

TRAFFIC IMPACT STUDY OF THE ALPINE VALLEY MUSIC THEATRE IN THE TOWN OF LAFAYETTE

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**MEMORANDUM REPORT
NUMBER 52**

**TRAFFIC IMPACT STUDY OF THE ALPINE VALLEY
MUSIC THEATRE IN THE TOWN OF LAFAYETTE**

Prepared by the
Southeastern Wisconsin Regional Planning Commission
P. O. Box 1607
Old Courthouse
916 N. East Avenue
Waukesha, Wisconsin 53187-1607

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Memorandum Report No. 52

**TRAFFIC IMPACT STUDY OF THE ALPINE
VALLEY MUSIC THEATRE IN THE TOWN OF LAFAYETTE**

INTRODUCTION

The reconstituted Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County on February 8, 1990, requested that consideration be given to the improvements needed to accommodate significant peaks in travel demand which accompany events held at the Alpine Valley Music Theatre. This memorandum presents the findings and recommendations of the requested traffic impact study. The configuration and capacity of the existing highway facilities serving the recreational complex are described; the traffic demand accompanying events at the complex is described, including the current pattern of that demand; the problems of traffic congestion attendant to that traffic demand and pattern are described; and the potential improvements which were considered to accommodate the peak traffic demand and abate the problems of congestion are presented.

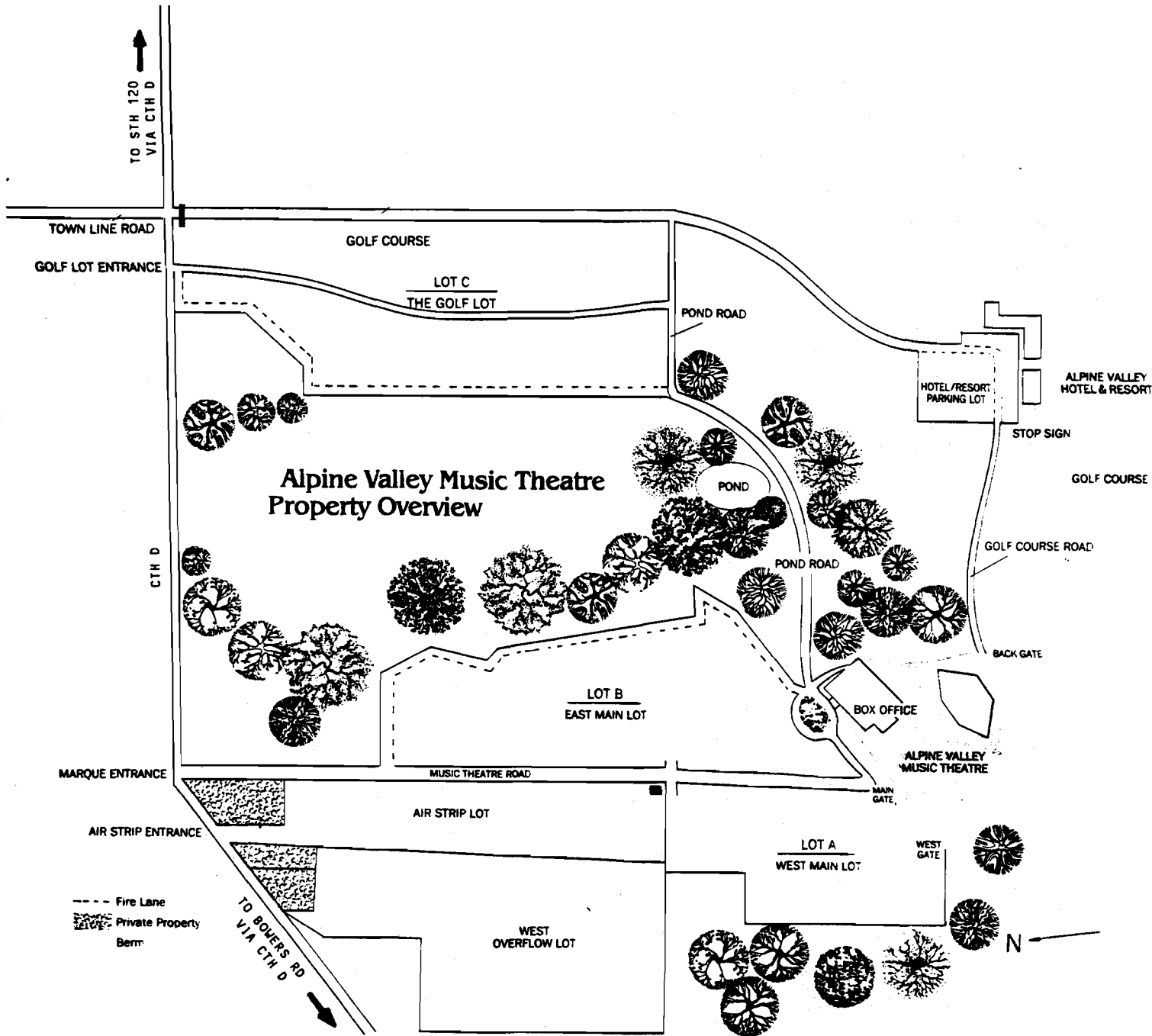
DESCRIPTION OF ALPINE VALLEY MUSIC THEATRE'S EXISTING OPERATIONS

The Alpine Valley Music Theatre operations currently include about 25 events during the months of May through September, with the events usually being scheduled on Friday, Saturday, or Sunday afternoons or evenings.

The driveways currently used to access the Alpine Valley Music Theatre are located on CTH D between Bowers Road and STH 120. Figure 1 shows the site layout of the Alpine Valley Music Theatre and adjoining facilities. In 1990, Alpine Valley Music Theatre had an estimated total parking capacity of about 12,000 vehicles. These parking spaces were distributed among two main parking lots--the west main lot and the east main lot--and three overflow parking lots--the west overflow lot, the air strip lot, and the golf lot. The golf lot has its own separate entrance, while all the other lots have access from the

Figure 1

ALPINE VALLEY MUSIC THEATRE ACCESS AND PARKING: 1990



Source: Walworth County Sheriff's Department and SEWRPC.

marquee entrance. The golf lot is used only when a very well attended concert--30,000 persons or more--is held at the Music Theatre. Buses and limousines providing service to the concerts park in the hotel-resort parking lot and access this lot opposite Town Line Road. The Alpine Valley Music Theatre currently has a policy of checking all entering vehicles to ensure that vehicle occupants have tickets; if tickets are still available, tickets are also sold at this time to the vehicle occupants. This policy attempts to reduce the number of persons who remain in the parking lots during the events, creating a safety and space problem in the parking lot.

TRAFFIC IMPACTS OF ALPINE VALLEY MUSIC THEATRE

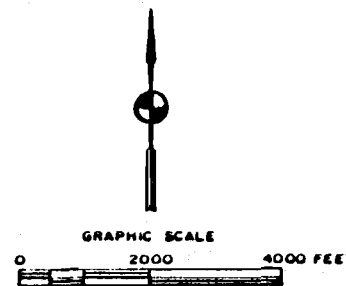
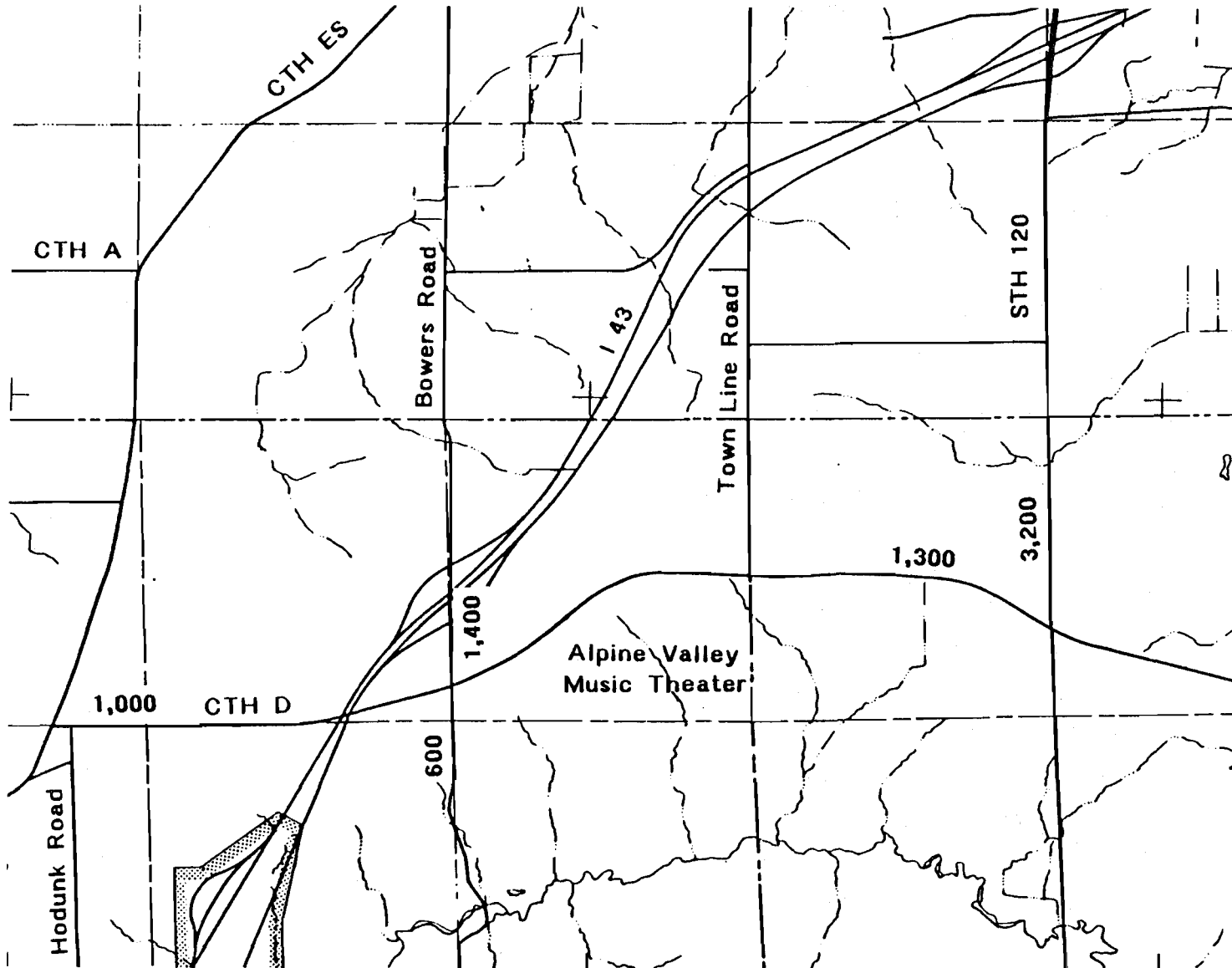
The Planning Commission staff conducted special purpose traffic counts on Bowers Road, CTH D, and STH 120 in May, June, and July 1990. These traffic counts were conducted on weekdays; on weekends when an event was held at the Music Theatre; and on weekends when no event was held at the Music Theatre. As shown on Map 1, average weekday traffic volumes were found to be 3,200 vehicles on STH 120 north of CTH D; to be about 1,300 vehicles on CTH D west of STH 120; and to be about 1,400 vehicles on Bowers Road north of CTH D.

Currently, STH 120 is constructed as a two-lane rural cross-section between IH 43 and STH 36, with stop sign controlled intersections at CTH D, STH 11, and STH 36. County Trunk Highway D is constructed as a two-lane rural cross-section between Bowers Road and STH 120, and has a separate westbound right-turn lane between the Music Theatre's marquee entrance and Bowers Road. The design capacity of a two-lane rural arterial is about 7,000 vehicles per average weekday. The two traffic lanes on CTH D and on STH 120 between IH 43 and STH 36 may be expected to be sufficient to accommodate current and forecast year 2010 average weekday traffic volumes.

Table 1 presents the attendance and traffic volumes associated with special events held at the Alpine Valley Music Theatre from May through mid-August of 1990. Map 2 shows the expected traffic generation for various attendance sizes based on counts taken by the Commission. The maps shows that, for an event with an attendance of 40,000 persons, about 11,500 vehicles may be expected to

Map 1

AVERAGE WEEKDAY TRAFFIC VOLUMES AT SELECTED LOCATIONS
IN THE VICINITY OF ALPINE VALLEY MUSIC THEATRE: 1990



Source: SEWRPC.

Table 1
ATTENDANCE AND TRAFFIC VOLUMES ASSOCIATED
WITH ALPINE VALLEY MUSIC THEATER: MAY THROUGH MID AUGUST 1990

Date	Time	Event	Attendance (number of persons)	Estimated Vehicle Traffic Volume	Estimated Vehicle Occupancy Rate
Saturday, May 26	3:00 p.m.	Whitesnake:			
		World Series of Rock	20,000	--a	--a
Sunday, May 27	3:00 p.m.	Whitesnake:			
		World Series of Rock	14,000	--a	--a
Saturday, June 2	8:00 p.m.	Steve Miller			
		and Lou Gramm	14,700	5,700	2.6
Saturday, June 9	7:00 p.m.	Bob Dylan			
		and Tracy Chapman	6,600	4,400	1.5
Saturday, June 16	8:00 p.m.	Rush: Presto Tour 1990	30,000	9,500	3.2
Sunday, June 17	8:00 p.m.	Rush: Presto Tour 1990	15,000	5,900	2.5
Sunday, June 24	8:00 p.m.	Heart: Brigade			
		World Tour 1990	14,000	4,800	2.9
Saturday, June 30	7:00 p.m.	New Kids on the Block	40,000	--a	--a
Sunday, July 1	7:00 p.m.	New Kids on the Block	33,000	--a	--a
Saturday, July 7	3:00 p.m.	Motley Crue	27,000	--a	--a
Sunday, July 8	3:00 p.m.	Motley Crue	17,000	--a	--a
Saturday, July 21	8:00 p.m.	Aerosmith	40,000	11,400	3.5
Friday, July 27	8:00 p.m.	Hank Williams, Jr.	8,400	--a	--a
Saturday, July 28	8:00 p.m.	Robert Plant	36,000	--a	--a
Saturday, August 11	8:00 p.m.	Billy Joel	40,000	--a	--a
Sunday, August 12	4:00 p.m.	Jimmy Buffet	14,000	--a	--a
Average to Date	--	--	23,100 ^b	7,000	2.9

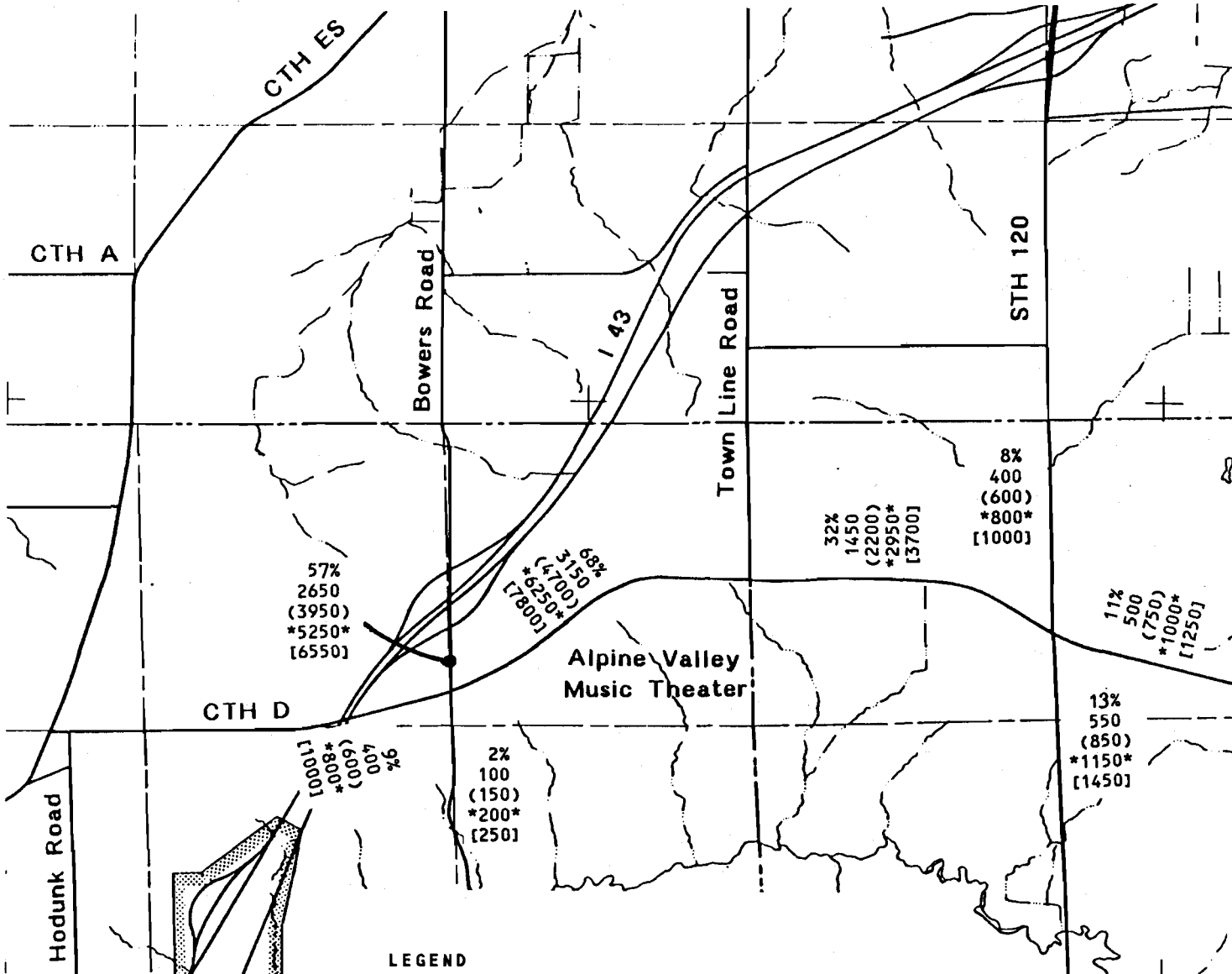
^aTraffic counts not conducted during this event.

^bTotal season attendance during 1989 was 516,377 persons for 25 events, or about 20,700 persons per event.

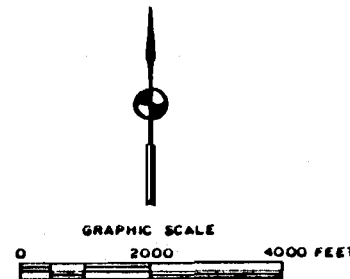
Source: Walworth County Sheriff's Department, the University of Wisconsin-Milwaukee, and SEWRPC.

Map 2

OBSERVED ALPINE VALLEY MUSIC THEATRE TRAFFIC PATTERNS AND
ESTIMATED TRAFFIC VOLUMES FOR SELECTED LEVELS OF ATTENDANCE



Source: SEWRPC.



enter and leave the Theatre site. Table 2 shows the probable hourly distribution of vehicles entering and exiting the theater site related to the level of concert attendance. As shown in Table 2, a concert with an attendance of 40,000 persons was found to have 24 percent of the total associated vehicle traffic entering in the peak hour and 32 percent exiting in the peak hour.

The Commission staff in 1990 observed queues extending from the entrances of the Music Theatre onto CTH D, the IH 43 freeway, and STH 120 for several hours before well attended concerts at the Music Theatre. The Commission staff also observed queues extending from the IH 43 on-ramps at Bowers Road and from the intersection of CTH D with STH 120 into the Alpine Valley Music Theatre parking lots for several hours after well attended events at the Music Theatre. The queues entering the Music Theatre may be a more serious problem than the queues exiting the Music Theatre due to the entering vehicle queues extending back onto the freeway adjacent to high speed traffic lanes; and the additional local residential traffic which is disrupted during the daylight hours before a concert as opposed to the small number of non-concert trips on the road during the late evening hours after a concert.

ALTERNATIVE AND RECOMMENDED TRAFFIC MANAGEMENT AND IMPROVEMENT ACTIONS

Table 3 shows several potential improvements which were considered to accommodate the peak traffic demand attendant to events at the Music Theatre. All the improvements considered would continue to require the assistance of police or other traffic control personnel. In addition, the use of traffic cones to delineate temporary reversible traffic lanes on CTH D would allow the concert traffic to enter and exit more efficiently by reducing driver confusion.

The first improvement that should be made may be expected to significantly improve traffic conditions at the entrance to the Alpine Valley Music Theatre during an event, and would concern the parking lot operation. Currently, the major delay for vehicles entering an event at the Alpine Valley Music Theatre occurs at the ticket search station located inside the Music Theatre parking lot. The capacity to conduct ticket searches should be increased by providing multiple stations, much like those of a toll plaza on a toll road. Also, an

Table 2
PERCENT BY HOUR OF TRAFFIC ENTERING
AND EXITING THE ALPINE VALLEY MUSIC THEATRE

	Time	Attendance						
		Fewer than 20,000					30,000	40,000
		1990 Date				Fewer Than 20,000 Average	1990 Date	
		June 17	June 24	June 2	June 9		June 16	July 21
Enter	2:00-3:00 p.m.	0	0	0	0	0	4	0
	3:00-4:00	8	6	6	7	7	8	7
	4:00-5:00	11	6	11	10	9	12	12
	5:00-6:00	18	14	12	16	15	17	18
	6:00-7:00	25	26	25	28	26	25	24
	7:00-8:00	26	32	30	23	28	24	21
	8:00-9:00	10	14	14	12	12	9	16
	9:00-9:30	2	2	2	4	3	1	2
Total	--	100	100	100	100	100	100	100
Exit	9:30-10 p.m.	2	3	2	4	3	1	2
	10:00-11:00	11	26	10	9	14	6	10
	11:00-12:00 a.m.	48	61	44	25	45	34	32
	1:00-2:00	36	8	39	57	35	27	32
	2:00-3:00	2	1	3	2	2	26	21
	3:00-4:00	1	1	1	2	1	5	2
	4:00-5:00	0	0	1	1	0	1	1
	Total	--	100	100	100	100	100	100

Source: SEWRPC.

Table 3

POTENTIAL IMPROVEMENTS TO ACCOMMODATE VEHICLE TRAFFIC
TO AND FROM THE ALPINE VALLEY MUSIC THEATRE

Implementation Sequence	Potential Improvement	Percent of Vehicles Approaching from the West (7,800 vehicles) Which May Be Accommodated in an Hour		West Approach ^b		Percent of Vehicles Approaching from the East (3,700 vehicles) Which May Be Accommodated in an Hour		East Approach ^b		Estimated Cost
		Enter	Exit	Location of Capacity Constraint		Enter	Exit	Location of Capacity Constraint		
				Enter	Exit			Enter	Exit	
Existing	Do-nothing	22	29	Parking lot ticket search location	Left turn from north-bound Bowers Road to southbound IH 43 on-ramp	24	32	Parking lot ticket search location	Intersection of CTH D and STH 120	\$ --
1	Improve parking lot operations (ticket search, and additional access point)	35	29	Left turn from south-bound Bowers Road to CTH D; northbound off-ramp at Bowers Road	Left turn from north-bound Bowers Road to southbound IH 43 on-ramp	36	32	Intersection of CTH D and STH 120	Intersection of CTH D and STH 120	\$ -- ^a
2	Pave CTH D shoulder on south side to provide four traffic lanes west of marquee entrance and three traffic lanes east of marquee entrance; widen north, south, east approaches at intersection of STH 120 and CTH D	35	29	Northbound off-ramp at Bowers Road	Left turn from north-bound Bowers Road to southbound IH 43 on-ramp	76	67	Intersection of CTH D and STH 120	Intersection of CTH D and STH 120	\$ 400,000
3	Re-stripe to provide two traffic lanes north-bound on Bowers Road on bridge over IH 43; widen southbound on-ramp to IH 43; provide auxiliary lane on freeway	35	38	Northbound off-ramp at Bowers Road	Right turn from west-bound CTH D to Bowers Road	76	67	Intersection of CTH D and STH 120	Intersection of CTH D and STH 120	\$ 400,000

-continued-

Table 3 (continued)

Implementation Sequence	Potential Improvement	West Approach ^b				East Approach ^b				Estimated Cost
		Percent of Vehicles Approaching from the West (7,800 vehicles) Which May Be Accommodated in an Hour		Location of Capacity Constraint		Percent of Vehicles Approaching from the East (3,700 vehicles) Which May Be Accommodated in an Hour		Location of Capacity Constraint		
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	
		Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	
4	Construct interchange ramps at Town Line Road-IH 43 overpass, and operate Town Line Road as a one-way facility with two lanes southbound prior to concerts and two lanes northbound after concerts	69	61	Northbound off-ramp at Bowers Road	Right turn from westbound CTH D to Bowers Road	76	67	Intersection of CTH D and STH 120	Intersection of CTH D and STH 120	\$2,100,000

^aThere is no cost associated with this action; operating costs may escalate in order to provide the additional ticket search personnel recommended by the staff.

^bWhen concert attendance reaches capacity--40,000 persons--approximately 11,500 vehicles can be expected. Based on traffic count data collected by the Commission staff, approximately 7,800 vehicles approach from the west, and approximately 3,700 vehicles approach from the east.

Source: SEWRPC.

additional entrance-exit roadway should be provided at the airstrip access. The advantage of this alternative would be a dramatic reduction in the queues currently caused by the capacity constraint of the ticket search. It is recommended that expansion of the ticket search station and the additional entrance-exit be implemented as soon as possible.

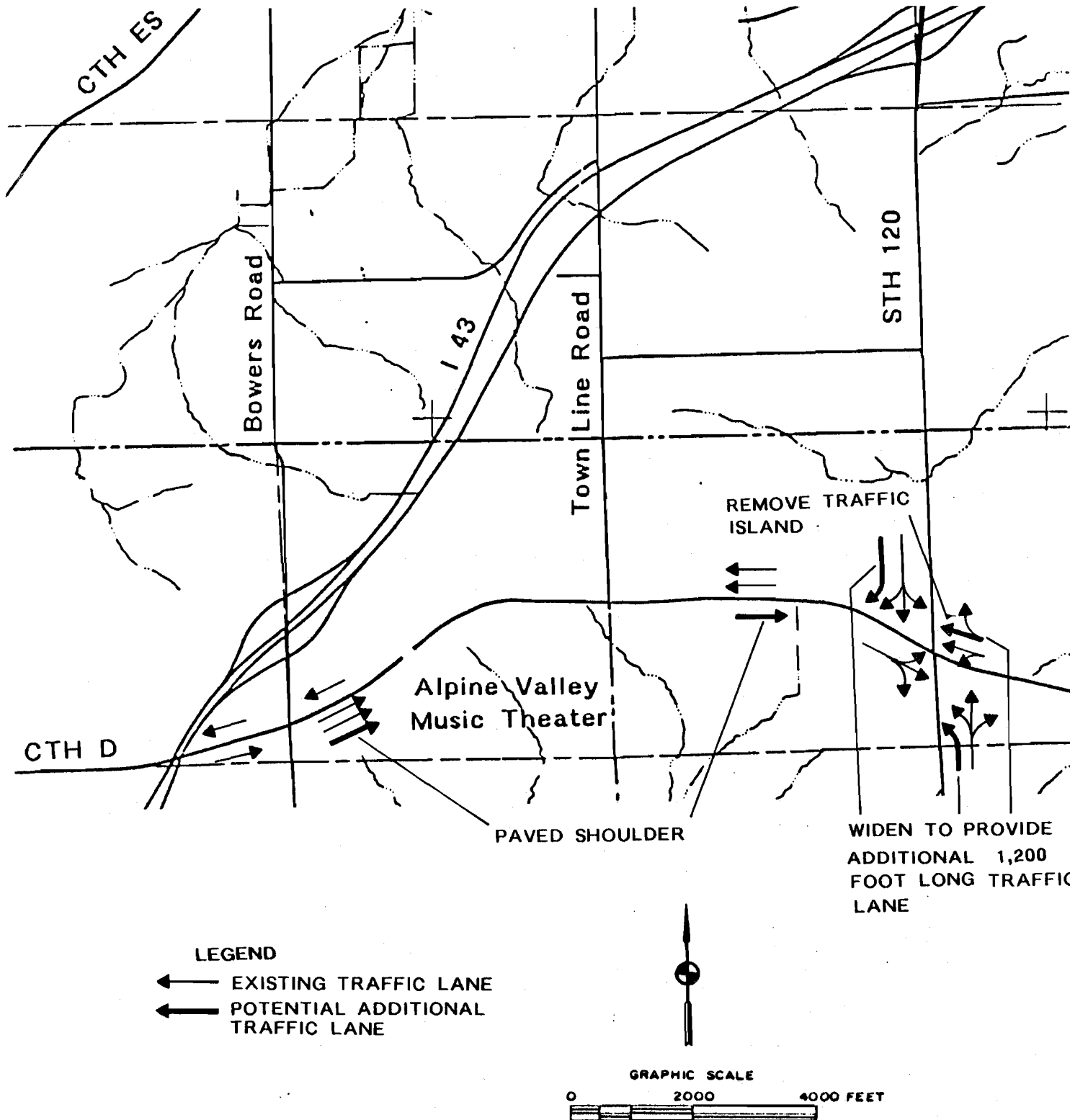
Once the capacity constraint in the parking lots is removed, additional measures which would increase the capacity of the arterial street system into and out of the Alpine Valley Music Theatre may be considered.

The second potential improvement considered to accommodate the peak traffic demand attendant to an event at the Music Theatre is the paving of the shoulder on the south side of CTH D between Bowers Road and the existing right-turn lane on the south side of CTH D at STH 120. In addition, the shoulders would be paved on the north, east, and south approaches to the intersection of STH 120 and CTH D for a distance of 1,200 feet from the intersection to accommodate additional lanes of traffic during an event at Alpine Valley Music Theatre. As shown in Map 3, the advantage of this alternative with respect to entering traffic is the provision of three traffic lanes inbound on CTH D west of the marquee entrance and two lanes inbound on CTH D east of Town Line Road. One of these three inbound lanes would use the new airstrip driveway. As shown in Map 4, this would also provide--with respect to exiting traffic--for three traffic lanes outbound on CTH D west of the marquee entrance and two traffic lanes outbound on CTH D east of Town Line Road. In addition, this improvement would allow one lane of traffic to remain open for local through traffic on CTH D, even during the entering and exiting times of an event at the Alpine Valley Music Theatre. The cost of this alternative is estimated at about \$400,000. It is recommended that this improvement be implemented.

The third potential improvement that would significantly enhance exiting conditions would entail the redelineation--re-striping--of traffic lanes across the Bowers Road bridge over IH 43 to provide two traffic lanes in the northbound direction. In addition the southbound on-ramp at Bowers Road would be widened to accommodate two traffic lanes onto the freeway, with an auxiliary lane 2,500 feet in length being provided on the freeway. Figure 2 shows the

Map 3

POTENTIAL ADDITIONAL TRAFFIC LANES ON CTH D AND STH 120
FOR ENTERING EVENTS AT ALPINE VALLEY MUSIC THEATRE: 1990



Source: SEWRPC.

Map 4

POTENTIAL ADDITIONAL TRAFFIC LANES ON CTH D FOR
EXITING EVENTS AT ALPINE VALLEY MUSIC THEATRE: 1990

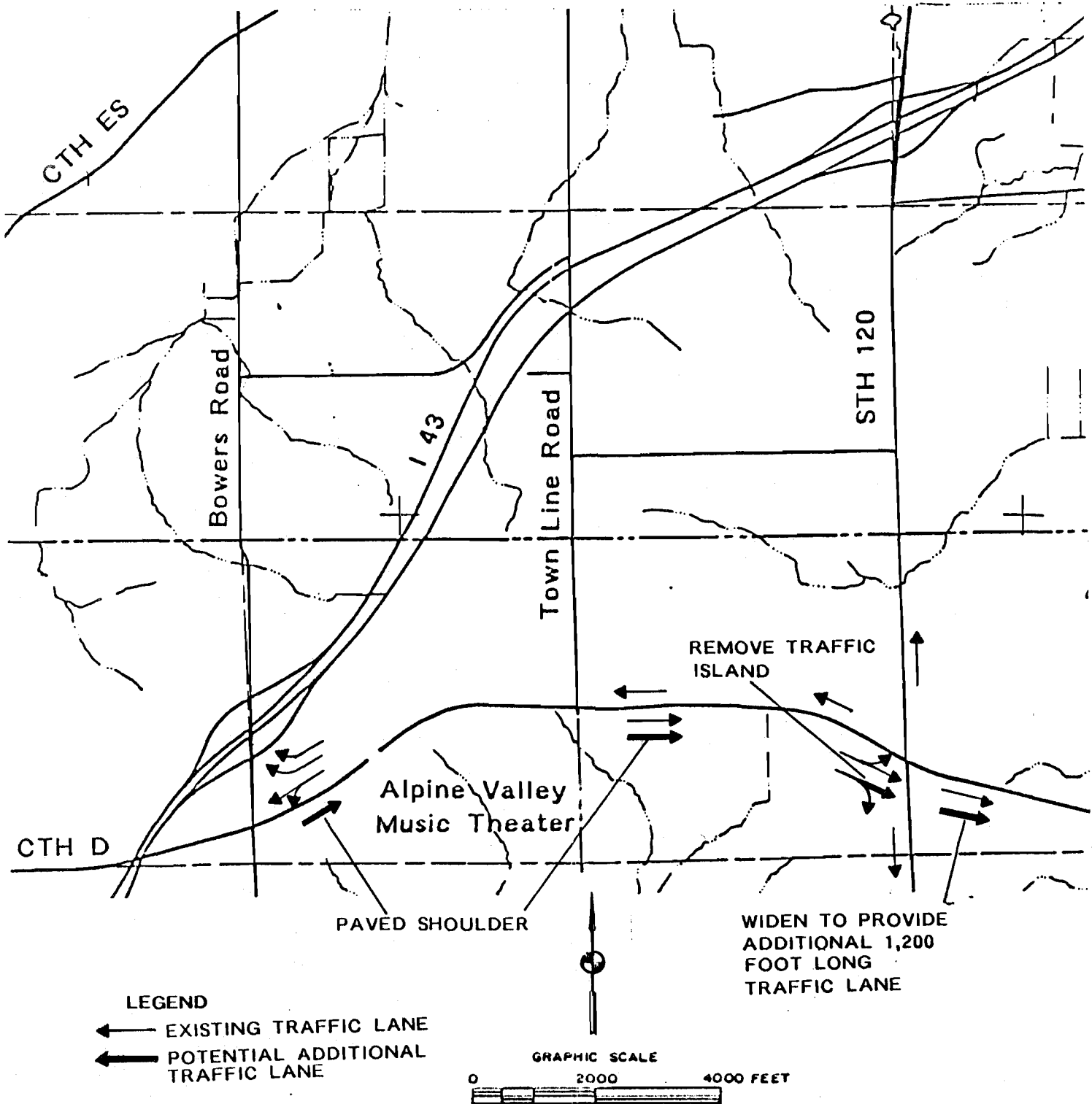
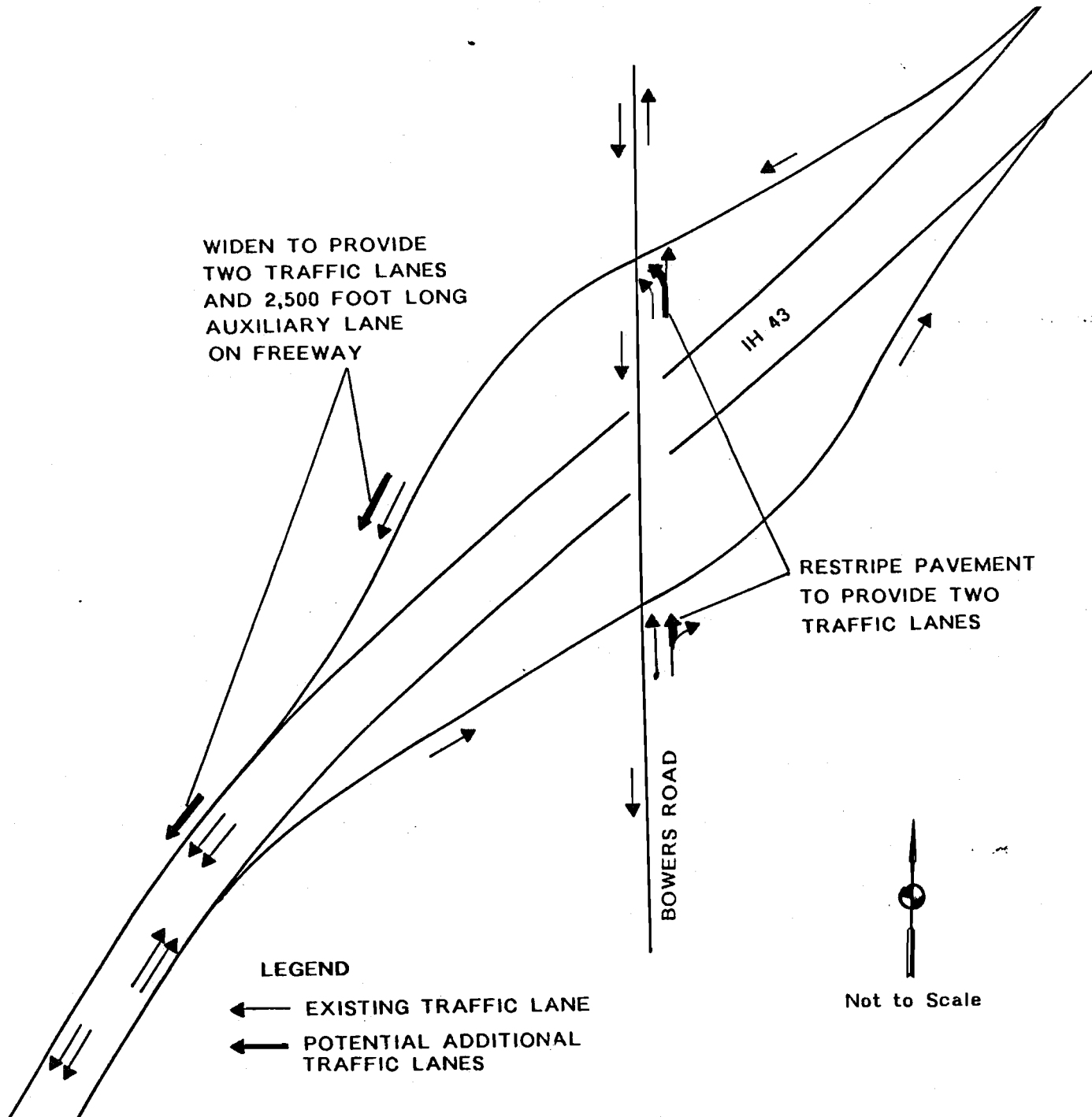


Figure 2

POTENTIAL ADDITIONAL TRAFFIC LANES ON BOWERS
ROAD AND THE IH 43 SOUTHBOUND ON-RAMP FOR
EXITING EVENTS AT ALPINE VALLEY MUSIC THEATRE: 1990



Source: SEWRPC.

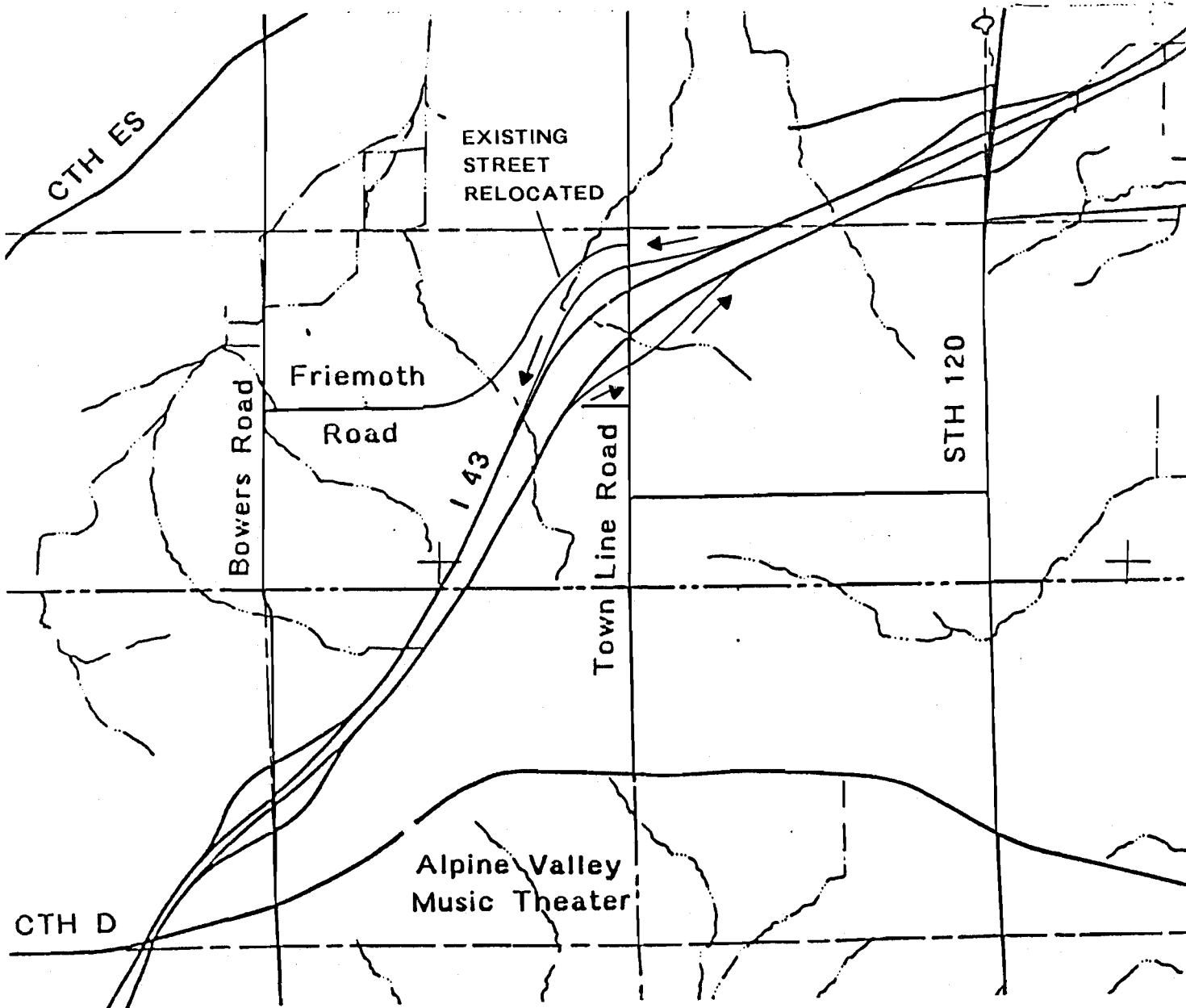
potential improvement. This potential improvement would remove the existing capacity constraint on exiting traffic at the intersection of the IH 43 south-bound ramp with Bowers Road. The construction cost of this potential improvement is estimated at \$400,000. It is recommended that this improvement also be implemented.

A fourth potential improvement considered was the addition of a new interchange on IH 43 at Town Line Road, as shown in Map 5. This alternative would provide additional roadway capacity for vehicles entering or exiting an event and additional queueing capacity on Town Line Road between the freeway and CTH D.

The Federal Highway Administration has adopted policy guidelines for use in the consideration of the addition of new interchanges on the interstate system. The documentation supporting this proposed additional interchange must include information on the purpose for the new interchange; a description of the existing and proposed access, including alternatives that have been considered; the distances to, and size of, communities and activities directly served; and, finally, the findings of the traffic and operational analyses for existing and proposed conditions with respect to the freeway and the cross road, to assure the ability to effectively collect and distribute traffic from the new interchange. Accordingly, the staff analyses and evaluations of the potential interchange address these issues. It may be noted that provision of an interchange at Town Line Road would result in an interchange with a facility which is neither currently, nor recommended in the presently adopted county plan to be, an arterial. Thus, the current adopted Walworth County jurisdictional highway system plan would have to be further amended to include a new surface arterial connection between the proposed interchange and the existing surface arterial network.

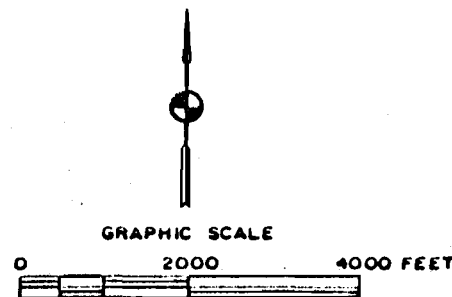
The primary purpose of the proposed interchange is clear, namely to provide improved access to the Alpine Valley Music Theatre. As shown in Table 3, the provision of a new interchange at Town Line Road would increase the percent of the total traffic demand able to enter or exit Alpine Valley Music Theatre during peak traffic periods.

POTENTIAL NEW INTERCHANGE AT TOWN LINE
ROAD IN THE TOWNS OF TROY AND EAST TROY



LEGEND

← POTENTIAL NEW INTERCHANGE RAMPs



The provision of the proposed interchange as a diamond interchange with off-ramps in the southwest and northeast quadrants, and on-ramps in the southeast and northwest quadrants would minimize disruption and costs. The ramps would require acquisition of 12 acres of prime agricultural land. It is not anticipated that any residential or commercial properties would be displaced as a result of the provision of a diamond interchange at this location. The on-ramp in the northwest quadrant would require the relocation of Friemoth Road. The construction cost of providing the new interchange and the surface arterial connection between the new interchange and CTH D is estimated at \$2.1 million, including \$160,000 for right-of-way acquisition.

The Federal Highway Administration standards for minimum freeway interchange spacing are one mile in urban areas and five to six miles in rural areas. The proposed interchange would be located only approximately 0.4 mile south of the IH 43 interchange with STH 120, substantially less than the desired interchange spacing in rural areas. Further, the new interchange would be located only approximately 1.0 mile north of the IH 43 interchange with Bowers Road, also substantially less than the desired interchange spacing in rural areas.

The design capacity of Town Line Road is about 7,000 vehicles per average weekday. That design capacity is expected to be adequate for both the existing and forecast year 2010 average weekday traffic volumes. Average weekday traffic volumes on IH 43 are expected to be well below the design capacity of 51,500 vehicles per average weekday in the year 2010. Thus, it may be concluded that there would be sufficient capacity available to meet traffic demand in the year 2010 at the proposed interchange. Indeed, because there is anticipated to be a substantial surplus capacity, no operational problems would be expected if the proposed interchange were constructed. It should be noted, however, that the proposed interchange is not necessary to alleviate any existing or future average weekday traffic problems at the Bowers Road or STH 120 interchanges. The potential interchange would only alleviate the peaks in traffic demand attendant to events at the Alpine Valley Music Theatre. An interchange on IH 43 at Town Line Road may be expected to have negative impacts on residents of Town Line Road between CTH D and IH 43, including noise and impaired access to and egress from their homes during concert

events. In order to gain the full benefit of an interchange at this location, it would be necessary to limit both lanes to a single direction of travel; that is, Town Line Road would have to be operated as a one-way facility during the hours immediately preceding and following a concert.

As shown in Table 3, the improvements described, not including the proposed interchange, would be able to increase the capacity into and out of the Music Theatre to about 40 percent of the total demand in the peak hour to and from the west, and about 70 percent of the total demand in the peak hour to and from the east. The proposed interchange could further increase the capacity to 70 percent of the total demand in the peak hour to and from the west.

However, because the proposed interchange would result in an undesirable interchange spacing on IH 43 and would serve only to facilitate the movement of traffic into and out of the Alpine Valley Music Theatre; because the interchange is not necessary to accommodate any existing or future problems under average weekday traffic conditions; and because the interchange and associated improvements to the cross road would cost \$2 million, the construction of this interchange is not recommended.

The reconstituted Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County, at a meeting held on September 6, 1990, acted to adopt the staff recommendations concerning the actions needed to improve traffic conditions related to events at the Alpine Valley Music Theatre. In addition, the Committee recommended that, because the improvements recommended to address the traffic generated by events at the Alpine Valley Music Theatre are not necessary to address any traffic conditions other than those associated with those events, and because Alpine Valley Music Theatre may be expected to derive substantial benefit from an improvement in the traffic conditions on the facilities in the immediate area of the Music Theatre, the improvements should be funded by the Alpine Valley Music Theatre, at no cost to local units of government.

SUMMARY

The reconstituted Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County requested on February 8, 1990, that consideration be given to improvements needed to accommodate the significant peaks in travel demand which accommodate events held at the Alpine Valley Music Theatre. This report presents the findings and recommendations of the requested study.

The Alpine Valley Music Theatre operations currently include about 25 events during the months of May through September, with the events usually being scheduled on Friday, Saturday, or Sunday afternoons or evenings. The driveways currently used to access the Alpine Valley Music Theatre are located on CTH D between Bowers Road and STH 120. The Alpine Valley Music Theatre currently has a policy of checking all entering vehicles to ensure that vehicle occupants have tickets in order to reduce the number of persons who remain in the parking lots during the events, creating a safety and space problem in the parking lot.

Average weekday traffic volumes were found to approximate 3,200 vehicles on STH 120; 1,300 vehicles on CTH D west of STH 120; and 1,400 vehicles on Bowers Road north of CTH D. It was determined that the existing two traffic lanes on CTH D and STH 120 may be expected to be sufficient to accommodate current and forecast year 2010 average weekday traffic volumes. The traffic counts conducted also show that, for an event with an attendance of 40,000 persons, about 11,500 vehicles may be expected to enter and leave the Theatre site.

The Commission staff in 1990 observed queues of vehicles extending from the entrances of the Music Theatre onto CTH D, the IH 43 freeway, and STH 120 for several hours before well attended concerts. The Commission staff also observed queues of vehicles extending from the IH 43 on-ramps at Bowers Road and from the intersection of CTH D with STH 120 into the Alpine Valley Music Theatre's parking lots for several hours after well attended concerts at the Music Theatre. The queues entering the Music Theater may be a more serious problem than the queues exiting the Music Theatre due to the entering vehicle

queues extending back onto the freeway adjacent to high speed traffic lanes; and the additional local residential traffic which is disrupted during the daylight hours before a concert, as opposed to the small number of non-concert trips on the road during the late evening hours after a concert.

Several potential improvements were considered to accommodate the peak demand attendant to events at the Music Theatre. The major delay for vehicles currently entering an event at the Music Theatre occurs at the ticket search station located inside the Music Theatre parking lot. The first improvement that should be made is an expansion to multiple ticket search stations, much like those of a toll plaza on a toll road, and the provision of an additional entrance-exit.

The second recommended improvement is the paving of the shoulder on the south side of CTH D between Bowers Road and the existing right-turn lane on the south side of CTH D at STH 120. In addition, the shoulders would be paved on the north, east, and south approaches to the intersection of STH 120 and CTH D. The cost of this alternative is estimated at about \$400,000.

The third recommended improvement that would significantly enhance existing conditions would entail the redelineation--re-striping--of traffic lanes across the Bowers Road bridge over IH 43 to provide two traffic lanes in the northbound direction. In addition, the southbound on-ramp at Bowers Road would be widened to accommodate two traffic lanes onto the freeway, with an auxiliary lane being provided on the freeway. The construction cost of this improvement is estimated at \$400,000.

A fourth potential improvement considered was the addition of a new interchange on IH 43 at Town Line Road. Because the proposed interchange would result in an undesirable interchange spacing on IH 43 and would serve only to facilitate the movement of traffic into and out of the Alpine Valley Music Theatre; because the interchange is not necessary to accommodate any existing or future problems under average weekday traffic conditions; because the interchange would be disruptive to existing development along Town Line Road; and because the interchange and associated improvements to the cross road

would cost \$2 million, the construction of this interchange is not recommended.

The reconstituted Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County, at a meeting held on September 6, 1990, acted to adopt the staff recommendations concerning the actions needed to improve traffic conditions related to events at the Alpine Valley Music Theatre. In addition, the Committee recommended that, because the improvements recommended to address the traffic generated by events at the Alpine Valley Music Theatre are not necessary to address any traffic conditions other than those associated with those events, and because Alpine Valley Music Theatre may be expected to derive substantial benefit from an improvement in the traffic conditions on the facilities in the immediate area of the Music Theatre, the improvements should be funded by the Alpine Valley Music Theatre, at no cost to local units of government.