



Legislation Details (With Text)

File #: 26849 **Version:** 1 **Name:** Approving the roadway geometry for the CTH M - Prairie Hill Road to Cross Country Road project

Type: Resolution **Status:** Passed

File created: 6/22/2012 **In control:** BOARD OF PUBLIC WORKS

On agenda: 9/4/2012 **Final action:** 9/4/2012

Enactment date: 9/6/2012 **Enactment #:** RES-12-00660

Title: Approving the roadway geometry for the CTH M - Prairie Hill Road to Cross Country Road project. (1st AD)

Sponsors: Steve King, Lisa Subeck, Paul E. Skidmore

Indexes:

Code sections:

Attachments: 1. PIM Display - Cross Country to Flagstone.pdf, 2. PIM Display - Flagstone to Prairie Hill.pdf, 3. CTH M PIM_2 bpw.pdf

Date	Ver.	Action By	Action	Result
9/4/2012	1	COMMON COUNCIL	Adopt	Pass
8/22/2012	1	BOARD OF PUBLIC WORKS	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass
8/16/2012	1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE (ended 6/2018)		
7/25/2012	1	BOARD OF PUBLIC WORKS	Refer	
7/24/2012	1	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION (ended 6/2018)	Return to Lead with the Following Recommendation(s)	Pass
7/3/2012	1	BOARD OF PUBLIC WORKS	Refer	
7/3/2012	1	BOARD OF PUBLIC WORKS	Refer	
7/3/2012	1	COMMON COUNCIL	Referred	
6/22/2012	1	Engineering Division	Referred for Introduction	

Fiscal Note

No Funds Required.

Title

Approving the roadway geometry for the CTH M - Prairie Hill Road to Cross Country Road project. (1st AD)

Body

On October 19, 2011, the City of Madison and MSA Professional Services entered into an agreement for design engineering services for the reconstruction of CTH M - Prairie Hill Road to Cross Country Road.

The proposed design calls for a traffic signal at the intersection of CTH M / Mid Town Road and a roundabout at the intersection of CTH M / McKee Road. The cross section is proposed as four traffic lanes from Cross Country Road to McKee Road and four travel lanes with two restricted use lanes from McKee Road to Flagstone Drive. From Flagstone Drive to Prairie Hill Road there are five travel lanes and one restricted use lane proposed. On-street bike lanes are included throughout the alignment. Sidewalk is proposed on both sides of the street except for on the west side of the road near an environmentally sensitive area near Morse

Pond and along undeveloped lands on the east side of the road from Midtown Road to Prairie Hill Road. An off-street bike path is proposed along the entire stretch.

The proposed design will adequately serve the traffic projections through the year 2035. The design allows for expansion of the two-lane roundabout at CTH M / McKee road into a three-lane roundabout when necessary with minimal construction. Also right turn lanes and left turn lanes at the CTH M / Mid Town Road intersection can be expanded to double right turn lanes and double left turn lanes when necessary with minimal construction.

The proposed design was designed from the beginning with the project goal of improving the movements of pedestrians, bicycles and motor vehicles. Each direction of roadway will include on-street bike lanes. The bike and pedestrian system will be part of a regional system (Ice Age Junction Path) going from Tree Lane, north of Mineral Point Road all the way through the proposed UW Research Park and further south to Verona. The regional system connects to the Military Ridge State Trail. Pedestrian underpasses and ramps are proposed in this project to cross Mid Town Road, CTH M and the CTH M/McKee Road intersection to provide safe crossings of these roadways for pedestrians and bicylists. The CTH M underpass also will allow the existing Ice Age Trail footpath to cross the roadway safely along with the proposed bike path.

The project is planned for 2015 and 2016 construction.

Now therefore be it resolved that the roadway geometry for CTH M - Prairie Hill Road to Cross Country Road project is hereby approved.