



ID 2160-05-02/72, Pavement Replacement Project
 City of Milwaukee, WIS 181 (N 76th Street)
 from WIS 175 (W Appleton Ave) to W Grantosa Dr



| LEGEND | |
|--------|-------------------|
| | CONCRETE SIDEWALK |
| | GREEN SPACE |
| | PARKING LANE |
| | BUS STOPS |
| | REAL ESTATE, TLE |
| | REAL ESTATE, FEE |

- NOTES FOR APPLETON AVE INTERSECTION:**
- ADD HIGH VISIBILITY CROSSWALK MARKINGS (SAFETY JUSTIFIED); CROSSWALK DISTANCES REDUCED THROUGHOUT THE INTERSECTION BY OVER 550'
 - EVALUATE TRAFFIC SIGNAL TIMING; CONSIDER GIVING PEDESTRIANS A HEAD START
 - REMOVE RIGHT TURN SLIP LANES AND CREATE PARALLEL OFFSET RIGHT TURN LANES (SAFETY JUSTIFIED)
 - CREATE A CUL DE SAC AT W HOPE AVE
 - ENLARGE ISLANDS AND MOVE ALL BUS STOPS TO THE FAR SIDE OF THE INTERSECTION
 - MAINTAIN REFUGE FOR PEDESTRIANS IN THE MEDIAN
 - ADD BIKE RAMPS AND A SIDEPATH TO ACCOMMODATE CYCLISTS TRYING TO NAVIGATE THROUGH THE INTERSECTION

- NOTES FOR MARION ST INTERSECTION:**
- ADD HIGH VISIBILITY CROSSWALK MARKINGS (SAFETY JUSTIFIED)
 - PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
 - ADD CURB EXTENSIONS TO NARROW THE ROADWAY
 - GROUP PARKING INTO POCKETS THAT ACCOMMODATE 5-6 VEHICLES
 - KEEP BUS STOPS AT THE NEAR SIDES OF THE INTERSECTION

- NOTES FOR CONGRESS ST INTERSECTION:**
- ADD HIGH VISIBILITY CROSSWALK MARKINGS (SAFETY JUSTIFIED)
 - PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
 - REPLACE SIGNAL EQUIPMENT SO EACH LANE HAS ITS OWN SIGNAL HEAD
 - EVALUATE TRAFFIC SIGNAL TIMING; CONSIDER GIVING PEDESTRIANS A HEAD START
 - MOVE BUS STOPS TO THE FAR SIDE OF THE INTERSECTION
 - SB BUS STOP MAY NEED TO REMAIN AT THE NEAR SIDE DEPENDING ON COORDINATION WITH SCHOOL



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NOTES FOR RUBY AVE INTERSECTION:

- PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
- ADD CURB EXTENSIONS TO NARROW THE ROADWAY
- GROUP PARKING INTO POCKETS THAT ACCOMMODATE 5-6 VEHICLES
- TRIM LOW-HANGING TREE BRANCHES TO IMPROVE VISIBILITY

NOTES FOR GLENDALE AVE INTERSECTION:

- PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
- ADD CURB EXTENSIONS TO NARROW THE ROADWAY
- GROUP PARKING INTO POCKETS THAT ACCOMMODATE 5-6 VEHICLES
- TRIM LOW-HANGING TREE BRANCHES TO IMPROVE VISIBILITY

NOTES FOR COURTLAND AVE INTERSECTION:

- PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
- ADD CURB EXTENSIONS TO NARROW THE ROADWAY
- TRIM LOW-HANGING TREE BRANCHES TO IMPROVE VISIBILITY

NOTES FOR HAMPTON AVE INTERSECTION:

- ADD HIGH VISIBILITY CROSSWALK MARKINGS (SAFETY JUSTIFIED)
- PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
- ADD NO-RIGHT-TURN-ON-RED SIGNS
- EVALUATE TRAFFIC SIGNAL TIMING; CONSIDER GIVING PEDESTRIANS A HEAD START



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NOTES FOR STARK ST INTERSECTION:

- ADD A MEDIAN RESTRICTION TO PROHIBIT LEFT TURNS FROM THE SIDE STREET (SAFETY JUSTIFIED)
- ADD CURB EXTENSIONS TO NARROW THE ROADWAY
- GROUP PARKING INTO POCKETS THAT ACCOMMODATE 5-6 VEHICLES
- TRIM LOW-HANGING TREE BRANCHES TO IMPROVE VISIBILITY
- CONSIDER MORE SIGNS FOR DEPARTURE CRASHES NB AT STARK ST
- KEEP BUS STOPS AT THE NEAR SIDE OF THE INTERSECTION

NOTES FOR PALMETTO AVE/FAIRMOUNT AVE INTERSECTION:

- PROVIDE REFUGE FOR PEDESTRIANS IN THE MEDIAN
- ADD CURB EXTENSIONS TO NARROW THE ROADWAY
- GROUP PARKING INTO POCKETS THAT ACCOMMODATE 5-6 VEHICLES

NOTES FOR GRANTOSA DR INTERSECTION:

- REMOVE RIGHT TURN SLIP LANE AND CREATE A PARALLEL RIGHT TURN LANE
- REPLACE SIGNAL EQUIPMENT SO EACH LANE HAS ITS OWN SIGNAL HEAD
- EVALUATE TRAFFIC SIGNAL TIMING; CONSIDER GIVING PEDESTRIANS A HEAD START
- STRAIGHTEN PEDESTRIAN CROSSINGS AND PROVIDE REFUGE IN THE MEDIANS
- MOVE BUS STOPS TO THE FAR SIDE OF THE INTERSECTION