

Public Involvement Meeting #3 Handout

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

Project ID: 2783-05-00



**November 15, 2017
5:00 pm to 7:00 pm
Safety Building, City of Brookfield
2100 North Calhoun Road**

Purpose of the Meeting

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

The City of Brookfield, with its Design Consultant (raSmith), 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 briefly the initial proposed roadway improvement alternatives.
- Present the selected preferred roadway improvement alternative for Calhoun Road and its preliminary impacts.
- Obtain your input on the selected preferred roadway improvement alternative.

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

To review, the City of Brookfield, through a federally funded project administered by the Wisconsin Department of Transportation (WisDOT), 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 current 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 may be required in some areas to limit impacts of the proposed roadway improvements.

Considered Roadway Improvement Alternatives

The preliminary range of alternatives that were considered for the Calhoun Road were as follows:

- NO BUILD ALTERNATIVE - No improvements only routine maintenance
- ALTERNATIVE 1 – Three-lane with center two-way left turn lane (TWLTL)
- ALTERNATIVE 2 – Four-lane undivided roadway
- ALTERNATIVE 3 – Four-lane divided roadway with a raised median

The comparison information on these alternatives is summarized in the table below.

Alternatives Comparison Table

Category	No Build	Alternative 1 3-Lane TWLTL	Alternative 2 4-Lane Undivided	Alternative 3 4-Lane Divided (Preferred Alternative)
Impacts to the Environment				
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
Ability to Meet Future Traffic (2041) Needs				
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
Near and Long Term Safety				
Predicted Annual Change in Crashes (Compared to 2016) ¹	+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
Addresses Route Importance				
Consistent with SEWRPC ² Transportation Improvement Plan	No	No	Yes	Yes
Preferred by Emergency Responders (Fire & Police)	No	No	No	Yes

Category's Lowest Impact or Best Result

¹ 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.

² Southeastern Wisconsin Regional Planning Commission

Selected Preferred Alternative

ALTERNATIVE 3 – Four-lane divided roadway with a raised median

The four-lane divided roadway with a raised median was selected as the preferred roadway improvement for Calhoun Road. The selection was based on the following:

- Is the preferred alternative based on public input
- Provides the greatest safety benefits
- Provides the best long-term roadway operations
- Is the preferred roadway cross section by emergency responders
- Is consistent with the roadway cross section to the south
- Is consistent with the long-term regional transportation plans

Please see the exhibits at the meeting today for the preferred roadway improvement cross section and preliminary layout and impacts. Please note that this exhibit is not final and refinements to this preferred alternative will continue based on your input.

Construction Traffic

Because the project is still somewhat 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
Project Management					
Agency Coordination					
Community/Stakeholder Involvement (property owners, local officials, local businesses, etc.)					

At our next public involvement meeting scheduled for summer/fall of 2018, we will move to Steps 4 and 5 and discuss the real estate acquisition process associated with the preferred alternative for Calhoun Road.

Project Schedule

- Environmental Documentation & Preliminary Design: 2017 – 2019
 - Public Involvement Meeting #4: Fall 2018*
 - Final Design: 2019 – 2020
 - 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 questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments by November 30, 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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raSmith

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Attn: Doug Senso

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