



Division of Transportation System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Scott Walker, Governor
David Ross, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662

E-Mail: waukesha.dtd@dot.wi.gov

July 7, 2017

David De Angelis
Elm Grove Village Manager
13600 Juneau Boulevard
Elm Grove, WI 53122

Dear Mr. De Angelis,

Thank you for the recent meetings related to the Village of Elm Grove's long range infrastructure plan, specifically, the Pilgrim Parkway from US 18 (Bluemound Road) to the Watertown Plank intersection. It was good news to learn that the Village of Elm Grove is interested in implementing the concept of realigning Watertown Plank Road with Pilgrim Parkway resulting in the relocation of the existing traffic signal. The department agrees that this major modification will improve traffic operations and traffic mobility. My staff conducted a cursory safety and operations review of the signal and a brief synopsis is provided.

The existing signalized intersections are only about 325 feet apart (center to center), which is much closer than desired for good signal operations. Very close signal coordination is extremely important for this to operate acceptably. When the signal was turned on in the 1990s, there was an understanding that it would be removed if safety or operational issues arose due to the close proximity of the other signal.

In addition, I have attached the collision diagrams of the two signalized intersections that include the crashes that occurred between the intersections. A very close examination of the crash trends at and between these intersections for the last five years provides no evidence of crashes due to the short distance between the two intersections. Although there are many crashes at the US 18 & Moorland Road/Pilgrim Parkway intersection, there are not many at the Watertown Plank intersection or in between the intersections. Also, most of the crashes are categorized as low severity, with a few Type B severity crashes. This may be due to the congestion that keeps the traffic moving slowly. During observation of the traffic signal operations, the afternoon peak is the worst period, with the southbound queues at US 18 and Moorland Road regularly backing up to and beyond the Watertown Plank intersection. However, motorists seem to be driving courteously, and are not blocking the intersection. Although this is not a desirable situation, it does not seem to be contributing to crashes.

If the Village desires to move forward with this project, this section of Watertown Plank Road is classified as an arterial and is eligible for Surface Transportation Program (STP-U) funds. Applications are due on July 10, 2017 for the 2017-2022 program. If you have any questions related to this process, please contact Robert Schmidt at 262-548-8789.

I look forward to continuing the dialogue with you on this exciting project. My staff is willing to provide technical expertise and assistance as appropriate. Finally, we encourage you to continue to work with the City of Brookfield to pursue ways to accomplish this improvement.

Sincerely,



Sheri L. Schmit, P.E.
Wisconsin Department of Transportation
SE Region Deputy Director

Cc: Stacey Pierce
John Haug
Robert Schmidt