
To: Village of Cottage Grove
From: Brian Huibregtse, PE, PTOE, MSA Professional Services, Inc.
Kevin Lord, PE, MSA Professional Services, Inc.
Subject: Monona Grove Elementary School Improvements
Date: March 12, 2020

The recommendations included in the Monona Grove Elementary School TIA were reviewed along with the site layouts provided. The following infrastructure recommendations should be considered as the minimal improvements necessary as part of the interim condition until the full approved and required build out is completed on Buss Road:

- The operational analysis in the TIA shows acceptable delay and queueing at the South Driveway of the School Site. However, it is recommended that at a minimum, a 150-ft northbound right turn lane and a 150-ft southbound left turn lane be constructed at the intersection. The addition of the left turn lane provides the preferred safety benefits required by the Village.
- Volume is anticipated to be low and operations are acceptable at the North Driveway. However, due to the close proximity to the South Driveway, and the North Driveway being located within a shifting taper, southbound left turns should be prohibited as a safety improvement and a continuation of the northbound turn lane to the north entrance is recommended.
- Speed Limits adjacent to the school and within Village boundaries should be reduced to at least 35 MPH.
- Any reconstruction or modification to Buss Road should include the pulverization of the entire cross section of Buss Road with 5-inches of new HMA pavement. A minimum of 3 foot shoulders should be added (2-foot paved, 1-foot gravel) in improvement areas.
- All access paths should be minimum of 10-ft to accommodate both pedestrian and bicycle users. A roadway connection from the entrance along Buss Road to the Glacial Drumlin School and a path connection to Pheasant Run is required.
- A minimum 10-ft multiuse path should be constructed along the east side of Buss Road adjacent to the school property. All curb ramps must be ADA compliant. Type 1 Curb Ramps should not be utilized.
- A 10-ft multiuse path should extend to Lane Street and a ADA compliant cross walk across Buss Road be constructed with a concrete sidewalk access with curb ramps on the west side of Buss Road to allow for a safer crossing of students coming from the neighborhood. Due to the rural nature of the corridor, a Rectangular Rapid Flashing Beacon is required this location to improve driver compliance when pedestrians are in the crosswalk.
- Intersection Sight Distances and Vision Triangles should be confirmed and designs adjusted for compliance at both driveway locations.