

Public Works Committee Agenda
Tuesday February 21, 2023 - 7:00 AM
Town of Verona Hall, 7669 County Highway PD

1. Call to Order/Additions to Agenda/Approve Agenda
2. Action: Review Minutes of January 24, 2023
3. Discussion: Country View Road and County Highway PD widening/relocation **(10 Minutes)**
4. Discussion: 2023 Road Improvement Program update **(10 minutes)**
5. Discussion: 2015 Ford Patrol Truck Replacement **(20 minutes)**
6. Information: Madison Metropolitan Sewerage District Projects Update **(5 minutes)**
7. Discussion: Brush Collection Update **(5 minutes)**
8. Discussion: Mailbox Replacement Policy **(5 minutes)**
9. Development Updates: **(15 minutes)**
 - a. Marty Farms Redevelopment (Arden Glen)- traffic Impact Analysis
 - b. Dairy Ridge Heights-utility installation
10. Equipment Condition Update **(5 minutes)**
11. Schedule March Committee Meeting and set agenda items
12. Adjourn

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Notice is also given of a possible quorum of the Plan Commission and /or the Town of Verona Board could occur at this meeting for the purposes of gathering information only.

Public Works Committee Minutes

Tuesday January 24, 2023 - 7:00 AM

Town of Verona Hall, 7669 County Highway PD

Present: Mike Duerst - Chair, John Senseman, Manfred Enburg, Russ Swiggum, Brett Lindell

Absent: None

Also Present: Christopher Barnes - Public Works Director, Mark Judd - Patrolman

Public Present: None

1. **Call to Order/Additions to Agenda/Approve Agenda** - Chair Duerst called the meeting to order at 7:00 AM. Duerst asked for additions and approval of the agenda. Enburg moved to accept the agenda, seconded by Senseman, motion carried.
2. **Action: Review Minutes of December 20, 2022** - The minutes were reviewed by the committee. Duerst stated that the minutes should be corrected to show that he had only a phone conversation regarding Maurer Farm and not a meeting. Senseman moved to approve the December minutes as corrected, second by Enburg, motion carried.
3. **Discussion: Country View Road and County Highway PD Widening/Relocation** – Duerst asked Barnes to describe the current plan status. Barnes discussed the overall plan of the County Highway PD widening and the relocation of Country View Road approximately 700 feet east. Senseman asked if the Town was on board with the relocation. Barnes stated that the new location to the east would improve the intersection sight distance. Duerst stated that Epic was planning a major expansion and adding several new campuses and that road expansion on County Highway PD and Country View Roads were the result of these expansion plans. Barnes stated that Epic was proposing several new temporary surface parking lots (1,700 stalls) to be built in 2023 to address the current employee expansion. Barnes stated that the one of the lots should access Country View Road and that the driveway permit would come to the committee for approval if this was the case. Discussion followed.
4. **Discussion: 2023 Road Improvement Program Update** - Barnes stated that he had completed the route survey of all the selected roads and that MSA had submitted drawings which were handed out at the meeting. Barnes stated that the cost estimate was on budget. Enburg asked if the program included any widening, and Barnes stated that the program was basically a maintenance program with full width wedging and chip seal. Barnes discussed each road. Duerst asked if Montrose Township was on board for their half of the road cost. Barnes stated that he would contact the Town of Montrose in light of the Montrose garage fire and equipment damage. Lindell asked about the bidding process, and Barnes explained the State of Wisconsin requirements for selecting the most responsive, responsible bidder. Barnes also stated that on Whalen Road there is a section on the north side that has a steep slope and that he and Mark Judd would collect some survey data to see how much fill would be required to provide a traversable slope. Swiggum asked about the plan for Fitchrona Road and that the edge of the pavement was breaking off. Barnes discussed the LRIP grant that the City of Fitchburg received for reconstruction of Fitchrona from Nesbitt Road to Lacy Road. Barnes stated that he would

check the capital improvement budget to see where the remainder of Fitchrona Road was programmed. Discussion continued.

5. **Information: Valley Road Bridge Engineering Update** - Barnes stated the Town was notified that the contract with Concrete Structures of Janesville was approved with a contract amount of \$689,997. The construction engineer, IMEG, Inc., was selected by WISDOT. Barnes stated the project is on schedule for a spring 2023 construction start.
6. **Information: Madison Metropolitan Sewerage District Projects Update** - Barnes stated he had reviewed preliminary plans for the Town portion of the sewer near Goose Lake. The plan will abandon approximately 500 feet of sewer near and under Goose Lake. Barnes had no update on the Badger Mill Interceptor project along Shady Oak Lane to Mid Town Road.
7. **Information: Town Brush Collection Update** - Barnes summarized the memo in the agenda. Discussion followed whether the pilot program should be discontinued. Senseman and Duerst considered opening the brush drop off after recognized storm events such as a tornado or windstorm. Discussion followed. Senseman mentioned that the Town could collect brush along the roadside after such storms. Enburg stated that he felt the majority of the residents had ample room to burn brush on their property. Duerst asked for a consensus of the committee. Enburg recommend that the program be discontinued after spring 2023. Duerst suggested that the pilot program be ended after May 2023. The committee members were in agreement to recommend the pilot program be ended after spring 2023.
8. **Discussion: Road Improvement Policy - Property Owner Cost Sharing** - Barnes explained the materials contained in the agenda. Barnes stated his concern over cost sharing was that all Town roads should be treated equally and attempting to special assess only roads with 4 or less property owners may not be defensible. Barnes also stated that he had not had enough time this month to further research that issue.
9. **Development Updates:**
 - a) Marty Farms Redevelopment (Arden Glen) - Barnes had no new information. Senseman requested a copy of the traffic impact study for the Arden Glen development to review the estimated traffic assigned to travel north on Shady Oak Lane. Enburg shared concerns about increased traffic on Shady Oak Lane and the condition of the existing bridge. Discussion followed. Lindell asked about other nearby developments and Enburg responded that the development to the north of Northern Lights Road was planned and would access the intersection traffic signal.
 - b) Dairy Ridge Heights - All storm drainage and driveways had been completed. Barnes did not know if any lots had been sold.
10. **Equipment Condition Update** - Judd suggested that the committee start to look at a new small patrol truck since the lead time is so long. Judd stated that the Town had purchased a new Scag mower. Duerst asked about the old mower, and the consensus of the committee is that Barnes should contact Wisconsin Surplus Inc. to see if it could go to auction.

11. **Schedule February Committee Meeting and Set Agenda Items** - The next meeting was set for February 21, 2023 at 7:00 AM with a review of the 2023 road project and patrol truck options.
12. **Adjourn** - Motion by Swiggum, second by Enburg to adjourn at 8:48 AM. The meeting was adjourned.

Approved: February 21, 2023

Prepared By: W. Christopher Barnes

DRAFT

2-Week Road Impact Look Ahead

Road Barrels on Shoulder. Temporary
Flagging when needed. No Road Closure
February 20th - March 6th





2023 Ford F-550 Chasis



Preview Order T03V - F6L 4x4 Reg Chas Cab DRW: Order Summary Time of Preview: 02/15/2023 11:31:58 Receipt: NA

Dealership Name: Middleton Ford

Sales Code : F41350

Dealer Rep.	Steve Statz	Type	Retail	Vehicle Line	Superduty	Order Code	T03V
Customer Name	X XXXXX	Priority Code	19	Model Year	2023	Price Level	325

DESCRIPTION	MSRP	DESCRIPTION	MSRP
F600 4X4 CHASSIS CAB DRW/145	\$56410	CV LOT MANAGEMENT	\$0
145 INCH WHEELBASE	\$0	PLATFORM RUNNING BOARDS	\$320
RACE RED	\$0	22000# GVWR PACKAGE	\$0
CLOTH 40/20/40 SEAT	\$100	50 STATE EMISSIONS	\$0
MEDIUM DARK SLATE	\$0	120V/400W OUTLET	\$175
PREFERRED EQUIPMENT PKG.680A	\$0	SNOW PLOW PREP PACKAGE	\$250
.XL TRIM	\$0	40 GAL AFT OF AXLE FUEL TNK	\$0
.AIR CONDITIONING -- CFC FREE	\$0	410 AMP ALTERNATOR	\$0
.AM/FM STEREO MP3/CLK	\$0	DUAL BATTERY	\$0
6.7L POWER STROKE V8 DIESEL	\$9995	REAR VIEW CAMERA & PREP KIT	\$415
10-SPEED AUTO TORQSHIFT	\$0	FUEL CHARGE	\$0
245/70R19.5G BSW ALL POSITION	\$0	PRICED DORA	\$0
4.30 RATIO LIMITED SLIP AXLE	\$0	ADVERTISING ASSESSMENT	\$0
RAPID HEAT SUPPLEMENTAL HEATER	\$250	DESTINATION & DELIVERY	\$1895
TOTAL BASE AND OPTIONS			MSRP \$69810
DISCOUNTS			NA
TOTAL			\$69810

Customer Name:
Customer Address:

Customer Email:

Customer Phone:

Customer Signature

Date

This order has not been submitted to the order bank.

This is not an invoice.

TOWN OF VERONA

TO: Town Chair and Board of Supervisors

DATE: January 31, 2023

FROM: W. Christopher Barnes, Public Works Director

SUBJECT: Brush Collection Program - Update

One of the Town Board of Supervisors' goals for 2021 was to review the Town brush and yard waste collection policy. At that time, the only way for Town residents to dispose of their yard waste and brush was through their own means. The Public Works Department picks up and disposes brush generated by a tree or limb downfall in the public right-of-way. There are several options available to residents to dispose of woody brush and debris with chipping, burning, and composting being the chief methods. As of 2023, Dane County Landfill will accept clean brush for a cost between \$13.50 and \$54.00 depending on load size.

In April of 2022, Town staff initiated a postcard survey to gauge interest in a program and to gather relative geographical locations of the respondents. A total of 856 survey postcards were sent out, and 423 were returned for a response rate of 49.4%. Responding to a question regarding a Town drop-off site, 52.5% were in favor of a drop-off site at the Town facilities for a fee, and 44.7% were not in favor of any service for an additional fee.

Based on the survey results, the Town established a one-year pilot program for brush drop-off at the Town Garage site. A cost of \$25.00 per load was established based upon the labor rate for an attendee and the disposal costs quoted by Barnes Landscaping. A voucher payment system was developed for residents to pay for disposal, and the program was offered on alternating Saturdays as well as on Wednesdays, September 10, 2022 through January 11, 2023. The pilot program was suspended over the winter months. To date, one town resident has taken advantage of the program. No residents chose to drop off Christmas trees.

The Public Works Committee reviewed the program at their January 2023 meeting. Following the committee's review and discussion, the consensus was the program's unfavorable cost/benefit ratio warranted canceling the pilot program after the spring 2023 reopening. There was some discussion regarding that the Town could open the site to residents to drop off brush after recognized major storm events. The drop off would still be a fee based drop off.

Should you have any questions, please let me know.

cc: Sarah Gaskell, Town Planner and Administrator



Damaged Mailbox Box Replacement Policy

Mailboxes are typically in close proximity to the edge of roadways, are subject to damage from passing traffic, and are particularly vulnerable to snowplowing operations. During snowfall, the weight of the snow coming off the plow can damage mailboxes and/or knock over the mailbox completely. It is the weight of the snow, and not the actual snowplow truck, that typically causes the damage; unfortunately, this is unavoidable.

Residents are responsible for the condition and stability of their mailbox. **The Town of Verona is only responsible for damage if the snowplow blade actually hits the mailbox, not from the force of snow hitting the mailbox.**

Town Staff will attempt to repair mailboxes within four (4) days of notification of damage, provided it can be determined by the Public Works Department that the Town was responsible for damages as indicated above. The resident must notify the Town of the damage within seven (7) days of the occurrence. **Please report damage to the Town of Verona at 608 845-7187 or email: cbarnes@town.verona.wi.us.**

Public Works staff will provide a temporary mailbox as soon as possible if the damage cannot be repaired immediately. If the damage can be attributed to the snowplow, residents have 3 options:

Option 1: If a damaged mailbox cannot be repaired by the town staff, the mailbox and/or post will be replaced with a standard black 6.5" X 19" x 8.5" box with a hinged door and flag and a standard 4" x 4" wooden post meeting U.S. Postal service specifications.

Option 2: If a resident so chooses, the town will install a new larger 13.6" x 7.5' x 16.5" style T4 mailbox for an additional cost of \$70 for the larger box and post. The larger box is recommended by the U.S. Postal Service for the delivery of small boxes and parcels and packages.

Option 3: Special decorative mailboxes and/or posts will not be provided and, in fact, may not be acceptable by the Postal Service. Those residents so desiring a replacement of a specialty box and/or post may choose to be reimbursed \$45 for the cost of the standard style mailbox/post offered by the town. By choosing this option, the resident will be responsible for any cost difference and the installation of the specialty mailbox/post.

Please check the stability of your mailbox and post before, during, and after the season's snowfalls.



AECOM
1350 Deming Way
Middleton, WI 53562
aecom.com

Project name:
Ardent Glen Development Improvement
Evaluation

From:
Ben Giese, EIT
AECOM

Reviewed By:
Jess Billmeyer, P.E.
AECOM

Date:
January 5, 2023

To:
Theran Jacobson, P.E.
Director of Public Works
City of Verona

CC:
Tyler Tkachuk, P.E.
AECOM

Memo

Subject:
Ardent Glen Property Development Improvement Evaluation

Introduction

The purpose of this memo is to recommend improvements to the roadway network and intersections adjacent to the Veridian Homes Ardent Glen proposed development on County Highway PD (CTH PD) and Shady Oak Lane based on the existing and future traffic conditions. The future conditions include traffic volumes generated by the proposed Ardent Glen residential development.

Ardent Glen is a residential development proposed to be built in multiple phases. It proposes single family detached homes, single family attached homes, and senior single family homes. An overall development plan is provided in Appendix 1.

Existing Traffic Conditions

CTH PD and Shady Oak Lane intersection is currently in the Town of Verona. Shady Oak Lane is a stop-controlled side road with CTH PD. Below is an overview of the existing condition of the CTH PD and Shady Oak Lane:

CTH PD

- 1,871 total vehicles during 4-hour traffic count¹
- 2-lane undivided principle arterial²
- Posted speed limit of 55 mph

Shady Oak Lane

- 340 total vehicles during 4-hour traffic count¹
- 2-lane undivided local road²
- Posted speed limit of 40 mph

Traffic Volumes

AECOM collected turning movement traffic counts at the CTH PD and Shady Oak Lane intersection on October 20th, 2021 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM (Appendix 2). The following peak hours were identified:

AM Peak – 7:30 AM to 8:30 AM

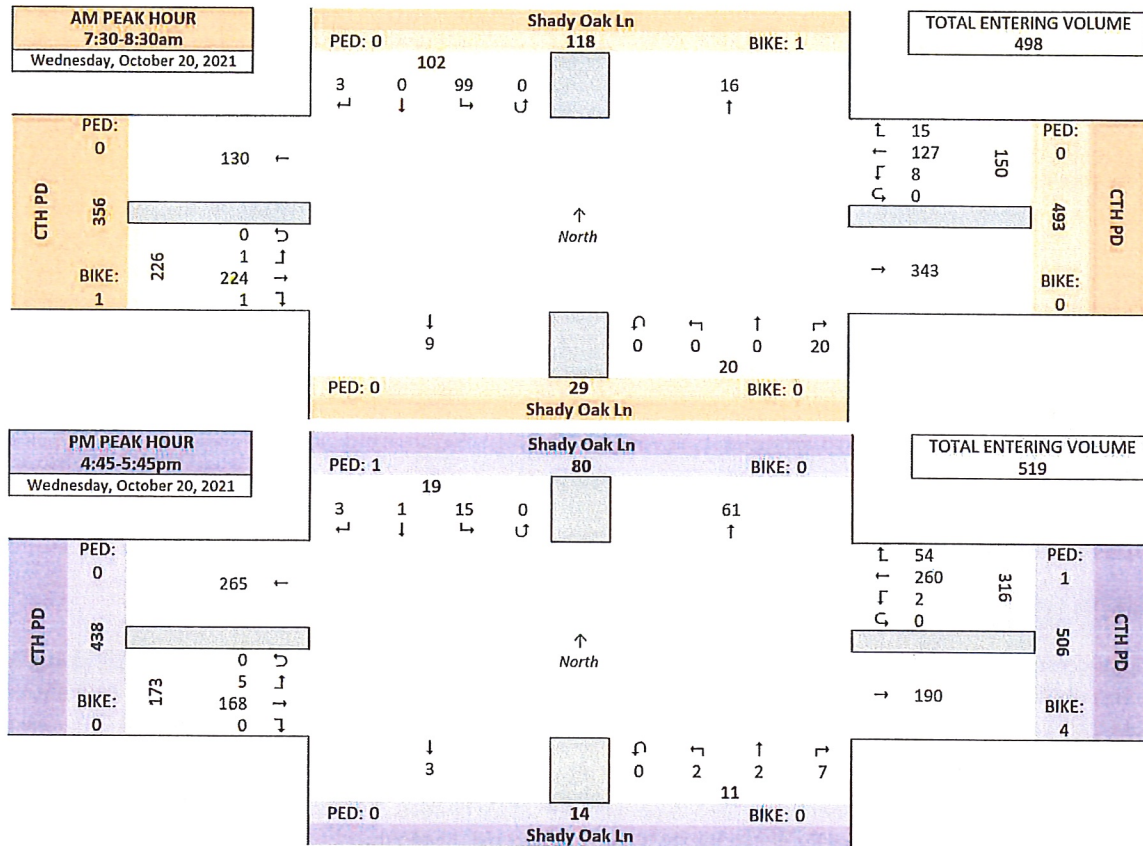
PM Peak – 4:45 PM – 5:45 PM

The AM and PM peak hour turning movement volumes can be seen in Figure 1. AECOM compared the eastbound thru and southbound left turn volumes from October 2021 at CTH PD & Shady Oak Lane to eastbound thru and right turn volumes at CTH PD & Northern Lights Road from October 2021, September 2022, and November 2022 and found no significant change in eastbound volumes at CTH PD & Northern Lights Road indicating that the counts collected at CTH PD & Shady Oak Lane in 2021 still serve as an accurate benchmark for the trip projection, analysis, and recommendations detailed in this memo.

¹ City of Verona Traffic Count (Appendix 2)

² City of Verona Comprehensive Plan Chapter 3 (Map 3-2: Proposed Future Functional Classification Network)

Figure 1. Peak Hour Turning Movements at CTH PD and Shady Oak Lane



Future Traffic Conditions

Traffic Volumes

The Ardent Glen development will increase the amount of traffic using roadways adjacent to the project area as well as the intersection of CTH PD and Shady Oak Lane. Access to/from the development will be provided by three access points: one to the south along CTH PD, one to the east along Shady Oak Lane, and one to the north also along Shady Oak Lane. The Institute of Transportation Engineers Trip Generation Handbook (11th edition) was used to estimate the number of new trips that the development would be expected to generate. A trip is when a vehicle leaves or arrives from/to a site. New trips were estimated based on the type and size of the development trips were estimated for one weekday (Table 1), as well as the AM and PM peak. See Appendix 3 for detailed trip generation tables.

The Ardent Glen residential development proposes 258 single-family detached housing homes (ITE Code 210), 40 single-family attached housing homes (ITE Code 215), and 108 senior adult housing-single-family homes (ITE Code 108). As a result, the development is expected to generate approximately 3,190 trips per day.

Table 1. New Weekday Trips Generated

Type of Development	Trips
Single-Family Detached Housing (ITE Code 210)	2,435
Single-Family Attached Housing (ITE Code 215)	290
Senior Adult Housing-Single-Family (ITE Code 221)	465
Total Trips	3,190

Source: ITE Trip Generation Handbook 11th Edition

Trip Distribution & Signal Warrants

AECOM developed projected trip distributions and completed signal warrant analysis for two intersections adjacent to the project area: CTH PD & Shady Oak Lane and CTH PD & Development Access Road. Projected trip distributions, shown in Figures 3 & 4, vary between the two signal warrant analysis scenarios in order to consider a trip distribution scenario in which a signal would most likely be warranted at each intersection.

Figure 2. Projected Trip Distribution for CTH PD & Shady Oak Ln Signal Warrant Analysis

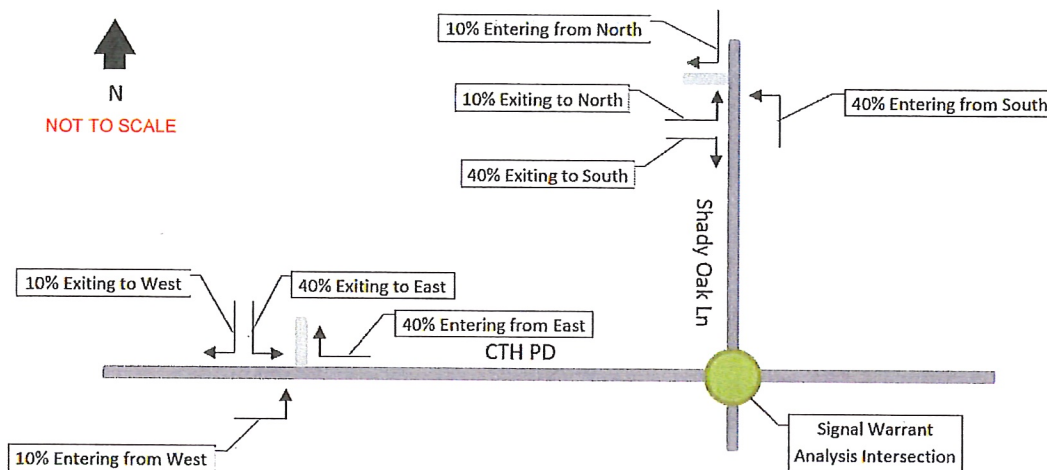
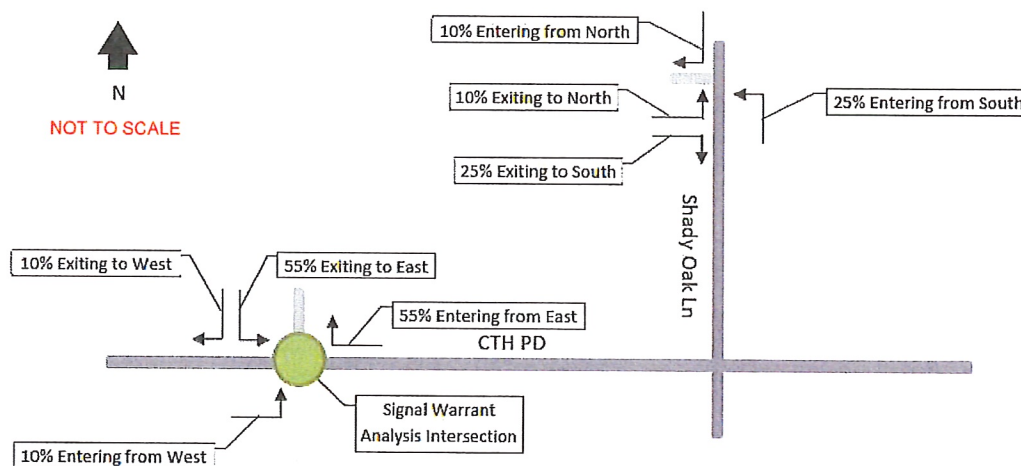


Figure 3. Projected Trip Distribution for CTH PD & Development Access Signal Warrant Analysis



Under both scenarios, the distribution of traffic entering/exiting the development to/from the west on CTH PD is 10%. Additionally, under both scenarios, the distribution of traffic entering/exiting the development to/from the north on Shady Oak Lane is also 10%. Existing land uses surrounding the development includes almost exclusively low density residential within the Town of Verona and Town of Middleton to the north and west, whereas to the south and east are commercial and office space land uses within the City of Verona and City of Madison. Due to these existing land uses, it is expected that the trip distribution to the north will be low, with small increases in daily traffic (approximately 300 trips per day).

CTH PD & Shady Oak Lane

A signal warrant analysis conducted at the intersection of CTH PD & Shady Oak Lane utilizing existing and future traffic volumes during the AM and PM peak hours found that a signal is not warranted at this location. The Peak Hour Volume Warrant was not met during either the AM or PM peak hours. The 4-Hour Volume Warrant was not met based on the two

hours of traffic volume data available for analysis, the AM & PM peak hour. The highest traffic volumes of the day occur during the AM & PM peak hours. Because the volume threshold is only met during one of these periods (the AM Peak), it is unlikely the threshold will be met during off-peak hours of the day to satisfy the 4-Hour Volume Warrant, or the 8-Hour Volume Warrant, and a signal would not be warranted. Full results from the signal warrant analysis are provided in Appendix 4.

CTH PD & Development Entrance

A signal warrant analysis conducted at the intersection of CTH PD & Development Entrance utilizing existing and future traffic volumes during the AM and PM found that a signal is not warranted at this location. The Peak Hour Volume Warrant was not met during the AM or PM peak hours. The 4-Hour Volume Warrant was not met based on the two hours of traffic volume data available for analysis, the AM & PM peak hour. The highest traffic volumes of the day occur during the AM & PM peak hours. Because the volume threshold is not met during these periods, it is unlikely the threshold will be met during off-peak hours of the day to satisfy the 4-Hour Volume Warrant, or the 8-Hour Volume Warrant, and a signal would not be warranted. Full results from the signal warrant analysis are provided in Appendix 4.

Recommendations

CTH PD & Shady Oak Lane

Eastbound Left-Turn Lane

AECOM recommends an eastbound left-turn lane on CTH PD for vehicles turning onto Shady Oak Ln and another for vehicles turning into the new development. The Wisconsin Department of Transportation (WisDOT) recommends providing an exclusive left-turn lane if the AADT on the main road exceeds 4,000 and the side road AADT exceeds 400. Existing traffic exceeds these marks with 5,180 AADT³ on CTH PD and 340 total vehicles on Shady Oak Ln in only 4 hours. The new development will generate an AADT of 1,040 on the new entrance road. Separating turning traffic from through traffic improves safety and traffic operations. A left-turn lane is also warranted based on CTH PD being a rural undivided highway and on urban transitional and high-speed divided highways.⁴ This applies to both intersections.

Westbound Right-Turn Lane

AECOM recommends a westbound right turn lane on CTH PD for vehicles turning on to Shady Oak Ln. A right-turn lane will improve traffic operations and safety along CTH PD by providing right-turning vehicles a space to slow down to complete the turn, separate from thru traffic.

Southbound Right-Turn Lane

AECOM recommends a right-turn lane be installed on Shady Oak Ln for southbound traffic turning right onto CTH PD. The existing shared left/right-turn lane at the intersection would then become a left-thru lane. A right-turn lane will improve operations by separating vehicles that are turning left from those turning right. This will decrease queuing and delay of right turn vehicles that are being blocked from left-turning or thru vehicles. In order to accommodate the widened southbound approach (along with bicycle and pedestrian accommodations, discussed on the following page), AECOM recommends shifting the approach to the east in order to avoid impacts to the parcel in the northwest quadrant of the intersection. This shift will impact the parcel in the northeast quadrant, however, the future development planned for this parcel will benefit from the improvements at this intersection.

Development Entrance along CTH PD (South)

AECOM recommends a two-lane approach for vehicles exiting the development onto CTH PD, one right-turn lane and one left-turn lane. A right-turn lane will improve operations by separating vehicles that are turning left from those turning right. This will decrease queuing and delay of right turn vehicles that are being blocked from left-turning vehicles. Additionally, AECOM recommends a westbound right-turn lane and eastbound left-turn lane be installed on CTH PD, similar to the recommendations provided for the intersection of CTH PD & Shady Oak Lane. A signal warrant analysis conducted at this intersection utilizing existing and future traffic volumes found that a signal is not warranted at this location.

³ Appendix 3

⁴ Wisconsin Department of Transportation Facilities Development Manual 11-25-5

Development Entrance along Shady Oak Lane (East)

AECOM recommends a northbound left-turn lane be installed on Shady Oak Lane for traffic turning into the development. A southbound right-turn lane is not required, and the eastbound approach for vehicles exiting the development can be a single shared left & right turn lane.

Development Entrance along Shady Oak Lane (North)

AECOM does not recommend a northbound left-turn lane or a southbound right-turn lane on Shady Oak Lane at this development entrance. Similarly, a single-lane approach for vehicles exiting the development at this location will be sufficient.

Bicycle & Pedestrian Accommodations

AECOM recommends the installation of sidewalks along both sides of all local streets within the development property, as shown on the development plan in Appendix 1. Additionally, AECOM recommends the installation of a southbound bike lane from northern most entrance to development on Shady Oak Lane to CTH PD as well as a sidewalk on the west side of Shady Oak Lane from the northernmost residence with direct access to Shady Oak Lane to CTH PD. The bike lane and sidewalk should tie into the future sidewalk which will be installed on the south side of the CTH PD & Shady Oak Lane intersection as part of a separate project.

Sight Distance & Speed Limit

AECOM recommends reconstructing the curve along Shady Oak Lane adjacent to the development to a 25 mph design speed (the current curve advisory speed is 15 mph). Flattening the existing curve enhances safety, by increasing the site distance (wider area of view) around the curve, for drivers along Shady Oak Lane and drivers exiting the development at the east development access road along Shady Oak Lane.

The current speed limit along Shady Oak Lane adjacent to the development is 40 mph. AECOM recommends reducing this speed limit to 35 mph. The reduction in speed will improve safety for drivers, bicyclists, and pedestrians traveling within and adjacent to the development and is consistent with other primary roadways providing neighborhood access in Verona, such as Locust Drive and Range Trail in the Cathedral Point neighborhood. Additionally, the reduction in speed will reduce the stopping sight distance associated with the crest vertical curve along Shady Oak Lane and improve safety along the corridor.

Additionally, AECOM recommends that houses with driveway access to Shady Oak Lane be provided with driveways large enough for vehicles to turn around and face towards Shady Oak Lane when exiting the residence, such that residents will not have to reverse out of the driveway directly on to Shady Oak Lane.

Summary

New developments on Shady Oak Ln will require improvements to the intersection of CTH PD and Shady Oak Ln and the intersection of CTH PD and the new development entrance to maintain the safety and efficiency of the intersections. The recommended improvements adjacent to and within the development project area are listed below. Concept layouts showing recommended improvements along CTH PD are provided in Appendix 5.

- CTH PD & Shady Oak Lane
 - Install eastbound left turn lane
 - Install westbound right turn lane
 - Install southbound right turn lane
- Development Entrance along CTH PD (South)
 - Install westbound right turn lane
 - Install eastbound left turn lane
 - Install southbound left and right turn lanes
- Development Entrance along Shady Oak Lane (East)
 - Install northbound left turn lane
- Bicycle/Pedestrian Accommodations
 - Install southbound bike lane along Shady Oak Lane
 - Install sidewalk on the west side of Shady Oak Lane
- Reduce the speed limit on Shady Oak Lane to 35 mph
- Reconstruct existing curve on Shady Oak Lane to 25 mph design speed