

Project Title:	CTH O, CTH D to STH 59 Rehabilitation	Project #:	202013
Department:	Public Works - Highways	Project Type:	Rehabilitation
Phase:	Preliminary Design	Road Name:	Moorland Road
Budget Action:	C - Rev Update C - \$ Update	Manager:	Allison Bussler, DPW Director
Date:	July 3, 2024	Map / Image:	Click Here

Year	2022	2023	2024	2025	2026	Total
Project Phase	Design		Des/Land	Design	Construction	Project
Expenditure Budget	\$206,000	\$0	\$988,000	\$90,000	\$4,122,600	\$5,406,600
Revenue Budget	\$0	\$0	\$802,400	\$0	\$1,208,600	\$2,011,000
Net Cost After Revenues Applied	\$206,000	\$0	\$185,600	\$90,000	\$2,914,000	\$3,395,600
COST DOCUMENTATION			REVENUE			
Design	\$1,030,000				Federal Surface Transportation Program (STP) - Design	\$727,000
WisDOT Design Review	\$15,000				STP Funding - Land	\$802,400
Land Acquisition	\$1,003,000				STP Funding - Construction	\$11,782,400
Construction	\$18,100,000				City of New Berlin Local Scope Development Agreement	\$1,208,600
Construction Management	\$1,800,000				Congressional Direct Spending	\$5,000,000
Contingency	\$900,000				Total Revenue	\$19,520,400
State Oversight	\$68,000					
Total Project Cost	\$22,916,000					
EXPENDITURE BUDGET	\$5,406,600				REVENUE BUDGET	\$2,011,000

Project Scope & Description

This 1.5-mile long project involves the rehabilitation/reconstruction of CTH O to bring it up to current standards. Improvements will include replacing the existing concrete pavement, reconfiguring intersections to improve safety, replacing older traffic signals, minor grading, and storm water improvements. Access to businesses and residences adjacent to Moorland Road will need to be maintained during construction. This project will use federal funds to partially offset the cost of design and construction. The department was awarded \$1,529,400 in STP funds for the design and real estate phases of the project. The remainder of the funding for construction has been awarded in the 2022-23 STP cycle in the amount of \$11,782,400, an increase of \$882,400 from what was previously assumed. The City of New Berlin cost share for requested local scope has increased to \$1,208,600. Design costs have increased by \$90,000 due to additional consultant work to complete the plat and retaining wall designs. The county has applied for \$5,000,000 in congressionally directed spending to bring the total project county cost share closer to the standard 20%. The congressionally directed spending request is for federal fiscal year 2025 and the county anticipates a successful grant approval based on support from Rep. Fitzgerald. The county is coordinating Traffic Impact Analysis (TIA) improvements that will be constructed with the project as part of a mixed-use development between Greenfield Avenue and the Union Pacific Railroad. A project agreement is being drafted that will summarize added development construction costs with an equal and offsetting developer cost share.

Location: City of New Berlin

Analysis of Need: The concrete pavement along this portion of Moorland Road (CTH O) is in poor condition; the transverse and longitudinal joints show signs of significant deterioration. The roadway was first built in 1978 and was rehabilitated in 2006, but that rehabilitation is nearing the end of its useful life, and the concrete pavement will need to be replaced. Pavement issues are further compounded by the fact that this portion of Moorland Road is one of the busiest on the county highway system with nearly 40,000 vehicles per day. The corridor serves as a major access road between I-43 and I-94.

Alternatives: Attempt further rehabilitation. This alternate is not recommended because it is not considered cost-effective due to the poor condition of the existing pavement and the high cost of traffic control needed to maintain traffic for this roadway.

Ongoing Operating Costs: Operating costs are not expected to change.

Previous Action: Originally, the rehabilitation for this stretch of highway was included in capital project #201803, but is being split out into this separate project. Approved as a new project in the 2020-2024 capital plan. Accelerated in the 2021-2025 capital plan. Approved as planned in the 2022-2026 capital plan. Accelerated through ordinance 176-104 in 2022. Approved with a cost and revenue update in 2023-2027 capital plan. Approved with a cost and revenue update in 2024-2028 capital plan.