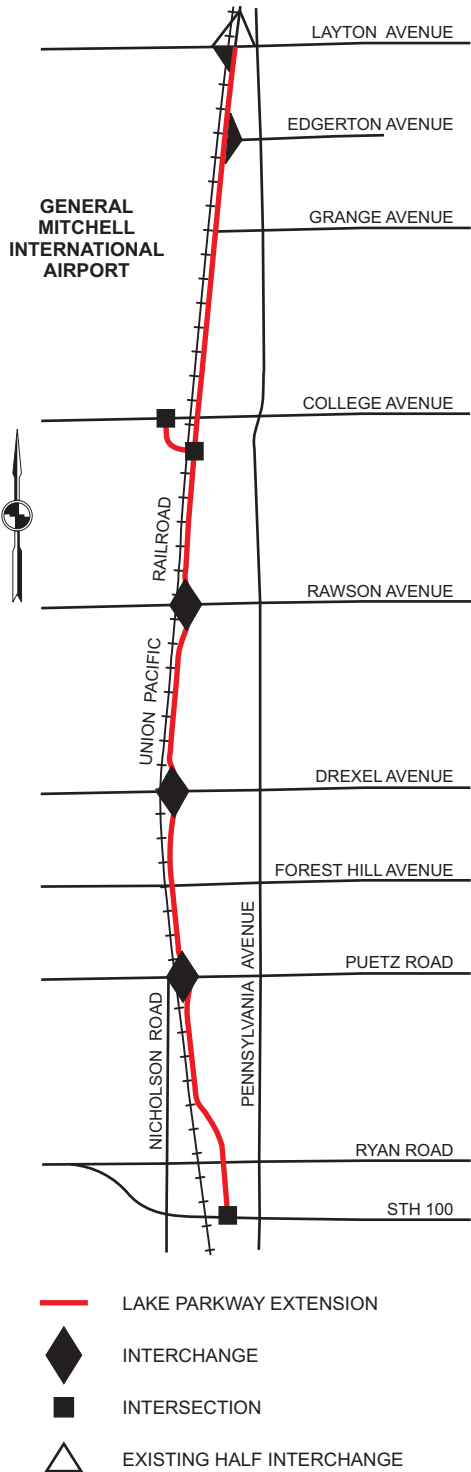


# PRELIMINARY RECOMMENDATIONS - EXHIBIT A

## POTENTIAL LAKE PARKWAY EXTENSION DESIGN



### Summary of Elements of Lake Parkway Extension Design

#### 1. Alignment

- Lake Parkway extension would be routed between Edgerton Avenue and STH 100 in Milwaukee County with the following general alignment:
  - Edgerton Avenue to Rawson Avenue: adjacent to the Union Pacific Railroad (UPR) rail line, partly within UPR rail right-of-way and We Energies right-of-way.
  - Rawson Avenue to Forest Hill Avenue: outside but adjacent to We Energies right-of-way.
  - Forest Hill Avenue to STH 100: continues adjacent to UPR rail right-of-way.

#### 2. Cross-section

- Typical cross-section: urban divided roadway with four travel lanes, two auxiliary lanes, and a multi-use trail.
- Overall right-of-way width: 130 feet (may be possible to reduce width by about 25 feet between major arterials).
- Designed speed limit: 40 miles per hour—similar to existing Lake Parkway.

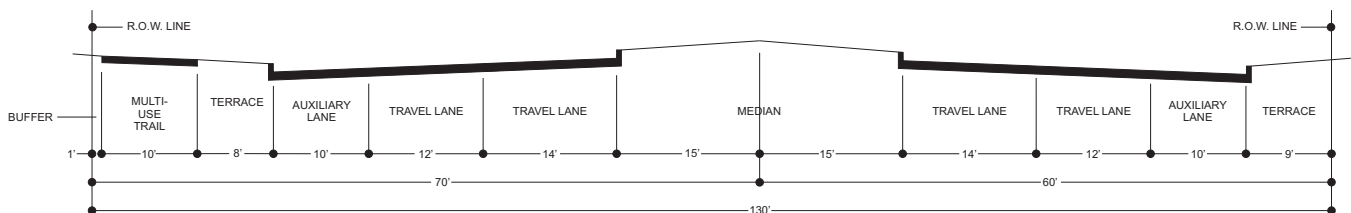
#### 3. Roadway Crossing Treatments

- Access to Lake Parkway extension restricted to main arterial roadways.
- Preferred crossing treatments:
  - Layton Avenue: Add access via SB on-ramp to existing half interchange
  - Edgerton Avenue: Replace current connection with access via NB on-and off-ramps
  - Grange Avenue: No access<sup>a</sup>
  - College Avenue (CTH ZZ): Overpass with access via “jughandle” ramp
  - Rawson Avenue (CTH BB): Access via grade-separated interchange
  - Drexel Avenue: Access via grade-separated interchange
  - Forest Hill Avenue: Overpass with no access
  - Puetz Road: Access via grade-separated interchange
  - Ryan Road: Cul-de-sac on each side of Lake Parkway
  - STH 100: Access via at-grade intersection west of Pennsylvania Avenue

<sup>a</sup> WisDOT should work with 128<sup>th</sup> Air Refueling Wing and Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128<sup>th</sup> Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and secured access at Grange Avenue to be closed. This would allow Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of extension.

### TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

## EXHIBIT A (CONTINUED)

### POTENTIAL LAKE PARKWAY EXTENSION DESIGN

#### 1. Elements of Lake Parkway Extension Design

- **Alignment**

- Map A-1 shows the potential alignment of a Lake Parkway extension between Edgerton Avenue and STH 100 in Milwaukee County.
- Between Edgerton Avenue and Rawson Avenue (CTH BB), the alignment is shown located adjacent to the Union Pacific Railroad (UPR) rail line within a portion of the UPR rail right-of-way and within the existing We Energies right-of-way.
- Between Rawson Avenue and Forest Hill Avenue, the alignment is shown outside but adjacent to the We Energies right-of-way to avoid the need for relocation of existing utilities.
- South of Forest Hill Avenue, the alignment continues adjacent to the UPR rail right-of-way and intersects STH 100 at a point west of Pennsylvania Avenue.

- **Cross-section**

- Figure A-1 shows the potential cross-section for the Lake Parkway extension.
- The typical cross-section consists of an urban divided roadway with four travel lanes and two auxiliary lanes.
- The cross-section includes a multi-use trail to accommodate bicycles and pedestrians. The two auxiliary lanes may also provide adequate bicycle accommodations.
- The overall right-of-way width for the cross-section is 130 feet. However, between intersections with major arterials, there may be the potential to reduce the width of the median and right-of-way by about 25 feet.
- A speed limit of 40 miles per hour—similar to that of the existing Lake Parkway—was assumed for the cross-section.

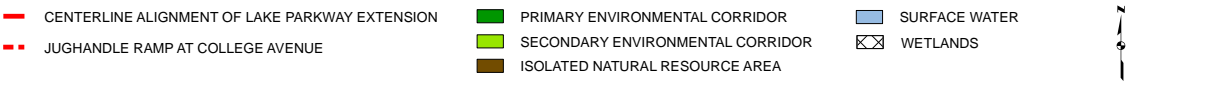
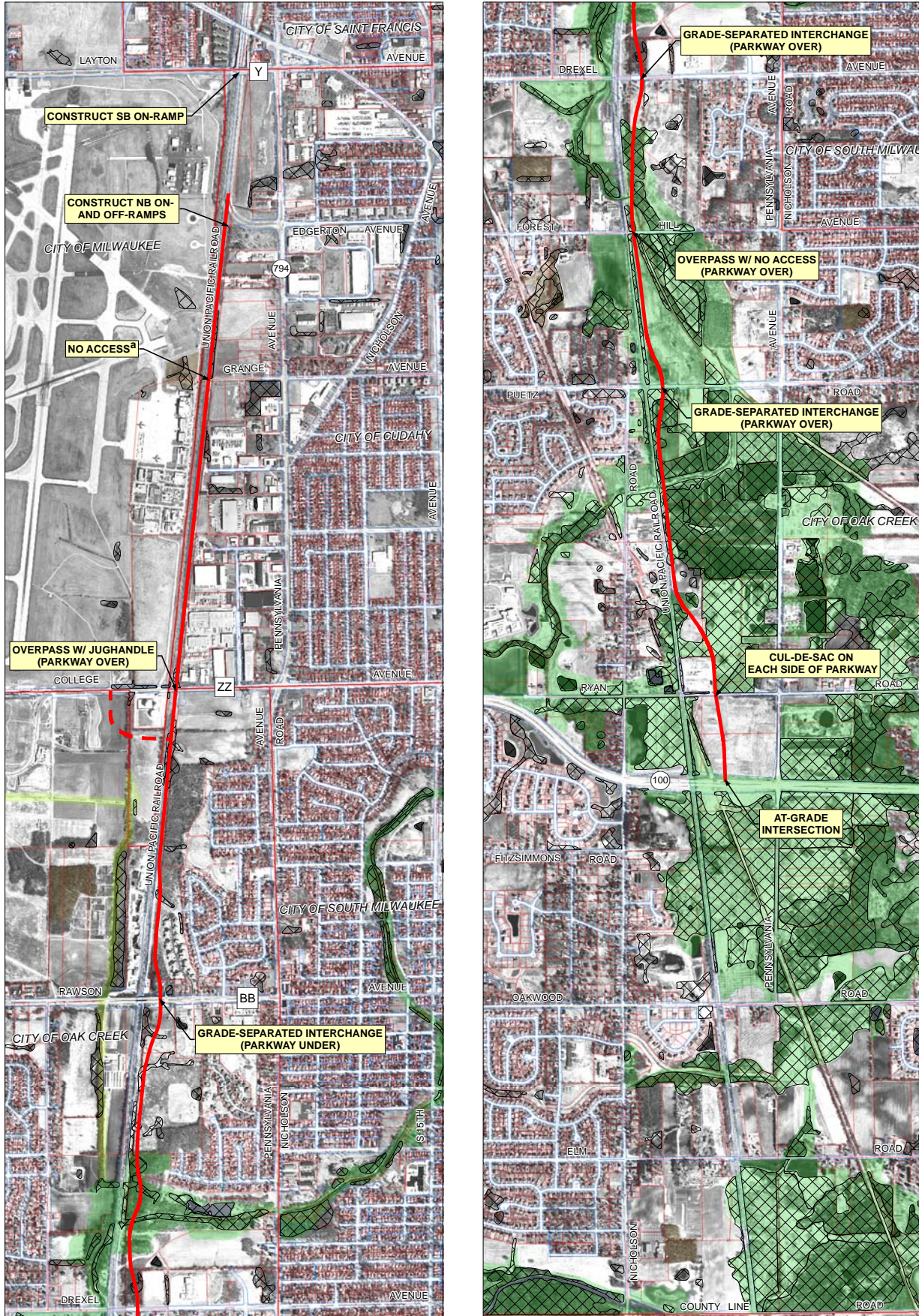
- **Roadway Crossing Treatments**

- The Advisory Committee considered alternative, and recommended preferred, crossing treatments for each roadway crossing of the Lake Parkway extension between Edgerton Avenue and STH 100.
- It was also recommended that access to the potential Lake Parkway extension would be restricted to main arterial roadways.

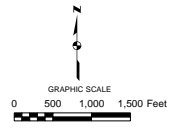
# EXHIBIT A (CONTINUED)

Map A-1

## PREFERRED CENTERLINE ALIGNMENT AND ROADWAY CROSSING TREATMENTS FOR A POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY



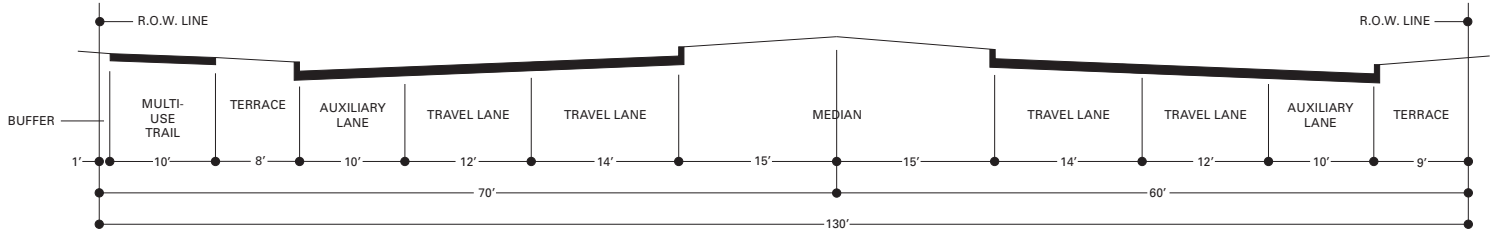
<sup>a</sup> WisDOT should work with 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and secured access at Grange Avenue to be closed. This would allow Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of extension.



# EXHIBIT A (CONTINUED)

Figure A-1  
TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

## EXHIBIT A (CONTINUED)

- o Table A-1 and Map A-1 provide the preferred crossing treatment for each roadway crossing along the potential Lake Parkway extension. Table A-1 also indicates whether access to the Lake Parkway extension would be provided at each roadway.
  - Layton Avenue and Edgerton Avenue – Access would be provided by constructing a southbound on-ramp at Layton Avenue and northbound on- and off-ramps at Edgerton Avenue (see Map A-2).
  - College Avenue – Access would be provided by constructing an overpass with jughandle ramp access (see Map A-3).
  - Rawson Avenue – Access would be provided by grade-separated interchange (see Map A-4).
  - Drexel Avenue – Access would be provided by grade-separated interchange (see Map A-5).
  - Puetz Road – Access would be provided by grade-separated interchange (see Map A-6).
  - STH 100 – Access would be provided by an at-grade intersection west of Pennsylvania Avenue (see Map A-7).
  - No access to the Lake Parkway extension would be provided at Grange Avenue, Forest Hill Avenue, and Ryan Road.
    - At Grange Avenue, WisDOT should work with the 128th Air Refueling Wing and GMIA during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

\* \* \*

**EXHIBIT A (CONTINUED)**

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**Table A-1**

**PREFERRED ROADWAY CROSSING TREATMENTS AND ACCESS AT EACH ROADWAY CROSSING ALONG THE POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY**

<b>Roadway Crossing</b>	<b>Potential Crossing Treatment</b>	<b>Access Provided</b>
Layton Avenue	Add southbound on-ramp to existing half interchange	Yes
Edgerton Avenue	Replace current connection with northbound on-and off-ramps	Yes
Grange Avenue	No access <sup>a</sup>	No
College Avenue (CTH ZZ)	Overpass with "jughandle" ramp access between Lake Parkway and College Avenue (Lake Parkway over)	Yes
Rawson Avenue (CTH BB)	Grade-separated interchange (Lake Parkway under)	Yes
Drexel Avenue	Grade-separated interchange (Lake Parkway over)	Yes
Forest Hill Avenue	Overpass with no access (Lake Parkway over)	No
Puetz Road	Grade-separated interchange (Lake Parkway over)	Yes
Ryan Road	Cul-de-sac on each side of Lake Parkway	No
STH 100	At-grade intersection west of Pennsylvania Avenue	Yes

<sup>a</sup> WisDOT should work with the 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

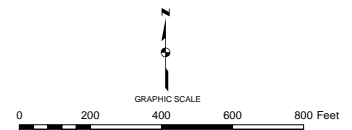
# EXHIBIT A (CONTINUED)

Map A-2

## PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT LAYTON AVENUE (CTH Y) AND EDGERTON AVENUE



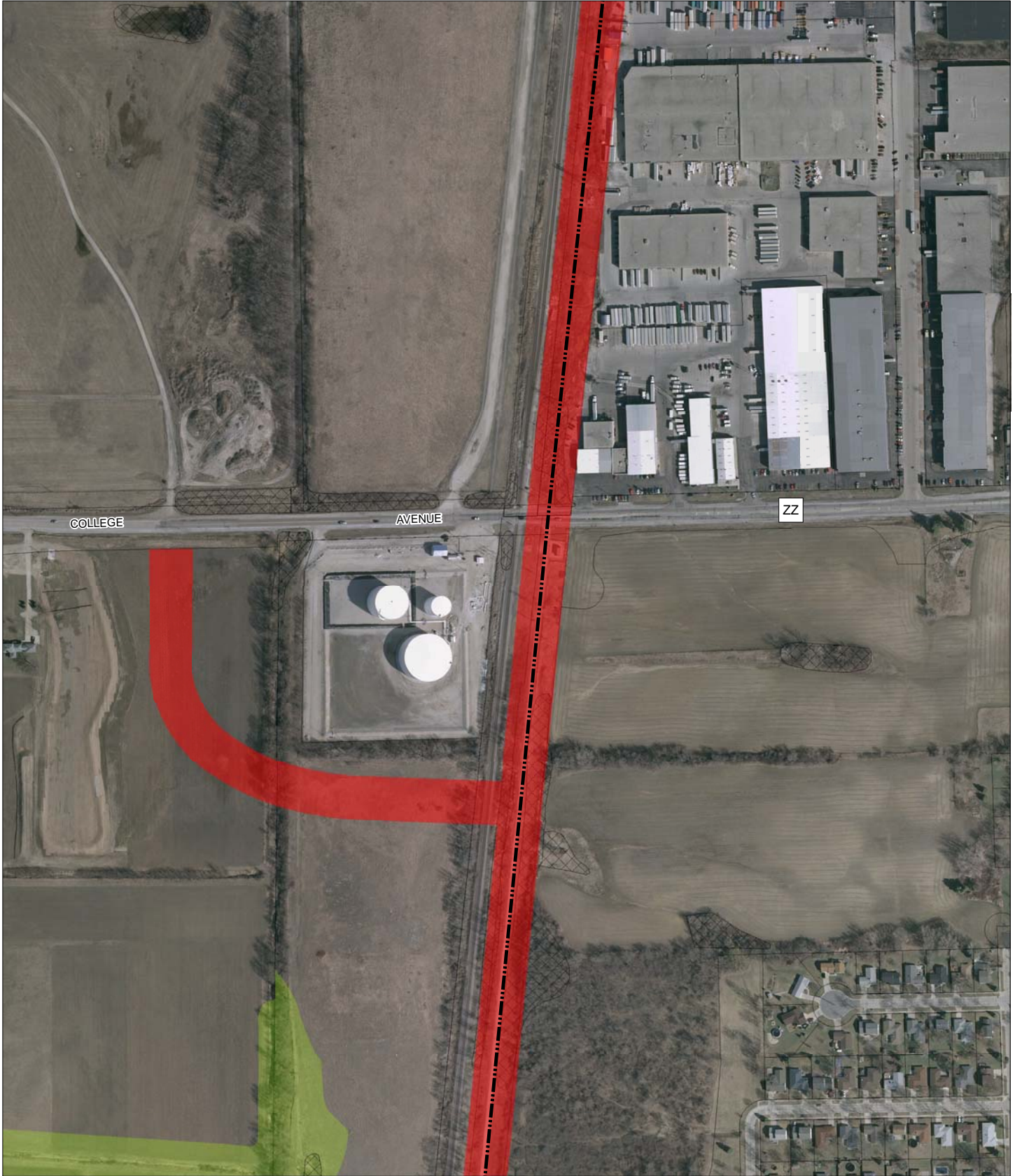
- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION
- POTENTIAL NEW SOUTHBOUND ON-RAMP AT LAYTON AVENUE AND NEW NORTHBOUND ON- AND OFF-RAMPS AT EDGERTON AVENUE



# EXHIBIT A (CONTINUED)

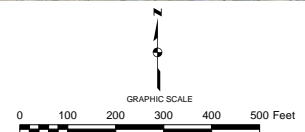
Map A-3

## PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT COLLEGE AVENUE



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION WITH JUGHANDLE RAMP ACCESS AT COLLEGE AVENUE

- SECONDARY ENVIRONMENTAL CORRIDOR
- ▨ WETLANDS

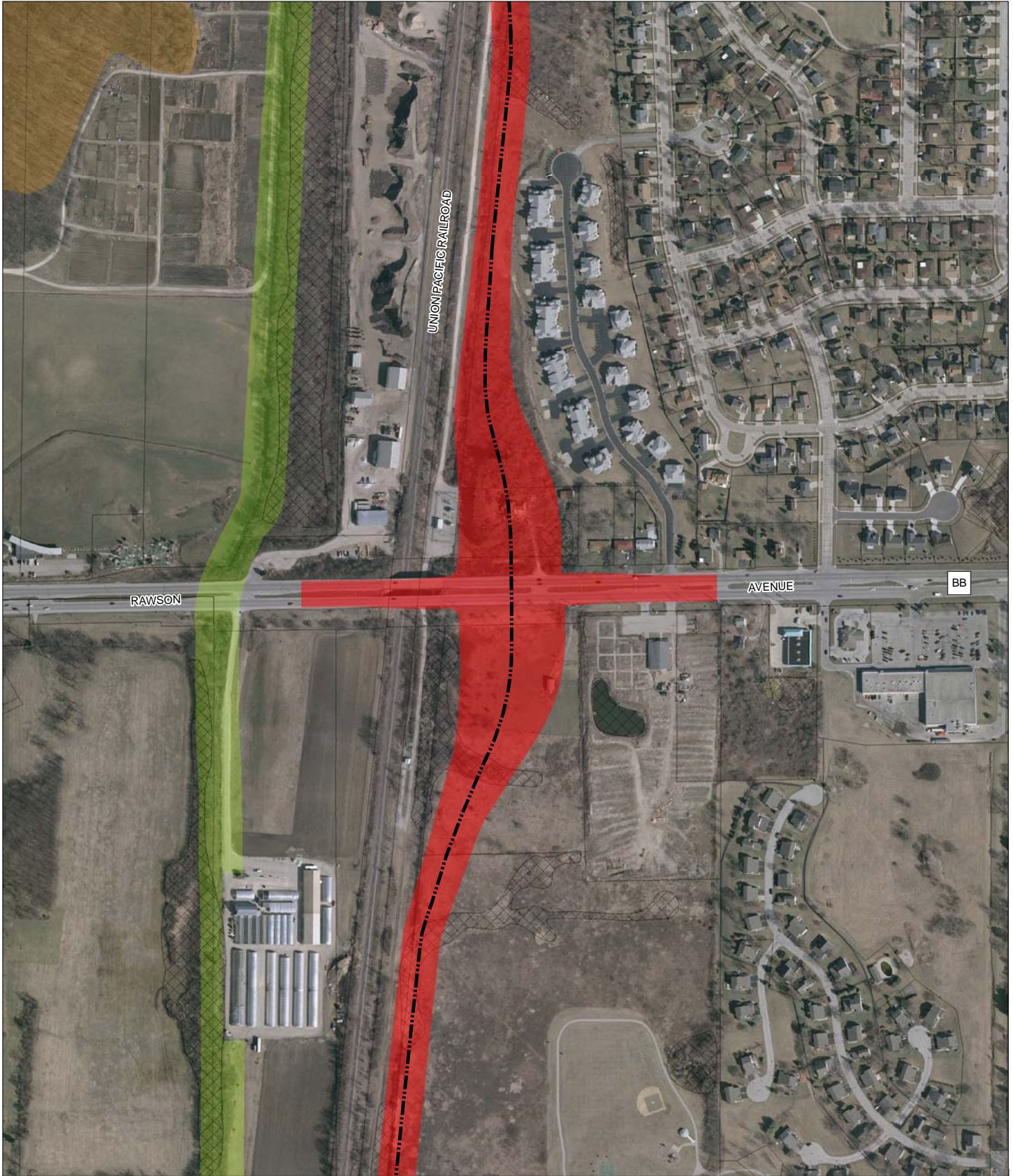




# EXHIBIT A (CONTINUED)

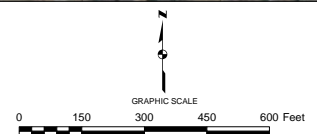
Map A-4

## PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT RAWSON AVENUE



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

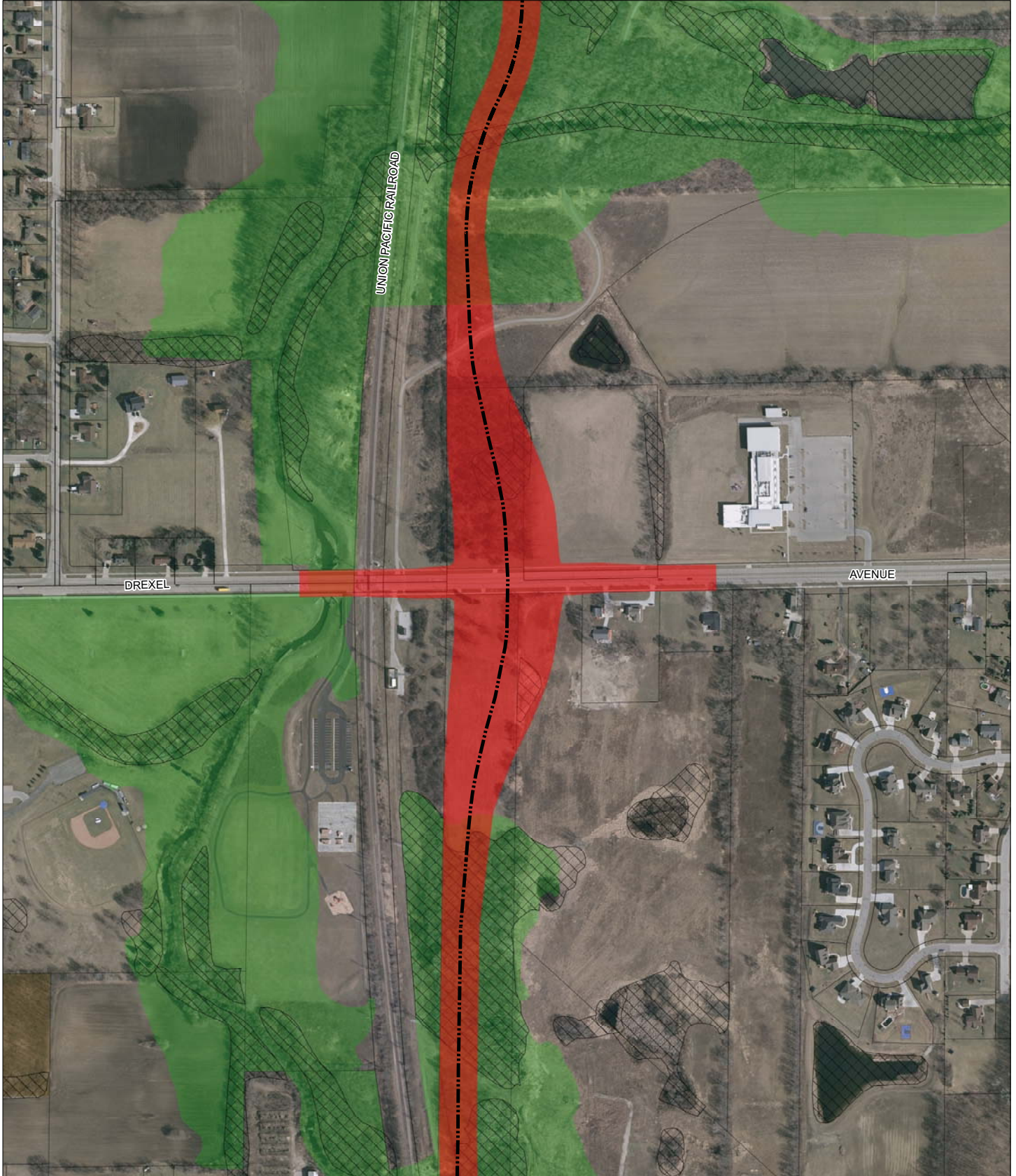
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS



# EXHIBIT A (CONTINUED)

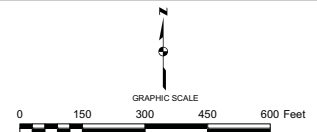
Map A-5

## PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT DREXEL AVENUE



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

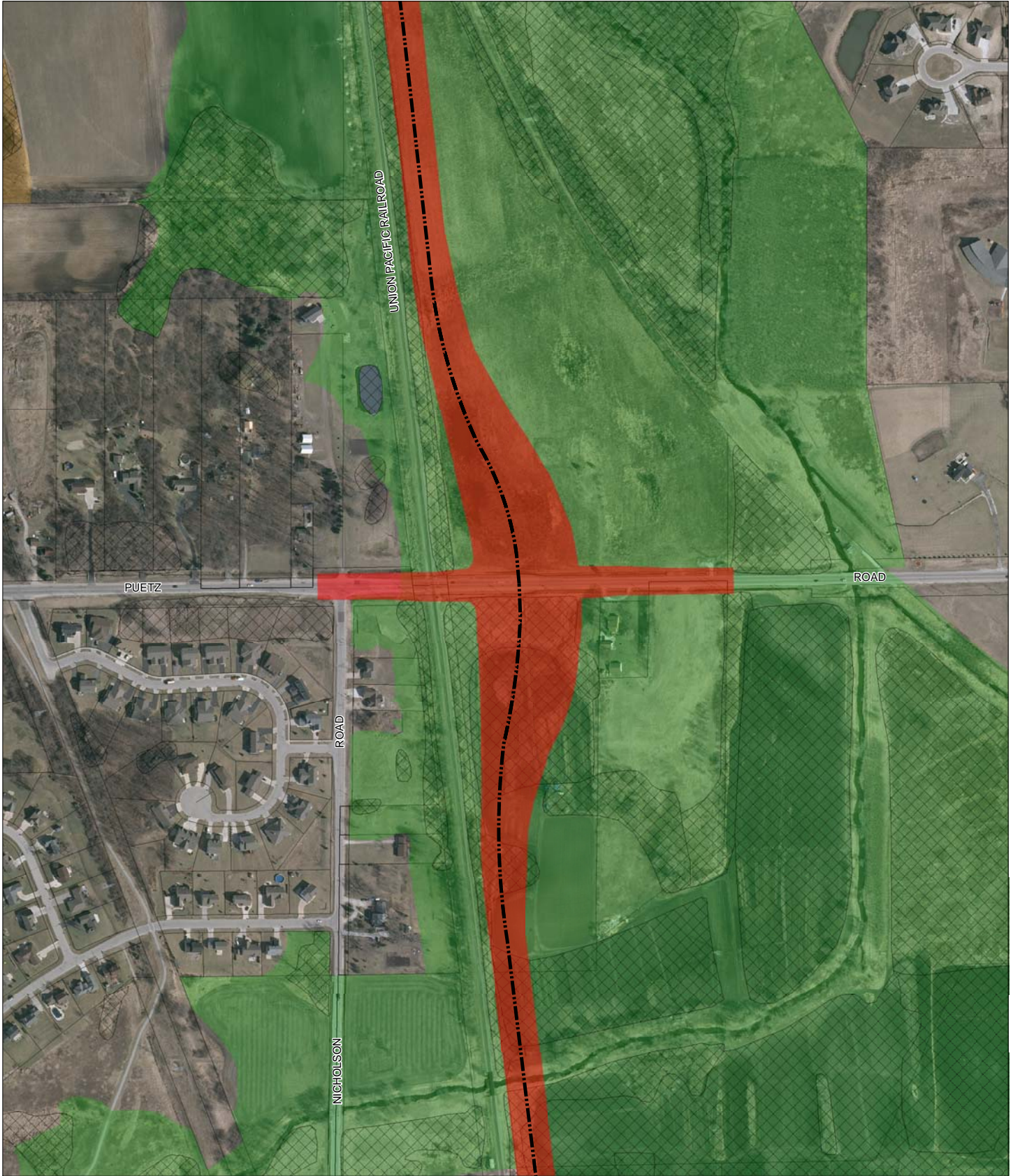
- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS



# EXHIBIT A (CONTINUED)

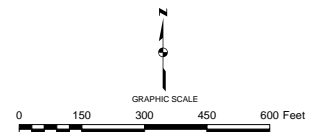
Map A-6

## PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT PUETZ ROAD



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

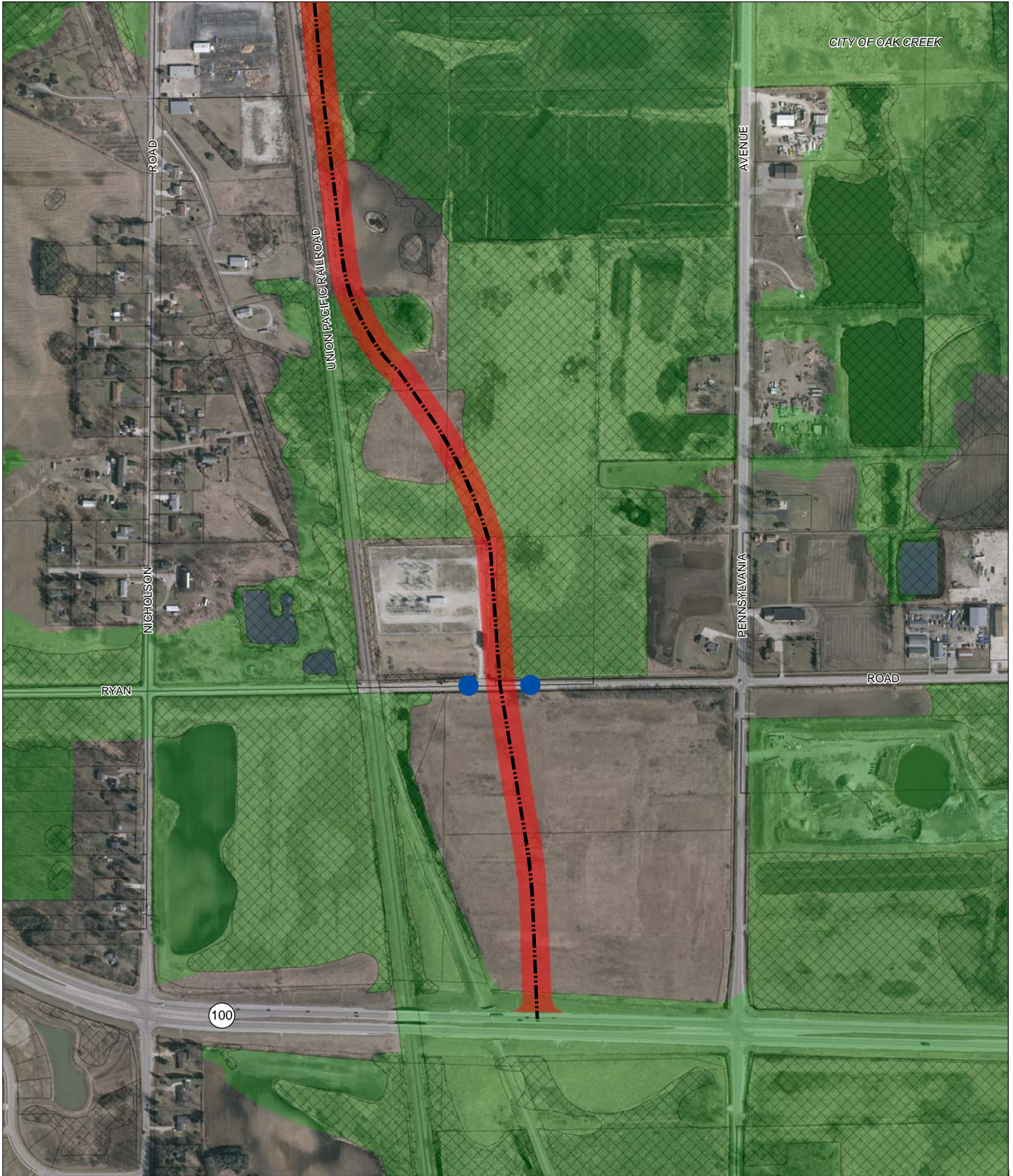
- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS



# EXHIBIT A (CONTINUED)

Map A-7

## PREFERRED CONNECTION OF LAKE PARKWAY EXTENSION AT STH 100



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION
- POTENTIAL CUL-DE-SAC OF RYAN ROAD

- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER
- ▨ WETLANDS

