

PROJECT SYNOPSIS

Project I.D. 2788-00-71
Waukesha Bypass
Summit Avenue to Genesee Road
USH 18
Waukesha County

Waukesha County, in consultation with WisDOT and FHWA is proposing to improve the arterial connection on Waukesha's west side, the last piece of the long-planned circumferential route around Waukesha. The proposed West Waukesha Bypass project consists of construction on new alignment and reconstruction/expansion on existing alignment. Project ID 2788-00-71 encompasses the proposed construction on new alignment from Genesee Road/Les Paul Parkway to 600 feet north of Madison Street (Station 100+37 to Station A 273+75), with construction scheduled for 2017. The proposed roadway will be designated USH 18.

This 3.3 mile project will include approximately 0.4 miles of reconstruction/expansion and 2.9 miles of new alignment. The proposed typical section for the Waukesha Bypass will consist of a rural four-lane divided roadway with a 30-foot wide curbed median. In order to minimize the roadway footprint through the environmentally sensitive southern roadway segment from Genesee Road to Sunset Road, a 14-foot median with concrete barrier will be provided. A 10-foot wide multi-use path will be provided on the east side of the Bypass. Sidewalk 5 feet wide will be provided on the west side of the Bypass. No sidewalk or multi-use path will be constructed in the environmentally sensitive southern roadway segment from Genesee Road to Sunset Road.

This project includes the reconfiguration of the intersection of Genesee Road (STH 59) and Saylesville Road (CTH X). The Genesee Road reconstruction will be 0.52 miles in length beginning at Station 34+11 and ending at Station 61+80. Saylesville Road will be realigned to tee into Genesee Road forming a new intersection 600 feet west of the Bypass intersection with Genesee Road. The Genesee Road reconstruction will include replacing the existing structure crossing Lower Pebble Creek with twin structures B-67-314/315.

North of Genesee Road the Waukesha Bypass will be constructed on new alignment through the wetlands and primary environmental corridor adjacent to Pebble Creek. To allow surface runoff to recharge the wetlands, Land Bridges Structures B-67-352/353 and B-67-360/361 will be constructed. Shallow groundwater is prevalent throughout the areas of the Bypass to be constructed on new alignment especially south of Sunset Drive. Marsh excavation of at least 3 feet will required under all fill sections of the Bypass through wetlands.

Sunset Drive will form a new intersection with the Bypass at Station 154+50 and involve 0.43 miles of roadway reconstruction. Sunset Drive will remain a 2-lane non-divided roadway. The vertical profile of Sunset Drive will be raised as much as 22 feet to match the proposed Bypass. Green Lane will be extended to connect to the Bypass at Station A 165+48. The grading of Green Lane will involve over 6 feet of cut to match into the Bypass. Between Genesee Road and Sunset Drive west of the proposed Bypass are several areas where the groundwater discharges onto the existing ground surface.

The Bypass will cross the Wisconsin and Southern Railroad at grade (Station A 174+00). Besides the new crossing, warning signals and gates will be provided. WisDOT will construct a box culvert under the Bypass to carry the Glacial Drumlin Trail at Station A 175+20. Phase 2.5 Investigations have identified

areas along the proposed Glacial Drumlin Trail and at the Wisconsin and Southern Railroad grade crossing where soil contamination is present. Testing indicated that low-level metals and petroleum contamination are present and will require up to 5,700 tons of excavation at the Trail underpass and 1,550 tons of excavation at the railroad crossing.

The Bypass will have a new crossing of Pebble Creek with twin Structures B-67-354/355 at Station A 179+10. These 2-Span 36W concrete girder Structures will be a maximum of 18 feet above existing grade.

MacArthur Road will be extended west to connect to the Bypass at Station A186+06. This extension of MacArthur Road will involve a maximum fill of approximately 9 feet. Kame Terrace will be extended east to connect to the Bypass at Station A 221+38. Merrill Hills Road will form cul-de-sac's on both sides of the Bypass north and south of the Kame Terrace intersection with the Bypass.

Merrill Hills Court will be extended east to the Bypass at Station A 234+57. North from Station A 242+00 The Waukesha Bypass will be constructed on the existing alignment of Merrill Hills Road (CTH TT).

A twin cell proposed box culvert (C-67-91) will cross under the Bypass at Station A 245+00. This structure will be approximately 200 feet in length.

The Madison Street intersection will be reconstructed at Station A 255+14. This intersection will be raised approximately 4 feet match into the Bypass. Kisdon Hill Drive will be extended west to the Bypass at Station A 253+54.

Traffic Signals with intersection lighting will be provided at three intersections along the Bypass, Genesee Road/Les Paul Parkway, Sunset Drive and Madison Street. One intersection not on the Bypass, the intersection of Genesee Road and Saylesville Road will have traffic signals and intersection lighting.

The extent of the project encompasses 27 areas of environmentally sensitive wetlands. The project plan documents have identified to the best of their ability these environmentally sensitive areas. Careful review and coordination of your work efforts and Best Managements practices will need to be employed throughout the duration of work.