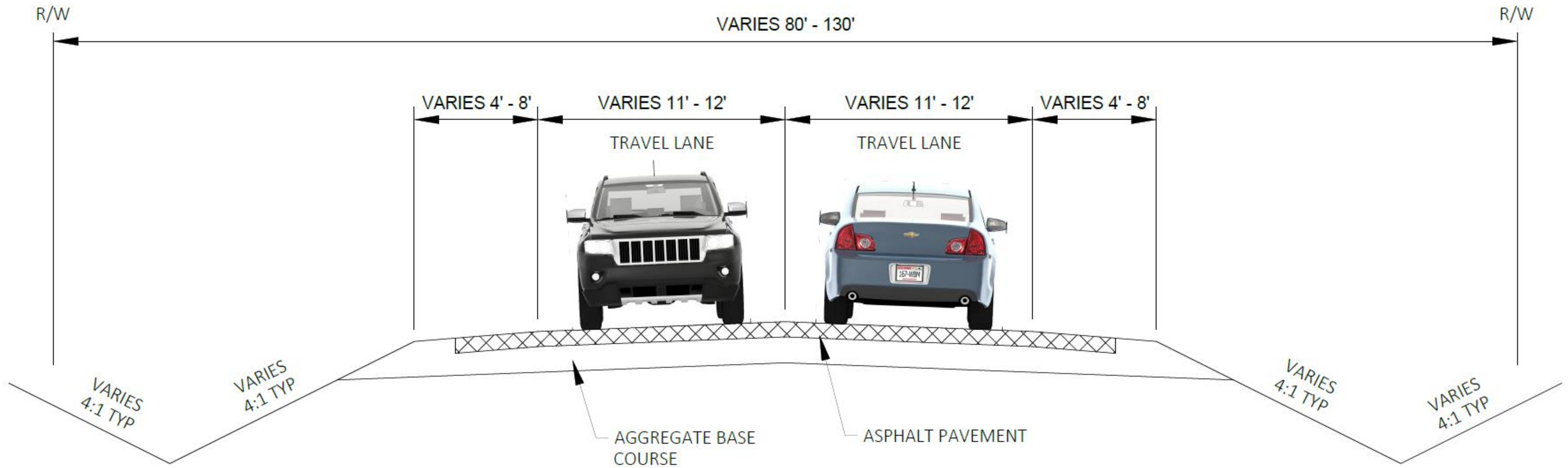




Existing Calhoun Road



EXISTING CALHOUN ROAD



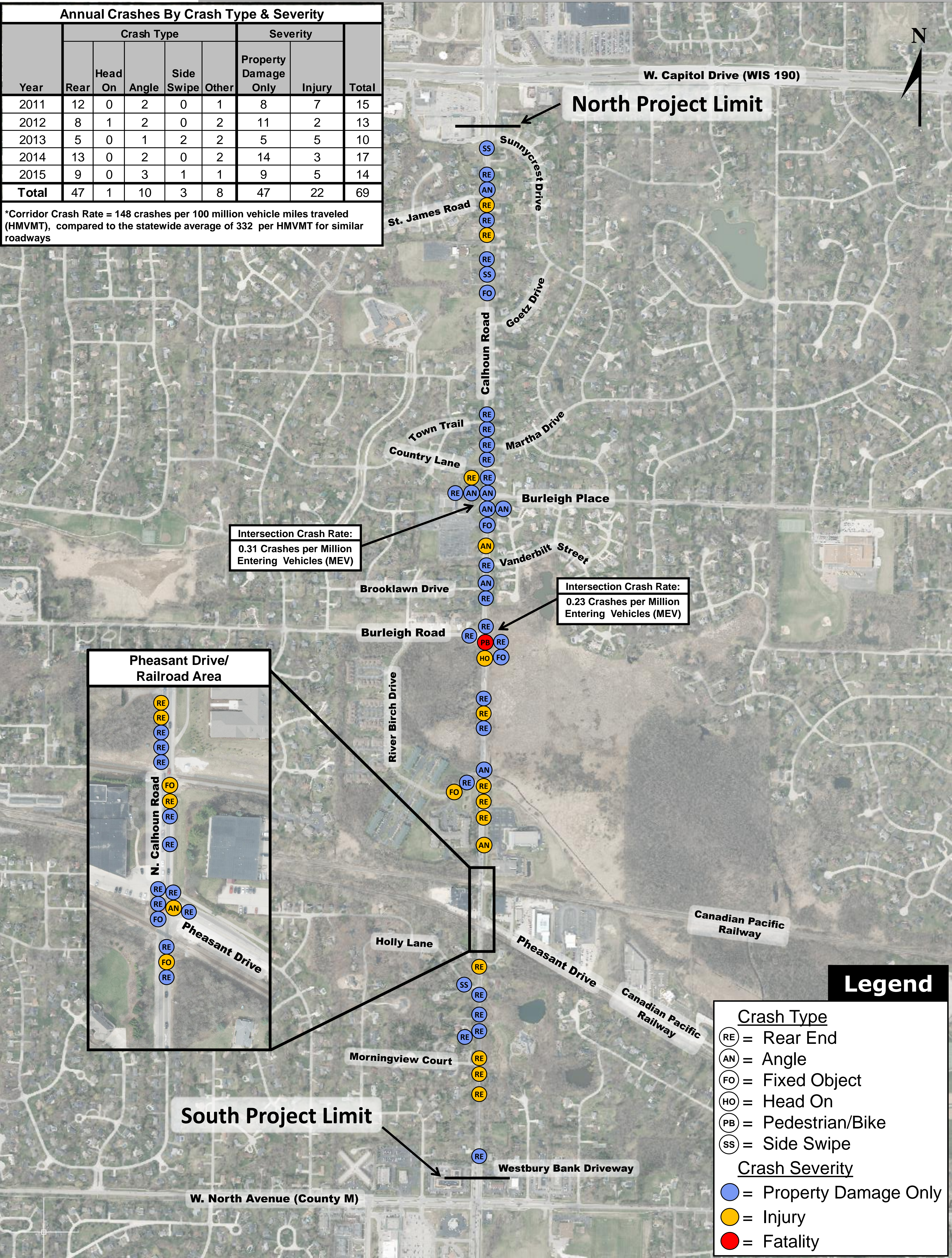
Calhoun Road Improvements

North Ave. to Capitol Dr.

Historic Crash Information (2011-2015)

Year	Crash Type					Severity		Total
	Rear	Head On	Angle	Side Swipe	Other	Property Damage Only	Injury	
	2011	12	0	2	0	1	8	
2012	8	1	2	0	2	11	2	13
2013	5	0	1	2	2	5	5	10
2014	13	0	2	0	2	14	3	17
2015	9	0	3	1	1	9	5	14
Total	47	1	10	3	8	47	22	69

*Corridor Crash Rate = 148 crashes per 100 million vehicle miles traveled (HMVMT), compared to the statewide average of 332 per HMVMT for similar roadways



Legend

- Crash Type**
- (RE) = Rear End
 - (AN) = Angle
 - (FO) = Fixed Object
 - (HO) = Head On
 - (PB) = Pedestrian/Bike
 - (SS) = Side Swipe
- Crash Severity**
- (Blue circle) = Property Damage Only
 - (Yellow circle) = Injury
 - (Red circle) = Fatality

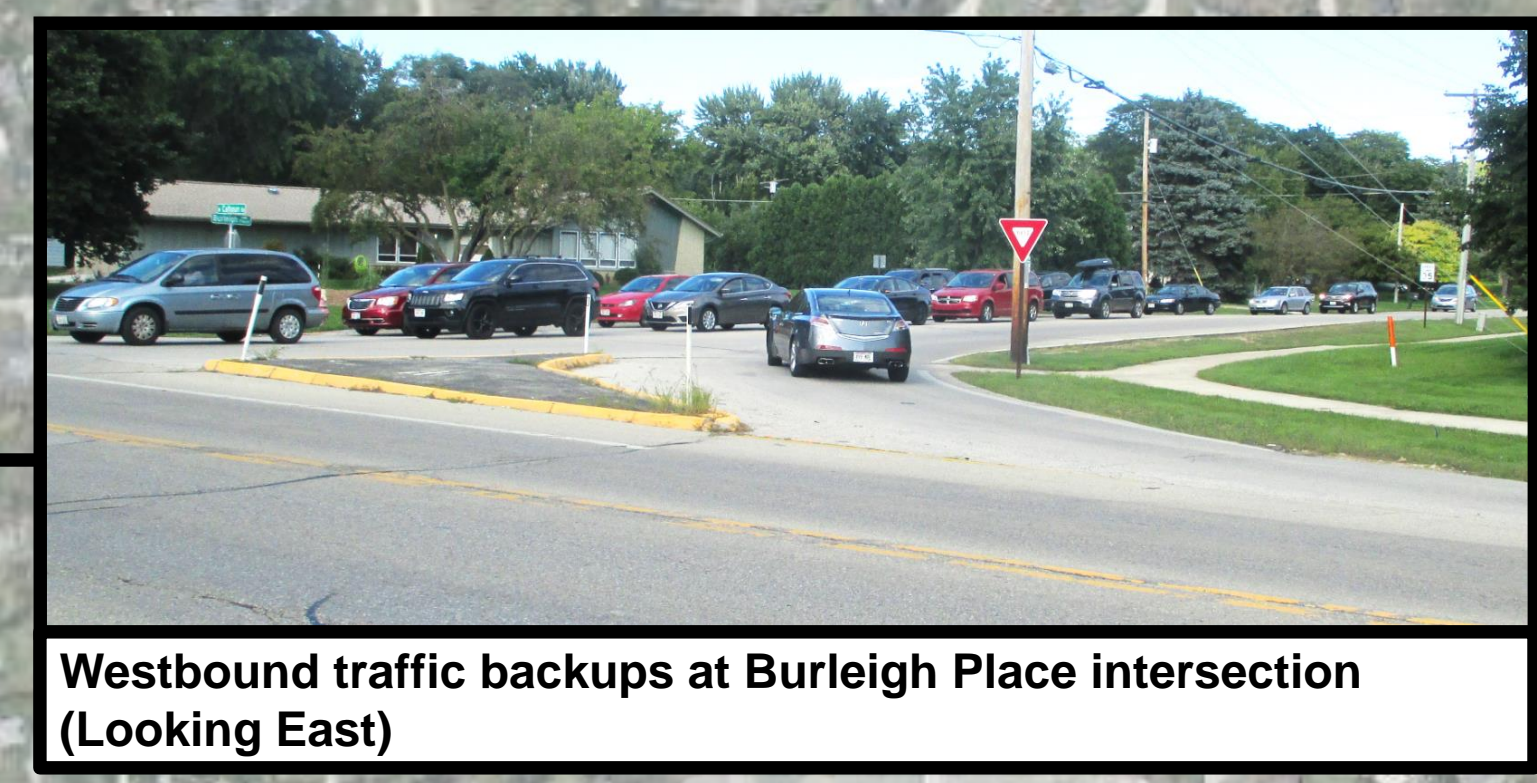
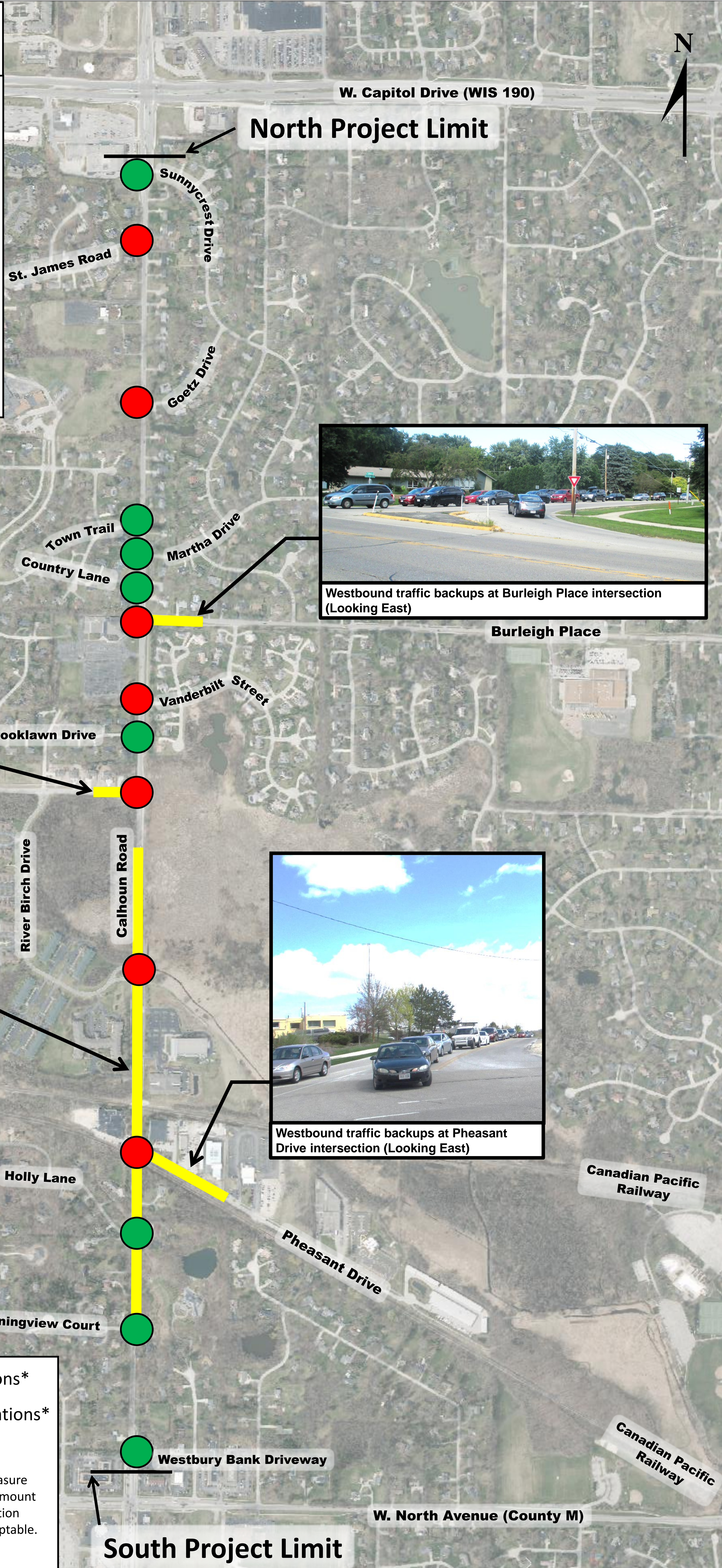
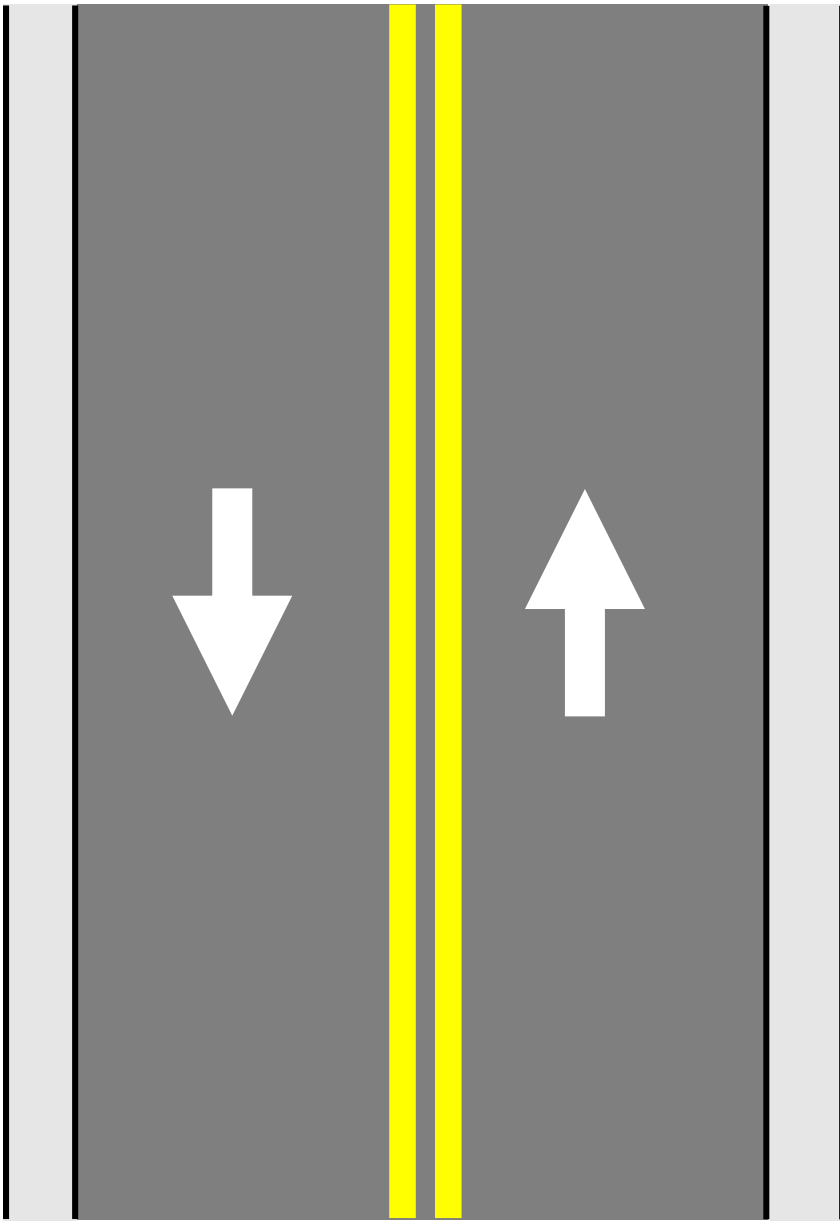


Calhoun Road Improvements

North Ave. to Capitol Dr.

Existing Weekday Evening Peak Hour Traffic Conditions

Existing Condition Typical Roadway Plan View



Legend

- = Intersection Movements with Acceptable Operations*
- = Intersection Movements with Unacceptable Operations*
- = Field Observed Traffic Backups

* Traffic conditions are defined by Level of Service (LOS). LOS is a quantitative measure that refers to the overall quality of traffic flow at an intersection based on the amount of vehicle delay. In Southeast Wisconsin, LOS D or better for peak hour intersection movements is considered acceptable while LOS E or LOS F is considered unacceptable.

Note: Weekday Evening Peak Hour = 4:30 to 5:30 pm

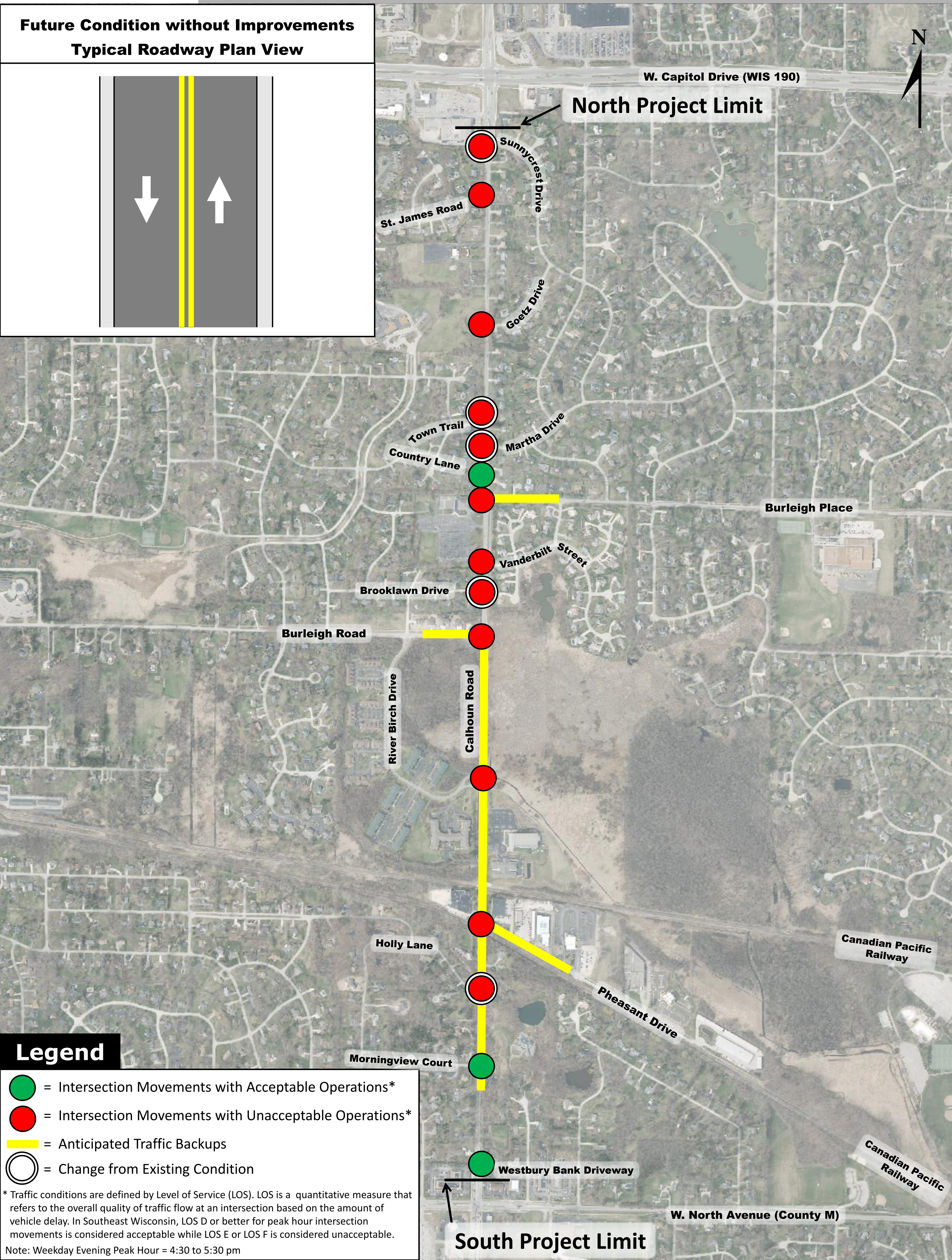
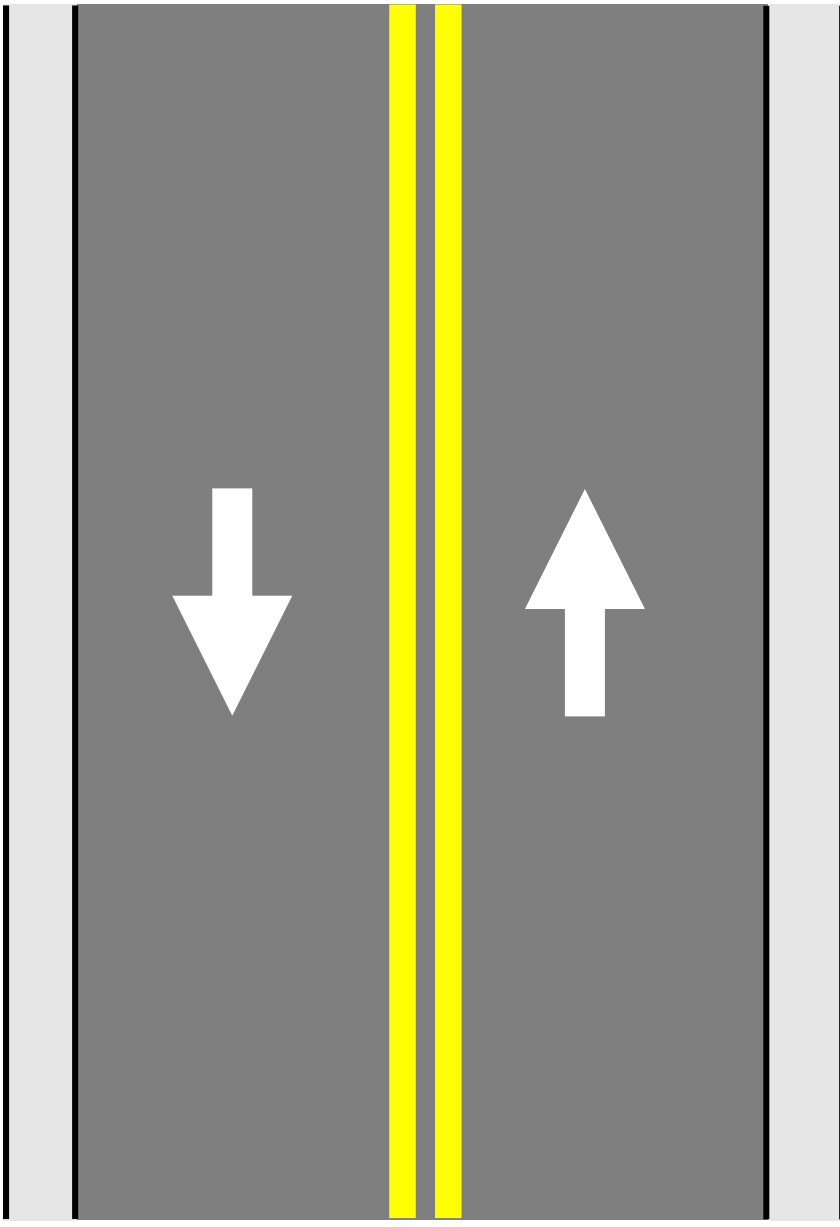


Calhoun Road Improvements

North Ave. to Capitol Dr.

Future Year (2041) Weekday Evening Peak Hour Traffic Conditions Without Improvements

Future Condition without Improvements Typical Roadway Plan View



Legend

- = Intersection Movements with Acceptable Operations*
- = Intersection Movements with Unacceptable Operations*
- = Anticipated Traffic Backups
- = Change from Existing Condition

* Traffic conditions are defined by Level of Service (LOS). LOS is a quantitative measure that refers to the overall quality of traffic flow at an intersection based on the amount of vehicle delay. In Southeast Wisconsin, LOS D or better for peak hour intersection movements is considered acceptable while LOS E or LOS F is considered unacceptable.
Note: Weekday Evening Peak Hour = 4:30 to 5:30 pm



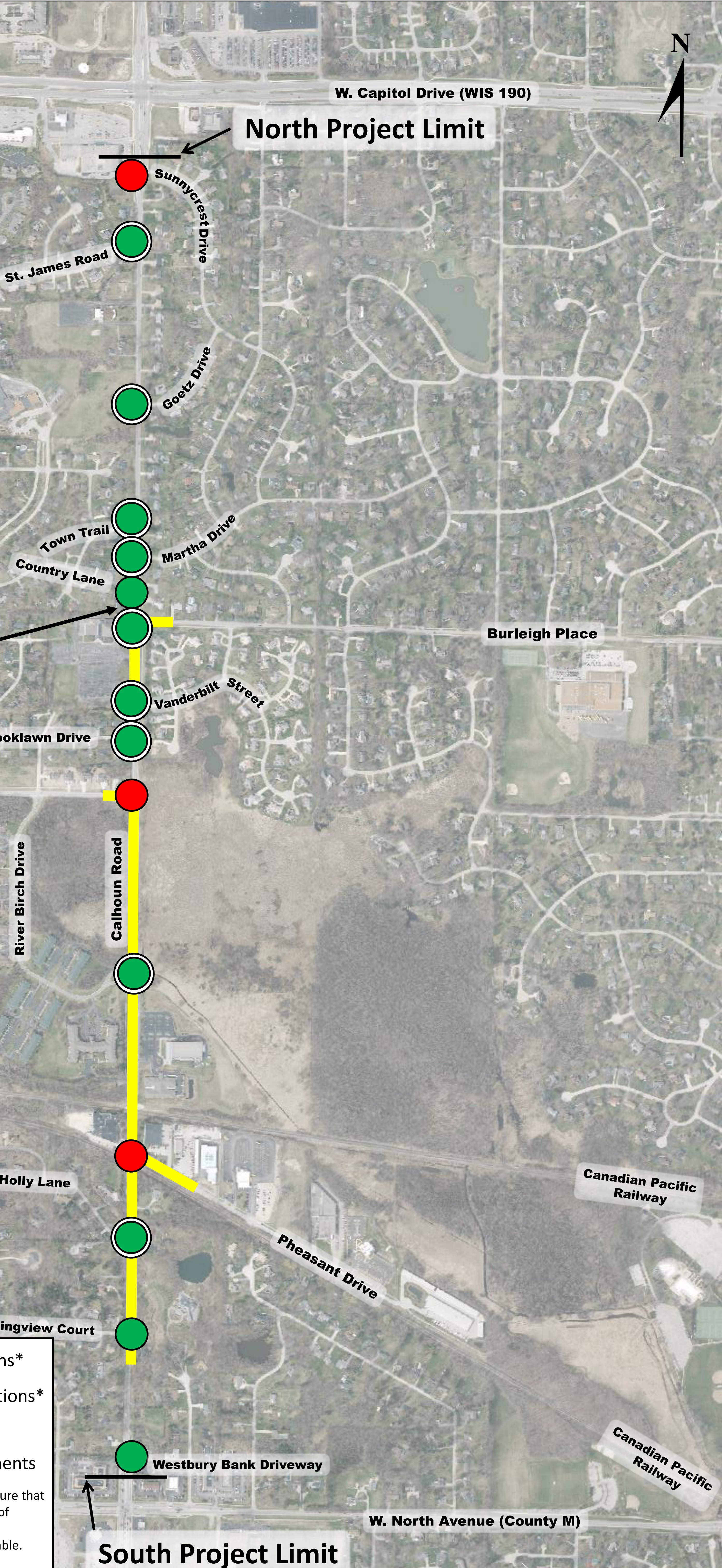
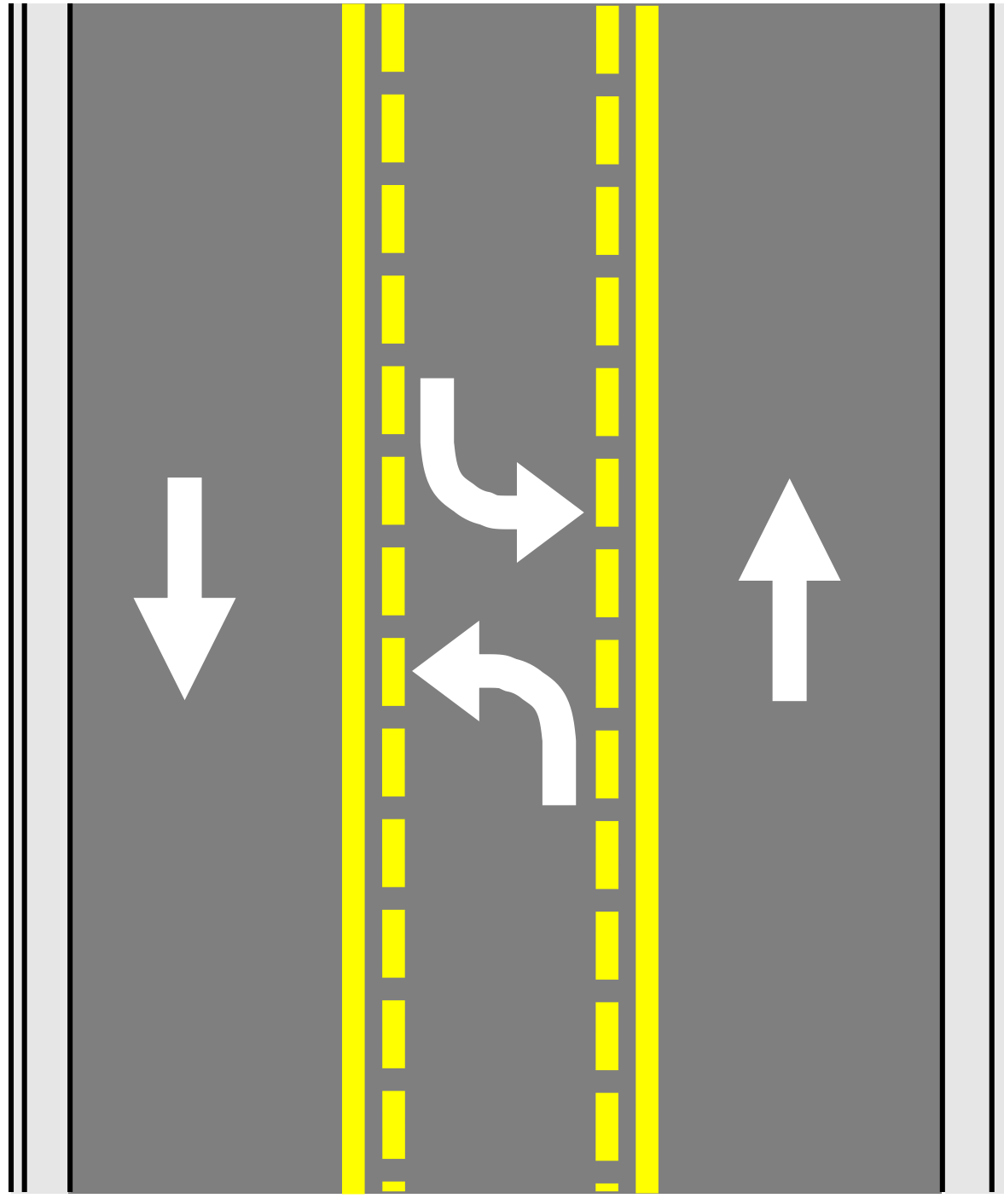
Calhoun Road Improvements

North Ave. to Capitol Dr.

Future Year (2041)

Weekday Evening Peak Hour Traffic Conditions
Alternative 1: Three-Lane Two-Way Left Turn Lane (TWLTL)

Three-Lane TWLTL Alternative Typical Roadway Plan View



Note: Southbound backups are anticipated to extend from Burleigh Place to Martha Drive due to potential traffic signal installation (not shown)

Legend

- = Intersection Movements with Acceptable Operations*
- = Intersection Movements with Unacceptable Operations*
- = Anticipated Traffic Backups
- = Change from Future Year (2041) without Improvements

* Traffic conditions are defined by Level of Service (LOS). LOS is a quantitative measure that refers to the overall quality of traffic flow at an intersection based on the amount of vehicle delay. In Southeast Wisconsin, LOS D or better for peak hour intersection movements is considered acceptable while LOS E or LOS F is considered unacceptable.
Note: Weekday Evening Peak Hour = 4:30 to 5:30 pm



Calhoun Road Improvements

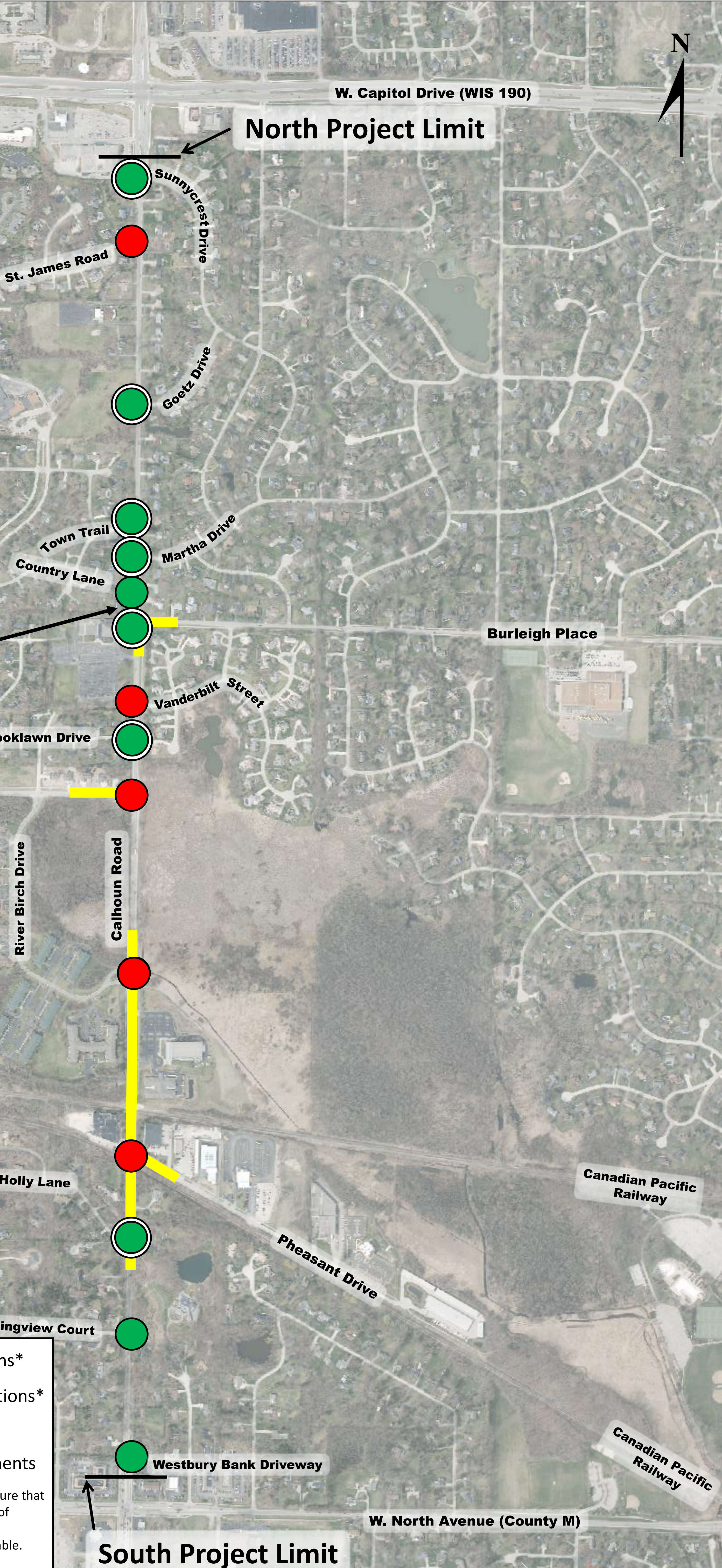
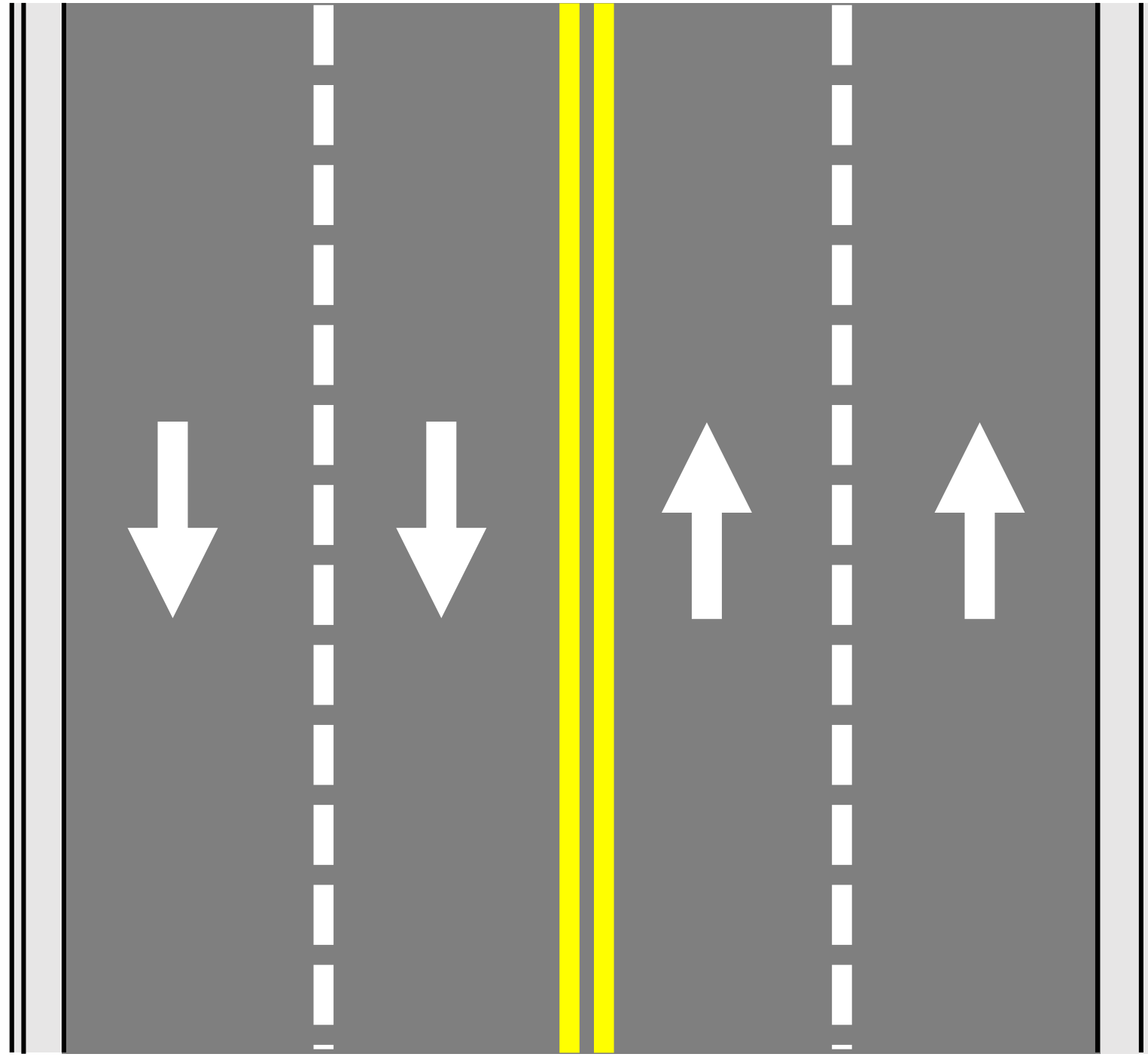
North Ave. to Capitol Dr.

Future Year (2041)

Weekday Evening Peak Hour Traffic Conditions

Alternative 2: Four-Lane Undivided

Four-Lane Undivided Alternative Typical Roadway Plan View



Note: Southbound backups are anticipated to extend from Burleigh Place to Country Lane due to potential traffic signal installation (not shown)

- Legend**
- = Intersection Movements with Acceptable Operations*
 - = Intersection Movements with Unacceptable Operations*
 - = Anticipated Traffic Backups
 - = Change from Future Year (2041) without Improvements

* Traffic conditions are defined by Level of Service (LOS). LOS is a quantitative measure that refers to the overall quality of traffic flow at an intersection based on the amount of vehicle delay. In Southeast Wisconsin, LOS D or better for peak hour intersection movements is considered acceptable while LOS E or LOS F is considered unacceptable.
Note: Weekday Evening Peak Hour = 4:30 to 5:30 pm



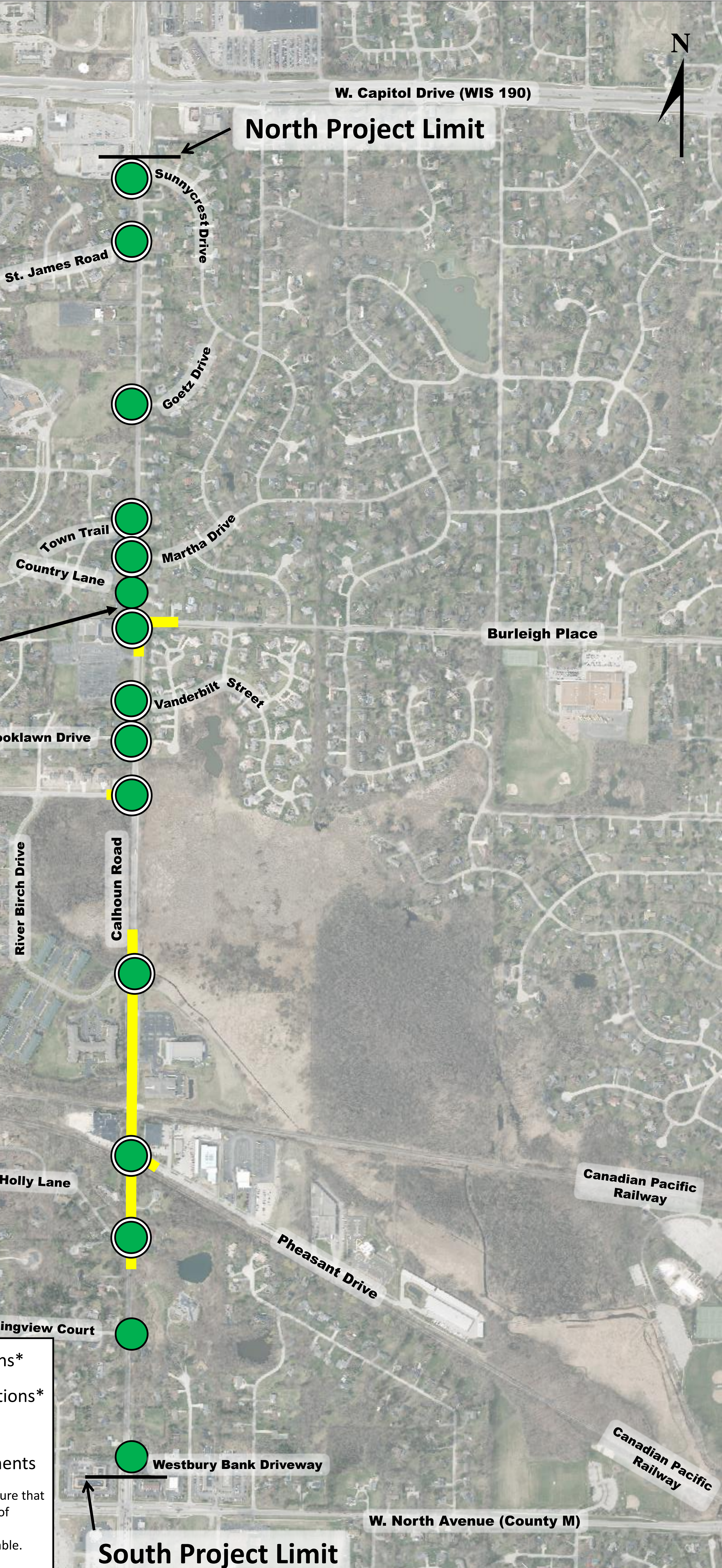
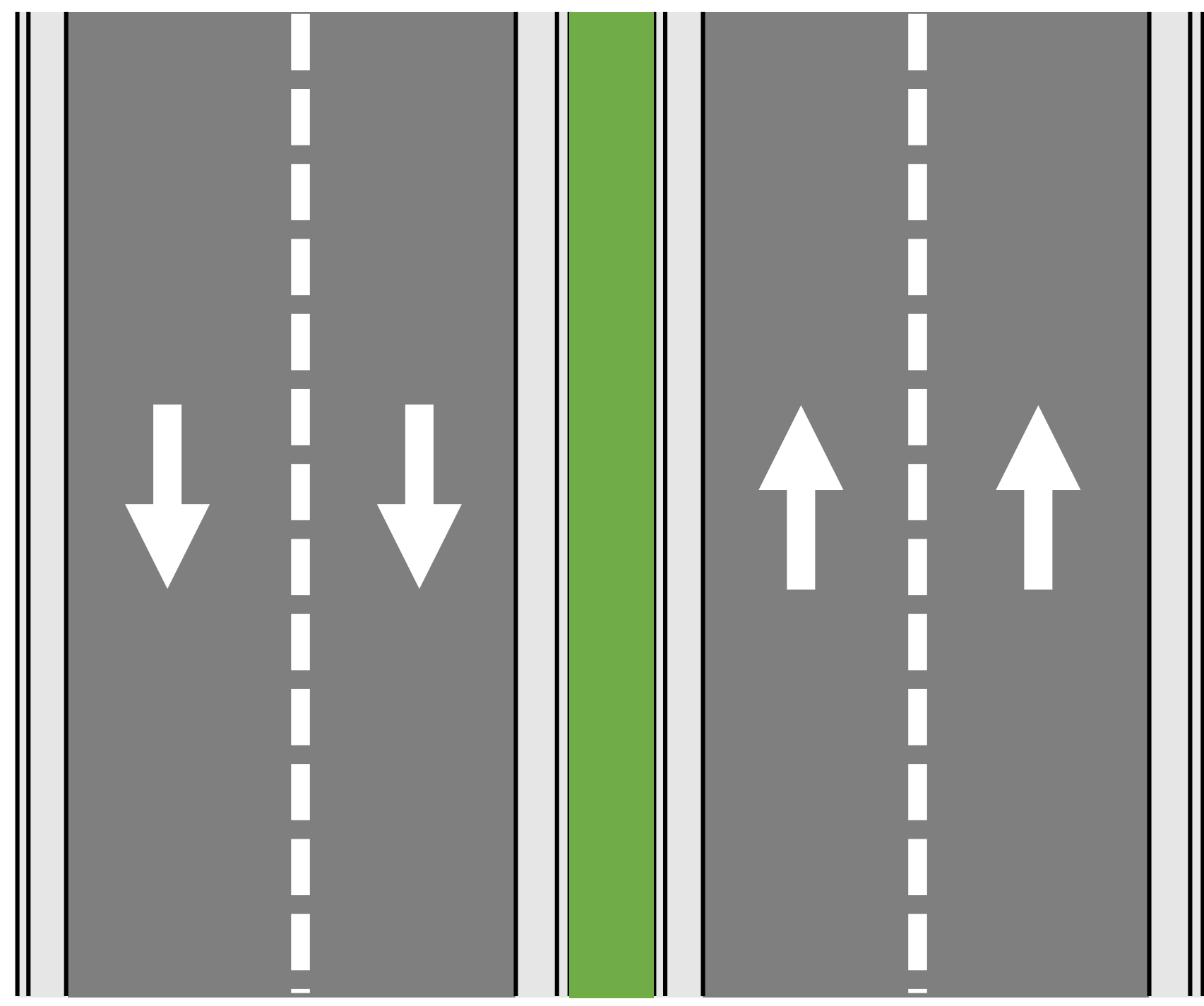
Calhoun Road Improvements

North Ave. to Capitol Dr.

Future Year (2041)

Weekday Evening Peak Hour Traffic Conditions
Alternative 3: Four-Lane Divided

Four-Lane Divided Alternative Typical Roadway Plan View



Note: Southbound backups are anticipated to extend from Burleigh Place to Country Lane due to potential traffic signal installation (not shown)

- Legend**
- = Intersection Movements with Acceptable Operations*
 - = Intersection Movements with Unacceptable Operations*
 - = Anticipated Traffic Backups
 - = Change from Future Year (2041) without Improvements

* Traffic conditions are defined by Level of Service (LOS). LOS is a quantitative measure that refers to the overall quality of traffic flow at an intersection based on the amount of vehicle delay. In Southeast Wisconsin, LOS D or better for peak hour intersection movements is considered acceptable while LOS E or LOS F is considered unacceptable.
Note: Weekday Evening Peak Hour = 4:30 to 5:30 pm



Corridor Improvement Evaluation Criteria

Which factors are considered in selecting roadway improvements?

- ✓ **Peak Hour Traffic Operations**
- ✓ **Safety**
- ✓ **Pedestrian & Bicycle Accommodations**
- ✓ **Existing Design Deficiencies**
 - **Compliance with Current Standards**
 - **Intersection Sight Distance**
 - **Pavement Conditions**
 - **Vertical alignment (Hills, Railroad Crossing)**
 - **Turn Lanes**
- ✓ **Intersection Spacing**
- ✓ **Intersection Traffic Control**
- ✓ **Regional and Local Significance of Corridor**
- ✓ **Emergency Responder Routing**
- ✓ **Environmental Impacts**
- ✓ **Right-of-Way Availability and Impacts to Surrounding Properties**
- ✓ **Cost**
 - **Construction**
 - **Maintenance**

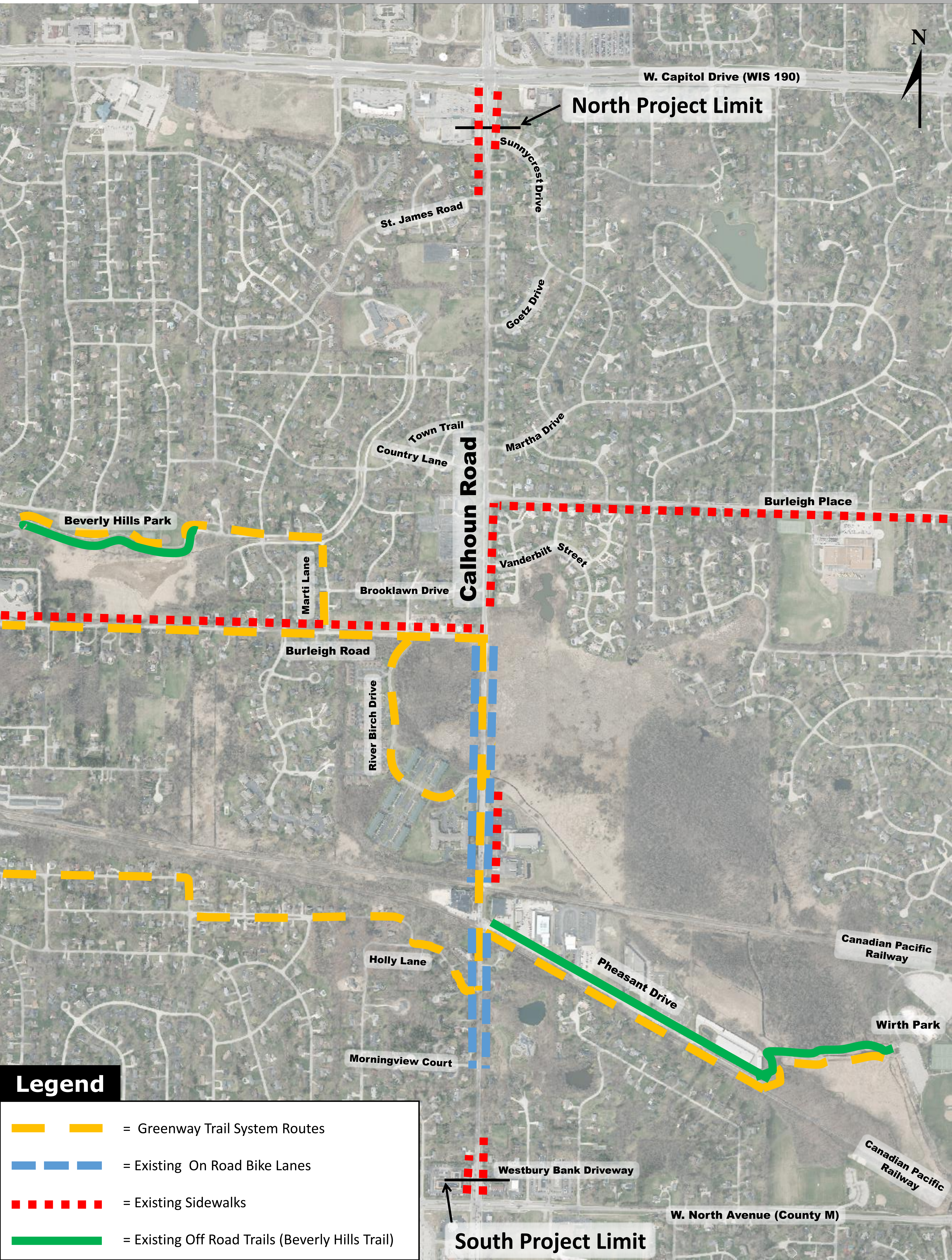




Calhoun Road Improvements

North Ave. to Capitol Dr.

Existing Bike & Pedestrian Facilities



Legend

- = Greenway Trail System Routes
- = Existing On Road Bike Lanes
- = Existing Sidewalks
- = Existing Off Road Trails (Beverly Hills Trail)



Alternatives Comparison Table

Category	No Build	Alternative 1 3-Lane TWLTL	Alternative 2 4-Lane Undivided	Alternative 3 4-Lane Divided
Impacts to the Environment				
Wetland Area Disturbed	0.00 Acres	0.75 Acres	0.83 Acres	1.38 Acres
Floodplain	0.00 Acres	0.08 Acres	0.10 Acres	0.18 Acres
New Right of Way Required	0.00 Acres	0.58 Acres	1.14 Acres	2.89 Acres
Potential Residential Relocations	0	1	1	1
Ability to Meet Future Traffic (2041) Needs				
Number of Intersections with unacceptable delays	12	3	5	0
Queuing along Calhoun Road at railroad crossings	4000 feet	4000 feet	2000 feet	2000 feet
Accommodates 2-Stage Left Turn Movements from Side Streets	No	No	No	Yes
Near and Long Term Safety				
Predicted Annual Change in Crashes (Compared to 2016) ¹	+25.7%	+10.8%	+29.4%	-20.8%
Provides Left Turn Lanes at Side Street Intersections	No	Yes	No	Yes
Separates Northbound and Southbound Through Lanes	No	Yes	No	Yes
Addresses Route Importance				
Consistent with SEWRPC ² Transportation Improvement Plan	No	No	Yes	Yes
Preferred by Emergency Responders (Fire & Police)	No	No	No	Yes

Category's Lowest Impact or Best Result

¹ Future crashes were determined using a Highway Safety Manual (HSM) analysis to compare the expected safety performance of each alternative using a crash predictive methodology. The HSM analysis helps to quantify the expected safety benefit or disadvantage an alternative may provide by evaluating the impacts of volume and geometrics on safety.

²Southeastern Wisconsin Regional Planning Commission



Other Alternatives Considered

Alternative	Reasons for Dismissal
2-Lane with Intersection Improvements	<p>Poor traffic operations Does not adequately address safety</p>
5-Lane Two Way Left Turn Lane	<p>53% increase in crashes anticipated Minimal operational benefits Most impactful to stormwater issues Impacts to bordering properties</p>
Bridge over Railroad Crossings	<p>Unreasonable costs Large environmental impacts Access issues to businesses</p>
Realignment of Pheasant Drive	<p>Unreasonable costs Large environmental impacts Additional railroad crossing</p>
Combination of Roadway Cross Sections	<p>Inadequate distance for transitions Corridor inconsistency</p>