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
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.
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.
Project Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved Environmental Document</td>
<td>September 2018</td>
</tr>
<tr>
<td>Preliminary Plans</td>
<td>September 2018</td>
</tr>
<tr>
<td>Begin Real Estate Acquisition</td>
<td>November 2018</td>
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<tr>
<td>Plans Complete</td>
<td>August 2019</td>
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<tr>
<td>Public Involvement Meeting #2</td>
<td>Spring 2020</td>
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<tr>
<td>Construction</td>
<td>Spring – Fall 2020</td>
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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:

Bruce Barnes, P.E.  
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Consultant Project Manager  
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Exhibit 1: Project Location Map
Public Involvement Meeting Comments

I.D. 2782-03-06
County O
I-43 Westbound Ramps to Beloit Road
Waukesha County

Please use this page to record any comments or questions you may have regarding this project. Comments may be placed in the Comment Box at the meeting, e-mailed, or mailed to the address on the back of this sheet by September 11, 2018. Please Print.

Name: ____________________________________________________________

Address: _______________________________________________________

Daytime phone: ____________________________

Comments: ______________________________________________________

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