

INFORMATION HANDOUT

SECOND PUBLIC INVOLVEMENT MEETING

DECEMBER 12, 2016 (5:00 PM – 7:00 PM)

Project ID 2723-00-01
Moorland Road
Janesville Road to McShane Drive
City of Muskego
Waukesha County



Moorland Road

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I. Purpose of Meeting

The intent of this meeting is to present the final design and impacts of the proposed construction of Moorland Road between Woods Road and Janesville Road. This is the second of two scheduled involvement meetings. Representatives from the City of Muskego, Kapur & Associates (the design consultant), and Single Source (the real estate consultant) are available to answer questions about the project's scope, schedule, design criteria, known environmental factors, and real estate acquisition process.

This meeting also provides an opportunity for public input during the improvement process. (Please see Public Comment Form attached to the back sheet.) The design team is listening and looks forward to hearing from you.

II. Funding

The City of Muskego has received funding for this project from the Federal Highway Administration, which will generally cover 80% of construction costs. The City will provide the remainder of the 20% in a cost sharing agreement.

Right-of-way acquisition will be funded entirely by the City of Muskego. The estimated cost for the project is \$4 million.

III. Existing Roadway

The project begins approximately 400 feet south of Woods Road and extends north approximately one mile to the intersection with Janesville Road (CTH L). Please see attached project overview map.

The existing facility is a rural roadway consisting of two 12-foot wide driving lanes with 3-foot wide gravel shoulders and ditches. The existing pavement surface is in poor condition and provides a rough ride. Deficiencies include rutting and cracking.

The posted speed limit is 35 mph. The speed limit will not change after construction.

Traffic counts were conducted in September 2015. Forecasted traffic volumes were derived from the historic trends of population, household, and employment growth rates in the City of Muskego and the surrounding areas. Additional traffic generators created by the recent

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and proposed development in the area were also factored into the traffic projections.

Existing and anticipated Average Annual Daily Traffic (AADT) volumes on Moorland Road are as follows:

<u>Year</u>	<u>AADT – South of Woods Road</u>	<u>AADT – North of Woods Road</u>
2015	6,300	8,200
2018	6,500	8,600
2038	8,000	11,100

IV. Proposed Action

The roadway can no longer be economically maintained and is in need of reconstruction. The proposed improvement calls for reconstructing Moorland Road to improve the failing pavement structure and improve intersections with side streets. In general, the new roadway will be reconstructed as an urban section consisting of **11-foot driving lanes, a 4-foot urban paved shoulder, and 18-inch curb & gutter in each direction.**

Geometric improvements will be included at all intersections to improve level of service and enhance safety. Turn lane improvements are proposed at the intersections with Candlewood Lane/Durham Place, Sandalwood Lane, and Princeton Drive as shown on the meeting exhibits. A raised median is proposed between the Woods Road and Candlewood Lane/Durham Place intersections and from south of Princeton Drive to the northern project limits.

At the Moorland Road intersection with Woods Road, the improvements consist of replacing the existing four-way stop-controlled intersection with a modern single-lane roundabout. Modern roundabouts are circular intersections that provide safe and efficient traffic flow and exhibit the following characteristics:

Safety: Modern roundabouts create slower speeds, fewer conflict points, and reduce injury accidents compared to “STOP” controlled or traffic signal controlled intersections. Greater safety is achieved primarily by slower speeds and the elimination of left-turns.

Reduced Delay: Motorists do not always have to stop at a roundabout. Entering a modern roundabout is controlled by a “YIELD” condition so delays and queues are usually less.

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Environmental Benefits: Roundabouts lessen noise, air pollution, and fuel consumption due to reduced delay. Roundabouts also provide opportunities for traffic calming and speed transition.

Aesthetics: Roundabouts offer opportunities for enhanced landscaping, less pavement, and gateway treatments.

Construction Staging:

Construction of the project is scheduled to begin in spring of 2018 and be finished in fall of 2018. During that time, Moorland Road will be closed to through traffic between Woods Road and Princeton Drive. However, access will be maintained at all times for local traffic and emergency vehicles.

Woods Road will remain open to traffic except for a 35-day full closure of the intersection at Moorland Road/Woods Road, which will occur in July/August 2018 prior to the start of school. In addition, a 30-day full closure of the intersection at Moorland Road/Princeton Drive will occur in fall of 2018. Please see proposed detour route exhibits shown at the meeting.

Additional Information:

- The roadway section between McShane Drive and Woods Road will be resurfaced as part of a separate City project at a later date.
- The existing storm water pond located on Moorland Park property west of Moorland Road will not be expanded in size. However, parkland will be used for roadway grading during the project to replace/install storm sewer pipes and the existing pedestrian path located on the west side of Moorland Road. In the northeast corner of Moorland Park, ADA curb ramps will be constructed to connect the existing pedestrian paths.
- There will be a storm water pond located in the northeast corner of the Moorland Road intersection with Candlewood Lane/Durham Place.
- There will be no storm water pond located in the southeast corner of the Candlewood Lane/Durham Place intersection, and the existing berm will remain in place.

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V. Pedestrians and Bicycles

The existing multi-use path on the west side of Moorland Road will continue to serve pedestrians and bicyclists traveling through the corridor; however, the path will be detoured during construction. The multi-use path will be replaced where necessary to accommodate the reconstruction. A 4-foot urban paved shoulder will be included in each direction for on-street bicycle accommodations. Please see proposed typical finished section exhibits shown at the meeting.

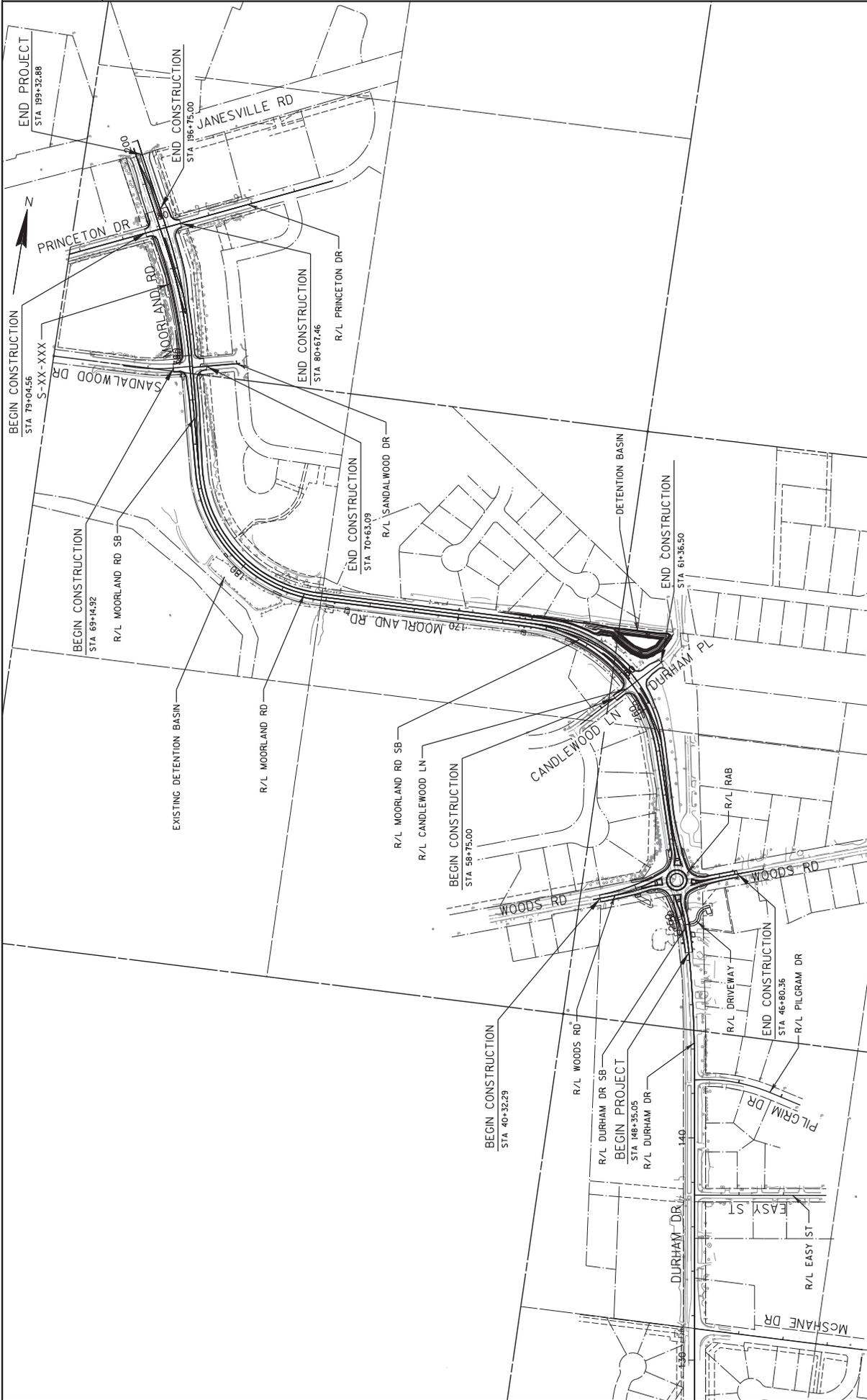
VI. Right-of-Way

Fee right-of-way acquisition will be required at several locations near intersections. Permanent limited easements are required for some drainage pipes. Additional temporary grading easements are required within the project corridor to blend slopes into adjacent properties.

No residential or business relocations are required for this project.

VII. Schedule

Right-of-Way Acquisition Begins	December 2016
Final Plan Submittal	May 2017
Utility Relocation Work	2017
Project Construction	2018



PROJECT NO: 2723-00-71
 COUNTY: WAUKESHA
 HWY: MOORLAND RD
 PROJECT OVERVIEW
 SHEET E

FILE NAME : S:\Waukesha\Gov\150245_Moor-Land\Des\IGN\DNV\PL\gnshetfs\020201.L.PD...
 PLOT BY : mwolok
 PLOT DATE : 11/16/2016
 PLOT SCALE : 1:400
 WISDOT/CADD SHEET 42

