

Public Information Meeting

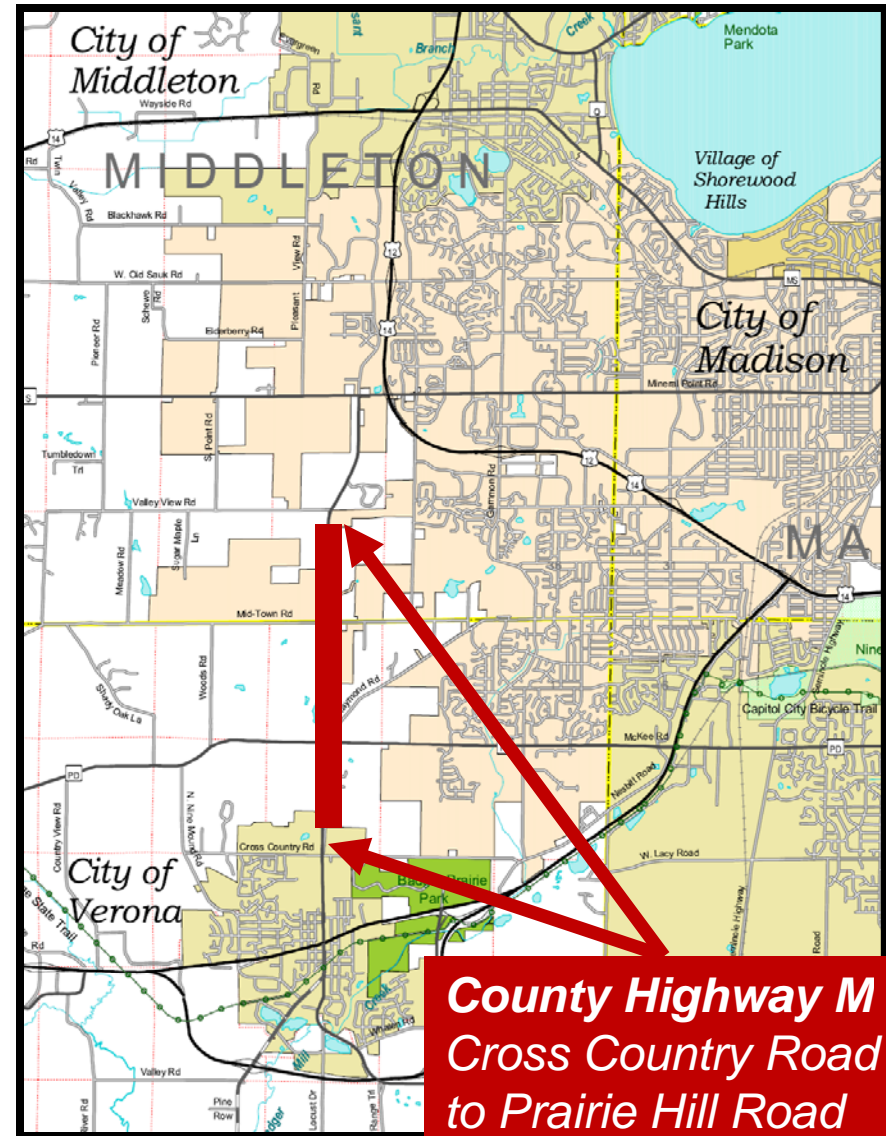
December 8, 2011

County Highway M
Cross Country Road to Prairie Hill Road



Meeting Agenda

- ▶ Purpose
 - Project introduction
 - Alternatives review
 - Public feedback
 - Q&A
- ▶ Format
 - Open house
 - Presentation
 - Q&A
 - Open house



Presentation Outline

- ▶ Project introduction
 - Project team
 - Project location & limits
 - Project scope
- ▶ Preliminary design concepts & alternatives
 - Environmental review
 - Intersection alternatives & analysis
 - Typical roadway sections
 - Intersecting street design and limits
 - Access
 - Bike & pedestrian accommodations
- ▶ Project schedule
- ▶ Questions

Project Team



- ▶ **City of Madison**
 - Rob Phillips, P.E. City Engineer
 - Chris Petykowski, P.E. Principal Engineer
 - Brian Smith, P.E. Traffic Engineer



- ▶ **City of Verona**
 - Ron Rieder, Director of Public Works
 - Bruce Sylvester, AICP, Director of Planning & Development



- ▶ **Dane County**
 - Pam Dunphy, P.E. Assistant Highway Commissioner
 - Matt Rice, P.E. Highway Engineer

Project Team



- ▶ MSA Professional Services
 - Jason DiPiazza, P.E.
 - Mike Statz, P.E.
 - Kevin Ruhland, P.E.
 - Chase Kieler, E.I.T.



- ▶ SRF Consulting Group
 - Bill Dunlop, P.E.
 - Paul Chellevoid, GISP



- ▶ Ourston Roundabout Engineers
 - Kevin Kuhlow, P.E.

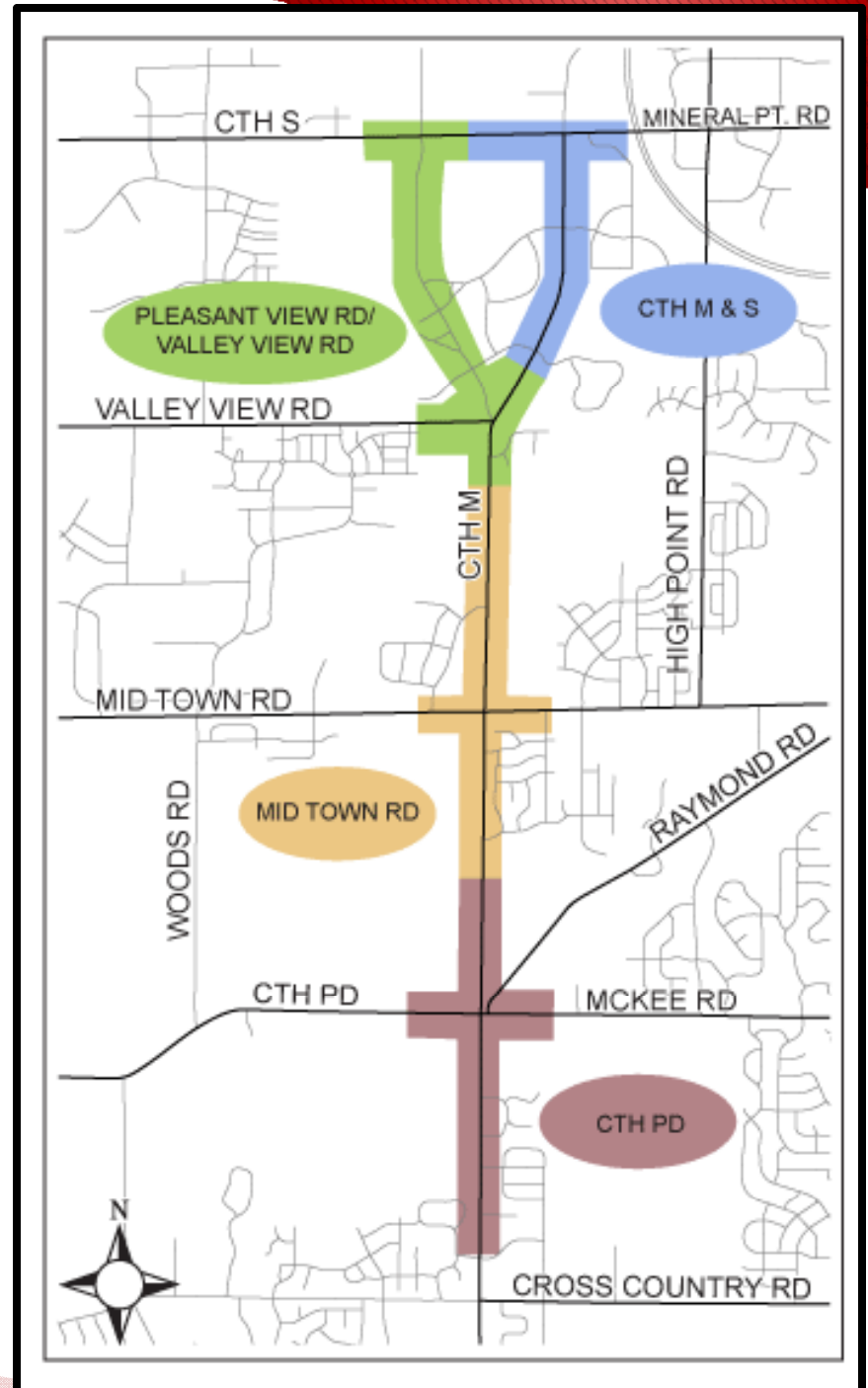


- ▶ Great Lakes Archaeological Research Center
 - Jennifer Haas, President

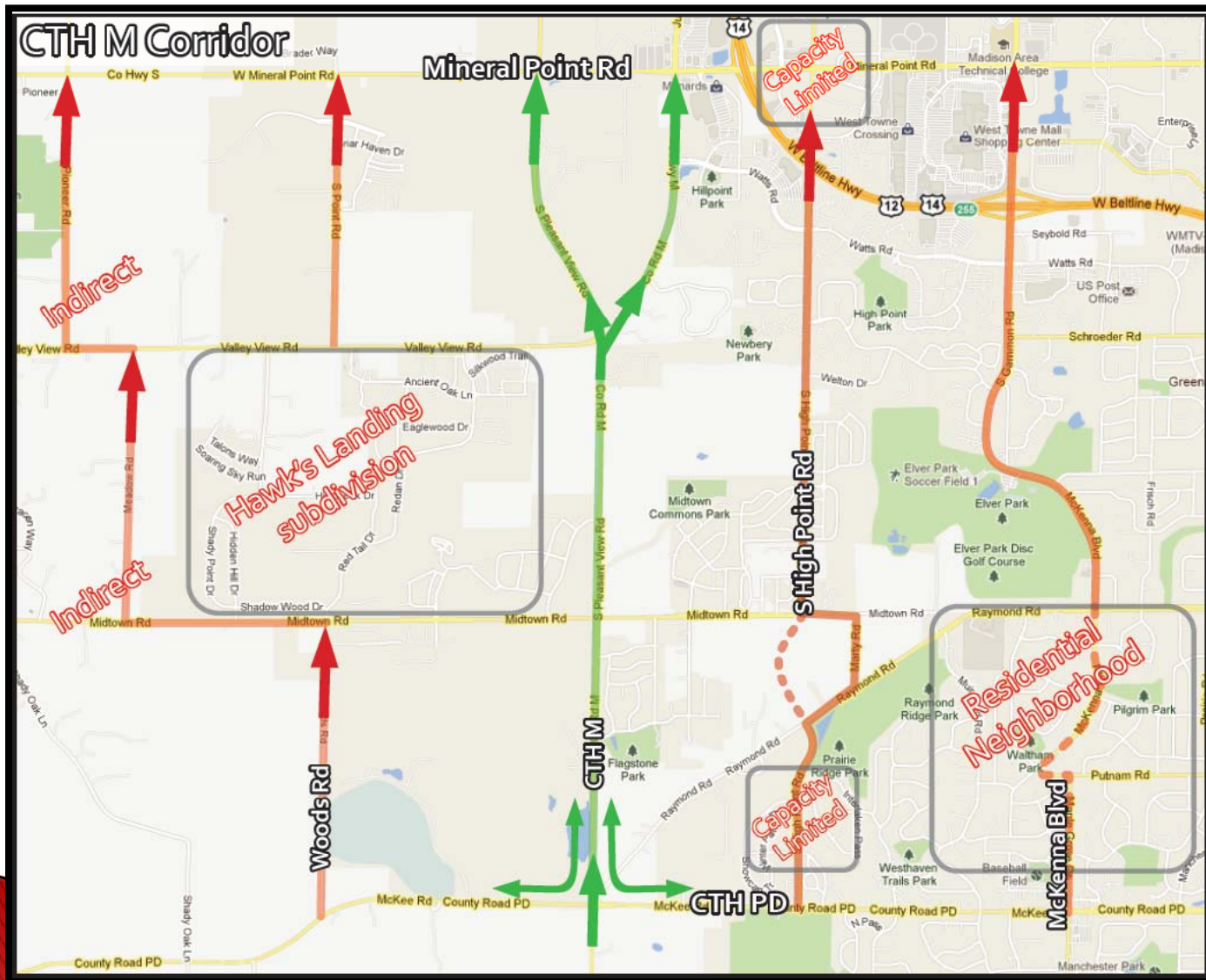
Project Location & Limits

- ▶ 2015 Construction
 - Flagstone Drive to Prairie Hill Road

- ▶ 2014 Construction
 - Prairie Oaks Drive to Flagstone Drive



Corridor Importance



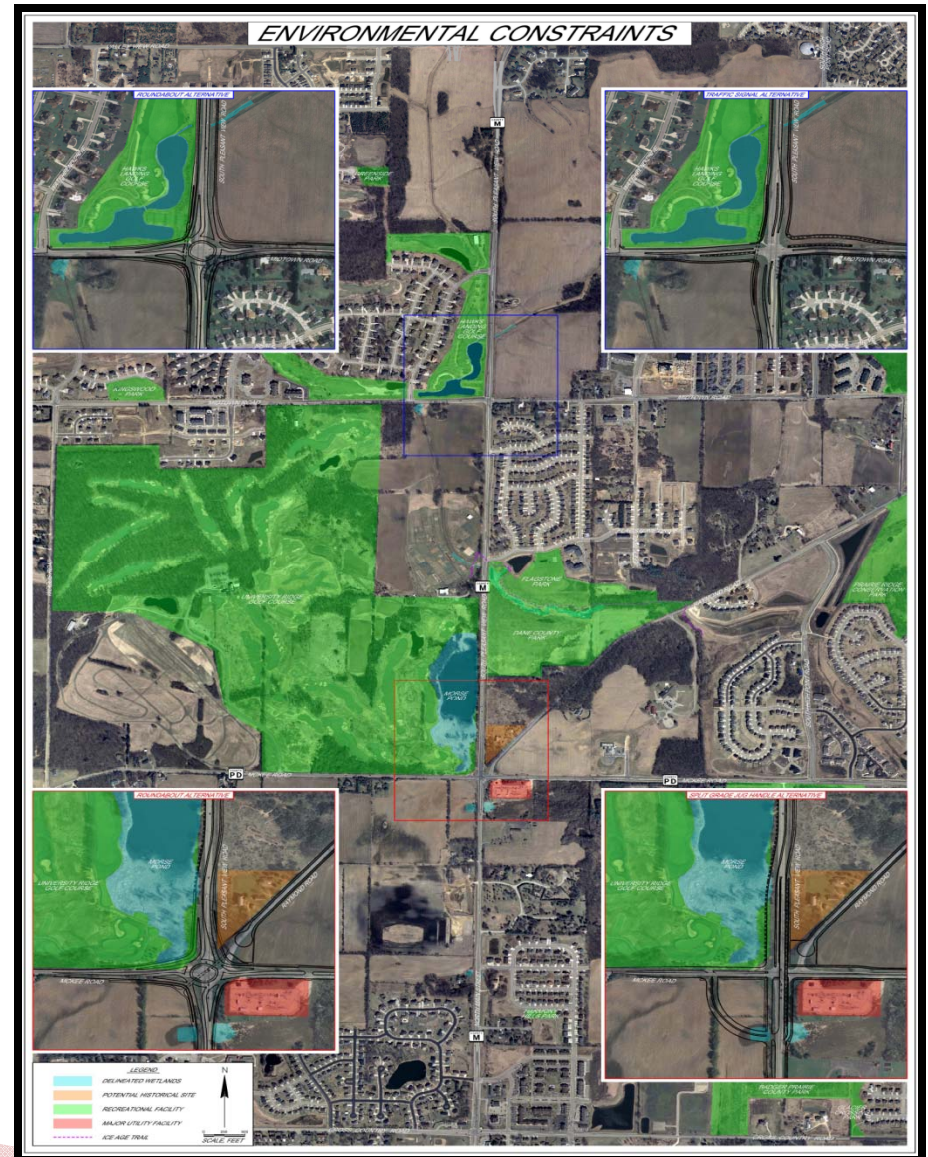
Project Goals

- Provide a safe and convenient corridor for all users, including
 - Pedestrians
 - Bicyclists
 - Motor vehicles
 - Transit
- Provide acceptable operating conditions for existing and future traffic volumes
- Accommodate planned growth in the area
- Provide well designed intersections that minimize impacts

Environmental Review

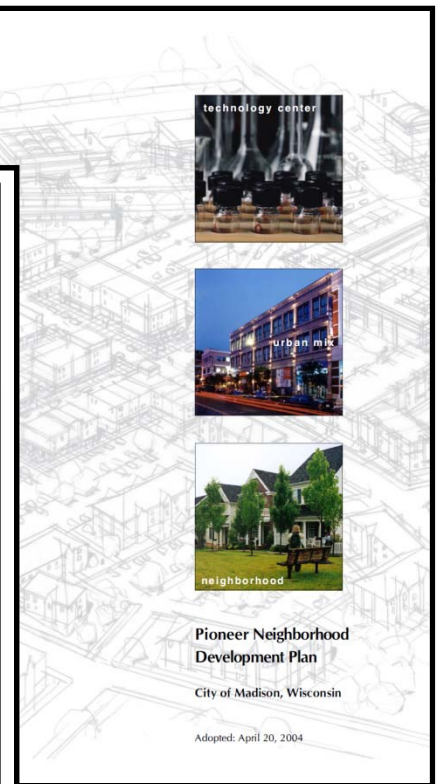
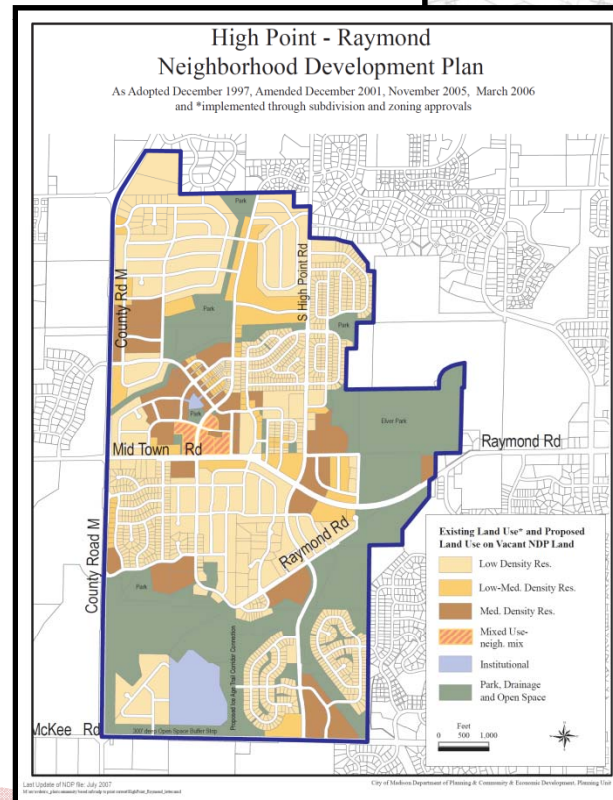
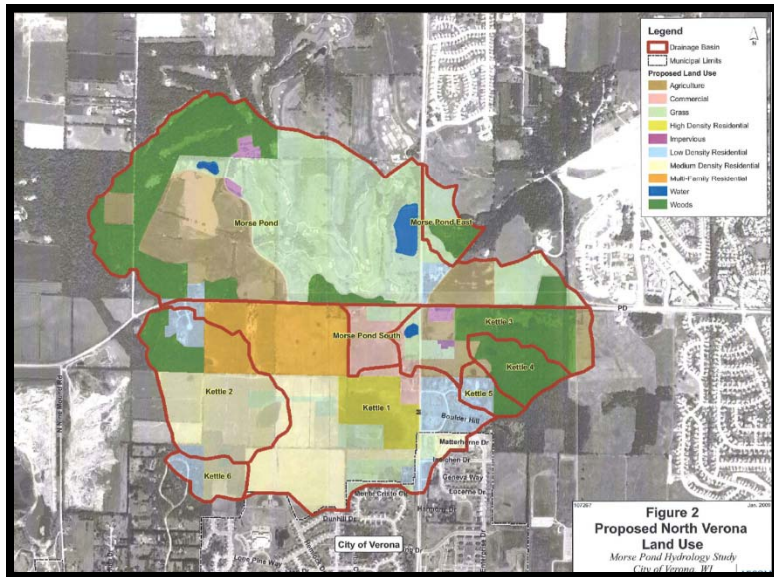
► Design Constraints

- Parks
 - Dane County
- Wetlands
 - Morse Pond
 - Badger Mill Creek
- Historical and Archaeological resources
- Existing land use
 - Golf courses
 - Residences
 - Utilities



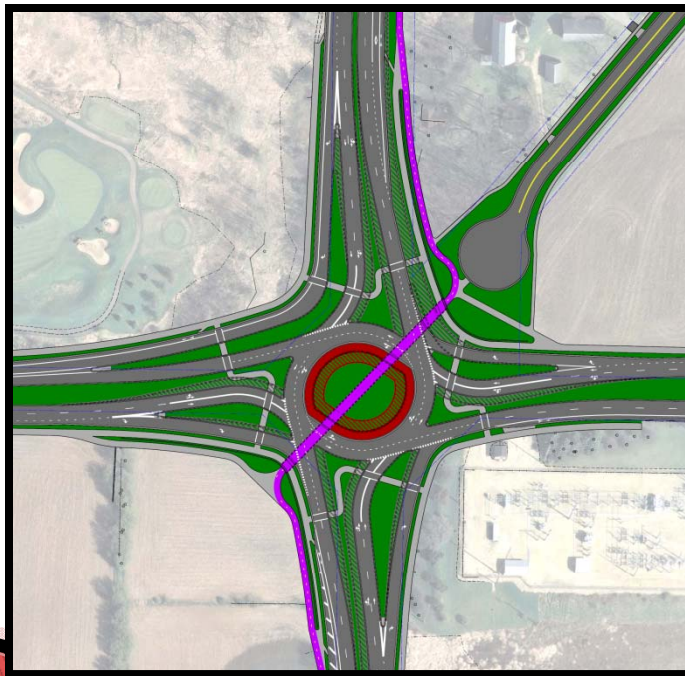
Intersection Improvements

- ▶ Traffic forecasting & modeling
 - Provided by Madison Area Transportation Planning Board
 - Neighborhood plans
 - Future development
- ▶ 20 Year projections (2035)

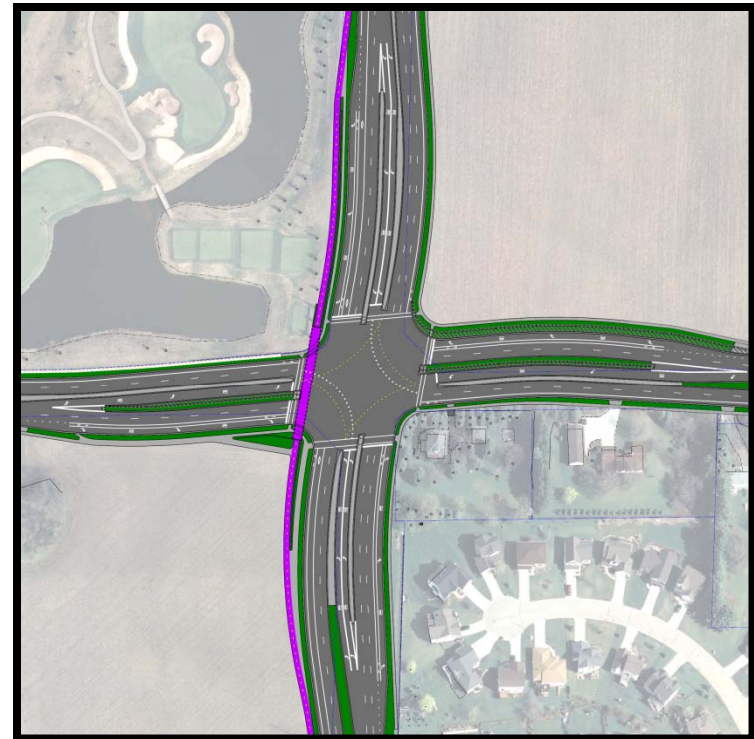


Intersection Improvements

- ▶ CTH PD and Mid Town Road intersection design alternatives
 - Signals
 - Roundabouts

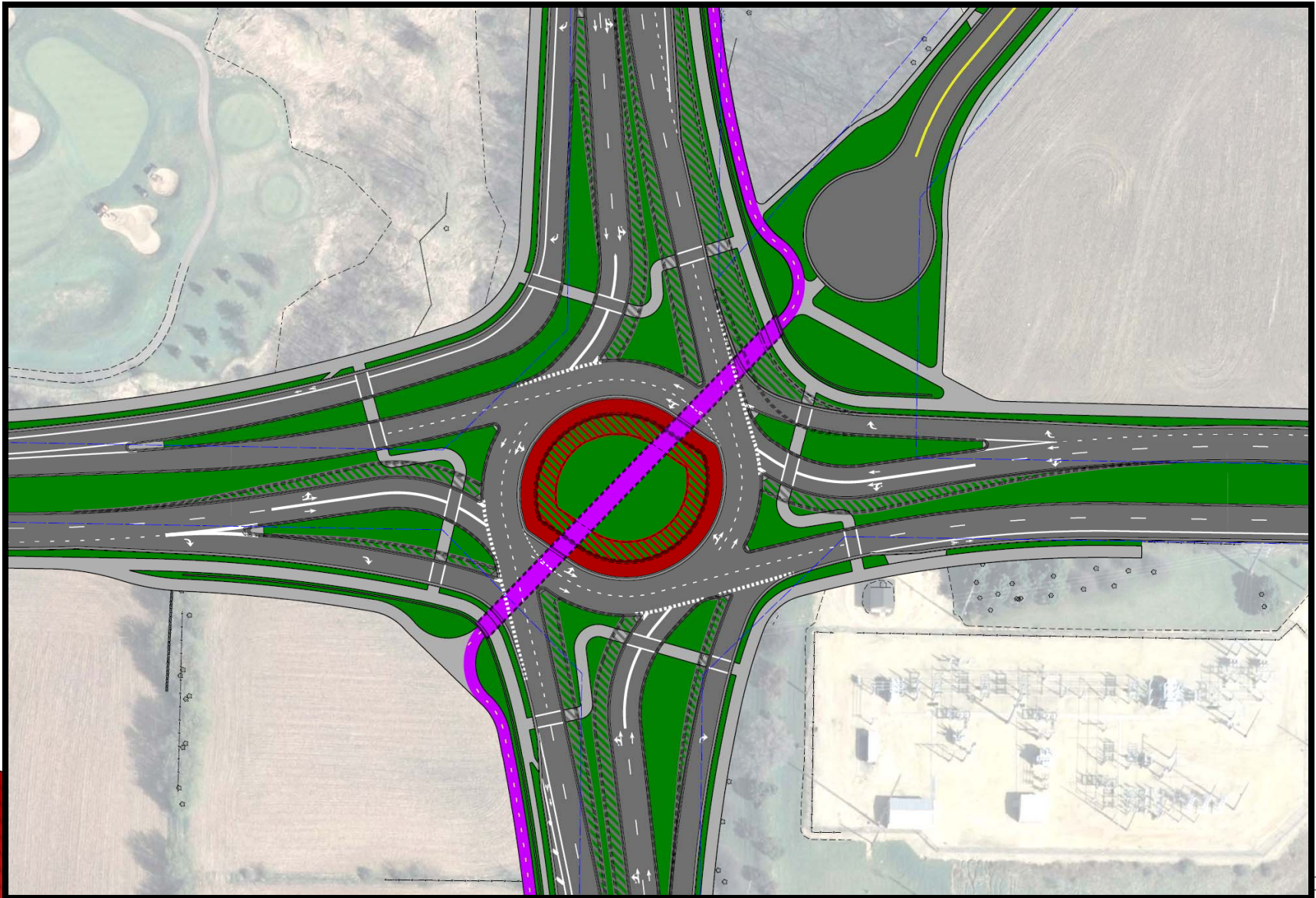


Roundabout Alternative – CTH PD

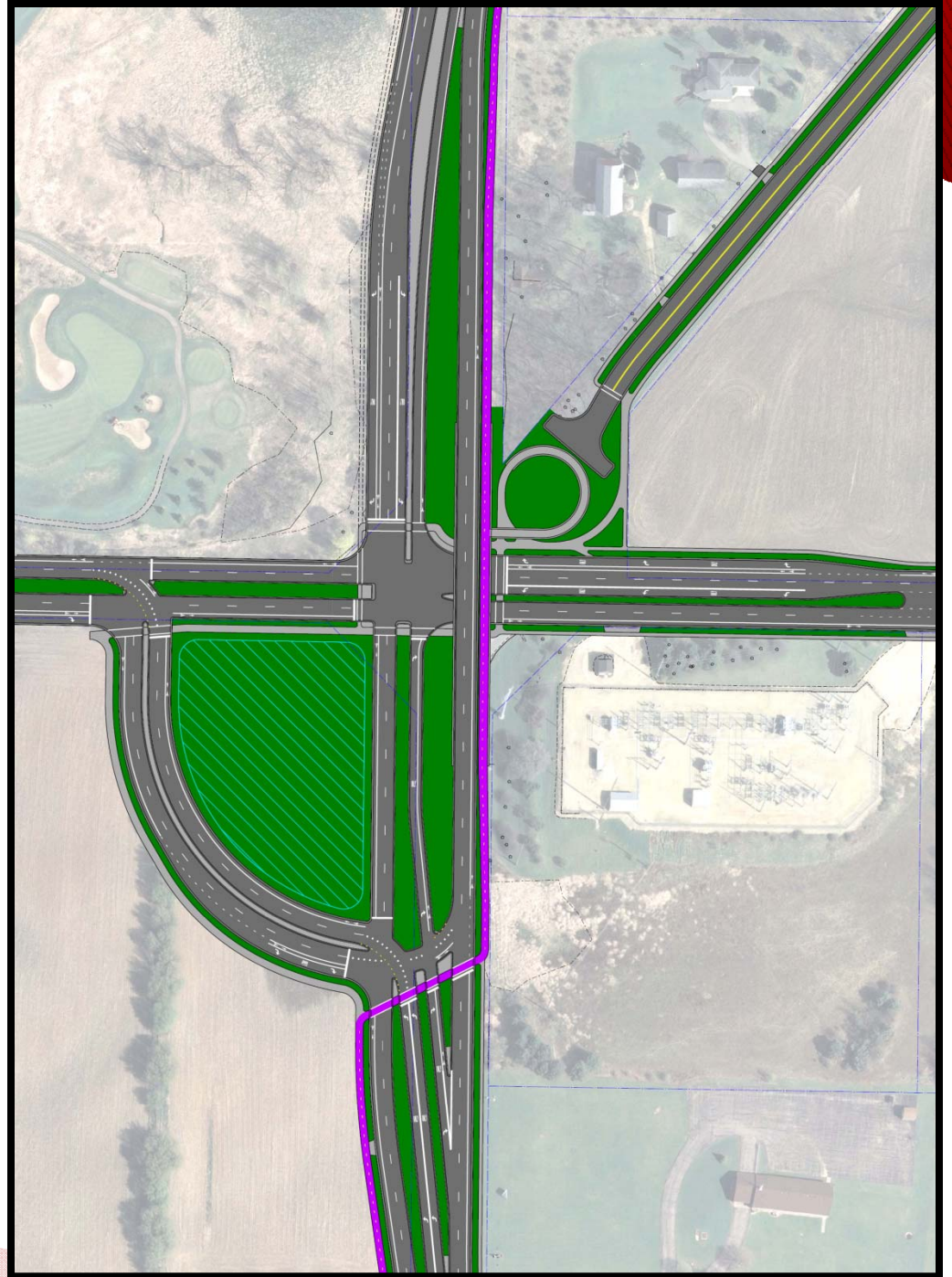
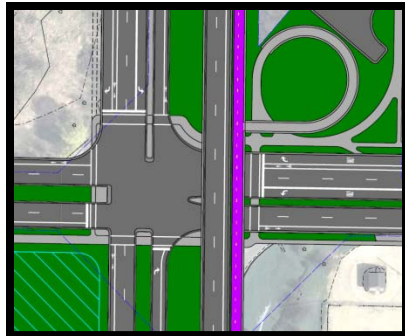


Traffic Signal Alternative Mid Town Road

CTH PD – Roundabout



CTH PD - Split Grade Jug Handle



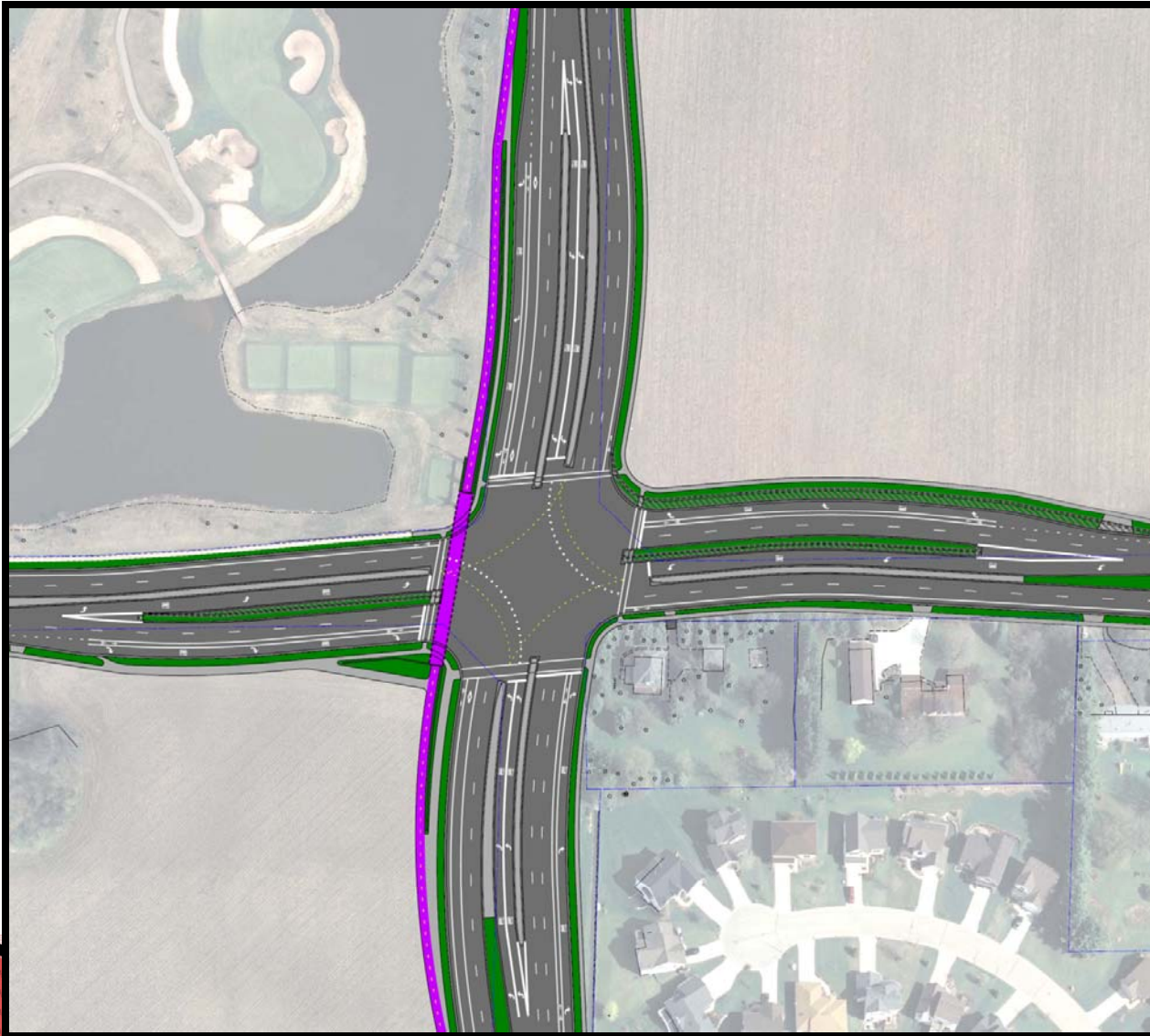
Alternative Comparison

CTH PD & CTH M	Roundabout	Split Grade Jug Handle	At Grade Traffic Signal
Operation ¹ 2035 Traffic Volumes	Better (LOS C)	Better (LOS C)	Failing (LOS E)
Right of Way required (cost)	2.5 Acres (\$1.6 Million)	6.0 Acres (\$3.9 Million)	3.9 Acres (\$2.5 Million)
Estimated construction cost	\$3.6 Million	\$6.0 Million	\$3.8 Million
Environmental impacts	Wetlands, Utilities, Farmland	Wetlands, Utilities, Farmland	Wetlands, Utilities, Farmland,

¹ Scale of A (best) to F (severe congestion)

Total estimated cost of remaining corridor (outside intersection limits): **\$15.2 Million** (including R/W)

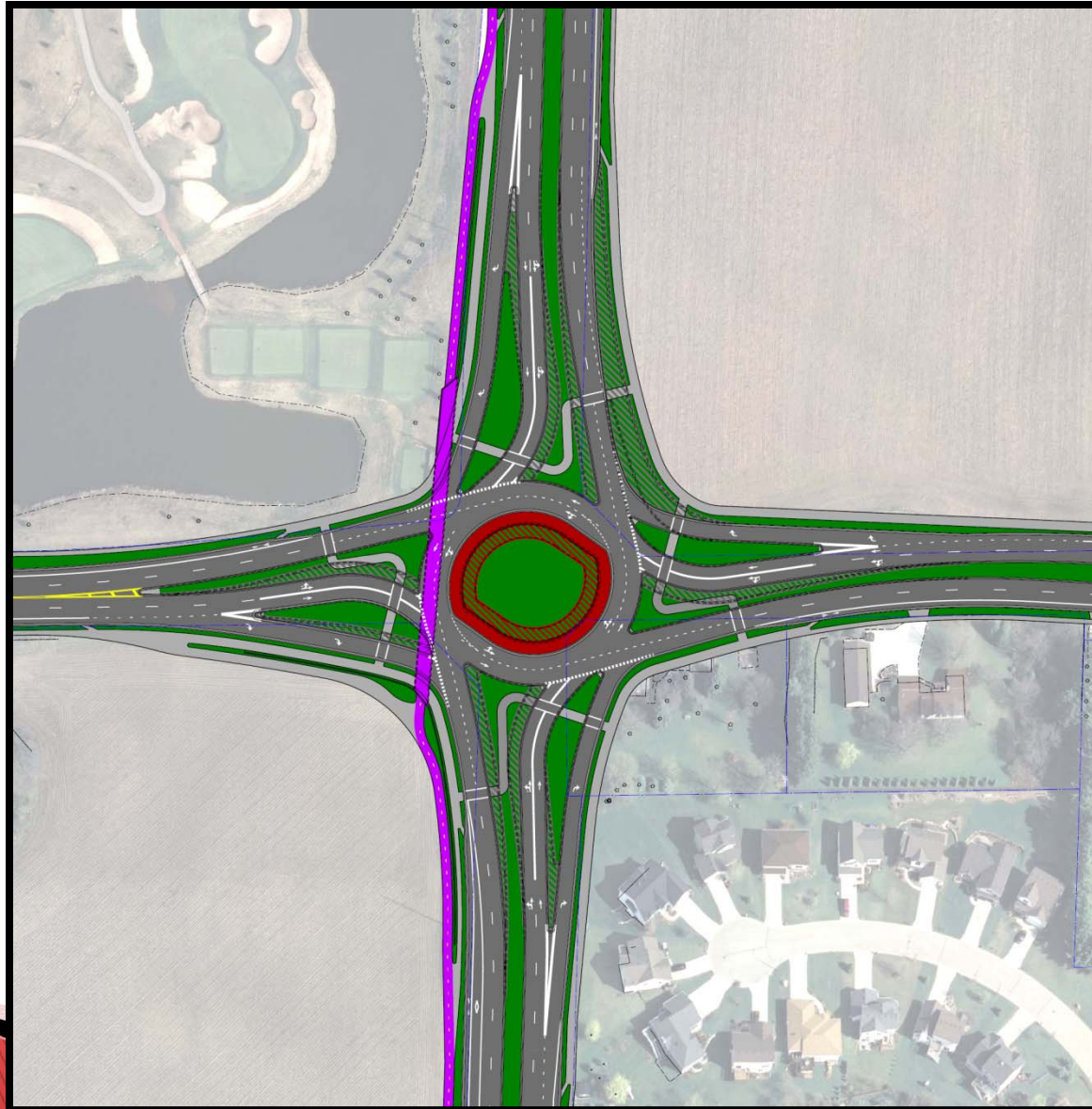
Mid Town Road Signals



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Mid Town Road – Roundabout



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Alternative Comparison

Mid Town Road & CTH M	Roundabout	At Grade Traffic Signal
Operation ¹ 2035 Traffic Volumes	Better (LOS C)	Acceptable (LOS D)
Right of Way required (cost)	3.8 Acre (\$2.5 Million)	3.4 Acre (\$2.2 Million)
Estimated construction cost	\$3.7 Million	\$4.0 Million
Environmental impacts	Residence relocation, Golf Course, Farmland	Golf Course, Farmland
Adjacent property access (Existing homes on Mid Town Road)	Better (U-turn at roundabout)	Limited (right in/right out)

¹ Scale of A (best) to F (severe congestion)

Total estimated cost of remaining corridor (outside intersection limits): **\$15.2 Million** (including R/W)

CTH M – Roadway section

- ▶ Urban cross section
- ▶ Lane quantity controlled by intersections
 - 4 to 6 travel lanes
 - Restricted use lane
 - Allows for future capacity expansion
- ▶ Raised median
- ▶ Bike lanes
- ▶ Sidewalks

CTH-M RECONSTRUCTION PROJECT



10	8	5	11	11	22	11	11	5	8	5
Multi-Use Path	Terrace	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Terrace	Sidewalk

Prairie Oaks Drive to CTH PD (*typical section*)

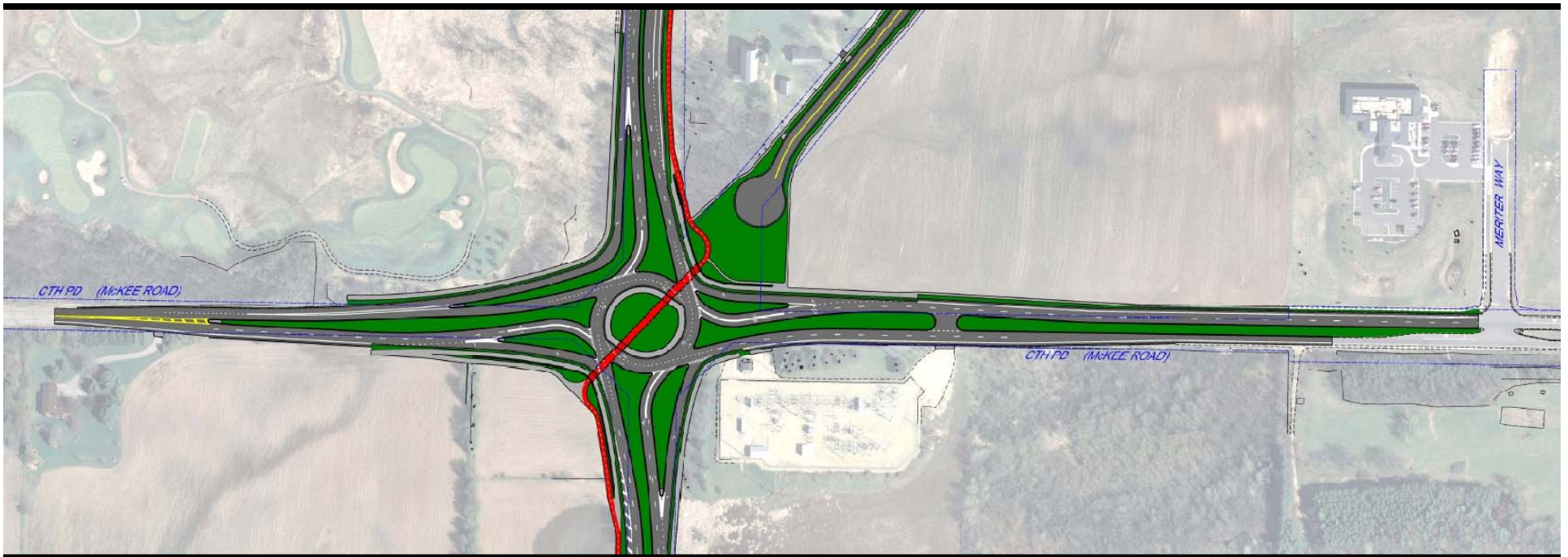
CTH-M RECONSTRUCTION PROJECT



Flagstone Drive to Prairie Hill Road *(typical section)*

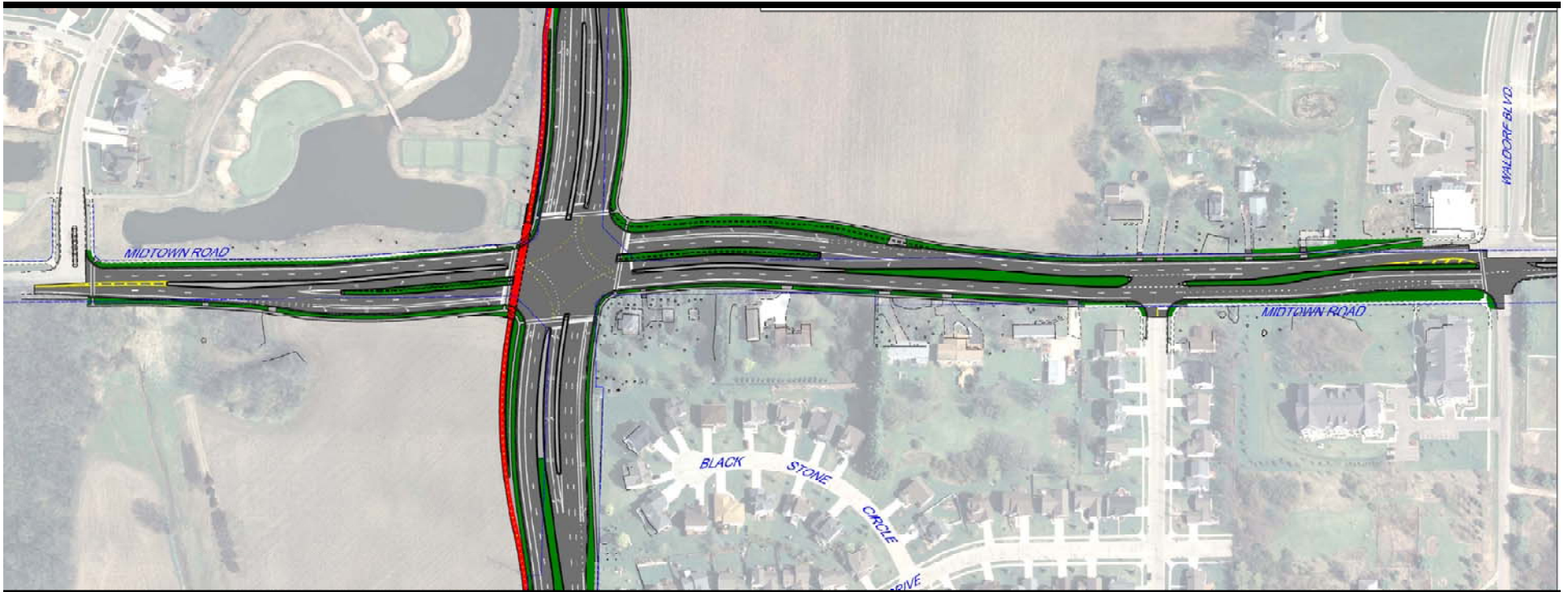
CTH PD

- ▶ Designed for 4 lane divided arterial
- ▶ West Limits controlled by intersection alternative
- ▶ East Limits to Meriter Way



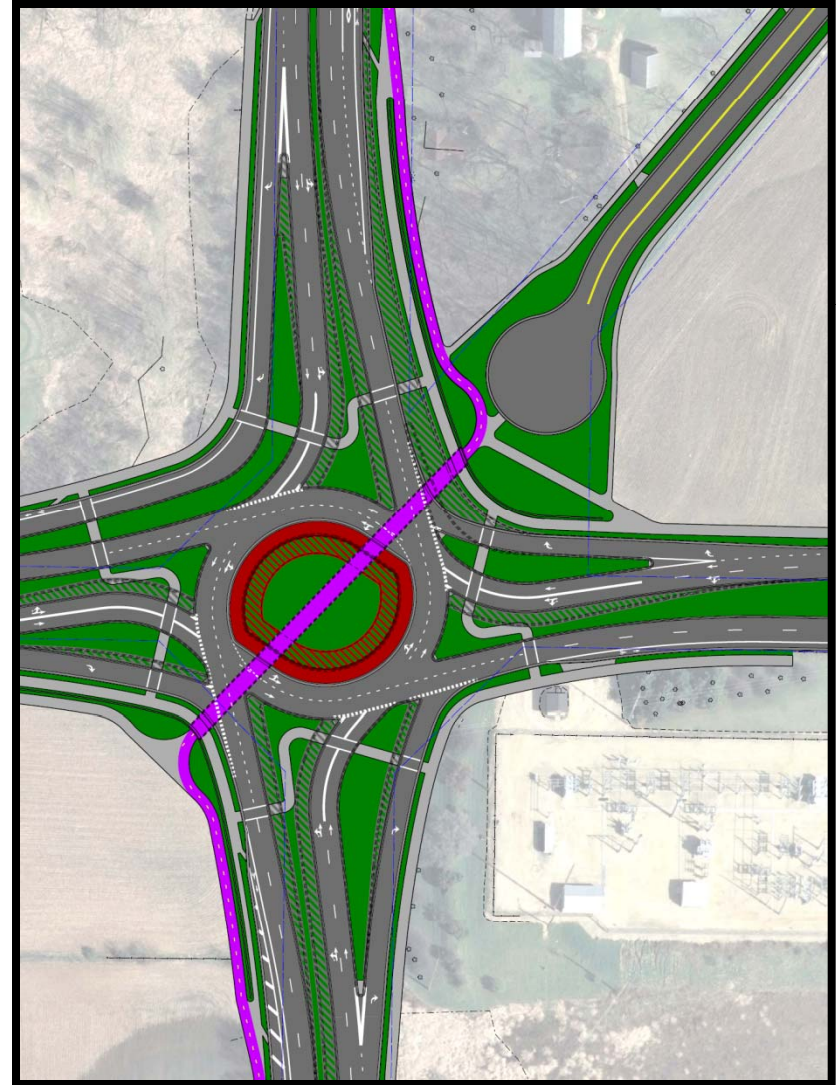
Mid Town Road

- ▶ Designed for 4 lane arterial
- ▶ Limits: Waterbend Drive to Waldorf Boulevard



Raymond Road

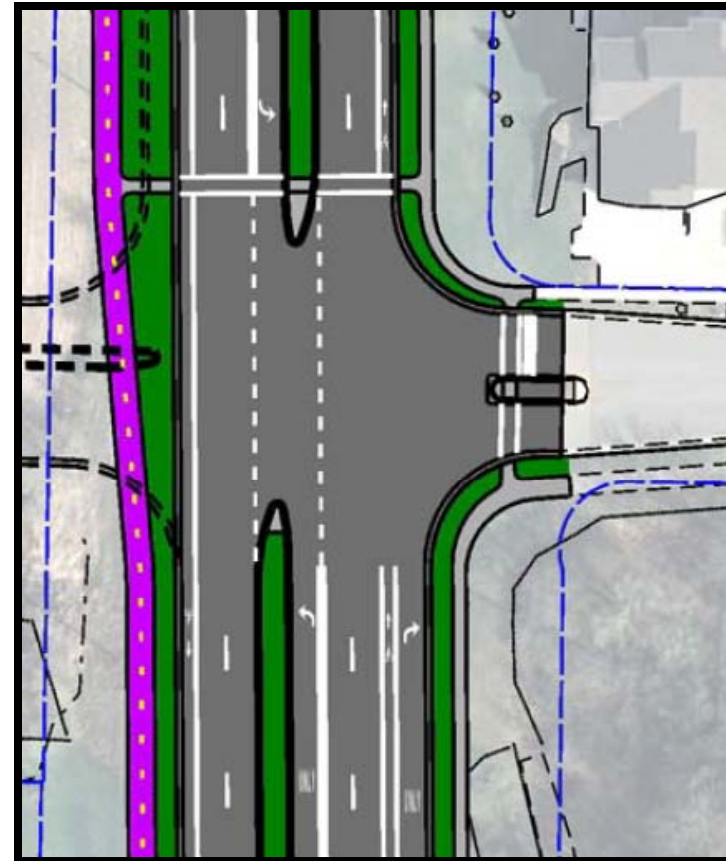
- ▶ CTH PD intersection
 - High traffic volume limits safe and efficient connection
- ▶ Neighborhood plan
 - Shows disconnecting Raymond Road at CTH PD
- ▶ Reconstruction to Hickory Ridge Road
 - New storm and sanitary sewer will follow Raymond Road



Access:

Lower volume side streets

- ▶ Full access to CTH M
 - Bering/Prairie Oaks Drive
 - Ineichen Drive
 - Stony Ridge Circle
 - Location is dependent on intersection design
 - Flagstone Drive
 - Prairie Hill Road

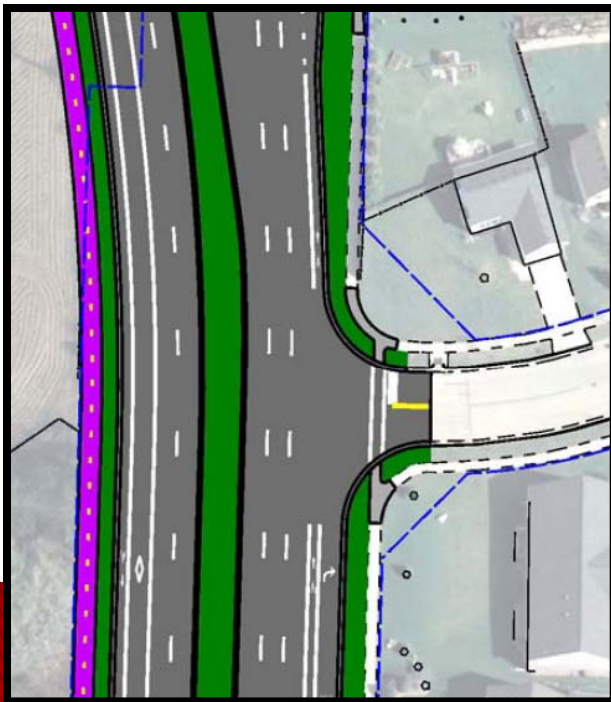


Ineichen Drive Intersection

Access:

Lower volume side streets

- ▶ Right-in/Right-out
 - Shale Drive
 - Waterbend Drive
 - Private driveways
- ▶ Right-in/Right-out & Left in
 - Harmony Drive



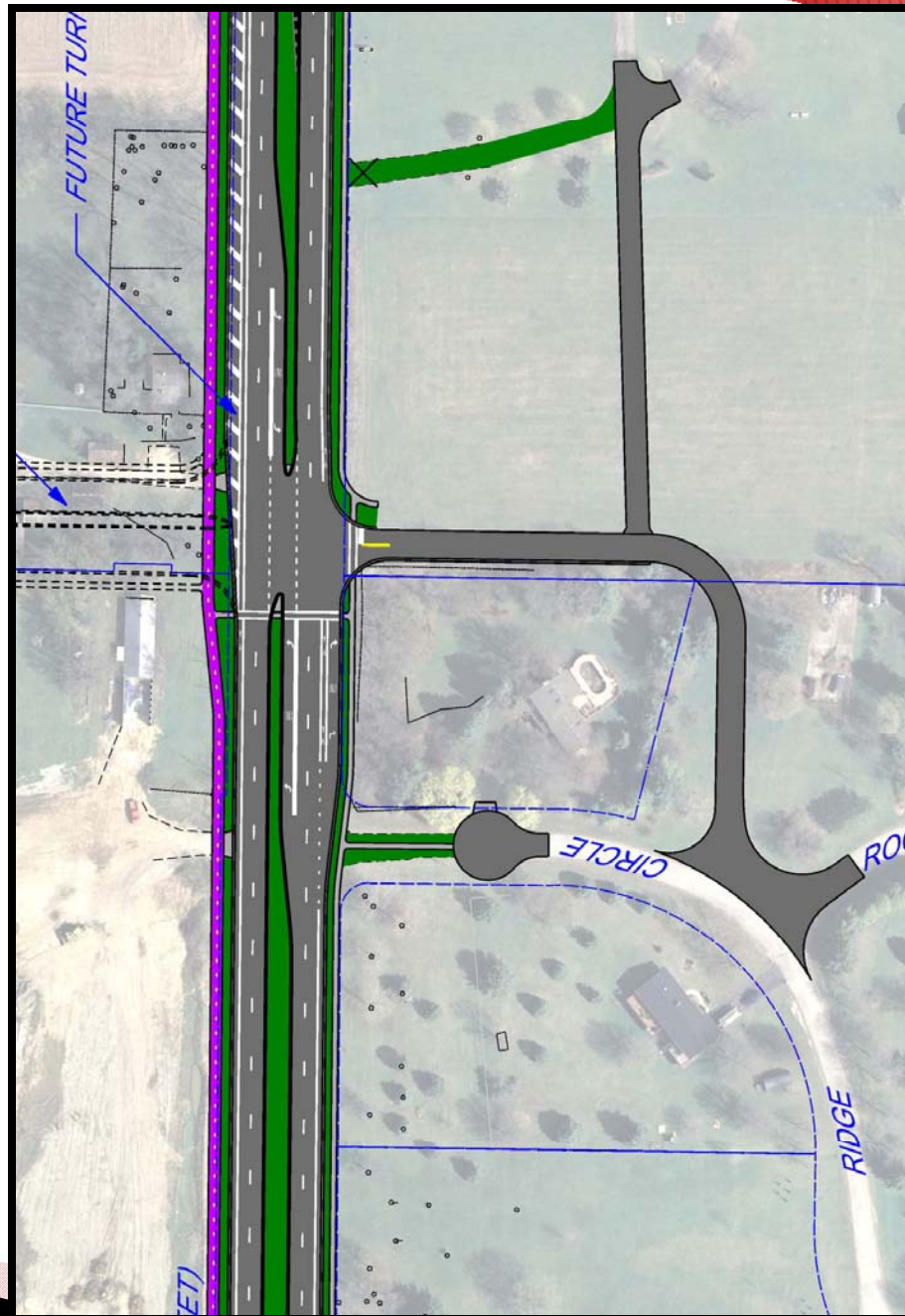
Shale Drive
Intersection



Harmony Drive
Intersection

Access: Future Street

- ▶ Future street between CTH M and Nine Mound Road
- ▶ Accommodate with CTH M project
- ▶ Option 1:
 - Line up along property lines
 - Realign Stony Ridge Circle

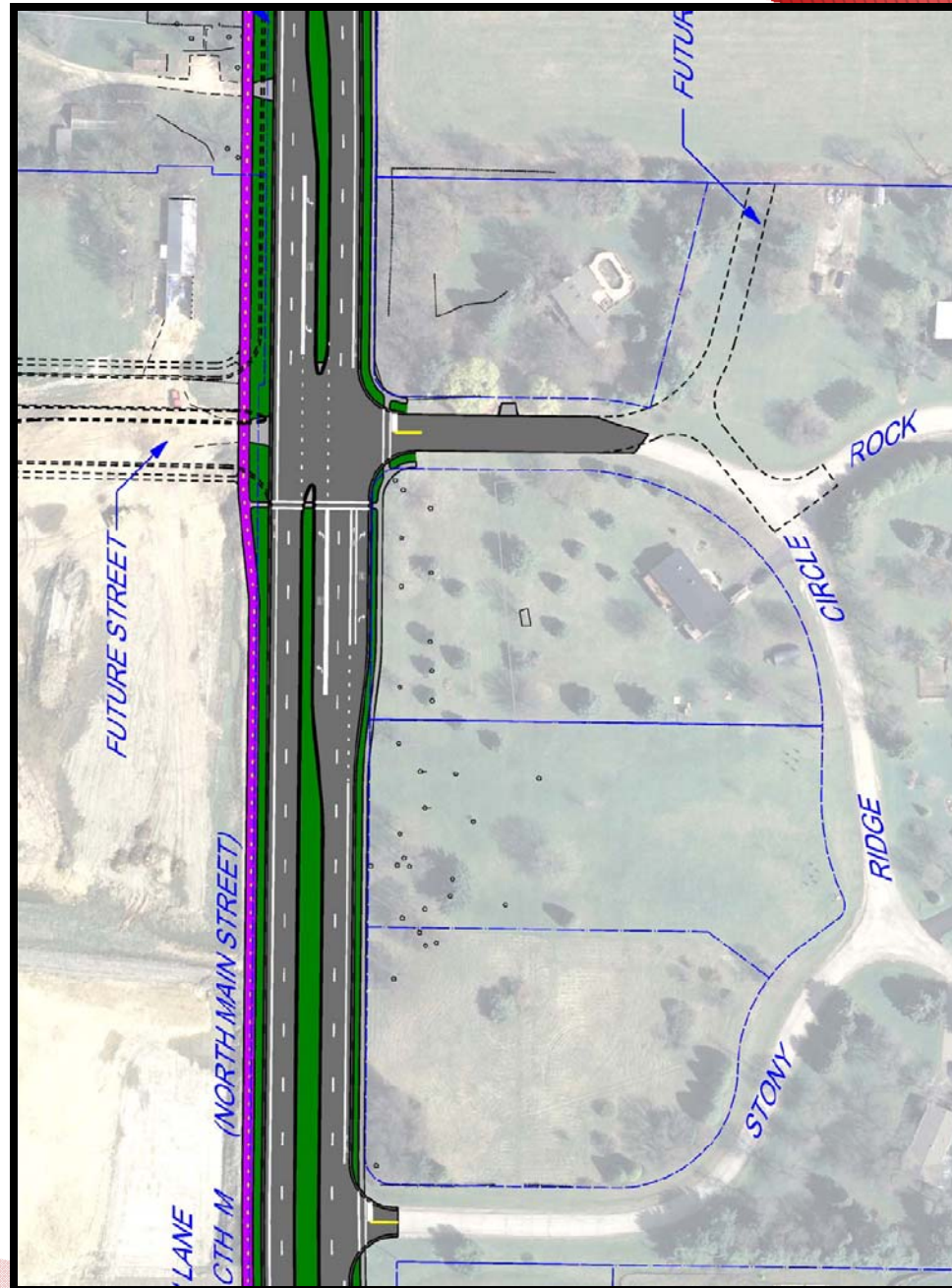


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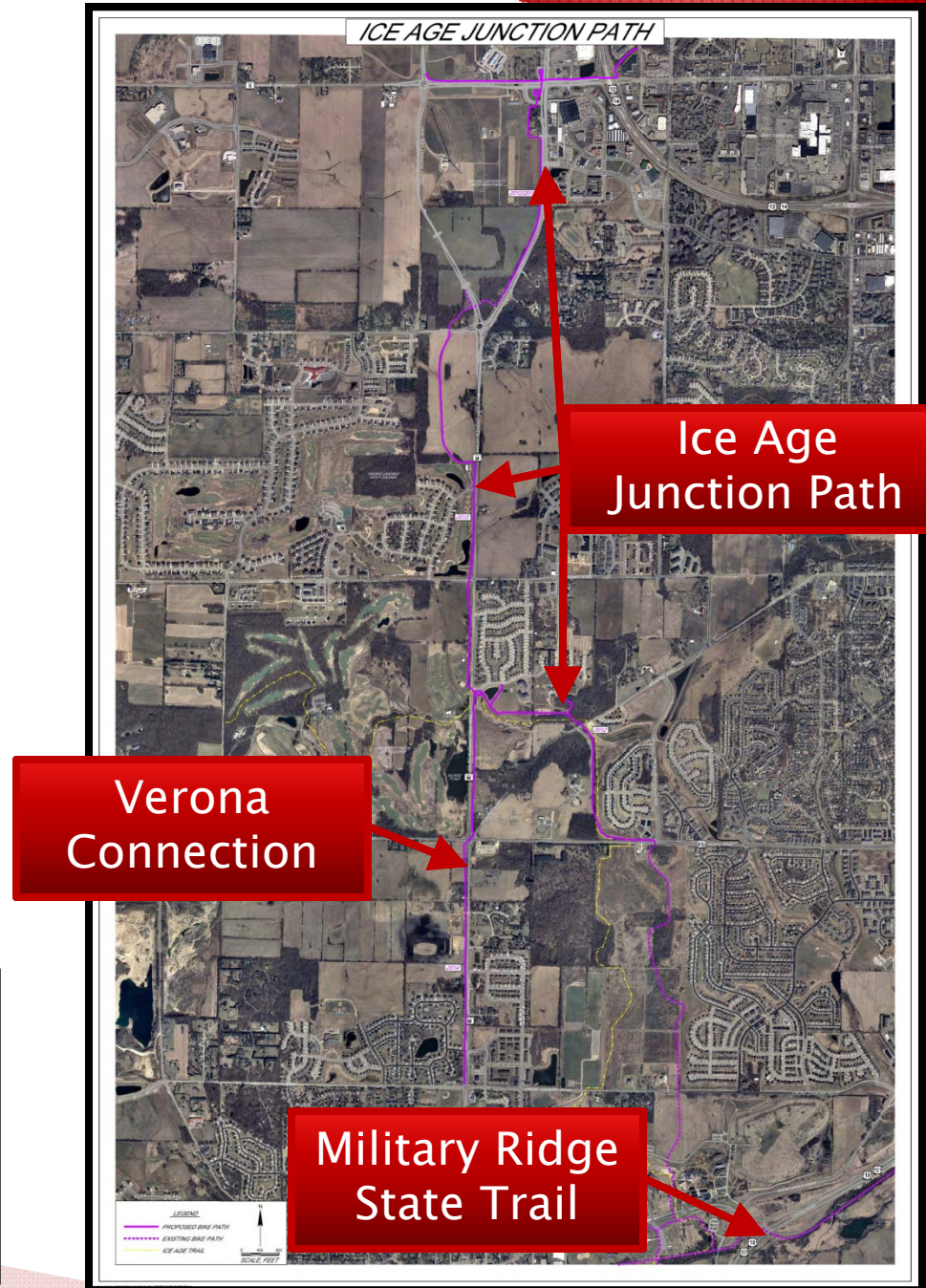
Access: Future Street

- ▶ Future street between CTH M and Nine Mound Road
- ▶ Accommodate with CTH M project
- ▶ Option 2:
 - Line up with Stony Ridge Circle



Bike Facilities

- ▶ Bike lanes
 - All arterials
- ▶ Bike Path
 - Ice Age Junction Path
 - Military Ridge Trail to West side of Madison
 - Verona Connection
 - Tie Verona into Ice Age Junction Path



Grade Separated Crossings

- ▶ Flagstone Drive
- ▶ Mid Town Road
- ▶ CTH PD*

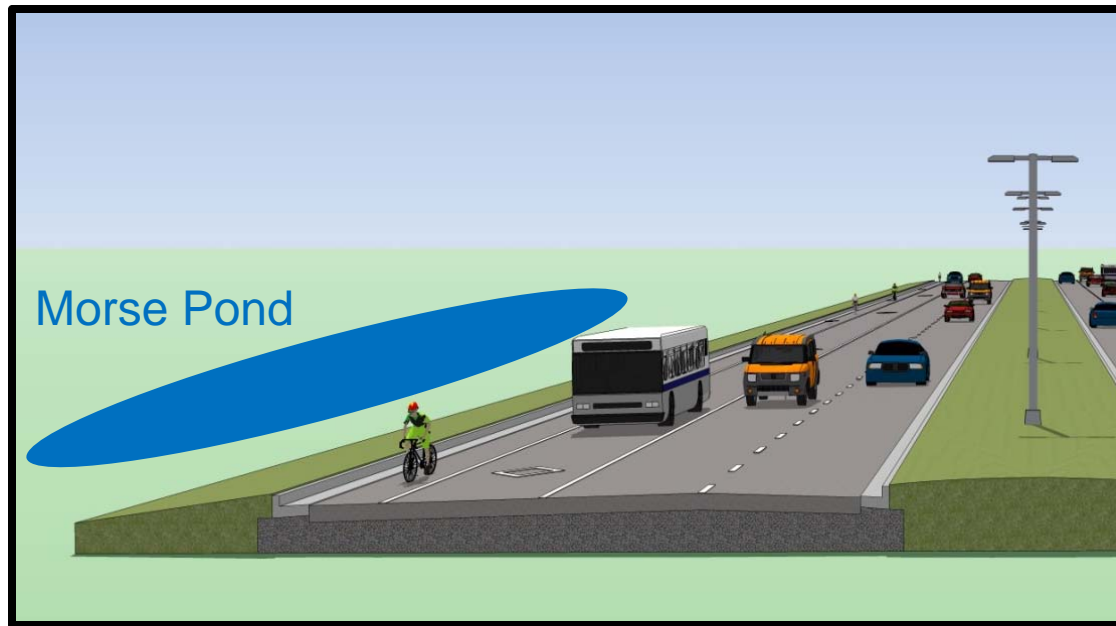
*Depends on alternative



Existing underpasses for
Ice Age Junction Path at
Valley View Road

Sidewalks

- ▶ Along all arterials
- ▶ Desire for sidewalk along Morse Pond?



Project Schedule

▶ Current Status

- Preliminary design and alternatives analysis

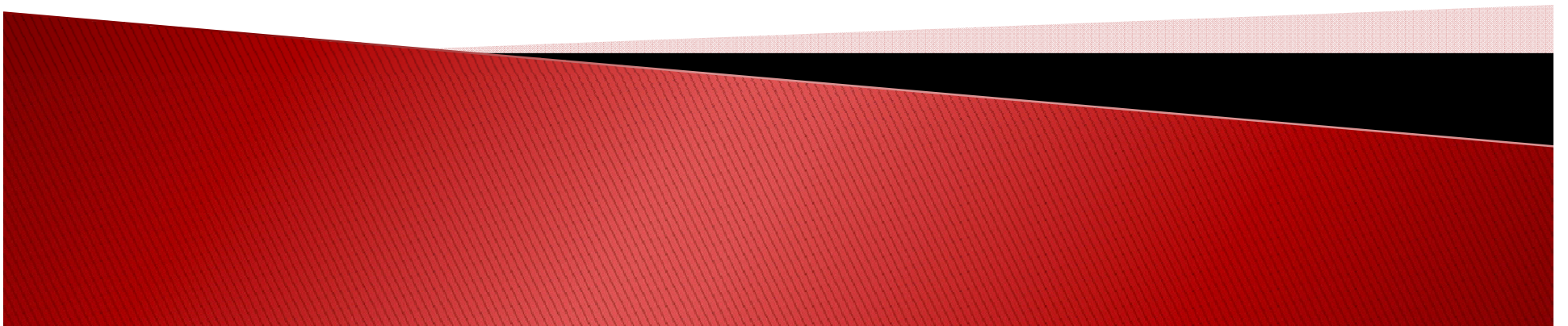
▶ Next Steps

- Develop preferred alternative & preliminary plans
- Next Public Information Meeting
 - Spring 2012
- CTH PD Segment
 - Final plans complete: Summer 2013
 - Construction: Beginning 2014
- Mid Town Road Segment
 - Final plans complete: Summer 2014
 - Construction: Beginning 2015

Project Goals

- Provide a safe and convenient corridor for all users, including
 - Pedestrians
 - Bicyclists
 - Motor vehicles
 - Transit
- Provide acceptable operating conditions for existing and future traffic volumes
- Accommodate planned growth in the area
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Questions?



Thank you!

