

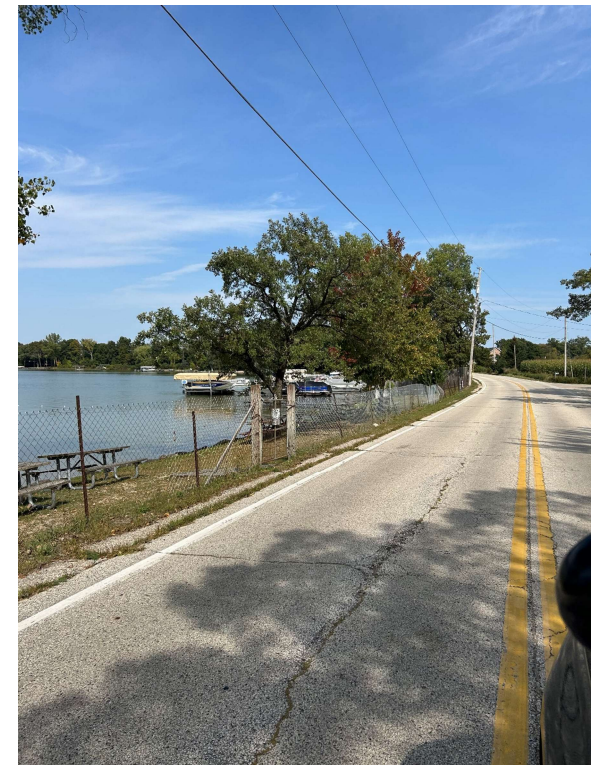


**CTH BB (US-18 to CTH DR)**  
**Public Involvement Meeting**  
**Village of Summit, Waukesha County**  
**November 19th, 2025**



# Project Snapshot

- 2.5 mile capital project to recondition the existing two-lane roadway
- Pavement
  - CTH BB (18 to DR) last paved in 2009
  - Current pavement condition index (PCI) is 44
- Safety
  - 14 crashes (last five years), 4 resulting in injury
  - Horizontal and vertical road geometry
- Funding
  - 100% county funded



# Project Location



**US-18 (Sunset Dr) (Begin)**

**CTH DR (Delafield Road) (End)**

**CTH BB (N Golden Lake Rd)**



# Capital Budget Summary

- 100% County Funded Capital Project
- Scoping & Design (2025-2026)
- Construction (2027)

CAPITAL BUDGET SUMMARY						
Year	2025	2026	2027	2028	2029	Total
Project Phase	Design	Construction				Project
Expenditure Budget	\$97,500	\$0	\$2,242,500	\$0	\$0	\$2,340,000
Revenue Budget	\$0	\$0	\$0	\$0	\$0	\$0
Net Costs After Revenues Applied	\$97,500	\$0	\$2,242,500	\$0	\$0	\$2,340,000
COST DOCUMENTATION			REVENUE			
Design	\$97,500					
Construction	\$1,950,000					
Construction Management	\$195,000					
Contingency	\$97,500					
Total Project Cost	\$2,340,000					
EXPENDITURE BUDGET	\$2,340,000		REVENUE BUDGET			



# Existing Deficiencies

- Pavement Condition
- Crash History
- Sub-standard Road
  - Cross-section
  - Vertical/Horizontal Profiles
  - Intersection Geometry



Near 883 N Golden Lake Rd - Southbound

# Pavement Condition Index (PCI)

PCI Ratings	Pavement Condition
85-100	Very Good to Excellent
70-85	Good
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

- **CTH BB PCI Ratings:**

- 55 (2020)
- 46 (2023)
- 44 (2025)

**\*County average PCI rating is 70**

Near 329 S Golden Lake Rd - Southbound



- Alligator Cracking
- Transverse Cracking
- Longitudinal Cracking (Wheelpath)



# Pavement Condition Over The Years



# Crash History on CTH BB (Jan 2020 - Dec 2024)

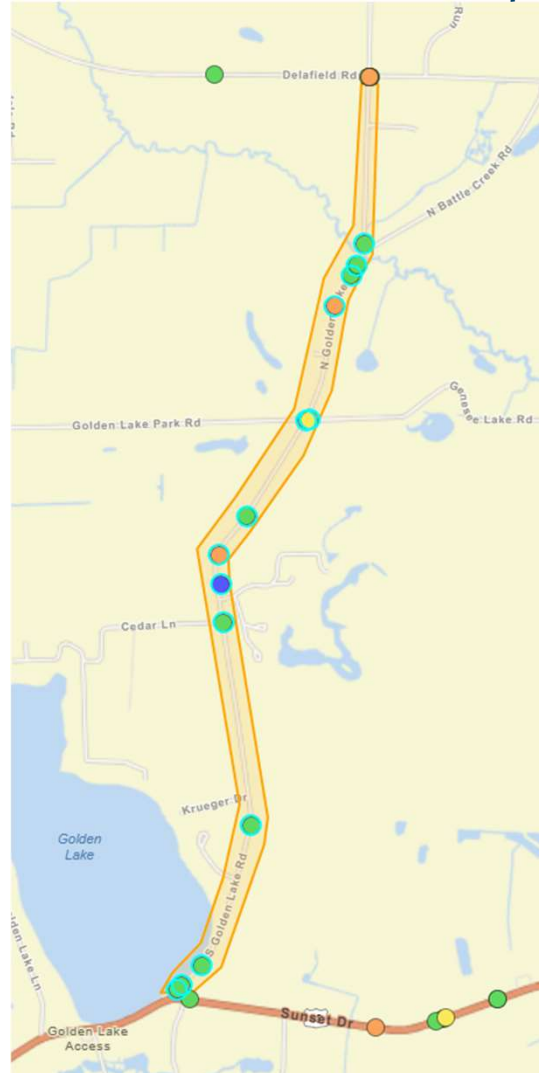
	Severity	Selected
✓	K	0
✓	A	2
✓	B	1
✓	C	1
✓	O	10
Total		14

(K) Fatal  
(A) Suspected Major Injury  
(B) Suspected Minor Injury  
(C) Possible Injury  
(O) No Apparent Injury

## CTH BB Crashes:

- **14 Total (Non-Deer)**
- **4 With Injury (KABC)**

\*Deer related crashes not shown on map



\*Deer related crash history  
(Jan 2017 – Dec 2024)

- **12 Total**
- **2 with Injury (KABC)**





# Segment Crash Analysis on CTH BB

- Segment crash rate almost double the statewide average
- Segment also above the KAB (injury related) crash rate, but under the upper control limit.

Crash Analysis

Total Crashes = 14

KAB Crashes = 3

Severity

K	0
A	2
B	1
C	1
O	10

Crash by Year

2020	2
2021	3
2022	2
2023	3
2024	4

(K) Fatal

(A) Suspected Major Injury

(B) Suspected Minor Injury

(C) Possible Injury

(O) No Apparent Injury

Segment Crash Rate

Segment Crash Rate = [ ( collisions/year ) \* 100,000,000 ] / [ 365 \* ADT \* Segment Length ] = 180.50

Segment KAB Crash Rate = [ (KAB collisions/year ) \* 100,000,000 ] / [ 365 \* ADT \* Segment Length ] = 38.68

	2018-2022 Statewide Average Crash Rate for Segment	2018-2022 Statewide Upper Control Limit (UCL) for Segment
Standard Crash Rate :	94.22	129.07
KAB Crash Rate :	24.18	41.84

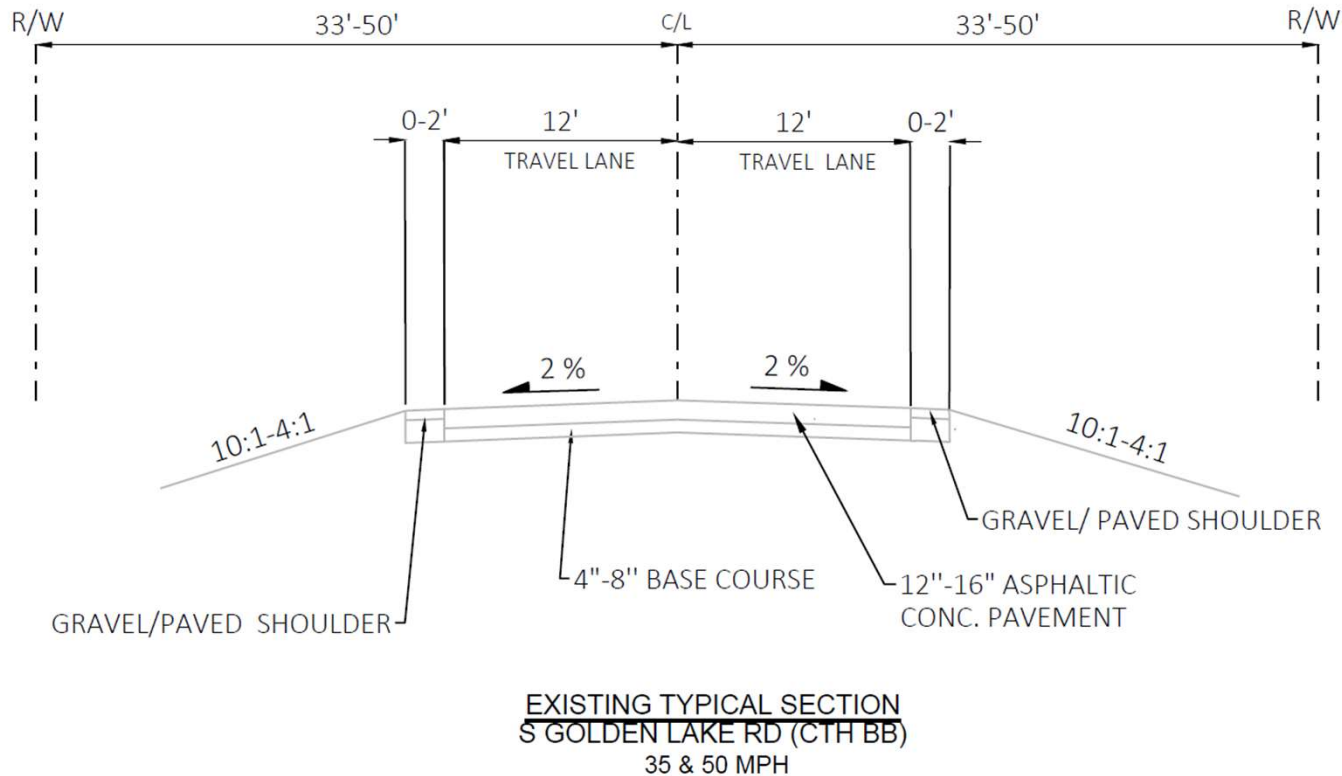
(K) Fatal  
 (A) Suspected Major Injury  
 (B) Suspected Minor Injury  
 (C) Possible Injury  
 (O) No Apparent Injury

# Intersection Geometrics

- Five of the six intersections between US-18 and CTH DR have sub-standard sight distances in one direction, per the *American Association of State Highway and Transportation Officials (AASHTO)*
- 470 feet minimum (35 MPH)
- 845 feet minimum (50 MPH)

INTERSECTION	SPEED LIMIT (MPH)	SB	NB
BB & S GOLDEN VISTA CT	35 MPH	729	556
BB & KRUEGER RD	35 MPH	1124	333
BB & CEDAR LN	50 MPH	323	1860
BB & GOLDEN LAKE PARK RD	50 MPH	542	1189
BB & N BATTLE CREEK RD	50 MPH	1414	710
BB & GENESEE LAKE RD	50 MPH	561	1396

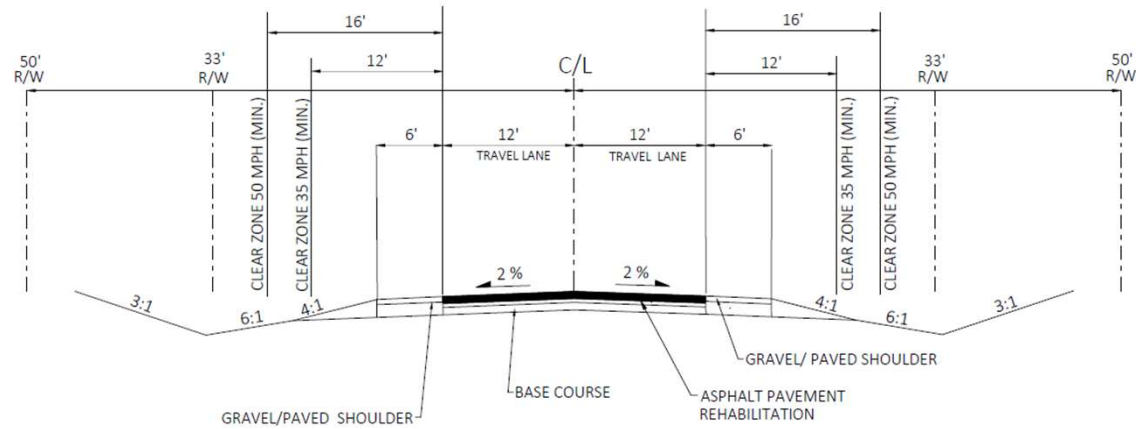
# Typical Existing Cross Section



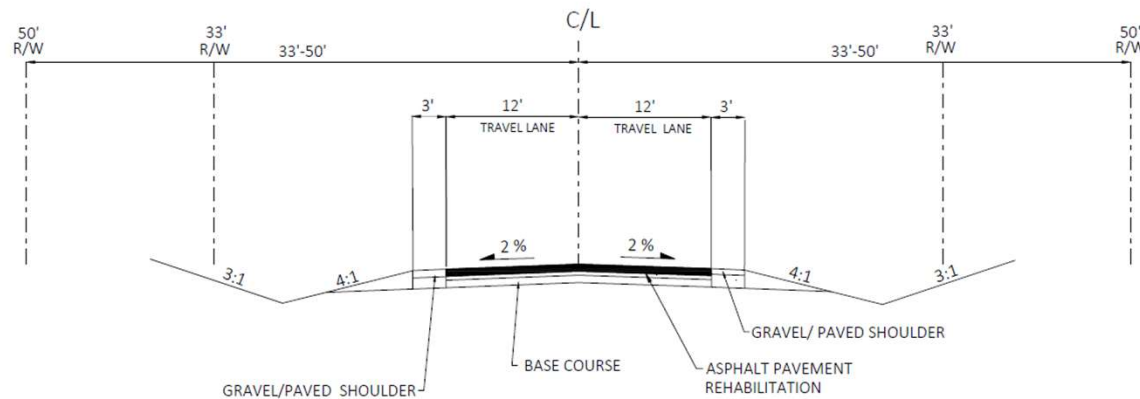
Test Boring Location	Surface Asphalt-Concrete Layer Thickness (inches)	Base Course Thickness (inches)
1	±5½ (+10 in. Asp.)*	±4
2	±4 (+13 in. Asp.)*	±8
3	±6 (+10 in. Asp.)*	±4
4	±4 (+10½ in. Asp.)*	±6
5	±6½ (+9 in. Asp.)*	±4½
6	±4 (+12 in. Asp.)*	±4
7	±5 (+9½ in. Asp.)*	±6
8	±4½ (+9½ in. Asp.)*	±12
9	±4 (+10 in. Asp.)*	±8
10	±4 (+8 in. Asp.)*	±6



# Proposed Typical Section



**ALTERNATIVE 1**  
TRANS 205.025 STANDARD DESIGN



**REDUCED IMPACT ALT.**

## Proposed Improvements

- Pavement rehabilitation along corridor
- Highway cross culvert replacement (as-needed)
- Add wider shoulders
- Remove trees and vegetation (sight, clear zone)
- Rumble strip inclusion (Centerline and/or Shoulder)
- Additional signage (i.e. curve ahead, advisory speed, & chevrons)





# Public Input

☐ Questions, Comments, Feedback, & Concerns...

Thank you for your participation.