



CTH O (Moorland Road) and CTH I (Beloit Road)

Intersection Reconstruction Project

April - October 2020

New Berlin, Waukesha County

www.WaukeshaCounty.gov/OandI

Hello from Waukesha County Public Works! You've received this notification because your residence or business is located near a new road project by Waukesha County Public Works. Please read on for more info about the project's purpose, scope, and impacts. Also find contact info for this project's managers; please get in touch anytime with questions and comments.



The Project

The intersection at CTH O (Moorland Road) and CTH I (Beloit Road) is being reconstructed for improved safety, for traffic operation, and for replacement of existing pavement. The frequency of vehicle collisions, unacceptable congestion, and turning movement demands have all continued to increase at this intersection with residential and industrial growth in the vicinity. The CTH O existing concrete pavement was constructed in 1979. It now has significant cracking and settling so it can no longer be maintained economically. Complete removal and replacement of this pavement is required. More project tasks:

- **Pavement:** Remove and replace the CTH O existing concrete pavement and underlying base.
- **Turn lanes:** Add new left-turn and right-turn lanes at the CTH O/CTH I intersection. Expand the CTH O northbound and southbound single-left turn lanes to dual-left turn lanes. Expand the eastbound CTH I single-right turn lane to dual-right turn lanes.
- **Signals:** Replace existing traffic signals at the CTH O/CTH I intersection with new traffic signals. One signal head will be aligned directly over each of the intersection's approach lanes.
- **Median:** Permanently close the CTH O median opening for turns at the Park-&-Ride driveway where vehicle collisions have occurred. Modify the CTH I median opening for preventing left turn exits from the gas station-restaurant-hotel driveway where vehicle collisions have occurred.
- **Sidewalks:** Add sidewalk, reconstruct sidewalk ramps, and improve crosswalks. Add traffic control islands at the intersection's four corners for improving pedestrian safety and for providing greater visibility of the traffic signal lights.

Funding: Reconstruction of this segment of Moorland Road is part of Waukesha County's capital improvement program using 80% Federal and 20% County funds.

Construction Schedule

Various changes to traffic flow are required throughout the project. Here's what to expect:

- Reduction of CTH O to two through-lanes in each direction (current: three through-lanes each).
- Reduction of CTH I to one through-lane in each direction (current: two through-lanes each).
- Prohibiting certain left and right left turns at the CTH O-CTH I intersection during various times.

- Temporarily closure of sidewalk segments and crosswalks.

Stage 2 May - June

- Both northbound and southbound CTH O traffic moved to **west** side of CTH O.
- Removal and reconstruction of pavement along the **east** side of CTH O.

Stage 3 June - July

- Northbound CTH O traffic moved back to CTH O's **east** side.
- Southbound CTH O traffic remains on CTH O's **west** side.
- Reconstruction of CTH O median area with expanded left-turn lanes.

Stage 4 July - September

- Both northbound and southbound traffic moved to **east** side of CTH O.
- Removal and reconstruction of pavement along the **west** side of CTH O.

Stage 5 September - October

- Reconstruction of CTH O median and CTH I median areas.
- Installation of new traffic signals, highway signs, and pavement markings.

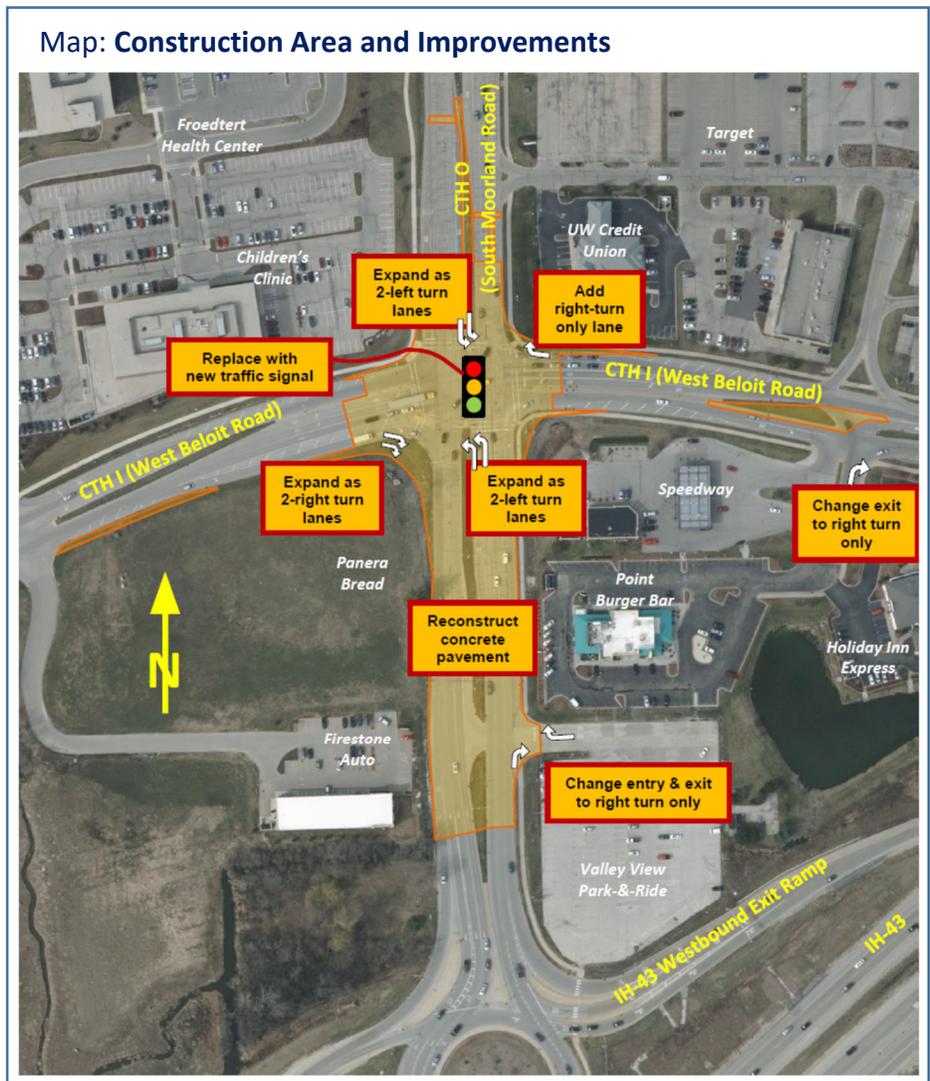
Get In Touch

Wisconsin Department of Transportation (WisDOT) is managing construction of this project with Waukesha County. To inform stakeholders like you, we've created a new "project page" on Waukesha County's official website. View regular updates at www.WaukeshaCounty.gov/OandI.

With questions or concerns, please contact:

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County O Improvements

I-43 Westbound Ramps to Beloit Road
Waukesha County
ID 2782-03-06

Public Involvement Meeting No. 1

August 28, 2018

4:30-6:30 p.m.

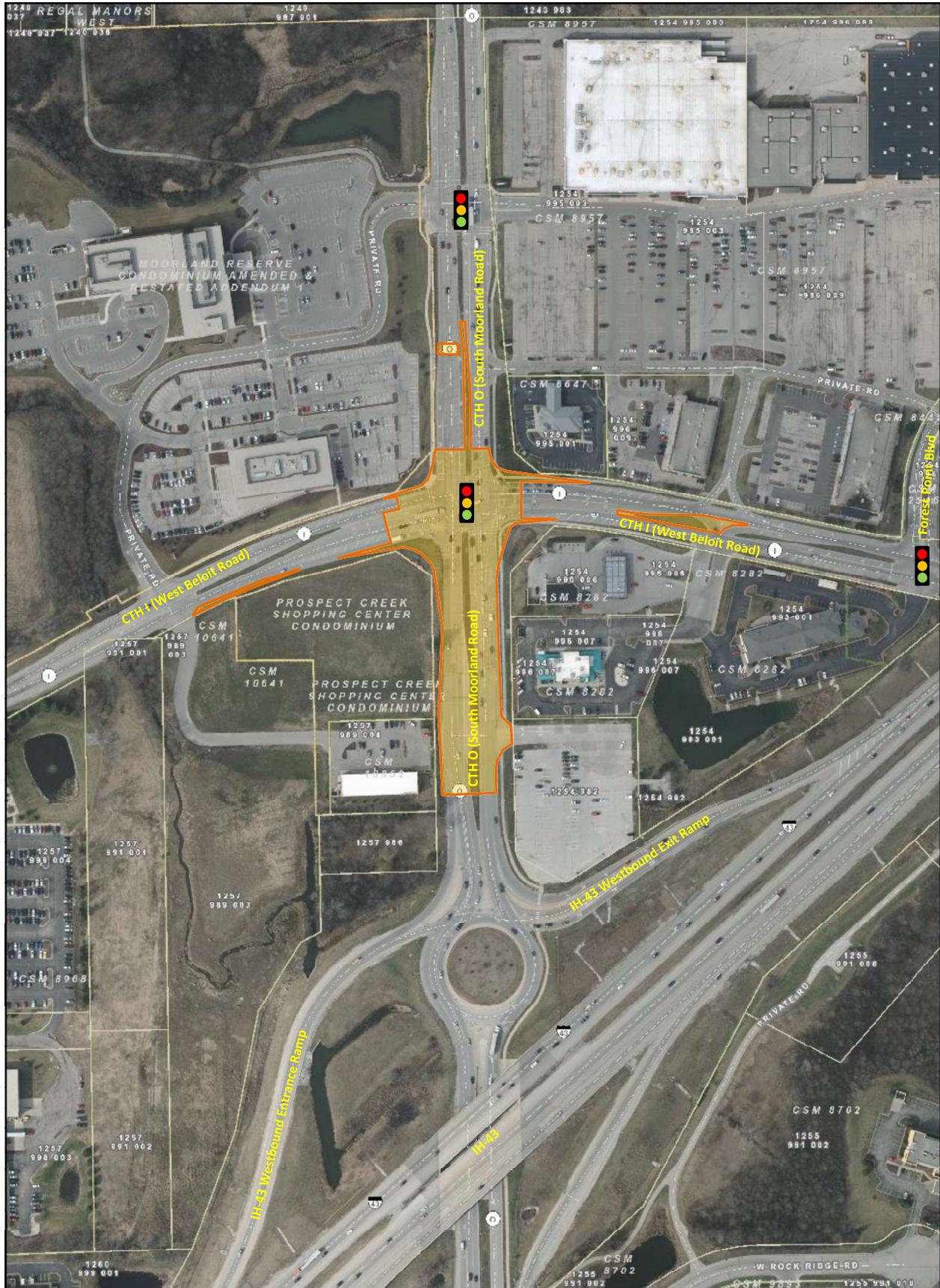
New Berlin Public Library
15105 Library Lane
New Berlin, WI 53151



Exhibit 1: Project Location Map



CTH O (Moorland Rd) at I-43 WB Ramps - CTH I (Beloit Rd)



LEGEND



Reconstruction area

New Berlin
Waukesha County, WI
WisDOT Project ID 2782-03-76



Waukesha County

Introduction

Welcome to the first of two planned public involvement meetings (PIM) for the improvement of County O (S. Moorland Road), from the I-43 westbound ramps to County I (Beloit Road) in the City of New Berlin in Waukesha County (See Exhibit 1 – Project Location Map). Waukesha County has contracted with raSmith (design consultant) for the design of the reconstruction of this portion of County O. The purpose of this meeting is to introduce the project team, share information on the current issues facing the County O intersection with County I, obtain input on the preliminary design that will assist in the development of construction plans, and receive your input regarding the roadway's needs and proposed improvements.

Your attendance today indicates your interest in the project and your comments and questions are appreciated. Engineers from the design team are available to discuss the project and any questions or concerns that you may have. Exhibits are on display showing the recommended roadway cross section and layout. If you have comments or concerns, please fill out and return a comment form by either placing it in the comment box or mailing it to the address listed on the back side of the comment sheet.

Purpose of the Project

The primary purpose of the proposed project is to improve the operational and safety characteristics of the County O and County I intersection and address the poor pavement condition.

Need for Project

Intersection Operations

Traffic has been increasing at the County O and County I intersection due to overall traffic growth and development near the intersection. The intersection is beginning to see unacceptable congestion with certain turning movements and the congestion is anticipated to become worse as traffic increases. When traffic is projected to the year 2040 the intersection is project to operate with an unacceptable level of congestion unless improvements are made to increase the capacity of the intersection.

Intersection Safety

Intersection crash rates are calculated for comparison purposes in units of crashes per million entering vehicles (MEV). This includes all crashes reported to the police or sheriff's department including fatal, injury, and property damage only crashes. Typically, safety improvements should be considered at an intersection when the crash rate is around 1.0 crashes per million entering vehicles or higher. The intersection crash rate for the 5 year period of January 2012 to December 2016 is 0.98 crashes per million entering vehicles. The crash rate at the intersection indicates that safety improvements should be considered for this intersection.

Crash trends can also be an indicator of a safety problem at an intersection. The crash data indicates an issue with rear end and angle crashes. Angle crashes are common at signalized intersections and typically result in a high number of injury crashes. Rear end crashes are also common at signalized intersections.



Waukesha County

Deteriorated Pavement

The existing concrete pavement on County O was constructed in 1979. The pavement is in poor condition and can no longer be economically maintained. The pavement has such significant cracking and settling that the only economical option is to completely remove and replace the pavement.

Recommended Improvement Plan

The design team has evaluated the potential options to address the needs of the project and developed three alternatives

1. Alternative 1: No Build Alternative - No improvements would be undertaken with the project.
2. Alternative 2: Pavement Replacement – This alternative would consist of removing and replacing the existing concrete pavement without replacing the gravel base below the pavement. No improvements would be made to the existing intersection turn lanes. All curb ramps would be upgraded to meet ADA standards.
3. Alternative 3: Reconstruction – This alternative would consist of completely removing the existing pavement and gravel base and reconstructing the roadway. Improvements to turn lanes would be made to address congestion at the County O & County I intersection.

After evaluating all three alternatives, Waukesha County is proposing to proceed with Alternative 3: Reconstruction because the other two alternatives did not address all the needs of the project. The following improvements are proposed with this project:

- Reconstruct the County O and County I intersection as a signalized intersection with additional left and right turn lanes to decrease the congestion at the intersection.
- Install new monotube traffic signals with one signal head per lane at the intersection to improve intersection safety.
- Reconstruct the single left turn lanes on northbound and southbound County O as dual left turn lanes to decrease congestion at the intersection.
- Reconstruct the existing single eastbound County I right turn lane as a dual right turn lane to decrease congestion at the intersection.
- Remove and replace the existing concrete pavement and underlying base to address the poor pavement condition.
- Construct islands between the through lanes and right turn lanes to provide better visibility of signal heads and to increase pedestrian safety.
- Reconstruct all curb ramps to meet current Americans with Disabilities Act (ADA) standards.

Real Estate Acquisition

Minor amounts of right of way and easements would be needed in select locations to allow the project to be constructed to current design standards. Preliminary locations where right of way and easements required are shown on the exhibits on display at his meeting.

Staff from the design team are on hand to answer any questions that you may have about real estate acquisition including why right of way or easements are required at a specific location.



Waukesha County

Project Schedule

Approved Environmental Document	September 2018
Preliminary Plans	September 2018
Begin Real Estate Acquisition	November 2018
Plans Complete	August 2019
Public Involvement Meeting #2	Spring 2020
Construction	Spring – Fall 2020

Project Contacts

Public input is an important part of the project development process and your comments are encouraged. Persons with a concern for, or knowledge of, historical or archaeological resources, drainage problems, the location of drain tile, or environmental issues such as hazardous wastes and underground storage tanks, are encouraged to provide information to the design consultant. A comment sheet is provided with this handout for your use. This form can be completed today and dropped in the comment box at the meeting, e-mailed or mailed to the address on the back of the comment sheet. If you have any questions, comments or would like additional information, you may also contact:

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