



**Project I.D. 2722-07-02**  
**County I (W. Beloit Avenue) to County ES (W. National Avenue)**  
**Moorland Road (County O)**  
**Waukesha County**  
**November 12, 2020 – 5:30 PM**  
**FAQ Preparation**

**1) General \ PI Related FAQ's:**

- Q) If I have comments after tonight's meeting, whom should I contact?
- Contact the following individuals with questions or comments on the project:
    1. Ed Hinrichs, Waukesha County Project Manager [EHinrichs@WaukeshaCounty.gov](mailto:EHinrichs@WaukeshaCounty.gov), 262 / 548-7745
    2. Rachel DeSombre, raSmith Project Manager [Rachel.DeSombre@raSmith.com](mailto:Rachel.DeSombre@raSmith.com) 262 / 317-3311
    3. Mary Beth Pettit, GRAEF, Public Involvement Lead [MaryBeth.Pettit@graef-usa.com](mailto:MaryBeth.Pettit@graef-usa.com) 414 / 266-9175
  - Also, a comment card may be picked up at the city of New Berlin or printed from the project website and mailed directly to: ATTN: Mary Beth Pettit, GRAEF, 275 West Wisconsin Avenue, Suite 300, Milwaukee, WI 53203
- Q) When will there be another public meeting?
- This is the first of three public involvement meetings (PIM) planned for the project.
  - PIM #2 will be held in early 2021 to inform the public of the preferred alternative for the project. PIM #3 is planned for spring 2023 prior to construction, the goal of the third meeting will be to inform stakeholders of anticipated impacts to traffic and access during construction.

**2) Design Related FAQ's:**

- Q) What is being studied?
- New Pavement: Project is categorized as a pavement replacement, there will be a goal to keep as much base course and curb and gutter as possible depending on the alternative selected and the geotechnical report. Waukesha County has a desire to replace the roadway with a concrete section; design process will study both asphalt and concrete.
  - Improved Safety & Operations: □ Select intersections will be improved with additional turn lanes, longer storage lengths and improved signal timing. . Upgrade traffic signals at Target/Froedtert Driveway, Mayflower Road, Howard Avenue, and National Avenue
  - Bicycle and Pedestrian Accommodations: The city of New Berlin has expressed a strong interest in pedestrian accommodations along at least one side of the corridor. Alternatives presented at this meeting include options for these facilities and the City would like to hear your feedback.
- Q) What are the geographic limits?
- Moorland Road (County O): W. Beloit Road (County I) to 500' north of W. National Avenue (County ES)
  - National Avenue (County ES): 500' west of Moorland Road to ≈ 1300' east of Moorland Road (just east of S. Wall Street)
- Q) How long is the new pavement expected to last?
- The project is a pavement replacement project which involves replacement of the concrete pavement with a new pavement structure. The design is anticipated to last between 30-50 years depending on future maintenance projects planned for the corridor.
- Q) Can people suggest improvements directly related to their individual properties?
- Yes, it is best to contact the design team to discuss concerns related to your individual property.
- Q) What is the average annual daily traffic (AADT) on Moorland Road?
- The 2020 AADT ranges from 28,900 vehicles to 31,600 vehicles
  - Projected 2043 AADTs range from 34,700 vehicles to 38,000 vehicles
  - To address decreased traffic volumes in 2020 due to impacts related to Covid-19, the project team utilized both traffic counts completed in fall of 2020 as well as historic traffic data. The County O corridor had a significant amount of traffic data available from the past three to five years within the project limits. The historic traffic data and the Covid impacted 2020 traffic data were compiled and adjusted to create a Year 2020 set of traffic volumes representative of non-Covid conditions.
- Q) Is capacity expansion planned as part of this project?





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- No, the corridor will remain as two-lanes of travel in both the northbound and southbound direction.
- Select intersections will be improved with additional turn lanes, longer storage lengths and improved signal timing.
- Q) Will parking remain along the corridor?
  - Parking may or may not remain depending on the alternative selected.
- Q) How much will this project cost? Who pays?
  - The project is estimated to cost between \$10-\$11 M, not including real estate acquisition or utility relocations.
  - The project is being constructed as part of the Surface Transportation Program (STP) which involves federal funding of 80% of project costs to a limit. Waukesha County is the project sponsor and will pay the matching 20% project costs for elements related to the roadway facility. The city of New Berlin will be responsible for paying the matching 20% project cost for pedestrian facilities.
  - Property owners will not be assessed for sidewalk.
- Q) Who will pay for the installation of sidewalk and/or shared use paths along the corridor?
  - The city of New Berlin will participate in the cost share of the project for the pedestrian facilities that are constructed with the project.
- Q) Who will maintain the sidewalk along the corridor?
  - Adjacent property owners will be responsible for clearing snow from the sidewalks along the front or side of their property in accordance with city of New Berlin ordinance. The city of New Berlin is responsible for clearing snow from sidewalks located along the back of a property.
- Q) Is real estate acquisition anticipated as part of the project?
  - Yes, the amount of real estate acquisition needed will depend on the alternative selected and will be further refined in advance of PIM #2 (planned for early 2021).

### 3) Construction FAQ's:

- Q) When will construction occur?
  - Construction is planned for 2023. The project is anticipated to take the entire construction year from April – November.
- Q) How many lanes will be open during construction?
  - The project team is only beginning to analyze traffic impacts during construction. The goal is to maintain two-lanes of travel in both directions during most hours. Some additional lane closures may occur at night and/or for short durations. Additional information regarding traffic impacts will be available at PIM #2.
- Q) What kind of outreach will be performed when construction happens?
  - Waukesha County will be holding PIM #3 in advance of construction to share with the public anticipated impacts to access and traffic during construction.
  - The contractors will make use of Message Boards to communicate information during construction.
  - Information will be available on the Waukesha County website regarding construction schedules and progress.
- Q) What will be done to minimize traffic diversion to adjacent local streets?
  - The goal will be to maintain two-lanes of traffic in each direction to minimize traffic from detouring to local roads or adjacent arterial streets.
- Q) Will access to my home or business remain open for me and my customers during construction?
  - The contractor will always be required to maintain access to businesses and residents. Closures will only occur when the driveways are being constructed. Engineers will evaluate if the driveways can be constructed ½ at a time, detoured, or constructed with high early strength concrete to minimize disruptions. Construction engineers will work with property owners during construction to assure they are aware of when work on the driveway will occur.

### 4) Regional / other modal FAQ's:

- Q) What about bicycle and pedestrian services in the corridor?
  - County O (Moorland Road) between County I and County ES is on the Waukesha County Plan, the city of New Berlin Comprehensive Plan and SEWRPC's Vision 2050 plan as a



Bicycle  
bicycle



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route. The City is evaluating alternatives to work with Waukesha County to construct both bicycle and pedestrian accommodations as part of the project. The City is considering pedestrian facilities on one or both sides of the corridor and is looking for feedback to factor into their decision-making process.

Q) Will transit be impacted by the design improvements?

- There are no transit operations along the corridor at this time; therefore, no impacts anticipated.

**5) Inquisitive Questions about existing corridor where we would like feedback from the stakeholders. Please email or call a project contact with your input.**

Q) What problems do you see and experience along the corridor while driving, biking or walking?

Q) What do you like/dislike about the existing corridor?

Q) What are your thoughts about building sidewalk along one or both sides of the roadway?

Q) How do you feel about the idea of eliminating parking on one or both sides of the roadway?

