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**US18** MORELAND BLVD.  
& BLUEMOUND RD.

MANAGING CONSTRUCTION MINIMIZING DISRUPTION



VOLUME 1, NUMBER 2 AUGUST, 2008

**Public invited to comment on plans for US 18 construction during 2011-2012**

Please attend the second in a series of public information meetings for the US 18 resurfacing and safety improvements project of 2011-2012.

The meeting will take place:

**WEDNESDAY**

**SEPTEMBER 24, 2008**

**4:30 p.m.—7:00 p.m.**

**(Brief presentation will be given at 5 and 6 p.m.)**

**Swanson Elementary**

**School Cafeteria**

**305 North Calhoun Road**

**Brookfield, Wisconsin**

Several opportunities to improve safety and operational efficiencies have been identified as part of the planning for the next round of improvements to US 18 in Waukesha County.



The Wisconsin Department of

Transportation (WisDOT) is currently constructing improvements along Bluemound Road between Barker Road and Moorland Road as part of a hazard elimination project. As part of the planning effort for the future US 18 resurfacing project, the team is looking at what more can be done to enhance the improvements on that section of Bluemound Road and to apply similar techniques to the sections of US 18 between Manhattan Drive and Barker Road and between Moorland Road and 124th Street. In all, seven miles of US 18 will be resurfaced in 2011 and 2012.



Closing driveways and limiting roadway access, rebuilding intersections, modifying medians and reconfiguring turn lanes are just some of the high impact options being considered for inclusion in the resurfacing project. **We need to hear from you!** WisDOT is seeking public input prior to determining which improvement options will advance and which may not be feasible for inclusion in the resurfacing plans.

**You are invited to attend** the September 24 public meeting to learn more about the improvements being considered and to provide feedback to the project team.

**CAN'T MAKE THE MEETING BUT WANT TO LEARN MORE?**

Project information is available on the project website at <http://www.dot.wisconsin.gov/projects/us18bluemoundmoreland/index.htm>

If you have questions or cannot attend the meeting, please contact Dennis A. Shook via phone or email at the contact numbers listed in the above masthead.



## US 18 Pavement resurfacing planned for 2011-2012

The US 18 project includes resurfacing seven miles of Moreland Boulevard and Bluemound Road between 124th Street in the Village of Elm Grove and Manhattan Drive in the City of Waukesha. Construction is targeted to occur in 2011 and 2012 with the goal of completing the resurfacing before work begins on the I94/Zoo Interchange.

As part of the resurfacing, modifications are planned to the turn lanes at the intersections of Moreland Boulevard/Kossow Road and Bluemound Road/Barker Road. Numerous additional safety and operational improvements are being considered and details will be presented at the public meeting, September 24. Community feedback is encouraged.

## Safety improvements needed

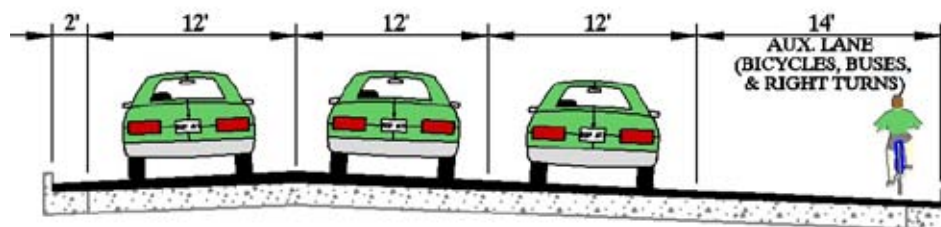
US 18 is one of the busiest surface streets in the state and also one of the most hazardous. Crash rates for the segment between Manhattan Drive and Moorland Road are two to three times higher than the statewide average and nearly four times the state average for the segment between East Main Street and Kossow Road. (see illustration at right.)

A safety evaluation of the entire corridor has been completed identifying speed limits, traffic volumes, the number and nature of crashes and common trends. Recommendations for improvements will be available for review and comment at the public information meeting. **Your feedback on the recommendations is crucial** to developing appropriate solutions to create a safer corridor.

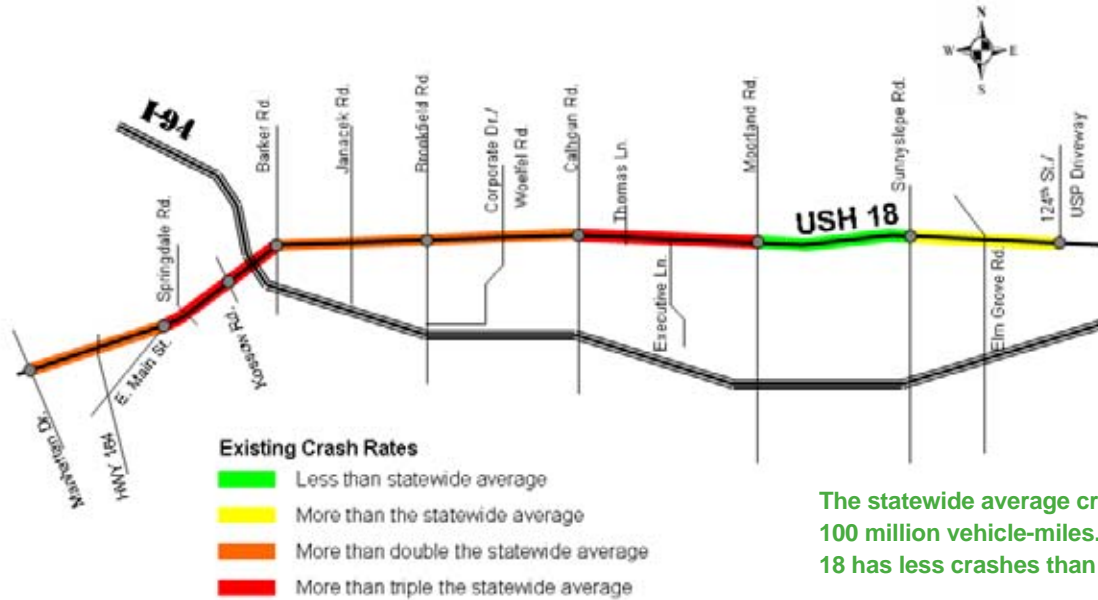
## Continuous Bikeway and Sidewalk feasibility being

On segments of US 18 where auxiliary lanes currently exist, the lanes will remain and serve with multiple functions including bus lane, bicycles, and queues for right-turning vehicles at congested intersections.

As part of the roadway rehabilitation of US 18, the design team is evaluating the feasibility of providing continuous bicycle and pedestrian accommodations along the corridor where auxiliary lanes do not exist. Key factors to determine viability of constructing sidewalk or bikeway include safety, continuity and connectivity, availability of right-of-way, impacts to utilities, and effect on the environment.



**Example of auxiliary lane design**

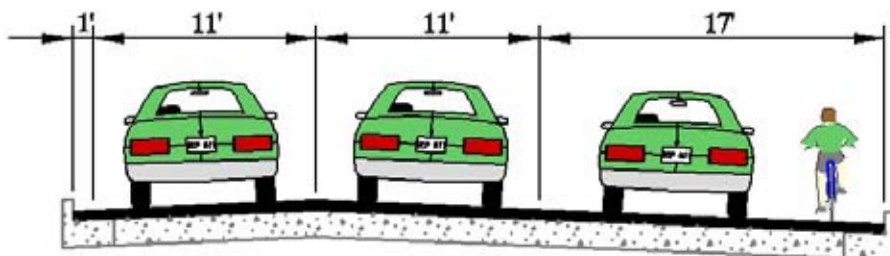


The statewide average crash rate is 237 crashes per 100 million vehicle-miles. Only a small section of US 18 has less crashes than the statewide average.

## evaluated

One of the options being considered for bicycles on US 18 could be achieved by reallocating lane space within the existing roadway footprint when the street is resurfaced and repainted. A wide curb lane would accommodate both bicyclists and motor vehicles in the same lane with space to allow motor vehicles to pass bicyclists without changing lanes.

Pedestrian facilities are also being evaluated. In addition to determining the feasibility of sidewalks and shared-use paths, the team is considering intersections with pedestrian refuge areas, countdown timers at signalized intersections, pavement markings at crosswalks, bus stop sidewalk, etc.



Example of wide curb lane design

## US 18 safety improvements may require driveway closings, intersection and median modifications

Recommendations to reduce the likelihood of accidents and improve safety on US 18 are integral to the plan effort. The project team has been working to identify conflict points (direct access with driveways, local streets or collector roadways) and recommend improvements.

### CONFLICT POINTS

Total Number	Conflict Points between Manhattan Dr. & 124th St.
90	Business Driveways
17	Residential Driveways
28	Un-Signalized Intersections
19	Signalized Intersections

Attend the public meeting September 24 to learn more about specific recommendations being considered including closing driveways and medians, removing turn lanes from through lanes and modifying intersections and signals. Your feedback will help ensure US 18 operates safely and efficiently as a major arterial and US highway.

## Public Involvement Opportunities

Don't miss the September 24, 2008, public information meeting and the opportunity to provide feedback on preliminary concepts developed as part of the US 18 resurfacing and safety improvements project.

All stakeholder comments will be considered by WisDOT as the planning and engineering work continues and recommendations are further developed.

Your feedback allows WisDOT to work with the community to identify issues and concerns and to explore solutions.

The schedule at right provides a tentative project schedule and list of future public meetings.

### PLANNING

- April 23, 2008 Provided information to public on proposed project
- Sept. 24, 2008 Present initial plans invite feedback from the public
- April 2009 Present ongoing plans invite feedback from the public

### ENGINEERING

- May 2010 **Present final plan for US 18 between Calhoun Road and 124th with focus on traffic staging concepts and business access**
- March 2011 **Present final plan for US 18 between Manhattan Drive and Calhoun Road with focus on traffic staging concepts and business access.**

### PRECONSTRUCTION

- March 2011 **Provide preconstruction information for US 18 between Calhoun Road and 124th**
- March 2012 **Provide preconstruction information for US 18 between Manhattan Drive and Calhoun Road**

Second meeting scheduled for public feedback  
 of 2011-2012  
 planned for US 18 construction  
**Intersection modifications**  
 Resurfacing, access closures,

**INSIDE:**



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