

Public Involvement Meeting

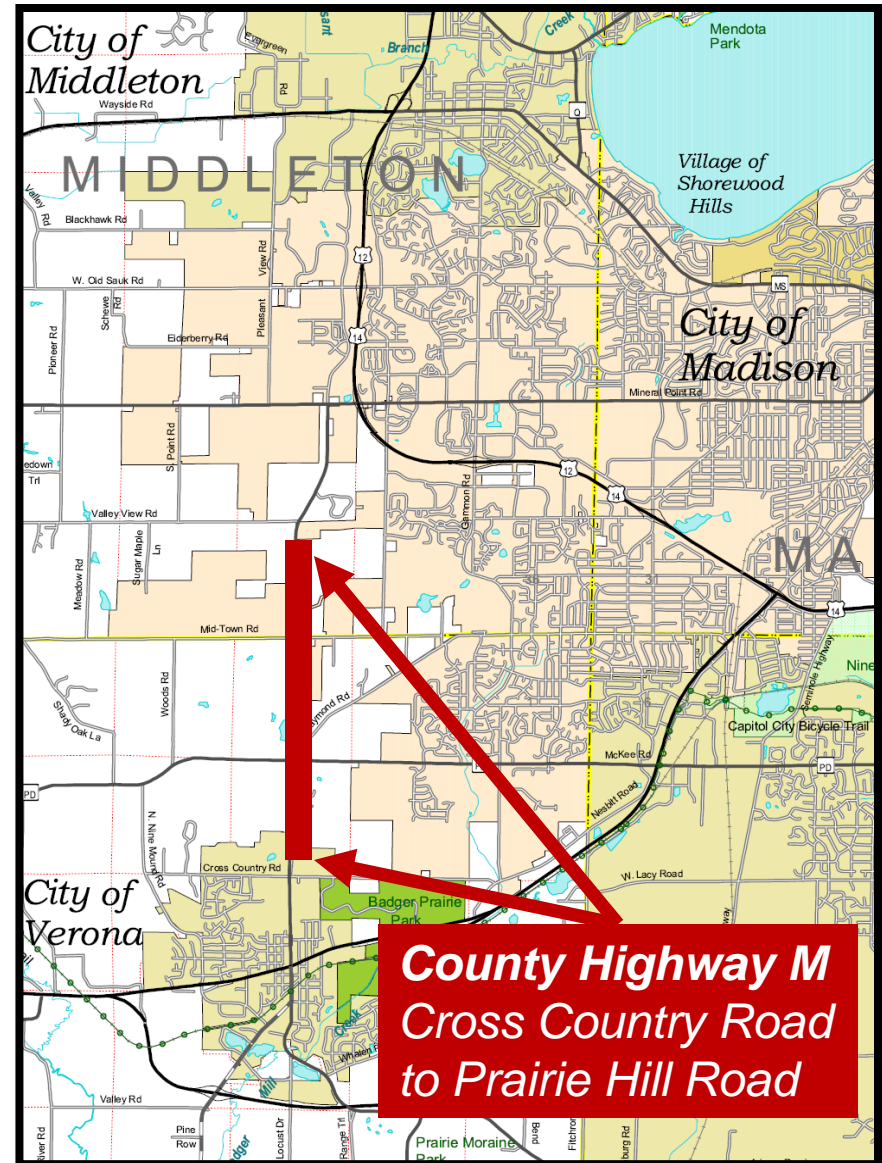
March 12, 2014

County Highway M
Cross Country Road to Prairie Hill Road



Meeting Agenda

- ▶ Purpose
 - Updated County M & County PD Intersection Design
 - Gather feedback &
 - Answer questions
- ▶ Format
 - Presentation
 - Q&A
 - Open house



Presentation Outline

- ▶ Project review
 - Location
 - Goals
- ▶ Preferred preliminary design alternative
 - Intersection alternatives
 - Typical roadway sections
 - Bike & pedestrian accommodations
- ▶ Updated 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
 - Bill Burns, Administrator
 - Adam Sayre, Director of Planning & Development



- ▶ Dane County
 - Pam Dunphy, P.E. Assistant Highway Commissioner

Project Team



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



- ▶ SRF Consulting Group
 - Derek Hungness, P.E.
 - Paul Chellevoid, AICP, GISP



- ▶ GHD
 - Kevin Kuhlow, P.E.

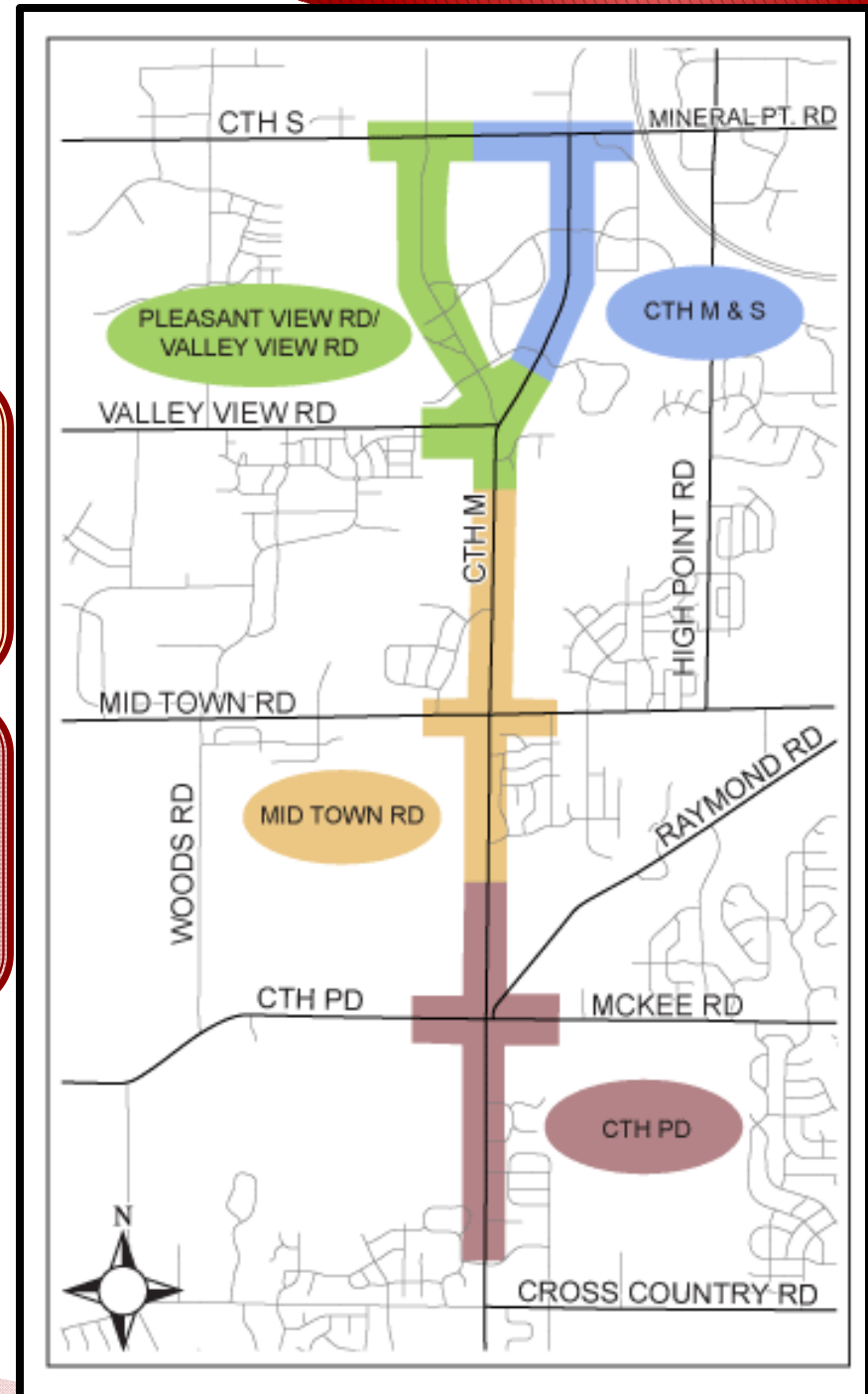


- ▶ Great Lakes Archaeological Research Center
 - Jennifer Haas, President
 - Katherine Shillinglaw, M.S., RPA

Project Location

▶ Flagstone Drive to
Prairie Hill Road

▶ Prairie Oaks Drive to
Flagstone Drive

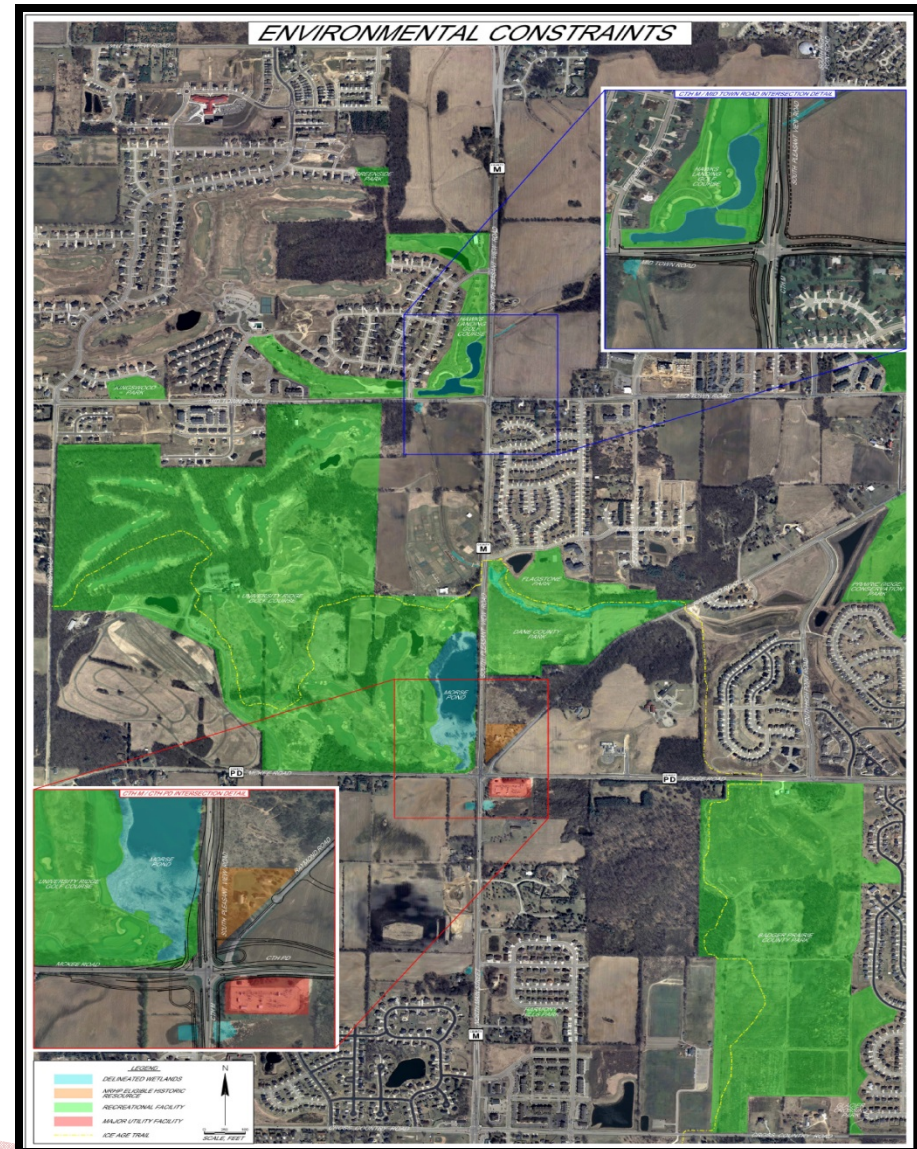


Project Goals

- 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

- ▶ Historical Resources
 - Schroeder–Stickelberg–Thompson Farmstead
- ▶ Wetlands
 - Morse Pond
 - Badger Mill Creek
 - County M & PD intersection
- ▶ Parks & Recreation
 - Golf courses
 - Dane County Park
 - Ice Age Trail

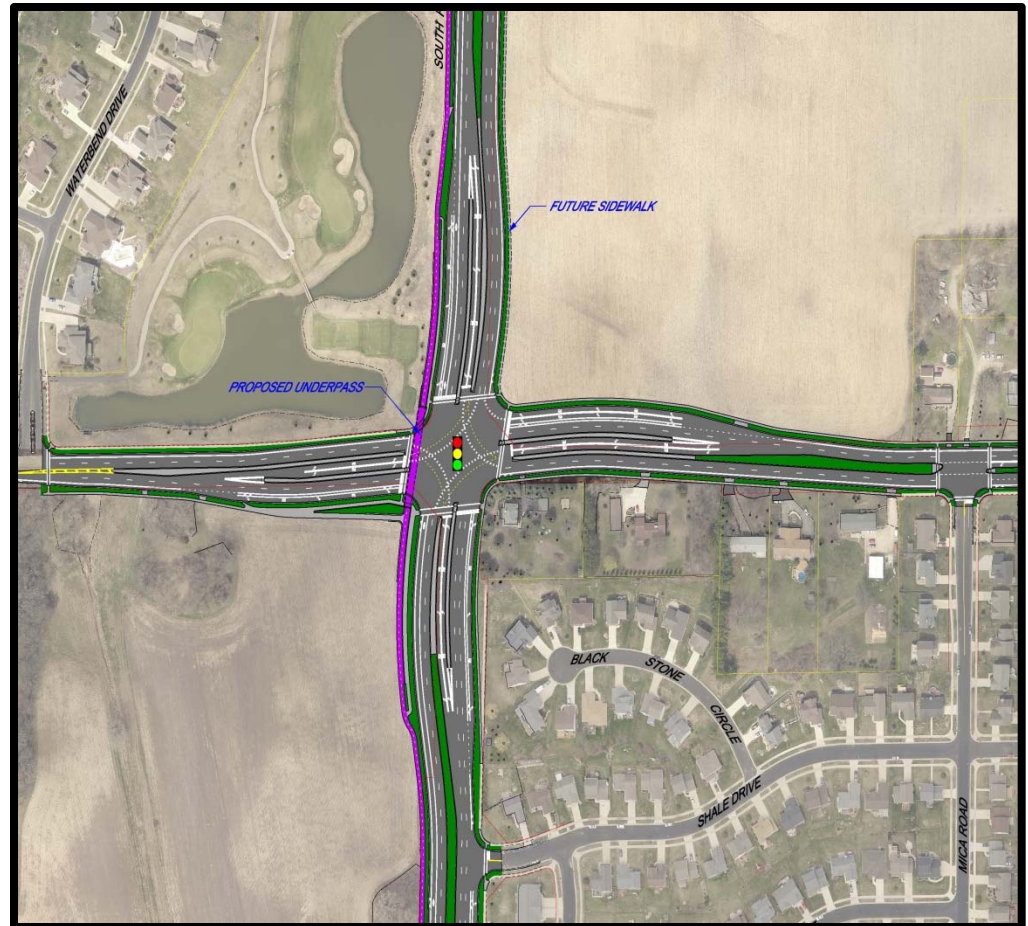


Intersection Improvements

Provide well designed intersections that minimize impacts

- ▶ **Mid Town Road**
 - Traffic Signal
 - 2 lane Roundabout (expandable to 3 lane)

- ▶ **Preferred alternative: Traffic Signal**
 - Selected & approved after consideration of stated project goals and public comment.



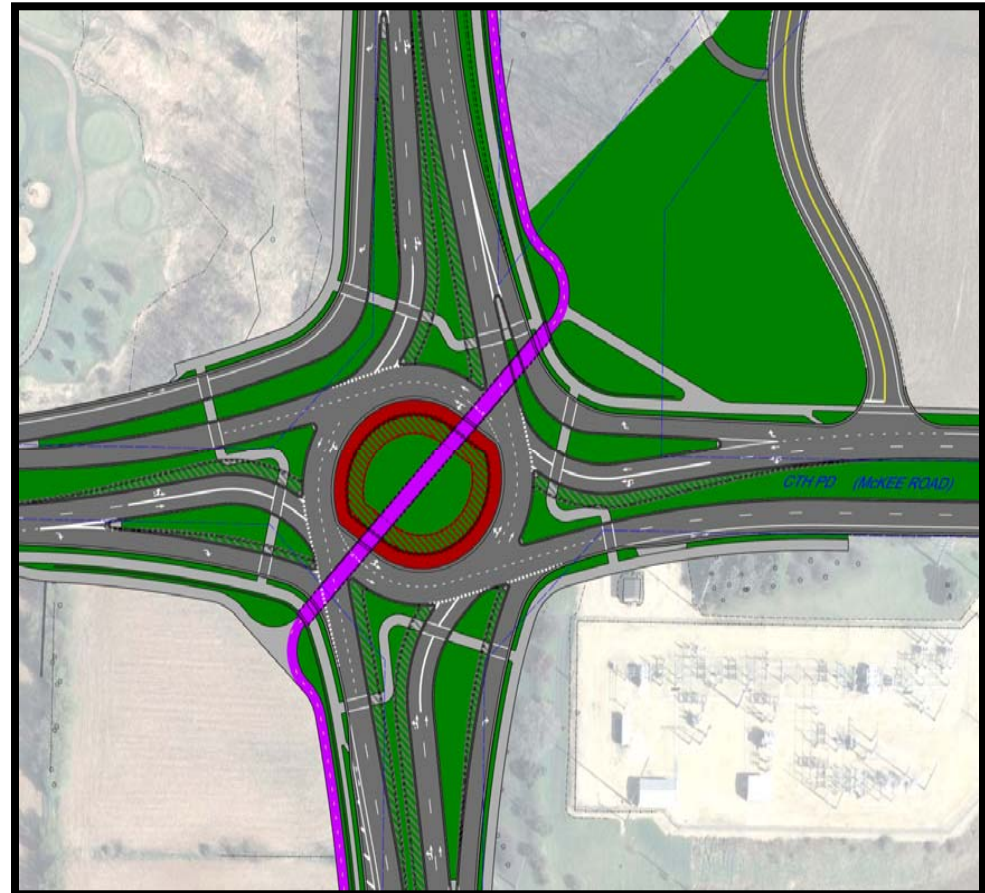
Traffic Signal Alternative - Mid Town Road

Intersection Improvements

Provide well designed intersections that minimize impacts

- ▶ **County PD (McKee Road)**
 - Traffic Signal
 - 2 Lane Roundabout (expandable to 3 lane)
 - Grade Separated Jug Handle

- ▶ **Preferred alternative**
 - Roundabout was selected & approved after consideration of stated project goals and public comment.



Roundabout Alternative – CTH PD

County PD (Mckee Road)

Roundabout

- ▶ New operations analysis tools available
 - Proposed County PD roundabout was reanalyzed.
 - Analysis showed excessive queuing and delay in the evening peak travel hour.
 - Potential for poor operations could result in neighborhood impacts (cut through traffic).
- ▶ Updated & higher traffic volume projections
 - Epic expansion
 - Verona North Neighborhood planning

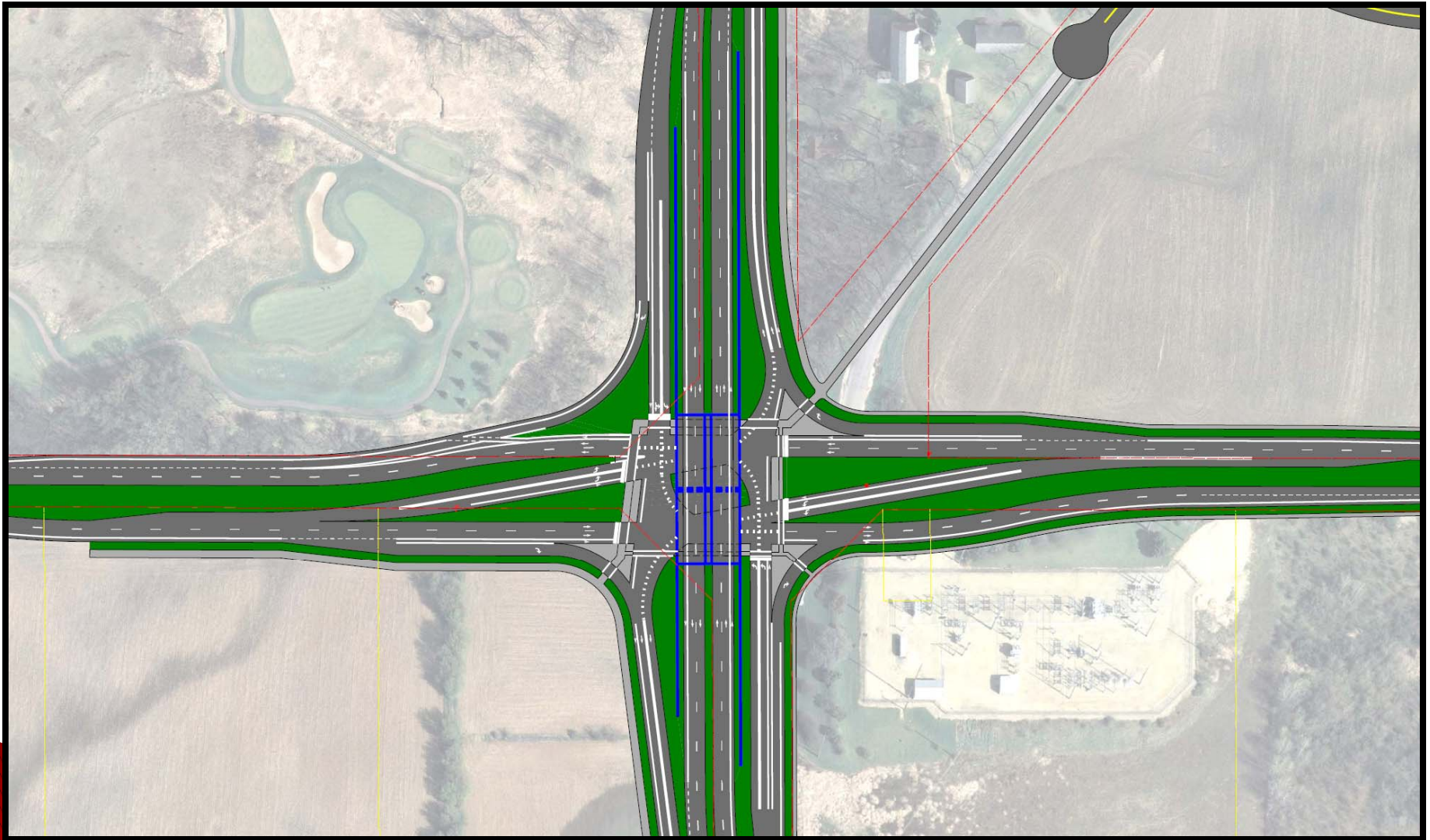
County PD (McKee Road)

New Alternatives

- ▶ Full Interchange (Tight Diamond)
 - County M – 4 lane bridge over the intersection.
 - 4-lane County PD intersection below the bridge.
- ▶ Westbound Underpass – Recommended
 - At-grade traffic signal intersection – no westbound County PD through movement.
 - 6-lane County M and 4-lane County PD.
 - Westbound County PD bypasses intersection under a bridge for County M.

County PD (McKee Road)

Full Interchange



County PD (McKee Road)

Full Interchange

▶ Advantages

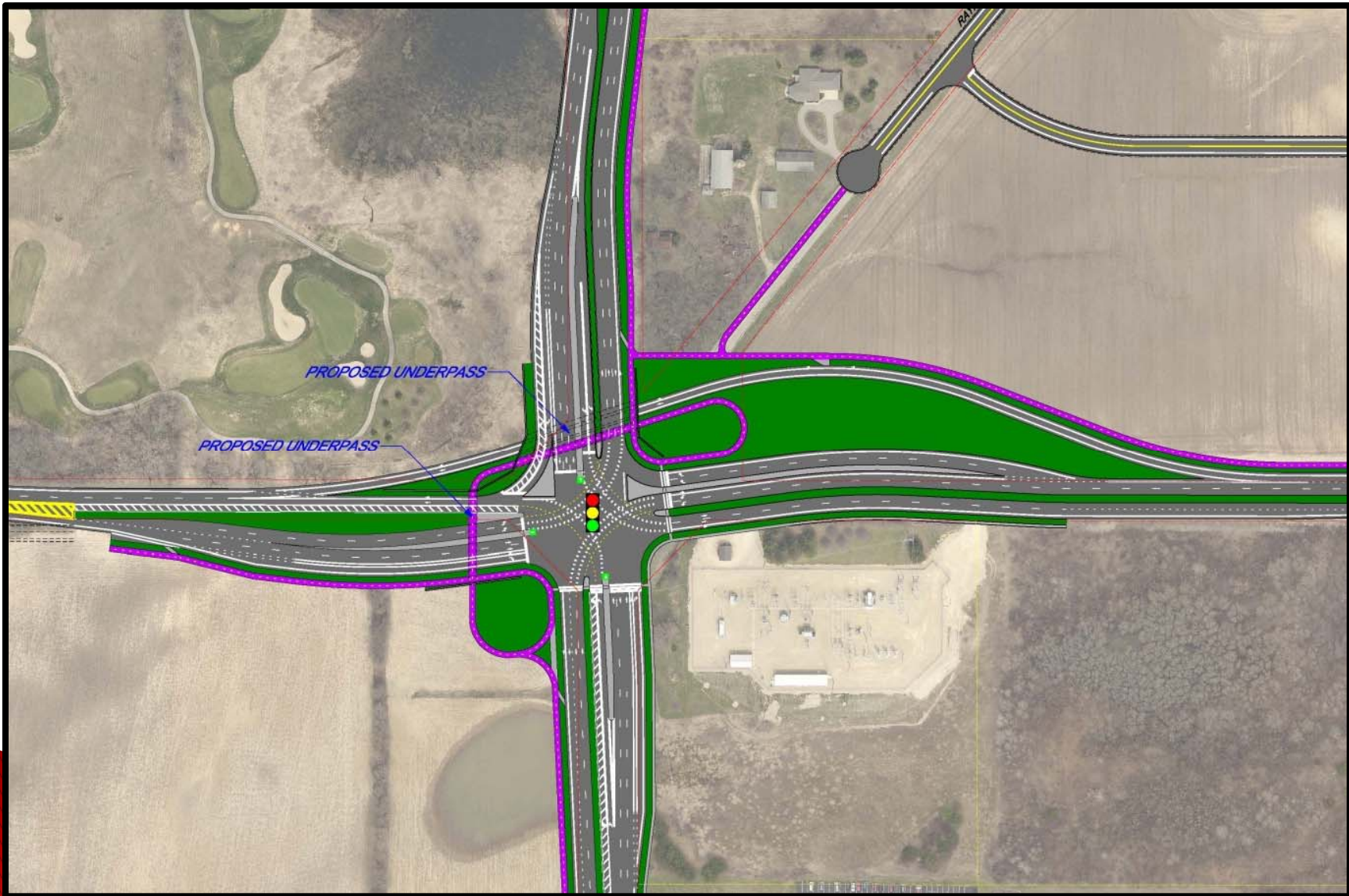
- Accommodates design year traffic volumes.
- Capacity to accommodate increases in volume beyond the design year.
- Familiar design for drivers.

▶ Disadvantages

- Merge conditions north & south will impact future access.
- Large bridge – high construction cost & visual impact.
- Multi-use path crosses intersection at-grade.
- Greater right-of-way needs than the roundabout.

County PD (McKee Road)

Westbound County PD Underpass – Recommended



County PD (McKee Road)

Westbound County PD Underpass – Recommended

▶ Advantages

- Accommodates design year traffic volumes.
- Underpasses for multi-use path.
- Signal controlled crosswalks with countdown timers for pedestrians.
- Familiar design for drivers.

▶ Disadvantages

- Greater right-of-way needs than the roundabout.
- Greater construction cost and visual impact than the roundabout.

County M

Typical Roadway Section

- ▶ Divided urban section
 - Curb and gutter
 - Raised median
 - Street lights
 - Sidewalk and multi-use path
- ▶ Travel lanes
 - Four and six lane sections
 - Restricted travel lanes
 - Right turning vehicles
 - Transit
 - Accommodate signal capacity needs

CTH-M RECONSTRUCTION PROJECT



10	8	5	11	11	22	11	11	5	8	5
Sidewalk	Terrace	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Terrace	Sidewalk

Prairie Oaks Drive to Ineichen Drive (*typical section*)



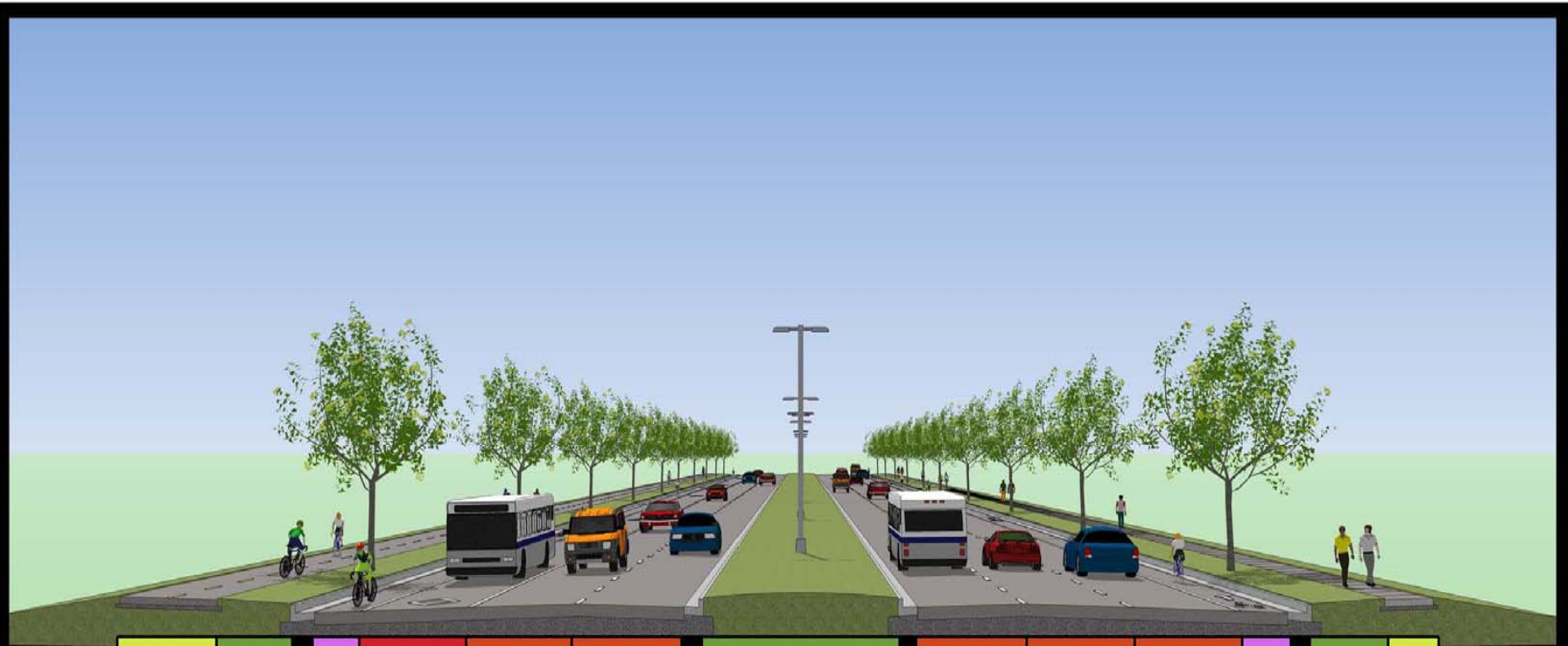
CTH-M RECONSTRUCTION PROJECT



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

Ineichen Drive to Stony Ridge Circle *(typical section)*





10	8	5	11	11	11	8 - 20 (varies)	11	11	11	5	8	5
Multi-Use Path	Terrace	Bike Lane	Restricted Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Terrace	Sidewalk

Stony Ridge Circle to CTH PD *(typical section)*



CTH-M RECONSTRUCTION PROJECT



5	11	11	11	8 - 20 (varies)	11	11	11	5	8	10
Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Restricted Travel Lane	Bike Lane	Terrace	Multi-Use Path

CTH PD to Flagstone Drive *(typical section)*



CTH-M RECONSTRUCTION PROJECT



10	8	5	11	11	11	20	11	11	11	5	8	5
Multi-Use Path	Terrace	Bike Lane	Restricted Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Terrace	Sidewalk

Flagstone Drive to Mid Town Road (*typical section*)



CTH-M RECONSTRUCTION PROJECT

* Becomes 5' Sidewalk at UW Research Park



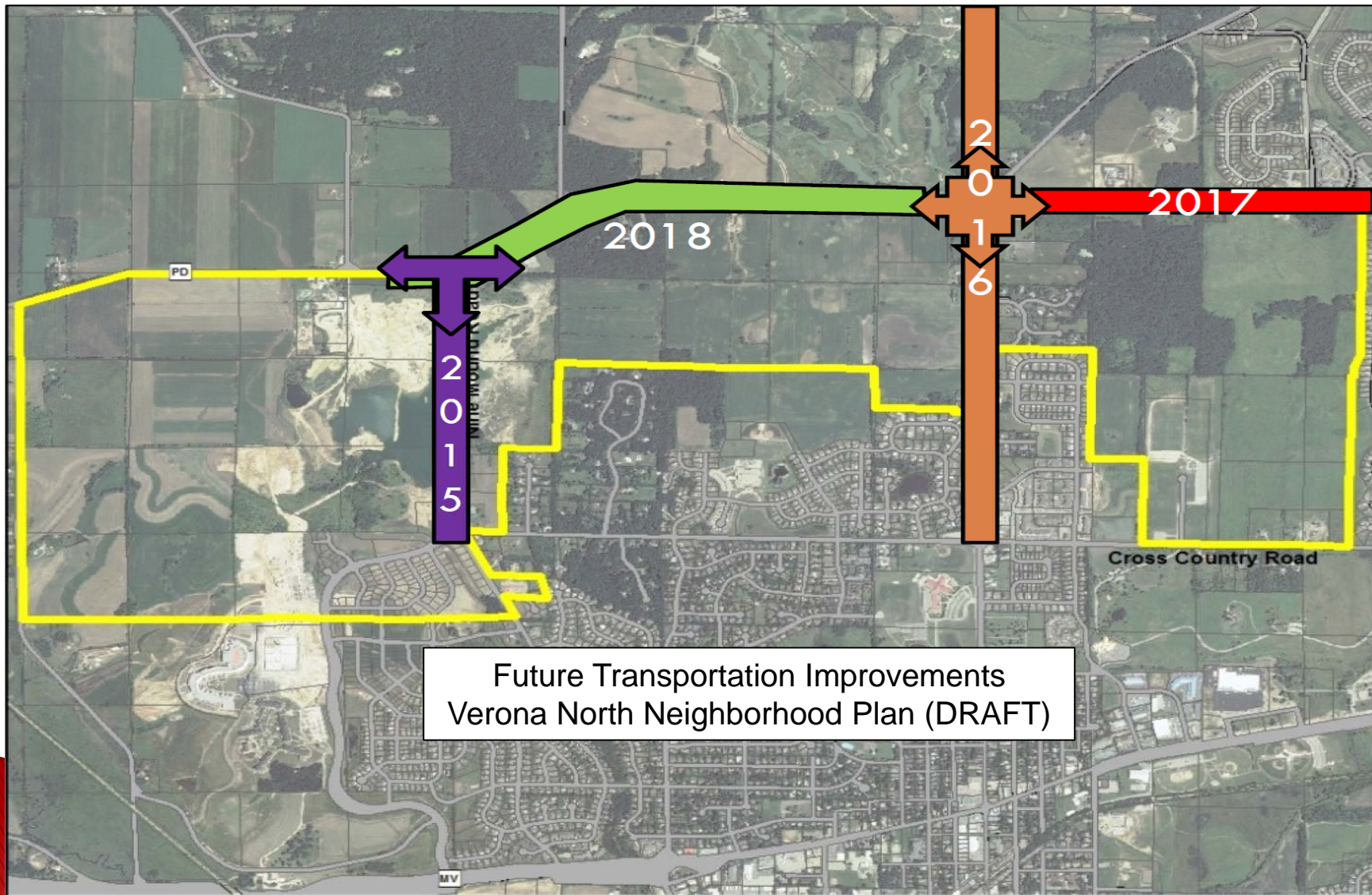
10*	8	5	11	11	11	20	11	11	11	5	8	5
Multi-Use Path *	Terrace	Bike Lane	Restricted Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Terrace	Future Sidewalk

Mid Town Road to Prairie Hill Road (typical section)



Future Improvements

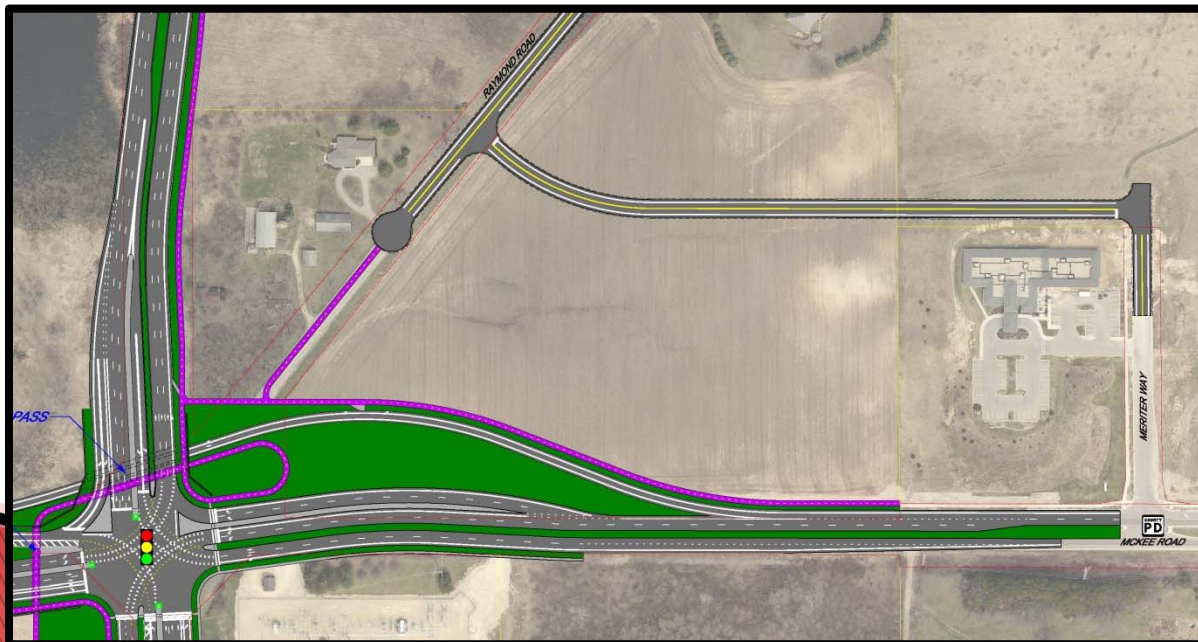
Accommodate planned growth in the area



Raymond Road

Accommodate planned growth in the area

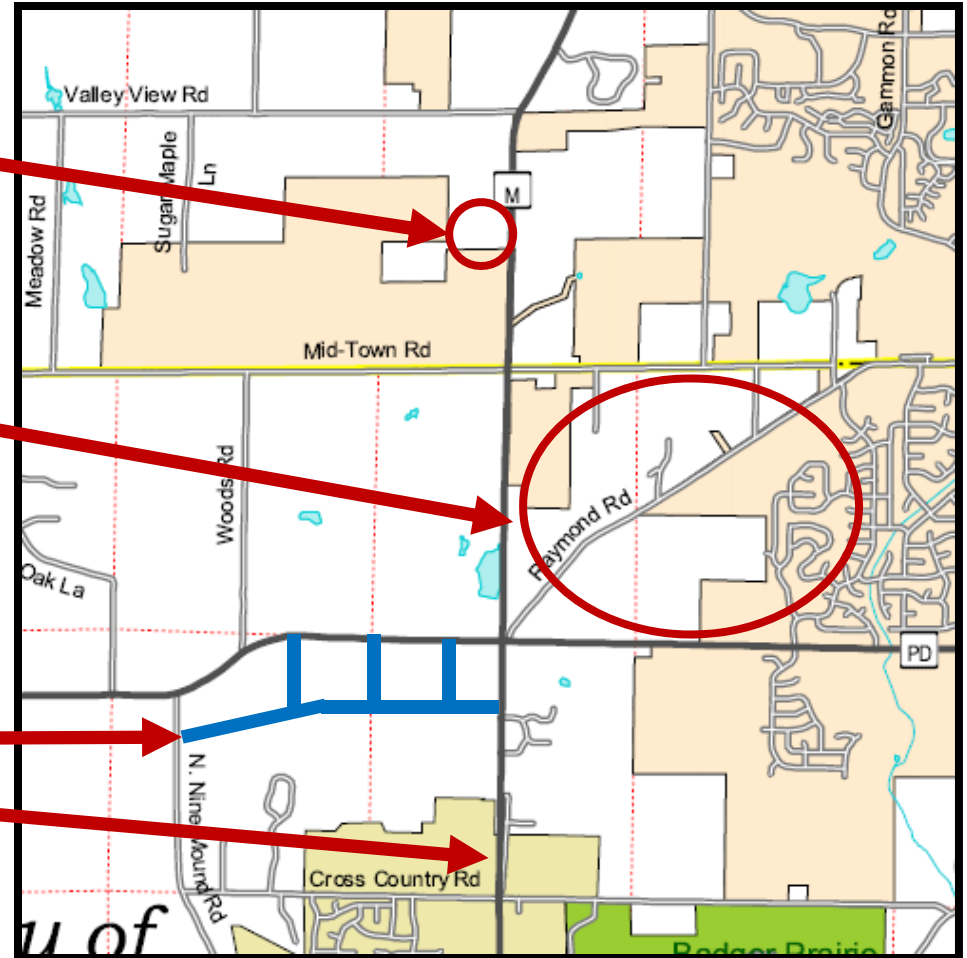
- ▶ CTH PD intersection
 - High traffic volume limits safe and efficient connection
- ▶ Neighborhood plan
 - Under review with planned revisions
 - New connections to CTH M and CTH PD considered
- ▶ Reconstruction to Hickory Ridge Road
 - New storm and sanitary sewer will follow Raymond Road



Future Streets

Accommodate planned growth in the area

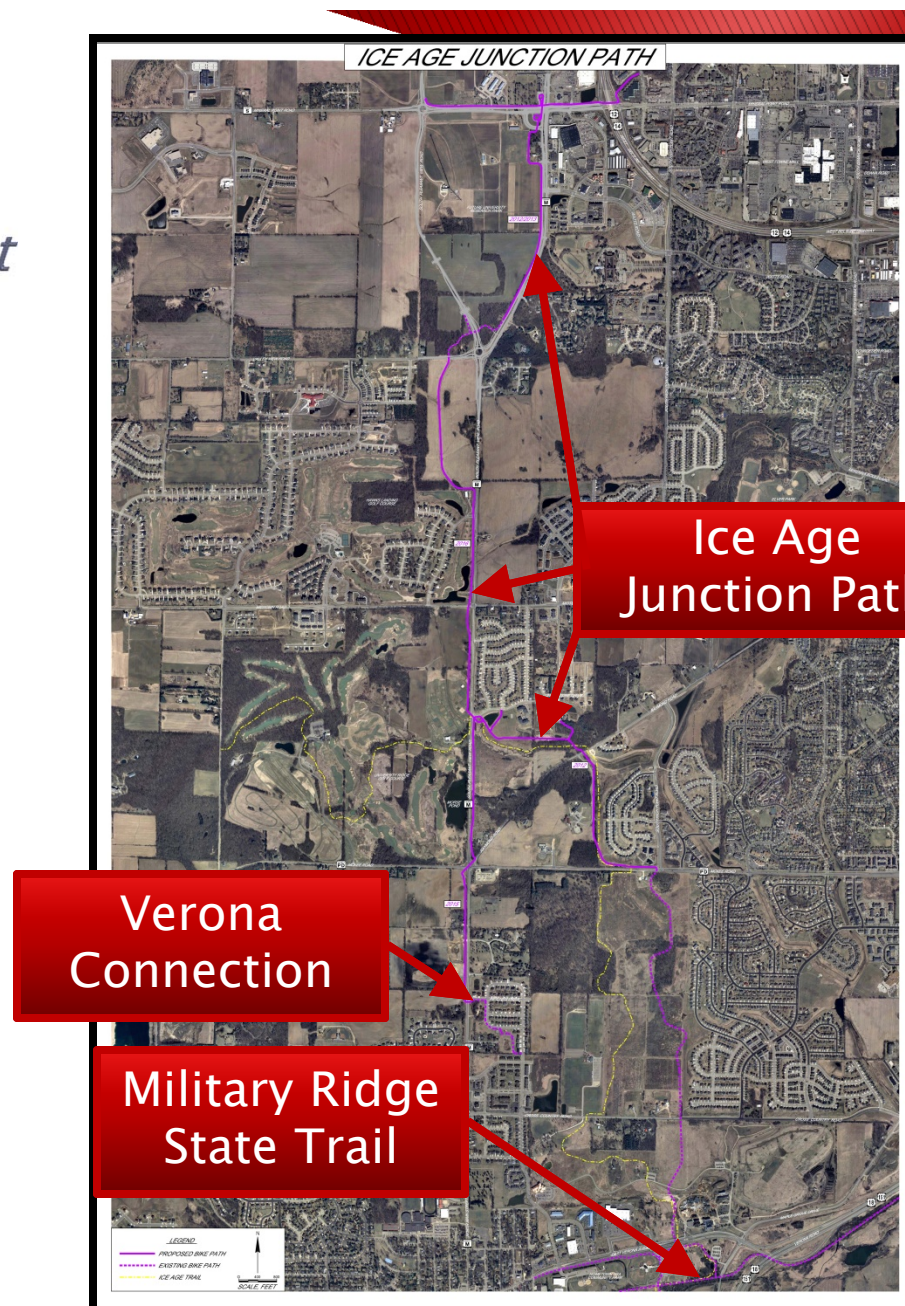
- ▶ University Research Park
 - New street north of Waterbend Drive
- ▶ High Point–Raymond Neighborhood Plan
 - New street networks
- ▶ Verona North Neighborhood Plan
 - **New East/West Collector**
 - Individual parcel development



Bicycle Facilities

Provide a safe and convenient corridor for all users:

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



Grade Separated Crossings

Provide a safe and convenient corridor for all users:

- ▶ Flagstone Drive
- ▶ Mid Town Road
- ▶ County PD
(McKee Road)



Existing underpasses for
Ice Age Junction Path at
Valley View Road

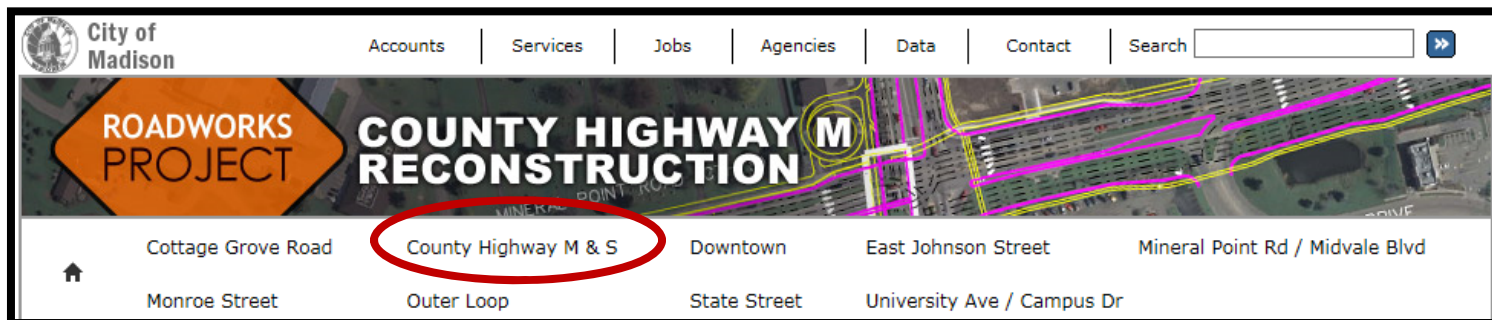
Project Schedule

- ▶ **Current Status**
 - Preliminary design
- ▶ **Next Steps**
 - Finalize the environmental review
 - Develop final plans based on the preferred alternative
 - Complete final plans: Late 2014/Early 2015
 - Begin construction: Late 2015/2016

Future Information

- ▶ Project Website:

- cityofmadison.com/engineering/cthm

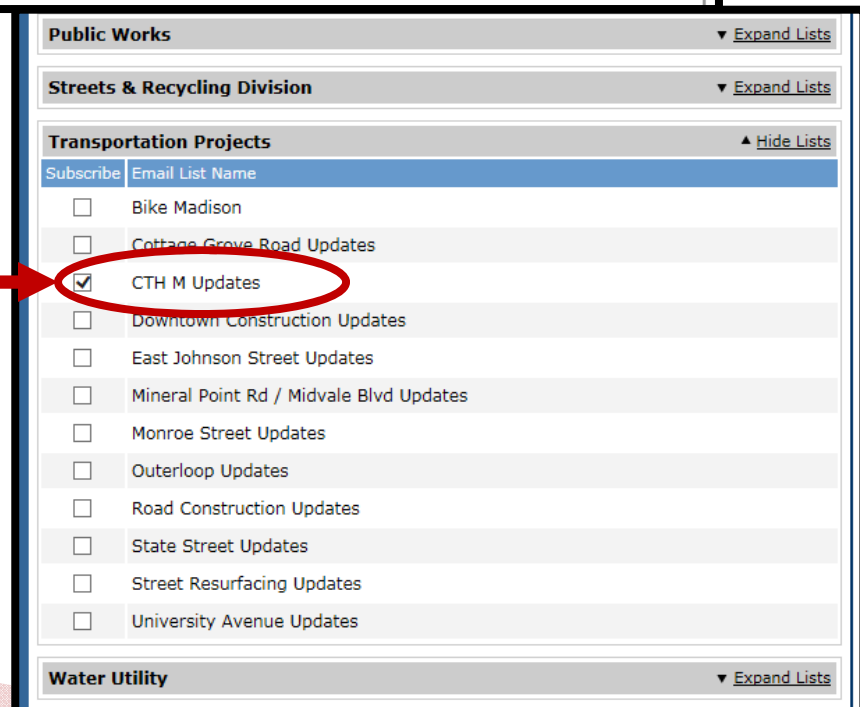


- ▶ Project Notifications:

- my.cityofmadison.com/subscriptions

- ▶ Email

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Thank you!

