Lake Mendota Dr. Reconstruction Projects 2022-2024

Public Information Meeting
by City of Madison Engineering Division
January 11, 2022

- ✓ This meeting will be **recorded** and posted to the City's project page.
- ✓ All attendees should stay be **muted** to keep background noise to a minimum.
- ✓ You may use the **"raise hand"** option at the bottom if you have something that required immediate clarification.
- ✓ Use **"chat"** option if you are having technical issues and a staff person can try to assist.
- ✓ Questions will be answered following the presentation. Use the "**raise hand"** button at the bottom to be un-muted in order to ask your question or use the **"Q&A"** option if you prefer to type your question. Inappropriate questions may be dismissed.

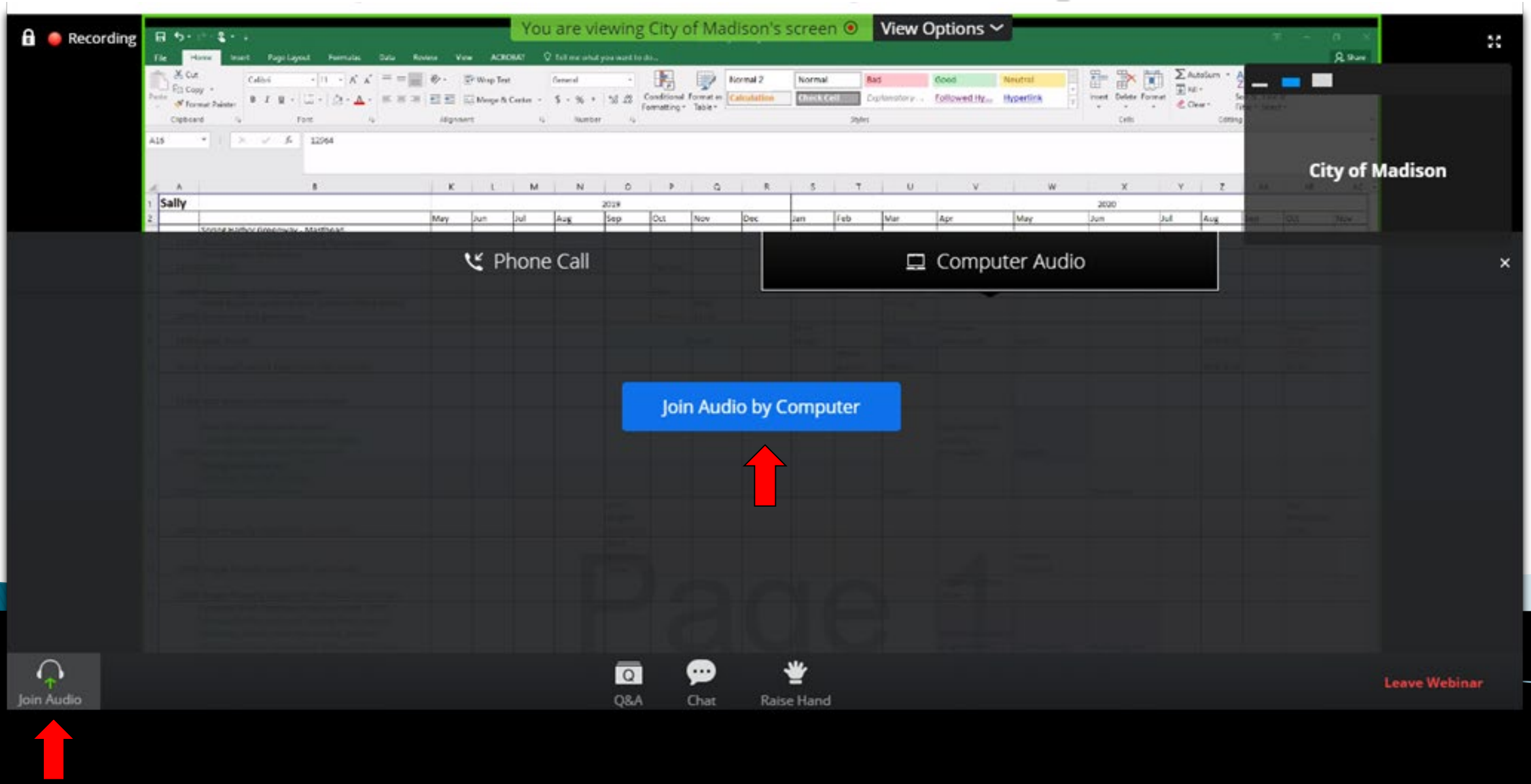


This meeting is being recorded.

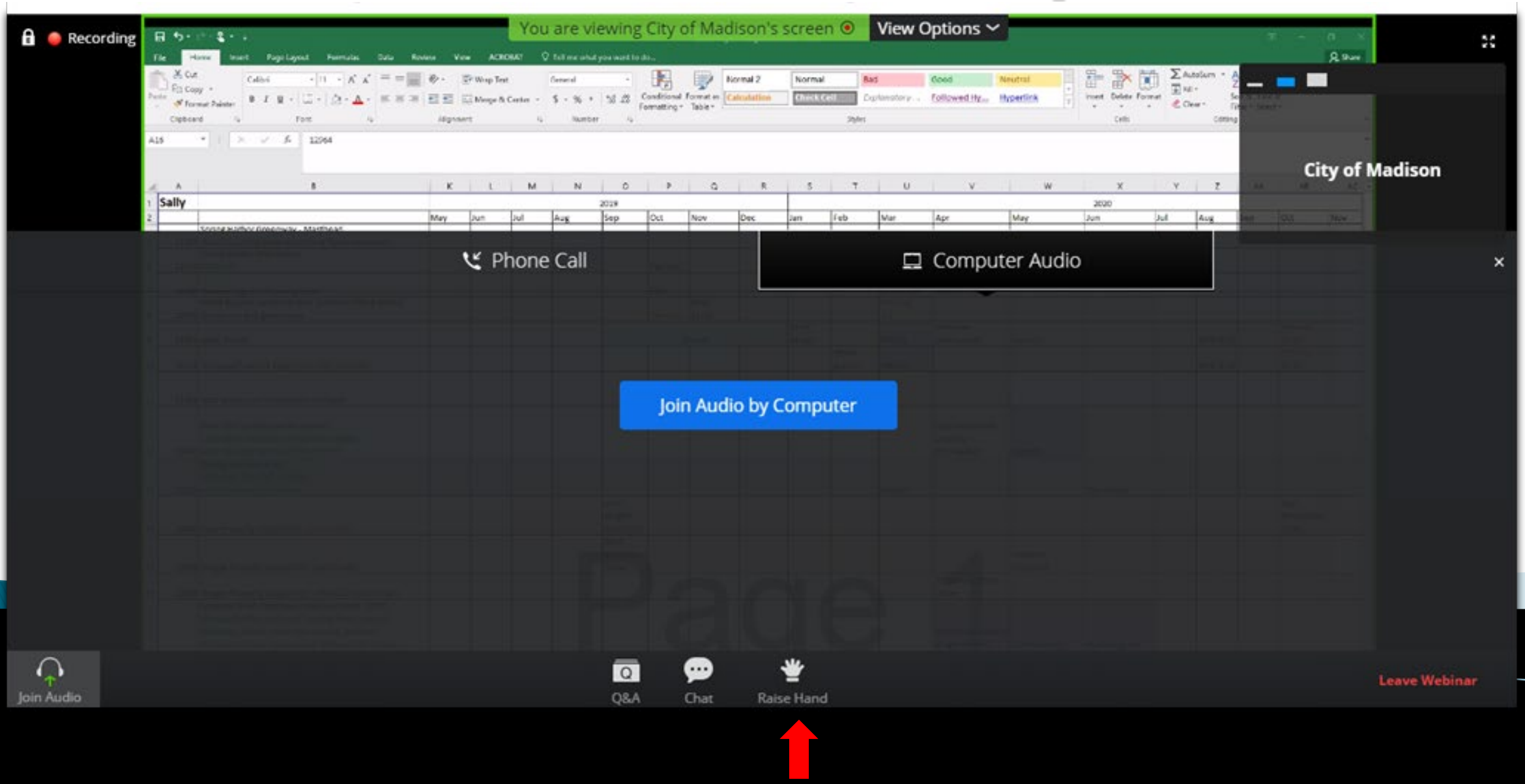
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By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

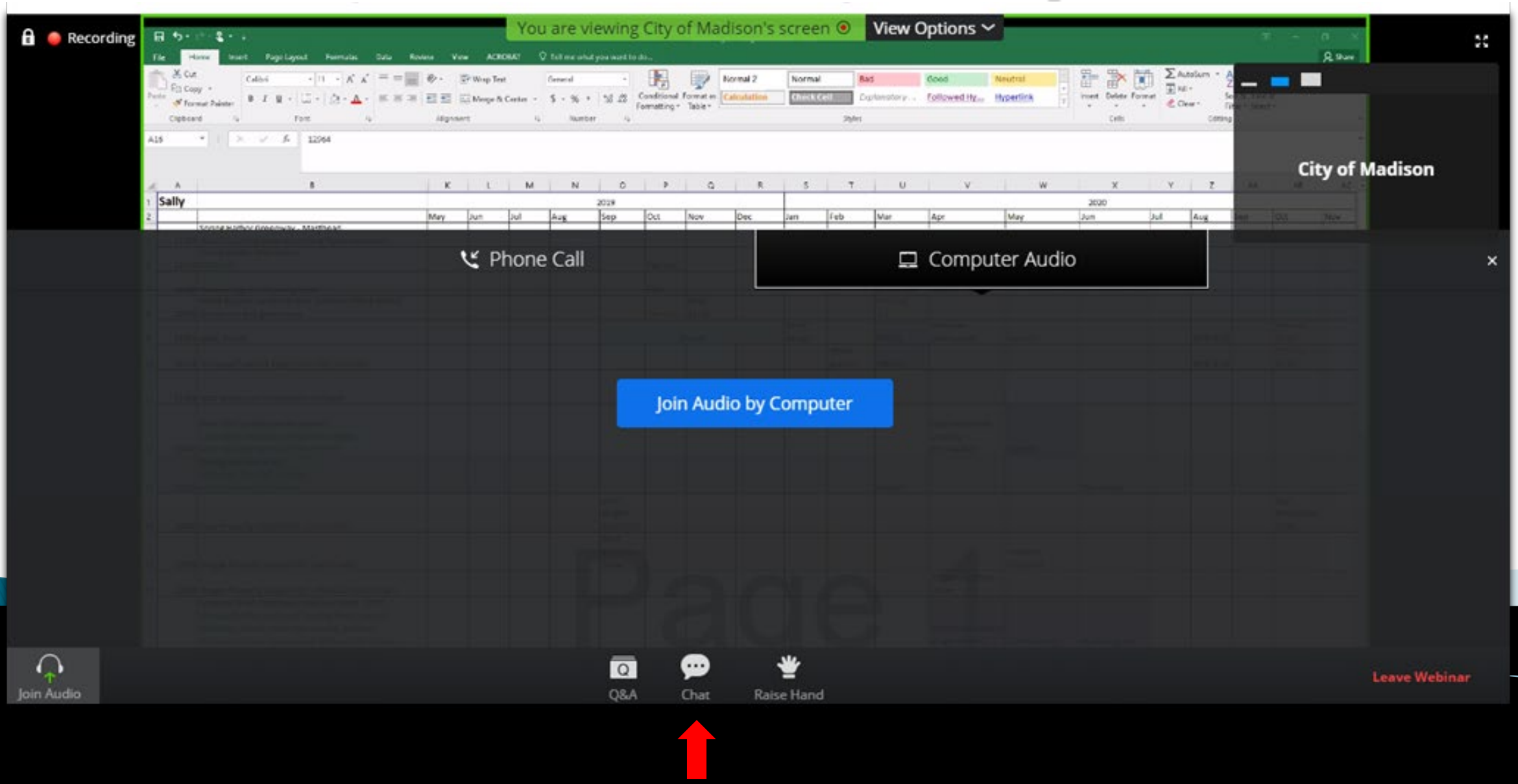
How to Participate



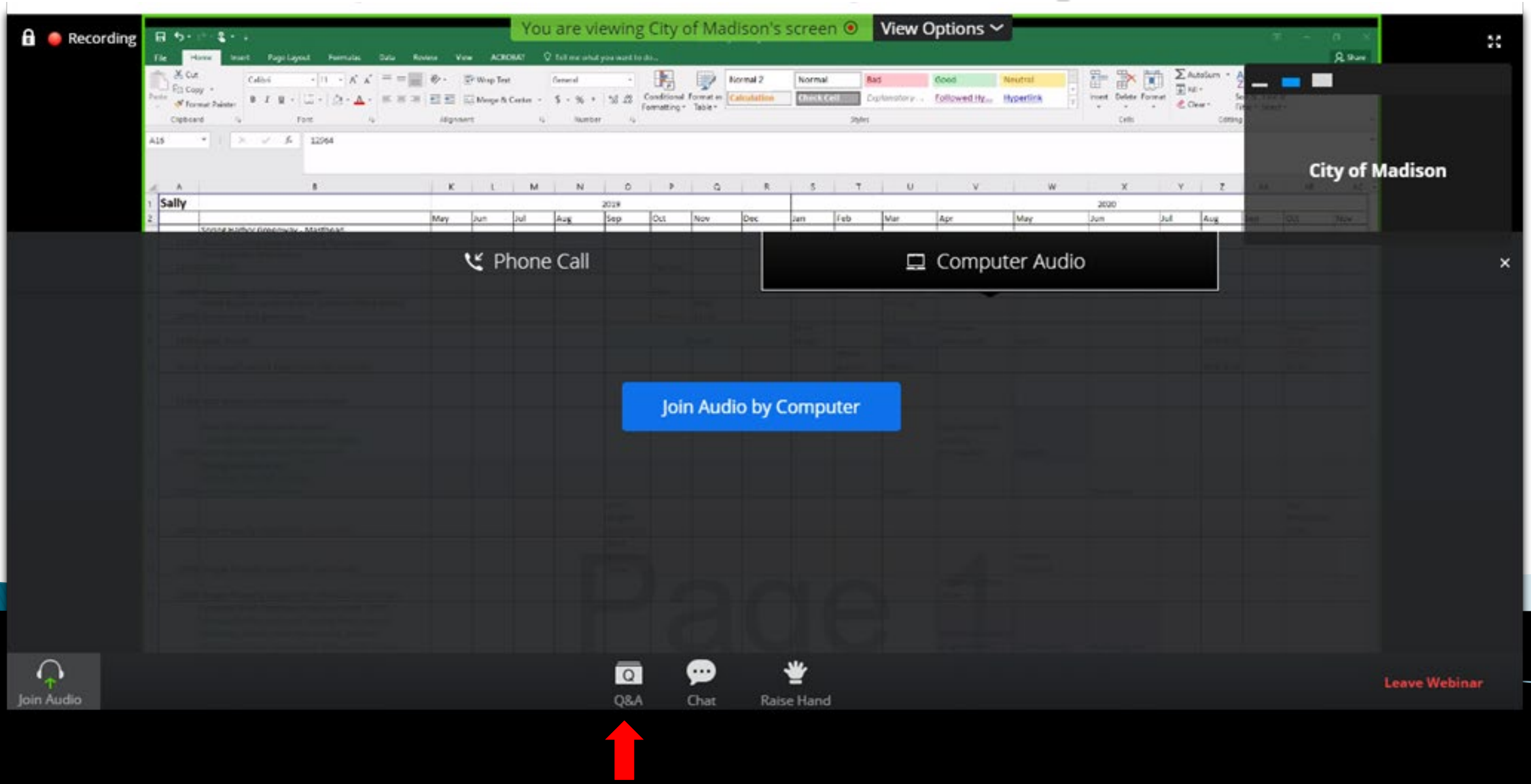
How to Participate



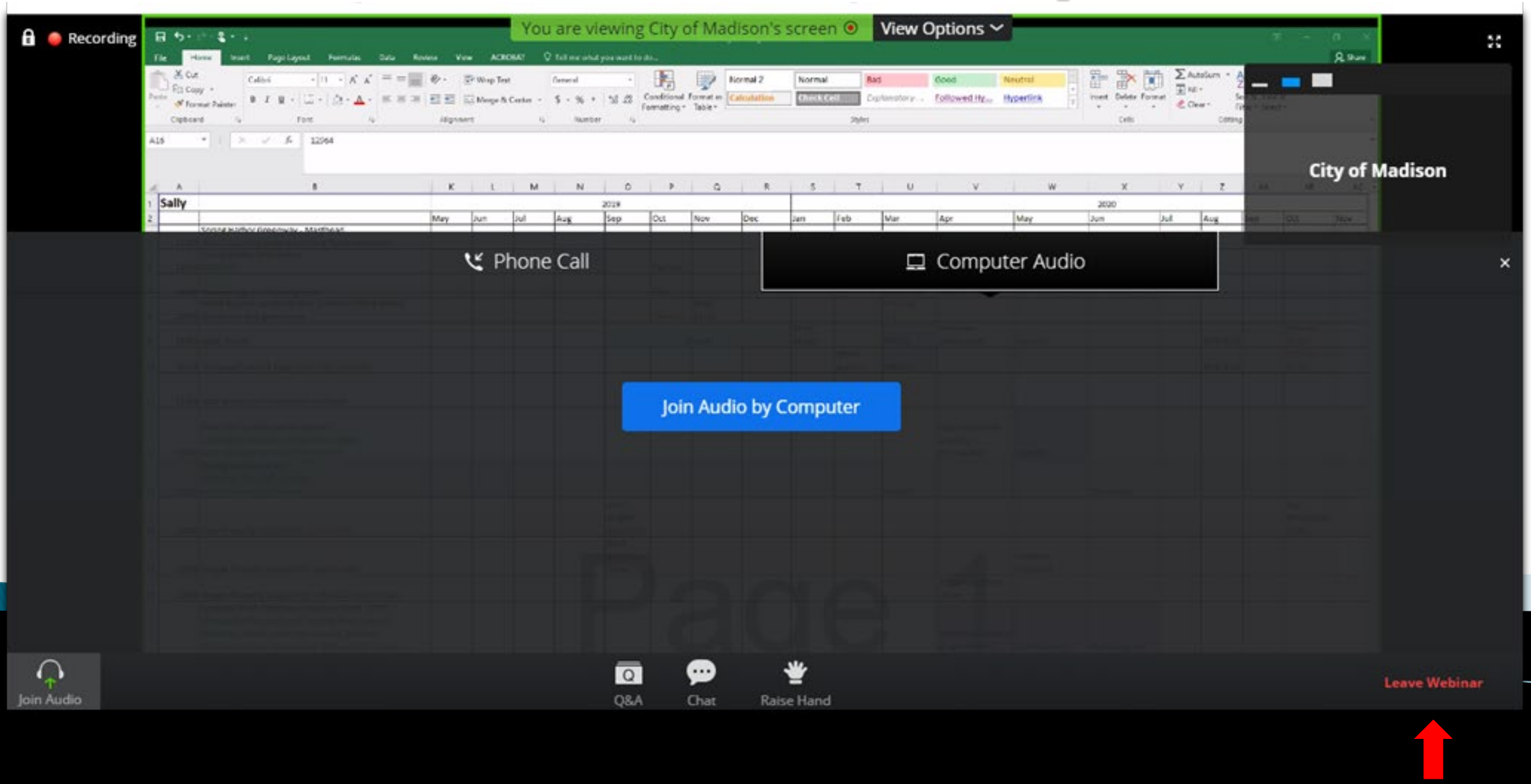
How to Participate



How to Participate



How to Participate



Preview of Presentation

- Project Limits & Anticipated Construction Years
- Scope of Work
- Existing roadway conditions and data
- City Policies and Adopted Plans
- Elements of Proposed Street Design
- Underground Utilities
- Assessment Policy and Cost
- General Construction Information
- Contact Information and Resources
- Questions/Input and Prelim Survey Results

Project Limits



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General Scope of Work

- Utilities
  - Replace City-owned sanitary sewer mains
  - Replace existing and install new storm sewer
  - Coordinate with watershed study solutions
  - Coordinate with water utility to line water mains
- Street
  - Replace street infrastructure
  - Gravel base
  - Asphalt pavement
  - Curb and gutter
  - Review project for sidewalk installation

Existing Conditions - Surface

- Baker to Norman
  - Pavement Rating – 4 (seal coat pavement)
  - Curb Rating – 0 (no existing curb)
  - No sidewalk
  - Street Width: 28'–29' (Baker to Capital), 32'–34' (Capital to Norman)
  - On-Street Parking – Allowed on both sides
  - R.O.W. Width – 66' (approx. 15'–19' off existing pavement)
- Norman to Spring Harbor
  - Pavement Rating – 6 (asphalt pavement)
  - Curb Rating – 8 (with some defects)
  - Sidewalk – on west side, some on east side
  - Street Width – 36' (face of curb to face of curb)
  - On-Street Parking – limited, some on west side only
  - R.O.W. Width – 66' (appox. 1' behind sidewalk)

Pavment Surface and Curb Evaluation Ratings	
Quality	**Rating**
Excellent	9-10
Good	7-8
Fair	5-6
Poor	3-4
Failed	1-2

Existing Conditions - Surface

- Spring Harbor to City/Village Limit
  - Pavement Rating – 4 (seal coat pavement)
  - Curb Rating – 0 (no existing curb)
  - No sidewalk
  - Street Width – Varies 28'-32' +/-
  - On-Street Parking – Mostly allowed on both sides
  - R.O.W. Width – 66' (narrows to 55' on east end)
- Street Ends (Capital & Norman planned)
  - Capital & Norman planned, more may be necessary due to storm sewer needs on project
  - Pavement Rating – 4 (Capital is gravel, Norman is asphalt)
  - Curb Rating – 0
  - Street Width – 16' +/-
  - R.O.W. Width – 70' (Capital), 33' (Norman)
  - No sidewalk or on-street parking

Pavment Surface and Curb Evaluation Ratings	
Quality	**Rating**
Excellent	9-10
Good	7-8
Fair	5-6
Poor	3-4
Failed	1-2

Existing Conditions - Surface



Rutting & erosion at pavement edge



Failing pavement surface

Existing Conditions - Surface



More failing pavement and rutting, eroding edge



Discontinuity of sidewalk

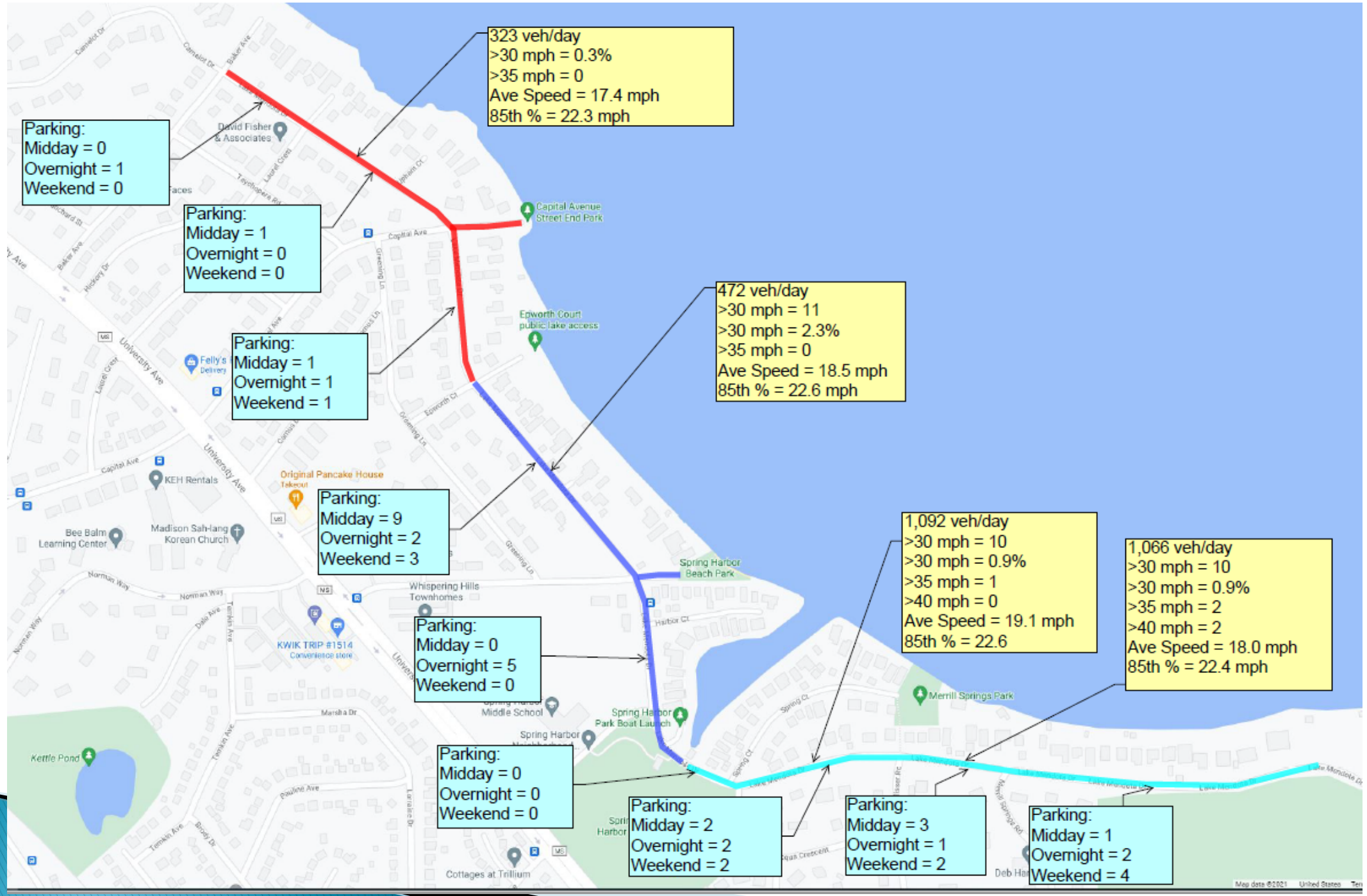
Street Use Data – Traffic Volumes & Speeds

- Based on City collected data
- Baker to Capital (2022 Project Area)
  - Approximately 300-350 vehicles per day
  - Avg. Speed – 17.4mph; 85th % speed – 22.3mph
  - 0.3% > 30 mph, 0% > 35 mph
- Epworth to Spring Harbor (2024 Project Area)
  - Approximately 450-500 vehicles per day
  - Avg. Speed – 18.5mph; 85th % speed – 22.6mph
  - 2.3% > 30 mph, 0% > 35 mph
- Spring Harbor to Merrill Springs (2023 Project Area)
  - Approximately 1000-1100 vehicles per day
  - Avg. Speed – 19.1mph; 85th % speed – 22.4mph
  - 1% > 30 mph, 0.4% > 35 mph

Street Use Data - Parking Study

- Parking Utilization
  - Data Collected in October 2021, during weekday daytime & overnight and weekend
  - Results showed low utilization
    - Less than 10% throughout project area

Block	Weekday Daytime # of Cars	Weekday Overnight # of Cars	Weekend # of Cars
Baker Ave to Laurel Crest	0	1	0
Laurel Crest to Capital Ave	1	0	0
Capital Ave to Epworth Ct	1	1	1
Epworth Ct to Norman Way	9	2	3
Norman Way to Spring Harbor Dr	0	5	0
Spring Harbor Dr to Spring Ct	0	0	0
Spring Ct to Risser Rd	2	2	2
Risser to Merill Springs	3	1	2
Merrill Springs Rd to City Limit	1	2	4
Total Parked Vehicles	17	14	12


323 veh/day
>30 mph = 0.3%
>35 mph = 0
Ave Speed = 17.4 mph
85th % = 22.3 mph
Parking:
Midday = 0
Overnight = 1
Weekend = 0
Parking:
Midday = 1
Overnight = 0
Weekend = 0
472 veh/day
>30 mph = 11
>30 mph = 2.3%
>35 mph = 0
Ave Speed = 18.5 mph
85th % = 22.6 mph
Parking:
Midday = 1
Overnight = 1
Weekend = 1
Parking:
Midday = 9
Overnight = 2
Weekend = 3
1,092 veh/day
>30 mph = 10
>30 mph = 0.9%
>35 mph = 1
>40 mph = 0
Ave Speed = 19.1 mph
85th % = 22.6
1,066 veh/day
>30 mph = 10
>30 mph = 0.9%
>35 mph = 2
>40 mph = 2
Ave Speed = 18.0 mph
85th % = 22.4 mph
Parking:
Midday = 0
Overnight = 5
Weekend = 0
Parking:
Midday = 0
Overnight = 0
Weekend = 0
Parking:
Midday = 2
Overnight = 2
Weekend = 2
Parking:
Midday = 3
Overnight = 1
Weekend = 2
Parking:
Midday = 1
Overnight = 2
Weekend = 4
Capital Avenue Street End Park
Edgewood Court public lake access
Spring Harbor Beach Park
Merrill Springs Park
Spring Harbor Park Boat Launch
Kettle Pond
Cottages at Trillium
KWIK TRIP #1514
Convenience store
Whispering Hills Townhomes
Original Pancake House
KEH Rentals
Bee Balm Learning Center
Madison Sah-Hang Korean Church
David Fisher & Associates
Felly's Delivery
University Ave
Capital Ave
Norman Way
Deb Ave
Marsha Dr
Pauline Ave
Tiedeman Ave
Brody Dr
Lorraine Dr
Greening Ln
Edgewood Ct
Harbor Ct
Spring Ct
Lake Mendota Dr
Map data ©2021 United States

City Policies and Adopted Plans

What informs our street design?

- Policies and plans help prioritize and guide designs to provide safe transportation options for everyone
- Variety of City policies, plans, reports and organizations guide street design
  - Complete Streets
  - Madison in Motion
  - Comprehensive plan
  - Pedestrian and Bicycle Plans
  - Vision Zero
  - NACTO Member City





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City Policies and Adopted Plans

Complete Streets

- Complete Streets are streets designed and operated to enable safe use and support mobility for all users including people walking, biking, taking transit and driving.



City Policies and Adopted Plans

2009 City Council Resolution Reaffirmed a commitment to Complete Streets.

- Reaffirming the City's commitment to Complete Streets and directing staff of various agencies . . . . to follow to the extent possible Complete Streets concepts for all . . .

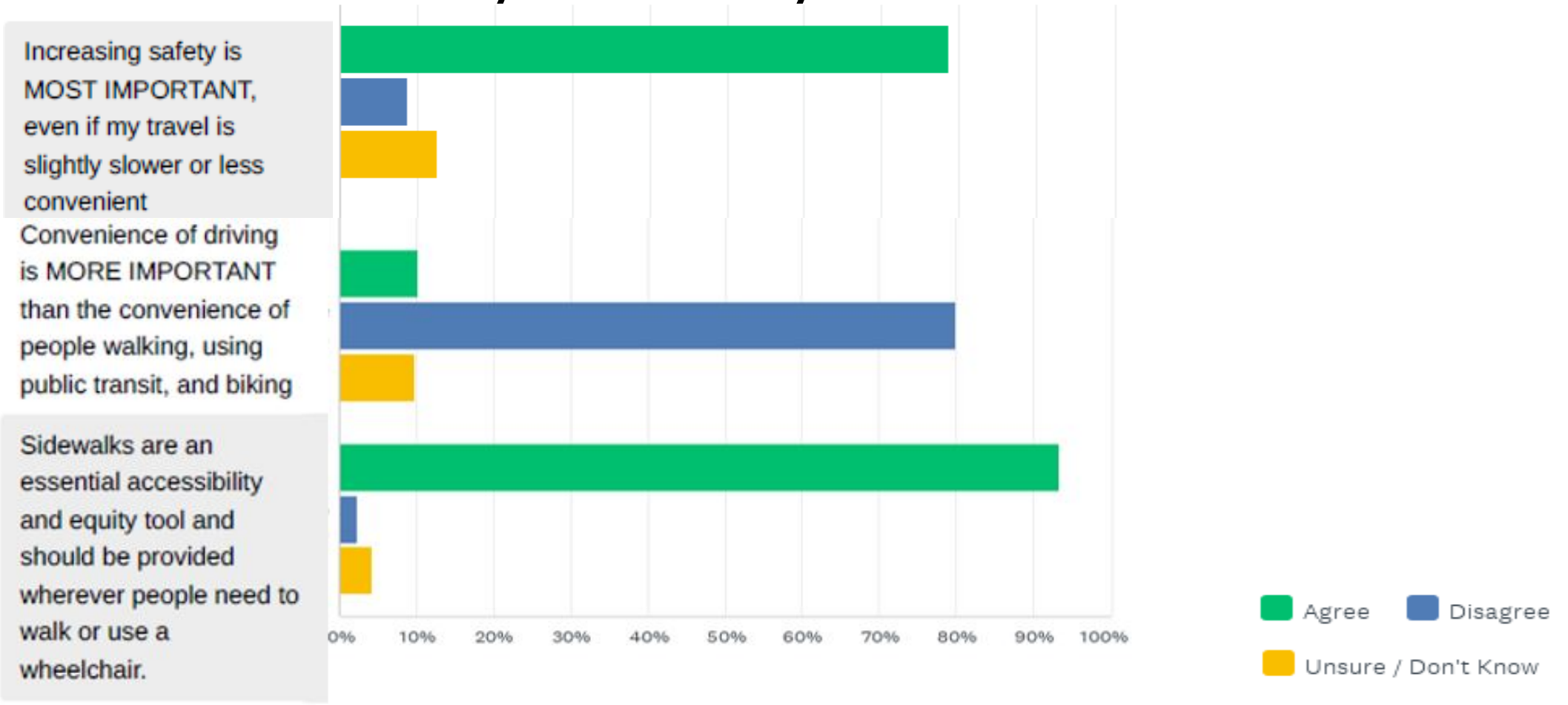
Complete Green Streets Planning Project

- Develop a values-based plan that helps policy makers assign priorities in the right-of-way
- The plan will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.



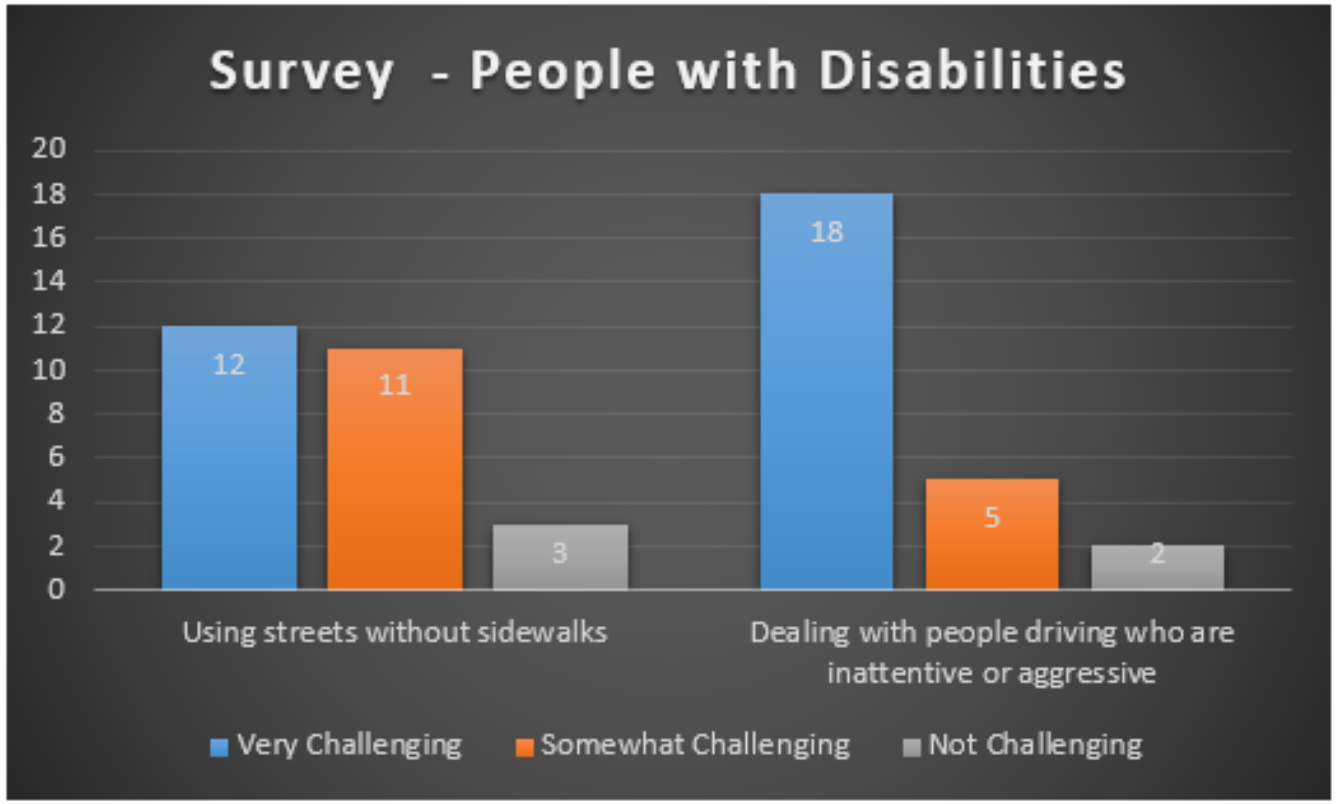
City Policies and Adopted Plans

Let's Talk Streets City-wide Survey



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City Policies and Adopted Plans



- Surveys completed with Complete Green Streets Planning Project

City Policies and Adopted Plans

2017 Madison in Motion Transportation Plan

- Expand Mobility Choices: Expand transportation infrastructure to support a greater range of options for all user types.
- Create transportation equity for all residents: The future transportation system must address the needs of all users.



2018 Imagine Madison Comprehensive Plan

- Ensure all populations benefit from the City's transportation investments.
- Expand and improve the city's pedestrian & bicycle network to establish safe and convenient active transportation.



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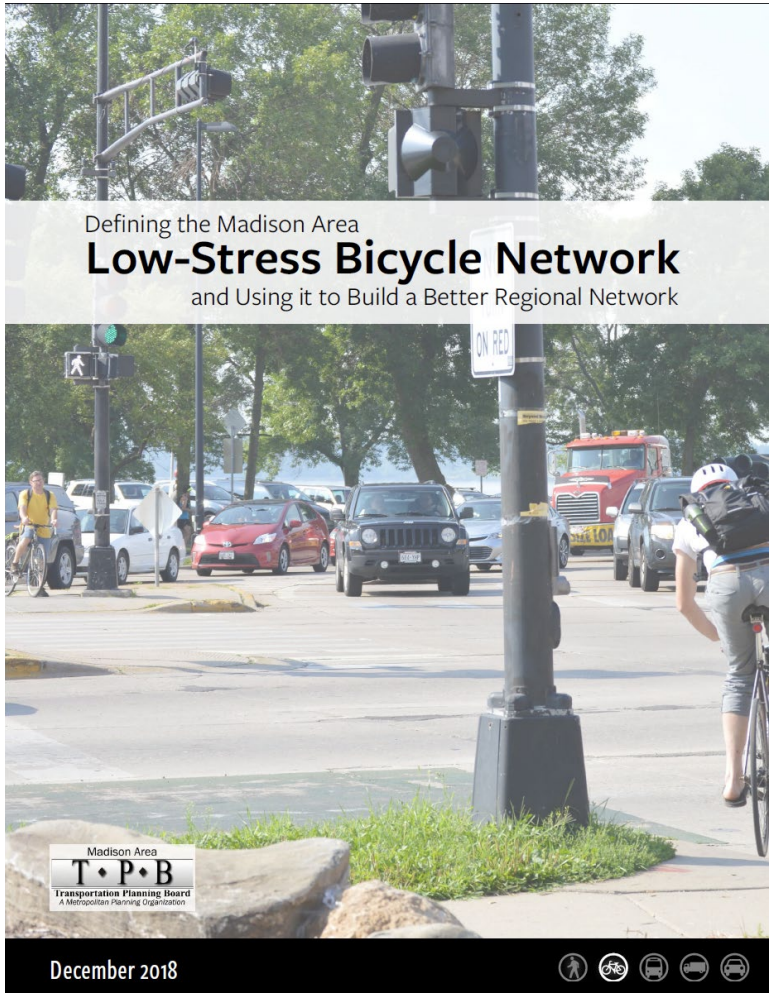
City Policies and Adopted Plans

2015 Bicycle Plan for Madison Metro Area & Dane County

- Vision includes “safe, convenient, and enjoyable bicycle network that is accessible and comfortable for individuals of all ages, races, backgrounds, and abilities.”

Low Stress Bicycle Network Evaluation

- A data-driven approach to evaluating the traffic-related stress based on roadway design, traffic volumes, speeds and other factors. This evaluation looks at routes based on how an average person would feel riding a bicycle in that environment.

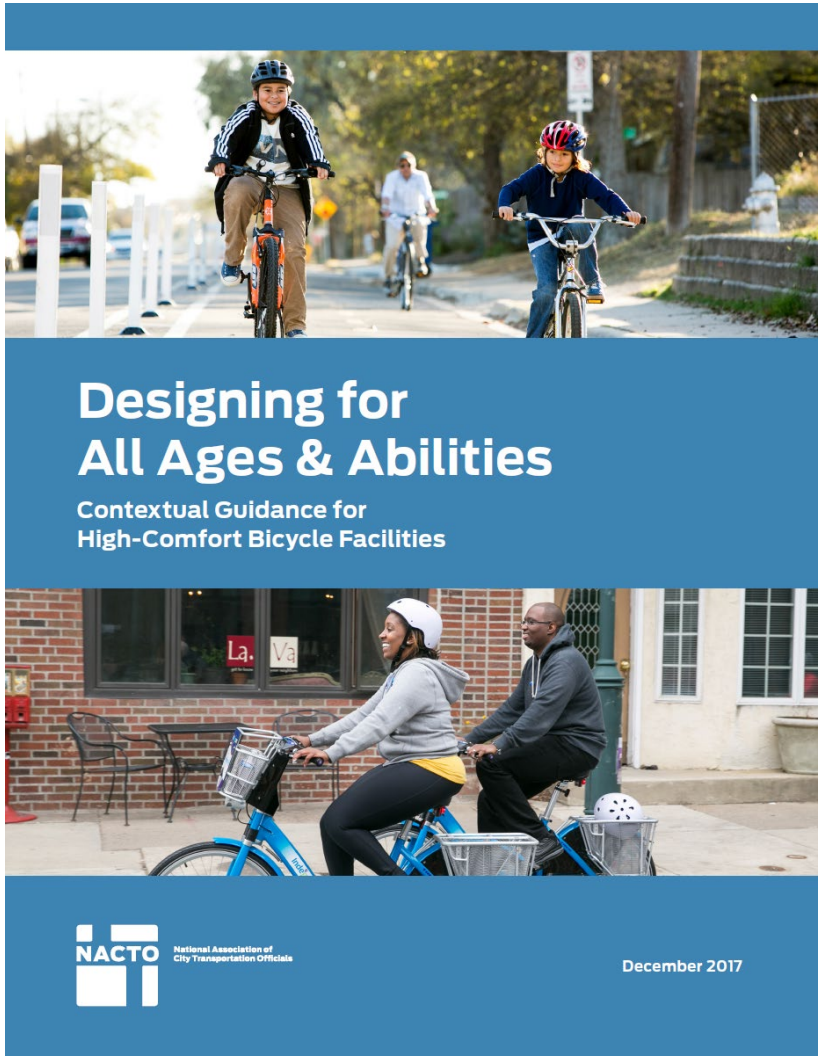


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City Policies and Adopted Plans

NACTO Member

- National Association of City Transportation Officials
- NACTO produces a variety of design guides to advance the practice of urban transportation planning.
- Focus is building streets that safely accommodate all road users, including people traveling on foot, bike, and on transit.



City Policies and Adopted Plans

Vision Zero Initiative

- Eliminate all fatal and serious injury crashes by 2030
- Emphasis on smart street design and operations to account for human error





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Project Goals









- Safety for all users
  - Develop a design that focuses on improving safety
  - Maintaining slower speeds
- Review roadway characteristics for use by bicyclists
  - Provide a network for cyclists of all ages & abilities
  - Increase number of people biking
- Improve pedestrian network
  - Improve overall feeling of comfort while walking
  - Increase accessibility for all abilities
  - Increase number of people walking
- Provide reliable, durable infrastructure

Biking on Lake Mendota Dr.

- Current street meets NACTO criteria for all ages & abilities criteria as a bike boulevard
  - Maintain or reduce vehicle speeds
  - Include additional markings, such as sharrows
- Already considered a low-stress biking street
  - Level of Traffic Stress = 1 (per Greater Madison MPO map)

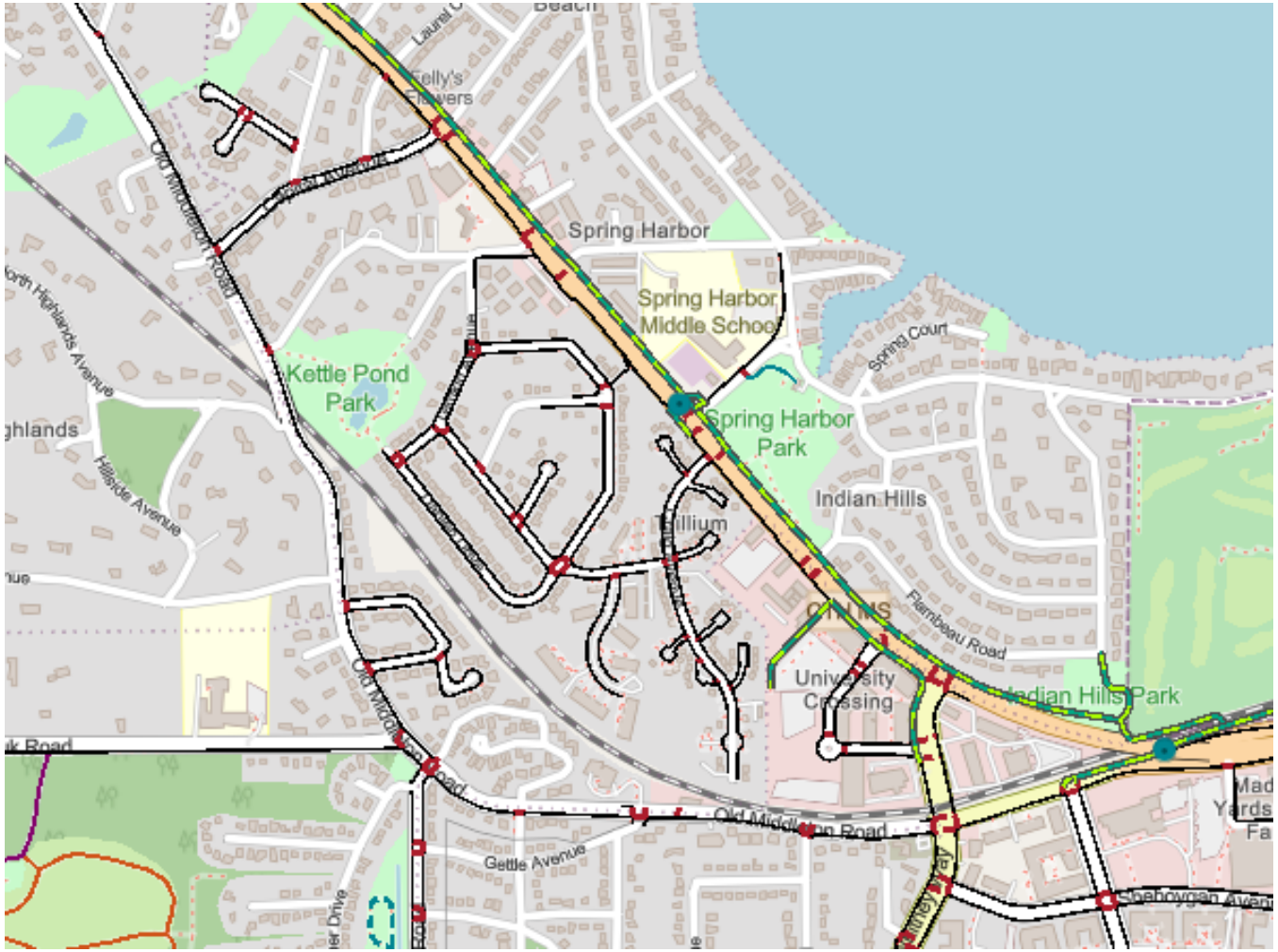
Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

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Pedestrians on Lake Mendota Dr.

- Popular route for walking
- Very limited sidewalks in the area
  - Some near school only
  - Otherwise only option is to walk in the street



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Background on Sidewalk Construction

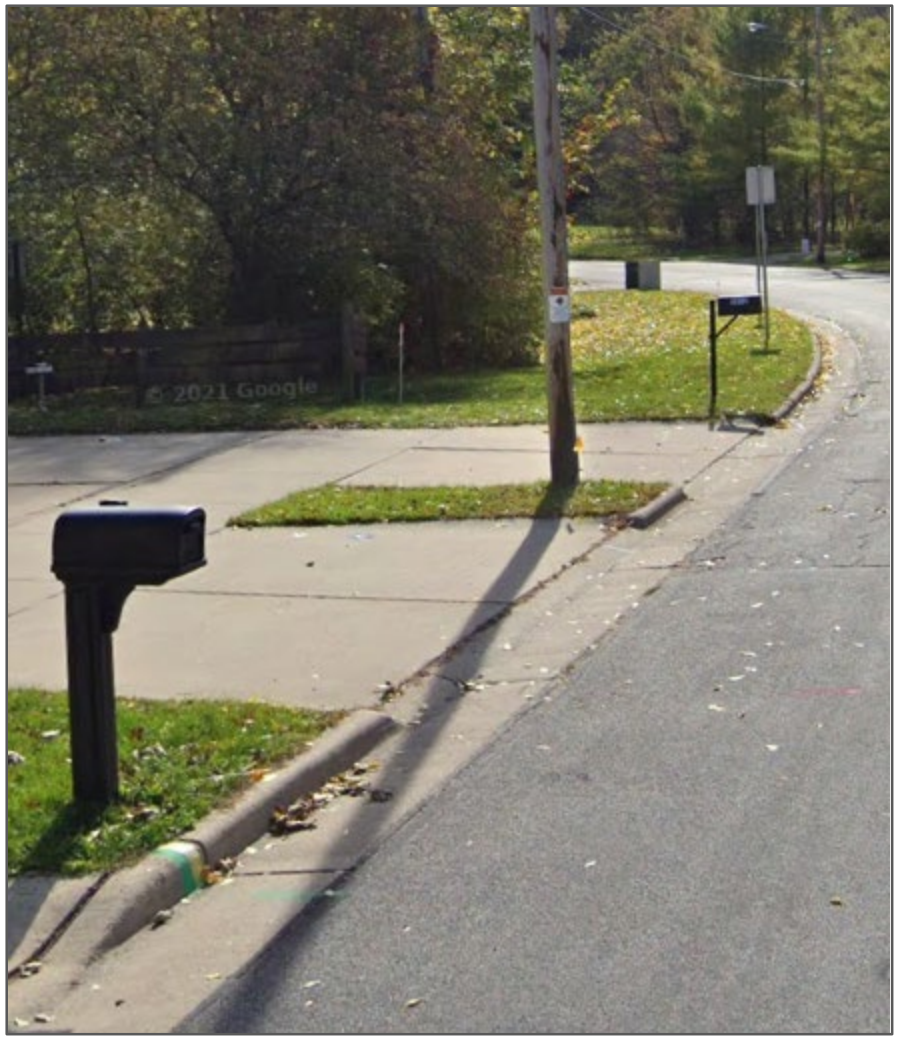
- Historically, all new developments in the City of Madison have required sidewalks to be installed along the new parcels
  - Only exceptions have been cul-de-sacs, due to extremely low traffic volumes or within industrial areas in the 1970's-80's
- Developments originally in the Town of Madison and adjacent towns (Burke, etc.) were built to a more rural standard (no curb, no sidewalk)
- Town of Madison parcels eventually are attached to the City
  - The few remaining Town of Madison areas will be attached in 2022
- Consistent with City standards and policies, it is a goal to install sidewalks with reconstruction projects in formerly town areas
  - At a minimum, a pedestrian network is desired so that there are good, safe, accessible options for people of all ages and abilities
  - Improvements with reconstruction projects are expected to last decades

Background on Sidewalk Construction

- Each year, the City reconstructs some rural streets, usually a few blocks
- These projects are all reviewed for possible sidewalk installation
  - Importance to creating a pedestrian network, including connections to destinations such as schools, parks, bus stops, businesses, etc.
  - Traffic conditions on the street
  - Topography
  - Potential impacts on existing tree canopy
- Often, projects include sidewalks, on both sides or on at least one side
  - Examples: E. Dean Ave., Regent (Farley–Franklin), Tompkins, Rethke, Groveland, upcoming project on Dempsey & Davies, among many others
- Sidewalks are occasionally not installed if not possible due to grades or would result in excessive tree loss
  - Example: Hillcrest – sidewalk designed and set-up through driveways, but delayed due to impacts on several old, large oak trees

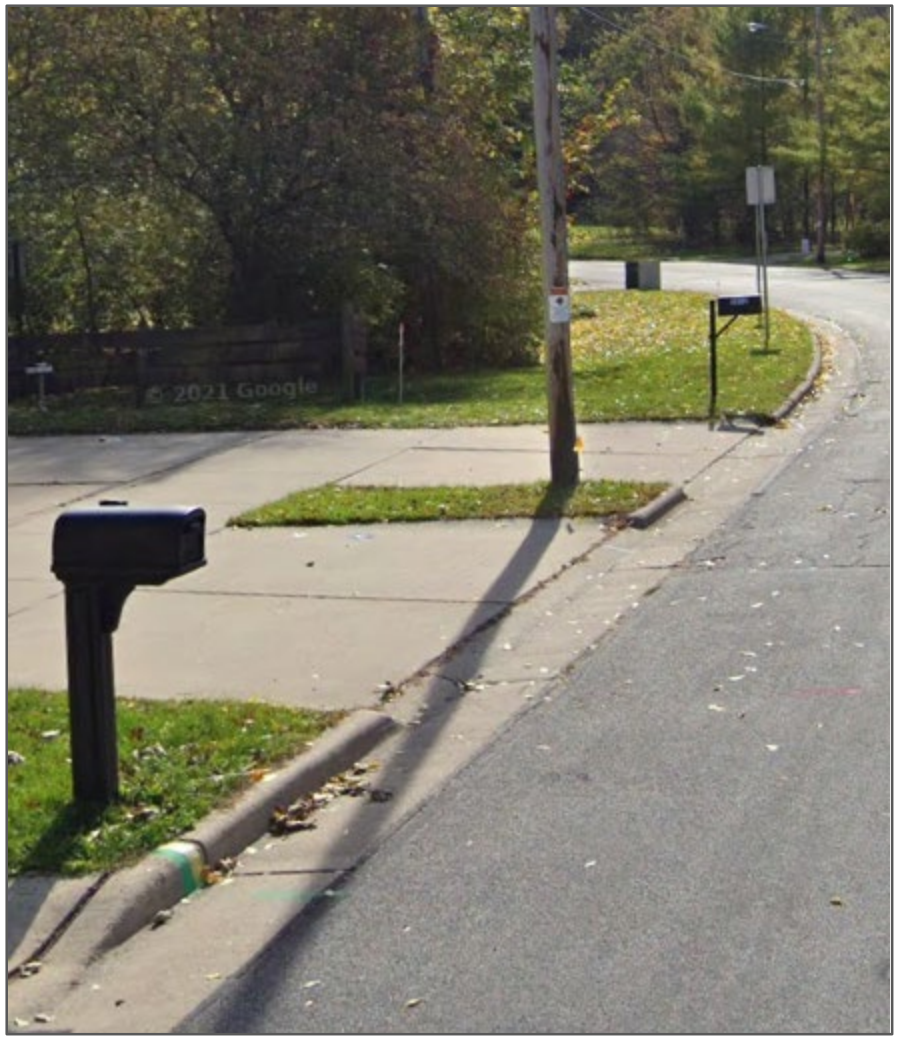
Elements of Proposed Design - Sidewalk

- Provide safe walking space for people of all ages and abilities
- Opportunity to improve safe connections
  - Parks and School
  - Path along University Ave.
  - Underpass at Spring Harbor Dr.
  - Future RR underpass at Craig to Old Middleton
- Extend existing sidewalks to logical end points & create a more complete network, consistent with City policies



Elements of Proposed Design - Sidewalk

- Provide safe walking space for people of all ages and abilities
- Opportunity to provide connections
  - Parks and School
  - Path along University Ave.
  - Underpass at Spring Harbor Dr.
  - Future RR underpass at Craig to Old Middleton (new sidewalk)
- Extend existing sidewalks to logical end points & create a more complete network, consistent with City policies



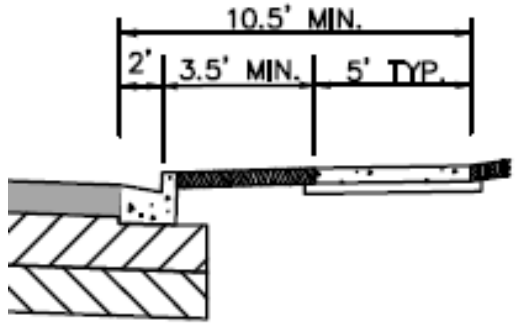
Elements of Proposed Design – Curb and Gutter

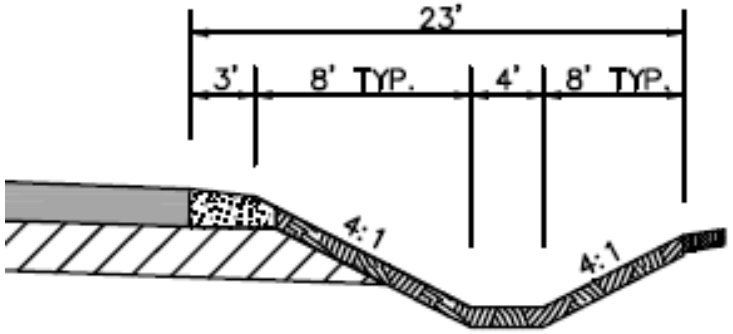
- Performs several important functions
- Stormwater conveyance
  - Helps keep water on street
  - Directs to storm sewer system
- Supports and protects edge of new pavement
- Helps guide & keep vehicles on the roadway
  - For equipment too (plows, street sweepers)
- Prevents rutting & erosion



Elements of Proposed Design – Curb and Gutter

- Alternative to curb & gutter is should with ditches
- Accomplishes some goals
  - Shoulder supports and protects pavement
  - Ditches convey stormwater
- Several drawbacks
  - Requires much more grading & disturbance to install
    - More tree removals
  - No guide for vehicles & equipment
    - May still have issues with rutting & erosion off of shoulder





Elements of Proposed Design – Curb and Gutter

- Types of curb & gutter
- City of Madison standard
  - Taller curb head has more stormwater capacity and helps better guide vehicles
- Village type
  - Softer, rolled curb head
  - Even if used, may require City standard curb in some locations due to stormwater flows, grades, or other obstacles





Elements of Proposed Design – Curb and Gutter

- Poll – which curb type do you prefer to be used on Lake Mendota Dr.?
  - City standard curb – taller, more vertical curb
  - Village curb – softer, more sloped curb type





Elements of Proposed Design – Traffic Calming

- Current data doesn't suggest a major speeding issue
  - Very poor pavement probably contributes
- Avoid speed becoming more problematic
- Typical traffic calming options
  - Narrow street to create more restricted feel
  - If parking reduced to one side due to width, alternate sides with parking
  - Traffic circles & islands
  - Speed humps
    - Requires coordination with MFD and Metro
    - Review/design for drainage impacts
- No additional cost to adjacent residents





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Elements of Proposed Design – Tree Protection

- Tree canopy important characteristic of street & neighborhood
- Priority to protect trees, especially large canopy trees
- Review project with City Forestry
  - Identify sensitive trees
  - Forestry will prune ahead of construction
- Include any special protective measures
  - Protection fencing during construction
  - Hand-form curb locations
  - Occasionally will do root investigations to help plan construction methods



Elements of Proposed Design – Tree Protection

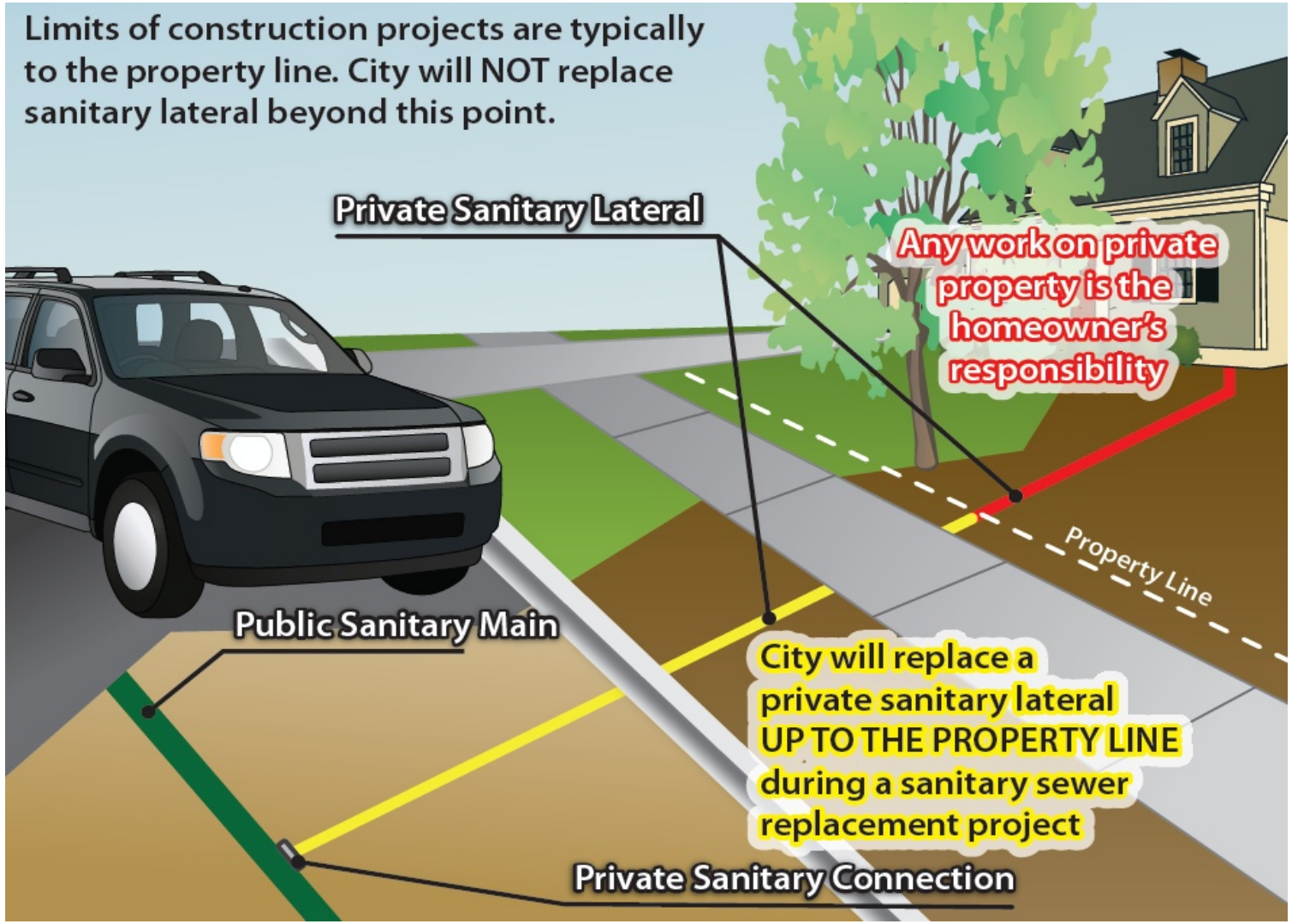
- Receive guidance from City Forestry to design around trees
  - Sidewalks can bend around trees, or consider sidewalks only on 1 side in areas
  - Narrower street will provide more space
- Inspect and enforce specifications for working around trees
  - Hand form curb where necessary
  - Minimize excavations
  - Not storing equipment
  - Fines for damages
- Will likely be some removals with projects, but try to limit to smaller trees and select trees in more wooded areas, where possible



Underground Utilities – Sanitary Sewer

- Baker to Spring Harbor
  - Existing
    - 18” Cast Iron MMSD (Madison Metro Sewerage District) Interceptor (recently lined)
    - Most properties served directly off the interceptor
  - Proposed
    - Replace City of Madison sewer mains, where existing, and improve connections/access to interceptor
    - Replace laterals as necessary
- Spring Harbor to City/Village limit
  - Existing
    - Some mains in street, some through yards, due to topography
    - Typically 8” clay pipe, installed in the late 1950’s
  - Proposed
    - Replace main & laterals where in street, hopefully line mains in yards, if possible

Underground Utilities – Sanitary Sewer



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Underground Utilities – Water Main

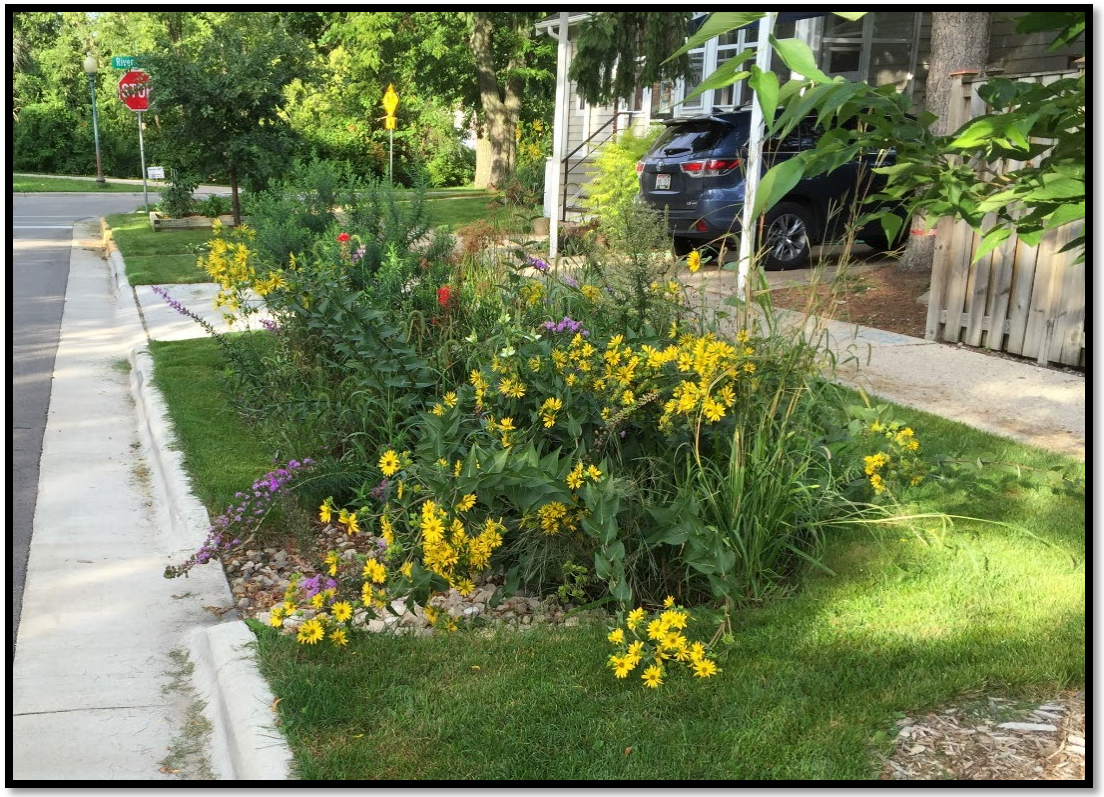
- Existing
  - 8” Cast Iron throughout
  - Installed 1955-1959
  - Portion from Laurel Crest to Epworth Ct. was lined in 2013
- Proposed
  - Line remaining mains, likely in advance of reconstruction projects
    - May require temporary shut-offs, but Water Utility will be providing notice
  - Mains will remain in-place and in-service through reconstruction projects

Underground Utilities – Storm Sewer

- Existing
  - Limited storm sewer, primarily near intersections
  - Mostly 12”-18” concrete pipes, up to 36” at Capital Ave. & 3’x4’ box at Norman
  - Some installed as early as 1955 or as recent as 2008
- Proposed
  - Install stormwater solutions recommended by watershed studies to address more regional drainage/flooding issues
    - Upsized storm sewer on Capital & Norman to the lake
  - Replace existing storm sewer and install new on Lake Mendota Dr. where necessary
    - Review condition of existing storm sewer
    - Review grades and drainage needs along reconstructed Lake Mendota Dr.
    - Some existing storm sewer may be undersized, including on street ends to lake, and will be reviewed with each reconstruction project
  - Install catchbasins in strategic locations to help collect sediment
    - Look like standard manholes at surface, but include added depth (“sump”)

Rain Gardens

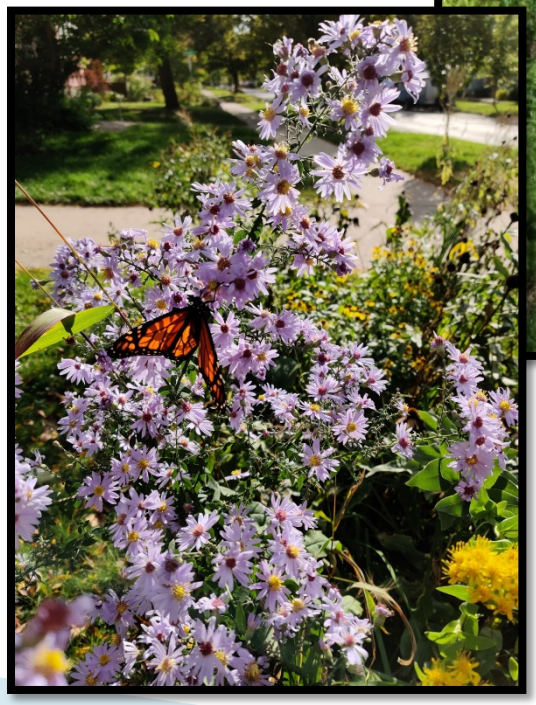
- Existing rain gardens in the area to remain and be protected to the extent possible
- Potential for terrace rain gardens, depending on final street design
  - Collects runoff from road – helps reduce pollutants in lakes
  - Planted with native vegetation
  - Constructed and initially planted by City
  - Maintained by residents
  - $100 cost to residents
  - Minimum area of 10’ X 15’ in a relatively flat, open space away from trees and utilities.



Rain Gardens

- Once a street design is confirmed, contact Carissa Wegner to evaluate site conditions
  - Email: cwegner@cityofmadison.com
  - Phone: (608) 261-9822
- Learn more at: cityofmadison.com/TerraceRainGardens





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Construction

- Construction for each project will likely take 3-4 months to complete
  - Depends on extent of utility work within each project
- Written notice of actual start will be sent a minimum of 2 weeks prior
- Allowed work hours are 7am-7pm Mon-Sat & 10am-7pm Sun
  - Typically, work from 7am-5pm, with limited work on weekends
- Street will be closed to thru traffic within the project limits
  - Local access will remain, but access may only be from one end of the project
  - Access will primarily be just on gravel roads/paths
- Residential driveways may be closed up to 20 days
  - Typically near the end of the project, for concrete work, will be notified in advance
  - Some short duration closures to complete utility work through driveways
- No on-street parking allowed during work hours

Construction

- Contractor will be required to maintain access for services
  - Emergency vehicle access
  - Garbage/recycling collection – please mark your address on your carts
  - City crews will try to collect leaves/brush, if possible
    - Contact project engineer and/or streets division if you anticipate needing a collection to help review feasibility of equipment access
- Mail delivery
  - Contractor will install temporary mailboxes at project boundaries
  - Would be unlikely that mail carrier could get to every house, each day
  - Permanent mailboxes will be re-installed at the end of the project
- If you anticipate any significant deliveries or work to take place at your home, please contact the engineer in advance to coordinate schedule and access

Construction

- Anticipate that the entire right-of-way will be disturbed
- Any items near the street that you wish to save, should be removed prior to the start of construction
  - Landscaping – plants, planter borders, etc.
  - Pavers or decorative stone
- Fences in the right-of-way will need to be removed
- Private parking areas in the right-of-way will be removed
  - Driveway aprons will be replaced, but only if they serve a garage or parking areas on private property
- Some items may be allowed to remain
  - Retaining walls that are necessary due to significant grade changes
  - Possible Privilege in Streets Agreements in very specific circumstances
- Feel free to contact project engineer if questions about specific items
  - Full design will be necessary to know full extent of impacts

Assessment Policy & Costs

Item	Property Owner Share	City Share
Curb and Gutter & 4' of Pavement	100%	0%
Remaining 12'-18' of Pavement	0%	100%
Install new sidewalk**	100%	0%
Replace existing curb and gutter	50%	50%
Replace existing sidewalk	50%	50%
Replace driveway apron	50%	50%
Storm sewer	0%	100%
Private storm connects, if any	100%	0%
Terrace rain garden	$100	Remainder
Sanitary sewer main	0%	100%
Sanitary sewer laterals	25%	75%
Water main lining	0%	100%

**Note: Safe routes grant would cover 50% of costs to install new sidewalks

Assessment Policy & Costs

- Preliminary, estimated assessments mailed to property owners prior to each project
- Based on property frontage and specific dimensions of sewer laterals and driveway aprons serving each property
  - 50% of frontage for 1-2 family residential properties on corners
- Final assessments calculated following construction using in-field measured quantities and actual bid prices
  - Final billing sent in summer after construction (sent in 2023 for construction completed in 2022)
- Assessments are payable in lump sum or in up to 8 installments at current interest rate (2% in 2022)
  - With request at Board of Public Works, this may be extended to 15 years

Assessment Policy & Costs

- Estimated Assessments for 100 ft. frontage (frontage lengths vary significantly throughout project)
  - Street Improvements (curb and gutter and 4' of pavement): $5,500
  - New sidewalk installation: $3,500 (assumes sidewalk on both sides)
  - Replace Driveway Apron: $1,500
  - Replace Sanitary Sewer Lateral: $2,000
  - Total Estimated Assessment: $12,500
  - Less Safe Routes Grant for Sidewalk: $1,750 (50% of new sidewalk)
  - Total Estimated Cost: $10,750
- Total assessment approximately 10%-15% of project cost

Design Decision Making Process

- Review input from meeting & surveys
- Receive additional input from Transportation Commission (1/12)
- Prepare preliminary design for all of Lake Mendota Dr.
  - Consistent with City policies and standards
  - Factors in the input received
- Hold another public meeting – late February or early March
- Present design to the Transportation Commission (T.C.)
- Make design adjustments based on additional input
  - If significant, present again to neighborhood and/or T.C.
- Will ultimately need approval from Transportation Commission, Board of Public Works, and Common Council before proceeding
- Have project specific public meetings to discuss details of each

Anticipated Project Schedule

- 1/12/22: Initial presentation to Transportation Commission (held virtually)
  - Registration - www.cityofmadison.com/city-hall/committees/meeting-schedule
- Late Feb. or Early March: Second Public Information Meeting (held virtually)
  - Post card to be mailed prior, and registration link will be on project page
- 3/9/2022: Street Design for LMD to Transportation Commission (estimated date)
- 3/16/2022: Street Design for LMD to Board of Public Works (estimated date)
- 4/8/2022: Mail Estimated Assessments, Public Hearing Notice for 2022 Project (estimated date)
- 4/20/2022: BPW Public Hearing on 2022 Project (estimated date)
- 5/10/2022: Common Council Hearing on 2022 Project (estimated date)
- 8/1/2022: Begin Construction on 2022 Project (estimated date)
- Winter 2022: Start public meetings for 2023 reconstruction project

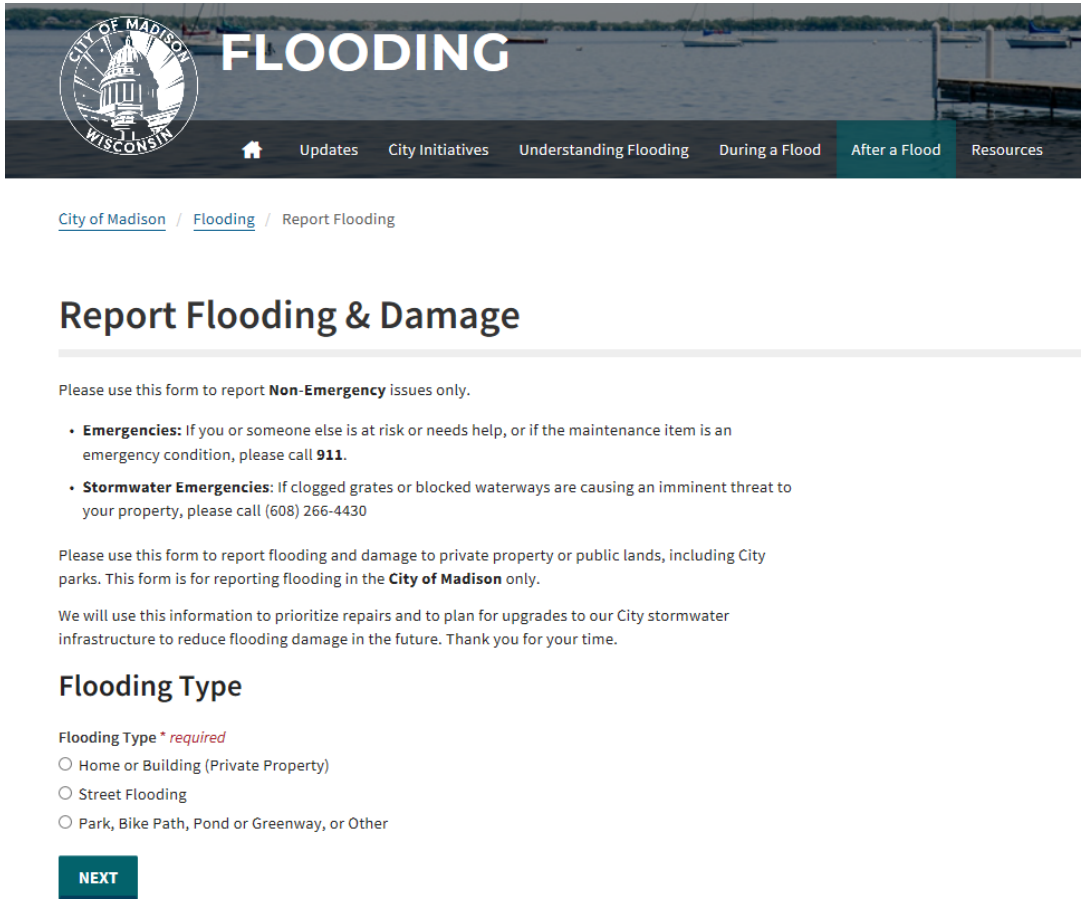
Contact Information & Resources

- City Staff
  - Jim Wolfe, Project Manager, 266-4099, jwolfe@cityofmadison.com
  - Daniel Olivares, City Engineering – Sewers, 261-9285 or daolivares@cityofmadison.com
  - Renee Callaway, Ped & Bike Administrator, 266-6225, recallaway@cityofmadison.com
  - Tom Mohr, Traffic Engineering, 267-8725, tmohr@cityofmadison.com
  - Adam Wiederhoeft, Water Utility, 266-9121, awiederhoeft@madisonwater.org
  - Carissa Wegner, Terrace Rain Gardens, (608) 261-9822, cwegner@cityofmadison.com
- Project Website: www.cityofmadison.com/engineering/projects/lake-mendota-drive
  - Sign-up for road construction email updates
  - Updates on closures & work progress will be posted to the project website
- Facebook – City of Madison Engineering

Report Flooding and Damage

- Please report **Non-Emergency** issues to the following link:

www.cityofmadison.com/flooding/report/



CITY OF MADISON

Questions/Input

- All input and discussion is welcome, but some specific items that we would like to hear more about:
  - Further discussion on preference on curb types?
  - Thoughts on traffic calming concepts, including narrowing the street and limiting parking to one side only?
  - Any specific street uses or events that we may not be aware of?