



## Legislation Text

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**File #:** 33579, **Version:** 1

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### **Fiscal Note**

No Funds Required

### **Title**

Approving the revised roadway geometry for the CTH M / CTH PD intersection. (1<sup>st</sup> AD)

### **Body**

On December 1, 2010, the City of Madison and MSA Professional Services (MSA) entered into an agreement for design engineering services for the reconstruction of CTH M - Prairie Hill Road to Cross Country Road. The project is a multi municipal project proposed by the City of Madison, the City of Verona and Dane County. The design team includes professional staff from all municipalities and MSA.

The project was designed from the beginning with the goal of improving the movements of pedestrians, bicycles and motor vehicles. The City proposed a design for the roadway which included a standard signal intersection at CTH M/ Mid Town Road and a roundabout at CTH M / CTH PD. The City held two public information meetings, and presentations at Long Range Transportation Planning Committee and Pedestrian Bicycle Motor Vehicle Commission to obtain input on the design. The Common Council approved the proposed geometry in 2012 (RES-12-00660).

Since the time of the proposed geometry, several conditions have changed. The Wisconsin Department of Transportation (WisDOT) has revised guidance on how roundabouts are to be analyzed for performance. Also, The City of Verona has received a new traffic impact analysis regarding the proposed growth of Epic Systems Corporation. With the new information, the design team is concerned the CTH M / CTH PD roundabout will experience significant delay. The roundabout design is no longer supported by the design team.

The design team has proposed a split grade intersection in which the intersection will operate as a standard traffic signal with the one exception that the west bound through movement will travel underneath the intersection. The pedestrian and bike path will also travel underneath the north and west legs of the intersection allowing for pedestrians and bikes to travel through the intersection with less conflict with vehicles.

The design team has held a public information meeting regarding the revised geometry and the design was very well received from the public.

The project is planned for late 2015 and 2016 construction.

Now therefore be it resolved that the revised roadway geometry for CTH M / CTH PD intersection is hereby approved.