

# **Public Involvement Meeting #2 Handout**

**Calhoun Road  
North Avenue (County M) to Capitol Drive (WIS 190)  
Waukesha County**

**Project ID: 2783-05-00**



**August 10, 2017  
5:00 pm to 7:00 pm  
Presentation at 5:30 pm  
Safety Building, City of Brookfield  
2100 North Calhoun Road**

## **Purpose of the Meeting**

Welcome to the second public involvement meeting for Calhoun Road in the City of Brookfield.

The City of Brookfield, with its Design Consultant (R.A. Smith National), is planning improvements to Calhoun Road from North Avenue (County M) to Capitol Drive (WIS190). The purpose of this meeting is to:

- Reiterate the need for the Calhoun Road project.
- Review the information presented and input received at the first public involvement meeting.
- Present roadway improvement alternatives to address the existing and future transportation needs of Calhoun Road.
- Obtain your input on the roadway improvement alternatives.

Additionally, persons with a concern for, or knowledge of, historical or archaeological resources, drainage problems, or environmental issues such as hazardous wastes and underground storage tanks are encouraged to attend this meeting and provide information to the project team. Input is also welcome regarding potential impacts to the Greenway Trail System and Fairview South School.

## **Project Information**

The City of Brookfield is proposing to improve approximately 2 miles of Calhoun Road.

Calhoun Road serves as a critical link for the traveling public as a north-south arterial in the center of the City carrying approximately 13,600 to 16,400 vehicles per day according to the 2016 traffic counts. Approximately four percent of the vehicles are trucks.

The surrounding land use consists mainly of single family residential properties with commercial properties at either end and between the Canadian Pacific Railroad crossings. Fairview South School, Victory International Fellowship Church, and the Sikh Religious Society of Wisconsin also border the project. An unnamed tributary of the Fox River crosses under the roadway just north of Holly Lane, and Underwood Creek begins on the east side of Calhoun Road, north of the Ponds of Brookfield property. Additionally, two small ponds are near the roadway.

Calhoun Road is currently a two-lane undivided asphalt roadway with 4-foot to 8-foot wide shoulders and ditches for roadway drainage. The shoulders are generally paved 6 feet wide and act as on-road bicycle accommodations.

The right of way width varies throughout the corridor. From North Avenue to the northern project limits near Sunnycrest Drive, the right of way width varies between 80 to 100 feet before widening to 130 feet just south of Capitol Drive. The right of way is 90 feet wide in the large wetland area between River Birch Drive and Burleigh Road.

The following items have been identified as the driving factors for the improvements to Calhoun Road:

- The existing pavement has a variety of deficiencies resulting from age, poor drainage, and poor underlying soils making an asphalt overlay an ineffective long term solution.
- The roadway is critical to emergency services response times with three City fire stations and the police department located on Calhoun Road, outside the limits of this project.

- It is difficult for vehicles to enter Calhoun Road from the side streets during certain periods of the day, particularly at Pheasant Drive, Burleigh Road, and Burleigh Place.
- Future traffic volumes are expected to increase, further degrading safety and traffic operations.
- The existing corridor provides limited pedestrian and bicycle accommodations.
- The roadway's narrow shoulders make it difficult for vehicles to pull out of traffic to allow emergency vehicles to pass.
- Calhoun Road's lack of turn lanes and bypass lanes at intersections does not allow traffic to bypass left turning vehicles.
- A number of hills along the corridor create "blind spots" in the roadway.
- Finally, the roadway's notable grade change on both sides of the southern Canadian Pacific Railroad track causes some vehicles to "bottom out" as they cross the south track.

The City of Brookfield is proposing to reconstruct Calhoun Road to address the issues described above. It is expected that the existing culverts and ditches would be replaced with curb and gutter and a new storm sewer system. The reconstructed roadway would include accommodations for pedestrians and bicycles throughout the corridor. In addition, retaining walls are anticipated in some areas to limit impacts of the proposed roadway improvements.

## **Proposed Roadway Improvement Alternatives**

Please review the exhibits and, if possible, attend the 5:30 p.m. presentation for more detail into the selection of these alternatives to address Calhoun Road's transportation needs. As stakeholders, your input helps the project team identify issues and make better design decisions in improving the roadway. The preliminary range of alternatives the City is considering are described below and shown on the exhibits at today's meeting.

- **NO BUILD ALTERNATIVE** – Current Two-lane undivided roadway  
The No-Build Alternative serves as a baseline for comparison to Alternatives 1, 2, and 3. This alternative does not include any safety or capacity improvements. It would only include routine maintenance. It is not a reasonable alternative as it does not address the project's needs or deficiencies.
- **ALTERNATIVE 1** – Three-lane two-way left turn lane (TWLTL)  
This alternative consists of two travel lanes, one northbound and one southbound, separated by a center two-way left turn lane.
- **ALTERNATIVE 2** – Four-lane undivided roadway  
This alternative consists of four travel lanes, two northbound and two southbound, with no physical separation between the inside opposing travel lanes.
- **ALTERNATIVE 3** – Four-lane divided roadway  
This alternative consists of four travel lanes, two northbound and two southbound, separated by a raised median.

The exhibits and the presentation at today's meeting provide comparison information on the alternatives. The results are also summarized in the Alternatives Comparison Table below.

**Alternatives Comparison Table**

Category	No Build	Alternative 1 3-Lane TWLTL	Alternative 2 4-Lane Undivided	Alternative 3 4-Lane Divided
<b>Impacts to the Environment</b>				
Wetland Area Disturbed	0.00 Acres	0.75 Acres	0.83 Acres	1.38 Acres
Floodplain	0.00 Acres	0.08 Acres	0.10 Acres	0.18 Acres
New Right of Way Required	0.00 Acres	0.58 Acres	1.14 Acres	2.89 Acres
Potential Residential Relocations	0	1	1	1
<b>Ability to Meet Future Traffic (2041) Needs</b>				
Number of Intersections with unacceptable delays	12	3	5	0
Queuing along Calhoun Road at Railroad Crossings	4000 feet	4000 feet	2000 feet	2000 feet
Accommodates 2-Stage Left Turn Movements from Side Streets	No	No	No	Yes
<b>Near and Long Term Safety</b>				
Predicted Annual Change in Crashes (Compared to 2016) <sup>1</sup>	+25.7%	+10.8%	+29.4%	-20.8%
Provides Left Turn Lanes at Side Street Intersections	No	Yes	No	Yes
Separates Northbound and Southbound Through Lanes	No	Yes	No	Yes
<b>Addresses Route Importance</b>				
Consistent with SEWRPC <sup>2</sup> Transportation Improvement Plan	No	No	Yes	Yes
Preferred by Emergency Responders (Fire & Police)	No	No	No	Yes

**Category's Lowest Impact or Best Result**

<sup>1</sup> Future crashes were determined using a Highway Safety Manual (HSM) analysis to compare the expected safety performance of each alternative using a crash predictive methodology. The HSM analysis helps to quantify the expected safety benefit or disadvantage an alternative may provide by evaluating the impacts of volume and geometrics on safety.

<sup>2</sup> Southeastern Wisconsin Regional Planning Commission

## Construction Traffic

Because the project is still early in the design process, detailed information about traffic control during construction is not available. However, it is expected that some combination of construction staging and roadway closures will be required. Construction staging would keep one northbound and one southbound lane on Calhoun Road open to traffic during construction. Road closures will be required to reconstruct the railroad crossings. The goal will be to keep these closures as short as possible. As the design process progresses, future public involvement meetings are planned to discuss traffic impacts during construction.

Emergency access will be maintained for the duration of the project, and access will be maintained to businesses and residents throughout the project. Temporary driveway closures will be necessary during the construction process. The contractor will contact homeowners and businesses before temporarily closing a driveway.

## Real Estate

New right of way will be acquired to improve Calhoun Road and temporary grading easements are anticipated. The City does not expect real estate acquisition to begin until sometime in early 2019.

## Next Steps

**We are here in the process.**

Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Data Gathering Environmental Investigations	Develop/ Refine/Evaluate Alternatives	Select Preferred Alternative	Environmental Document  Preliminary Design	Final Design  Real Estate Acquisition	Project Bidding & Award  Construction
<b>Project Management</b>					
<b>Agency Coordination</b>					
<b>Community/Stakeholder Involvement (property owners, local officials, local businesses, etc.)</b>					

At our next public involvement meeting this fall, we will move to Step 3 and present the preferred alternative that best addresses the needs on Calhoun Road.

## Project Schedule

- Environmental Documentation & Preliminary Design: 2017 – 2019
- Public Involvement Meeting #3: Fall 2017\*
- Final Design: 2019 – 2020
- Public Involvement Meeting #4: Fall 2018\*
- Real Estate Acquisition: 2019 – 2020
- Public Involvement Meeting #5: Fall 2019\*
- Utility Relocations: 2020 - 2021
- Construction: 2021\*

\*Tentatively planned

## Public Input/Comments

We encourage you to talk to the project representatives at today's meeting and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments before August 24, 2017 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Comments are also welcome regarding potential impacts to the Greenway Trail System and Fairview South School. Your input is welcomed and appreciated.

For more information, please contact:

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## Project Information on the Web

- For additional information, future meeting dates, and project updates via the internet, please connect to the project link on the City of Brookfield's website at <http://tinyurl.com/calhounrd>.



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R.A. Smith National, Inc.  
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