



Department of Public Works
Engineering Division

PROJECT CONTACTS

» **Project Manager:** Nick Jaeckels
608-261-9177, njaeckels@cityofmadison.com

Fact and Details Sheet:

BUFFALO TRAIL, BARRON COURT, AND GREEN LAKE PASS CONSTRUCTION

Project Details – Proposed Work

Sanitary Sewer: The existing sanitary main will be replaced along Buffalo Trail between N Eau Claire Avenue and Door Drive (existing 8" clay main installed in 1959). The remaining sections of sanitary main will not be impacted by the project. Where the main is replaced, sanitary laterals will also be replaced from the new main to the property line (*sanitary laterals assessable*). In limited cases where the existing lateral is cast iron, appears to be in good condition upon inspection, and runs under a tree, the lateral will only be replaced to the back of curb. In those cases, the owner will not be assessed for the additional footage of replacement that is not completed. If you would like a full lateral replacement to the property line in cases such as this, please contact the Project Manager listed to the right.

Water Main: The City will not replace the water main and services along Buffalo Trail, Barron Court, or Green Lake Pass with this project.

Storm Sewer: No storm sewer infrastructure exists along Buffalo Trail, Barron Court, or Green Lake pass. New storm sewer will be installed along Buffalo Trail between N Eau Claire Avenue and Green Lake Pass to improve drainage.

Rain Gardens: Previous information provided to property owners stated rain gardens would only be offered with a minimum 10 ft. terrace width. The City will now offer rain gardens with the proposed 30 ft. street width and 9 ft. terrace width described below. Property owners may be eligible for a terrace rain garden installation as part of this street project if the site meets certain criteria. The terrace must have a minimum area of 9 ft. X 15 ft. in a relatively flat, open space away from trees and utilities. *Rain gardens are partially assessable* (see table). Rain garden maintenance would be the homeowner's responsibility, if installed. If you are interested, please contact Phil Gaebler of City Engineering at (608) 266-4059, PGaebler@cityofmadison.com. More information on the terrace rain garden program is available at www.cityofmadison.com/engineering/stormwater/raingardens/terraceraingardens.cfm

Street: The City will replace all the pavement, gravel base, curb and gutter, spot replace sidewalk as needed, and replace driveway aprons (10 ft. pavement and driveway aprons are assessable).

The City had previously presented different options for the street widths within the project limits to gather input from residents. After receiving input from residents via the posted questionnaire, the public information meeting, and additional communication, along with more detailed engineering review of the streets' current usage while considering long term potential, the City is proposing the following designs:

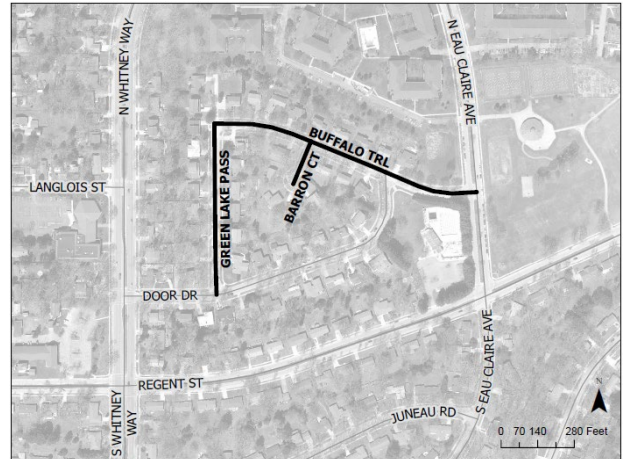
- Narrow Buffalo Trail to 30 feet (existing 32 ft width) and maintain parking on both sides of the street.
- Narrow Barron Court to 30 feet (existing 32 ft width) and maintain parking on both sides of the street.
- Narrow Green Lake Pass to 30 feet (existing 32 ft width) and maintain parking on both sides of the street.

Driveway Aprons: Driveway aprons constructed with the project will be replaced with concrete. Driveway widths will be replaced per the City of Madison standard detail (*driveway aprons assessable*).

Bus pads: No new bus pads will be installed within the project limits along Buffalo Trail, Barron Court, or Green Lake Pass.

Streetlights: Street lighting on existing MG&E wood poles will remain.

Project Location Map



Assessments: The project will have special assessments for the street construction. The assessments are a special charge for work being done that has a direct benefit to the property. The preliminary assessments are mailed during the design phase and will give the property owner an estimated cost due after construction is complete. The final assessment bill will be mailed to adjacent property owners in the year following construction (either 2026 or 2027, depending on the final schedule). The bill is calculated based on measured quantities for driveway aprons, pavement, and terrace walks and are based on 2025 street improvement rates and will carry over from the preliminary assessments to the final assessments. The 10-ft. of pavement reconstruction is defined as 10-ft. of street width across the property frontage. The sanitary sewer laterals and private storm sewer connections will also be billed based on bid prices and measured quantities during construction. The property payment options include payment by lump sum or over 8 years with 4% percent interest.

| Item | Property Owner Share | City Share |
|--|----------------------|------------|
| 10' Pavement Replacement* | 100% | 0% |
| Driveway Apron Replacement | 50% | 50% |
| Curb & Gutter Replacement | 0% | 100% |
| Sidewalk Replacement | 0% | 100% |
| Intersection Curb & Pavement | 0% | 100% |
| Sanitary Sewer Main | 0% | 100% |
| Sanitary Laterals to Property Line | 25% | 75% |
| Storm Sewer Main | 0% | 100% |
| Terrace Rain Garden | \$100 | Remain. |
| Private Storm Connections (if any) | 100% | 0% |
| *Pavement assessed per linear ft. of frontage. 50% discount for single or two-family corner lots fronting two streets. | | |

Trees: There are no planned trees removals as part of the project. Efforts are being made in the street design to save as many of the existing trees as possible. Buffalo Trail, Barron Court, and Green Lake Pass street widths will be narrowed to protect existing trees. If, during construction, it is determined that any trees must be removed, adjacent property owners will be notified, prior to removal of the tree. The trees within the project limits that remain may have the roots trimmed during construction.

Tree pruning in advance of the project is required to provide clearance for equipment and reduce the risk of damage to the trees during construction. The City of Madison Forestry Section will perform the necessary work. For certain species, especially oak and elm trees, the pruning must be completed by June 1st to reduce the chance of disease. If additional trees need to be removed, City Engineering will notify the adjacent property owner prior to removal.

Street trees provide many benefits to our city and are considered an important part of the city's infrastructure. Forestry Section staff will evaluate the terrace for new planting sites and potential replacement sites when the project is complete. There is no additional cost to the adjacent property owner for a tree planting. Street trees are typically planted in the spring of the year following the completion of the construction project. Per Madison General Ordinance 10.10, City Forestry determines tree species and planting locations. Residents cannot choose or plant their own tree in the terrace.

For any questions regarding street tree maintenance or planting, please contact the general forestry line at 266-4816.

Project Website: Please visit the project website for the latest information. Sign-up for project email updates on the website. <https://www.cityofmadison.com/engineering/projects/buffalo-trail-barron-court-green-lake-pass>

Construction Schedule & Impacts

Tentative Schedule: It is expected the project will take approximately 3 months to complete between August 2025 and November 2025 or April 2026 and July 2026. The City will allow flexibility to the Contractor to start and complete the project in summer/fall 2025 or spring/summer 2026, ensuring Contractor availability and competitive bid prices.

Traffic Impacts: Buffalo Trail, Barron Court, and Green Lake Pass will be closed to thru traffic within the project limits until the project is complete. Per City's standard specifications, residential driveways may be closed for a total of 20 days during the project, primarily when concrete driveway aprons, curb & gutter, and sidewalks are being installed. No parking is allowed within the construction zone during working hours (7AM to 7PM), so when your driveway is not accessible, you will need to park on the adjacent streets outside the project limits (Door Drive). The contractor will notify impacted residents prior to the driveway access being closed for an extended period, but there likely be several short-duration closures during utility work and asphalt paving that may not have much advance notice. During these shorter disruptions, the Contractor will work with residents to provide access as quickly as possible. Contact the project manager if you have accessibility concerns and need to request special accommodations.

Water Shut-offs: There are no planned water shut-offs. While unlikely, emergency shut offs are possible if the existing main is damaged during construction. Affected properties are notified as soon as possible.

Refuse Collection & Mail Delivery: It will be the contractor's responsibility to allow for refuse collection and mail delivery to continue during construction. Please mark your address on your cart to make sure it is returned if moved. We ask that you place your carts at the street the evening prior to or at the very latest 6:00 a.m. the morning of your scheduled refuse/recycling day.

Landscaping: Existing concrete terrace walkways (area between sidewalk and curb) will be replaced as needed with the project (terrace walkways assessable), unless the property owner requests that they are removed. Existing landscaping plantings, raised planting beds, stone or brick pavers, and wood retaining walls, etc. within the terrace (between curb & sidewalk) will be impacted. If you wish to save any landscaping, it should be removed prior to the start of work in fall 2025 or spring 2026 and reinstalled by you after construction is complete. If left in place, these items will be removed by the contractor. The contractor will not replace or reinstall these items following completion of the project. Please contact the project manager to request the removal of an existing concrete terrace walkway or to evaluate the impacts of construction in the right-of-way.