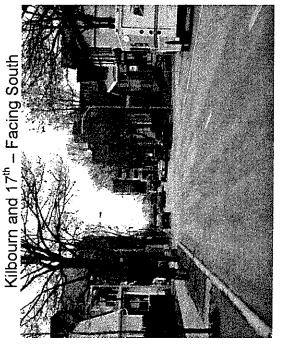




Kilbourn and 16<sup>th</sup> – Facing West







## ATTACHMENT D WARRANT STUDIES

#### WARRANT ANALYSIS

M	AJOR ST:	N. 16TH ST.		NO. C	F LANES:	2	
M]	INOR ST:	W. KILBOURN A	v.	NO. C	F LANES:	1	
NO.	TITLE		· <del></del>				MET?
1	EIGHT-H	OUR VEHICULAR	VOLUME				NO
		CONDITION A:	MAJOR:	600	MINOR:	150	
	or	CONDITION B:	MAJOR:	900	MINOR:	75	
	or	COMBINATION:	MAJOR:	480	MINOR:	120	-
		a	nd MAJOR; ¯	720	MINOR:	60	-
2	FOUR HO	OUR VEHICULAR V	OLUME				NO
		FIGURE 4C-1					I
3	PEAK HO	UR					NO
		FIGURE 4C-3					
7	CRASH E	XPERIENCE 80	0 % of COND	ITION A:	NO		NO

NO

DATE: 3/31/2008

or 80 % of CONDITION B:

NO. OF CORRECTABLE REPORTABLE CRASHES

DATE

	MAJOR ST		MIN	OR ST							
		N. 16TH ST.		W. KILB	OURN AV.	Warrant 1			Warr	Warr	
TIME	NB		TOTAL	EB	WB	Α	В	80% A	80% B	2	3
MID	118		118	16	20						
1	95		95	16	20						
2	71		71	11	12						
3	31		31	4	8						
4	41		41	7	9		Ì				
5	81		81	12	21						
6	195		195	28	32						
7	414		414	54	61						
8	496		496	52	51						
9	301		301	44	47						
10	260		260	41	52		· · · · · · · · · · · · · · · · · · ·		******		-
11	303		303	36	64						
NOON	363		363	48	85						
1	348		348	49	93						
2	383		383	60	81						
3	374		374	57	119						
4	442		442	53	128			Х	·····	1	
5	403		403	56	106						
6	314		314	50	64						
7	246		246	34	72						
8	253		253	35	64						
9	239		239	28	73						
10	224		224	26	49				·	i	
11	166		166	27	43						-
TOTAL	6161	0	6161	844	1374	N			1		
COUNT #	55705			56929	56928		BY:	JC	В		

3/24/08

3/24/08

#### WARRANT ANALYSIS

MAJOR ST: N. 17TH ST. NO. OF LANES: MINOR ST: W. KILBOURN AV. NO. OF LANES: NO. TITLE MET? EIGHT-HOUR VEHICULAR VOLUME NO CONDITION A: MAJOR: MINOR: or CONDITION B: MAJOR: MINOR: or COMBINATION: MAJOR: MINOR: and MAJOR: MINOR: 

2 FOUR HOUR VEHICULAR VOLUME NO

FIGURE 4C-1 3 PEAK HOUR

NO

FIGURE 4C-3

7 CRASH EXPERIENCE 80 % of CONDITION A: NO

or 80 % of CONDITION B: NO. OF CORRECTABLE REPORTABLE CRASHES 13

MAJOR ST MINOR ST N. 17TH ST. W. KILBOURN AV. Warrant 1 Warr Warr TIME SB TOTAL 80% A 80% B EB WB Α MID NOON Х X **TOTAL** 

 COUNT #
 58350
 58347
 BY:
 JCB

 DATE
 3/23/10
 3/23/10
 3/23/10
 DATE:
 4/1/2010