

City of Madison

E. JOHNSON STREET PROJECT

(North Baldwin Street to First Street)

November 10, 2016

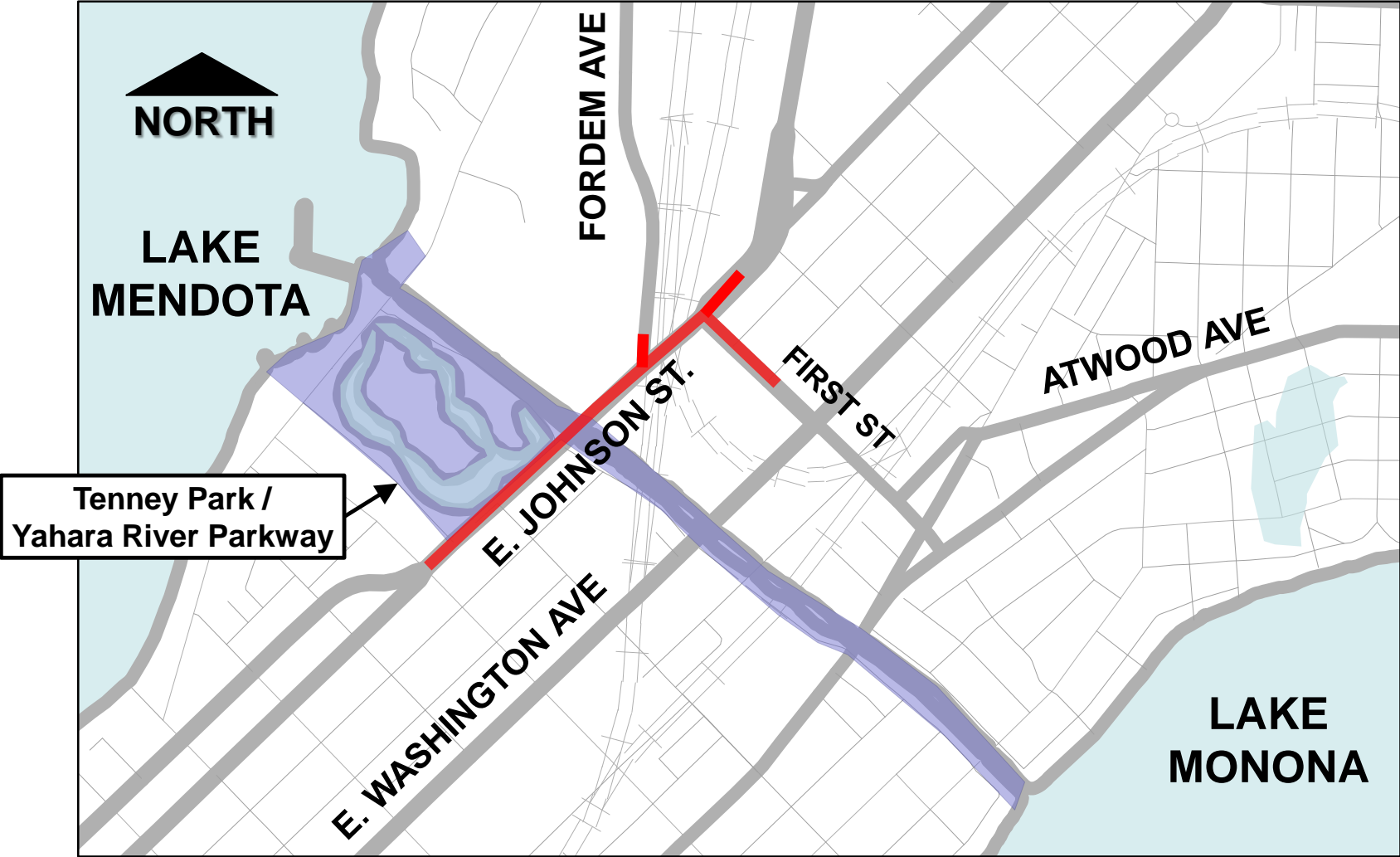


Overview

- Project Location & Limits
- Need for Project
- Tentative Schedule
- Overview of Preliminary Design
- Impacts to Historical Properties & Park Spaces
- Anticipated Costs
- Project Website



Project Location and Limits



Need for Project

- Why Improve E. Johnson Street?
 - Incomplete Bicycle Accommodations
 - Poor Pavement Condition
 - Address Long-Term Operational Needs
 - Underground Utilities



Need for Project

- Incomplete Bicycle Accommodations
 - Continuous bike accommodations not present.
 - Multi-use path provides accommodation on north side of roadway adjacent to Tenney Park.



Need for Project

- Poor Pavement Condition
 - Constructed in 1967
 - Pavement rated a 4/5 out of 10
 - Curb & Gutter rated 6 out of 10



Need for Project

- Underground Utilities
 - Water Main
 - Mix of 4-inch and 12-inch built in 1912 and 1928
 - Sanitary Sewer
 - Ranges from 8 to 12-inches built in 1909, 1958, and 1975
 - Storm Sewer
 - 5 x 4-foot box built 1957
 - 10 x 4-foot box built 1951



Additional Considerations

- Long-term Planning for Future Public Market
 - Public meetings anticipated 2017.



Public Market Location



Tentative Schedule:

- 30 Percent Design – Summer 2015 to Spring 2016
- Public Meeting No.1 – April 28, 2016
- Revise Design based on Public Meeting No. 1 Comments – Summer/Fall 2016
- ***Public Meeting No.2 – November 10, 2016***
- Complete Preliminary Design – Spring 2017
- Final Design – Spring 2017 to Summer 2018
- Public Meeting No.3 (if needed) - Summer 2018
- Public Meeting Prior to Construction - Spring 2019
- Construction - 2019



Project Scope:

- New Pavement
- Curb and Gutter
- Widening of First Street
- Sidewalk Repairs and New Multi-Use Path
- Storm Sewer
- Lighting
- Sanitary Sewer
- Water Main
- Pavement Marking
- Signing



Overview of Preliminary Design

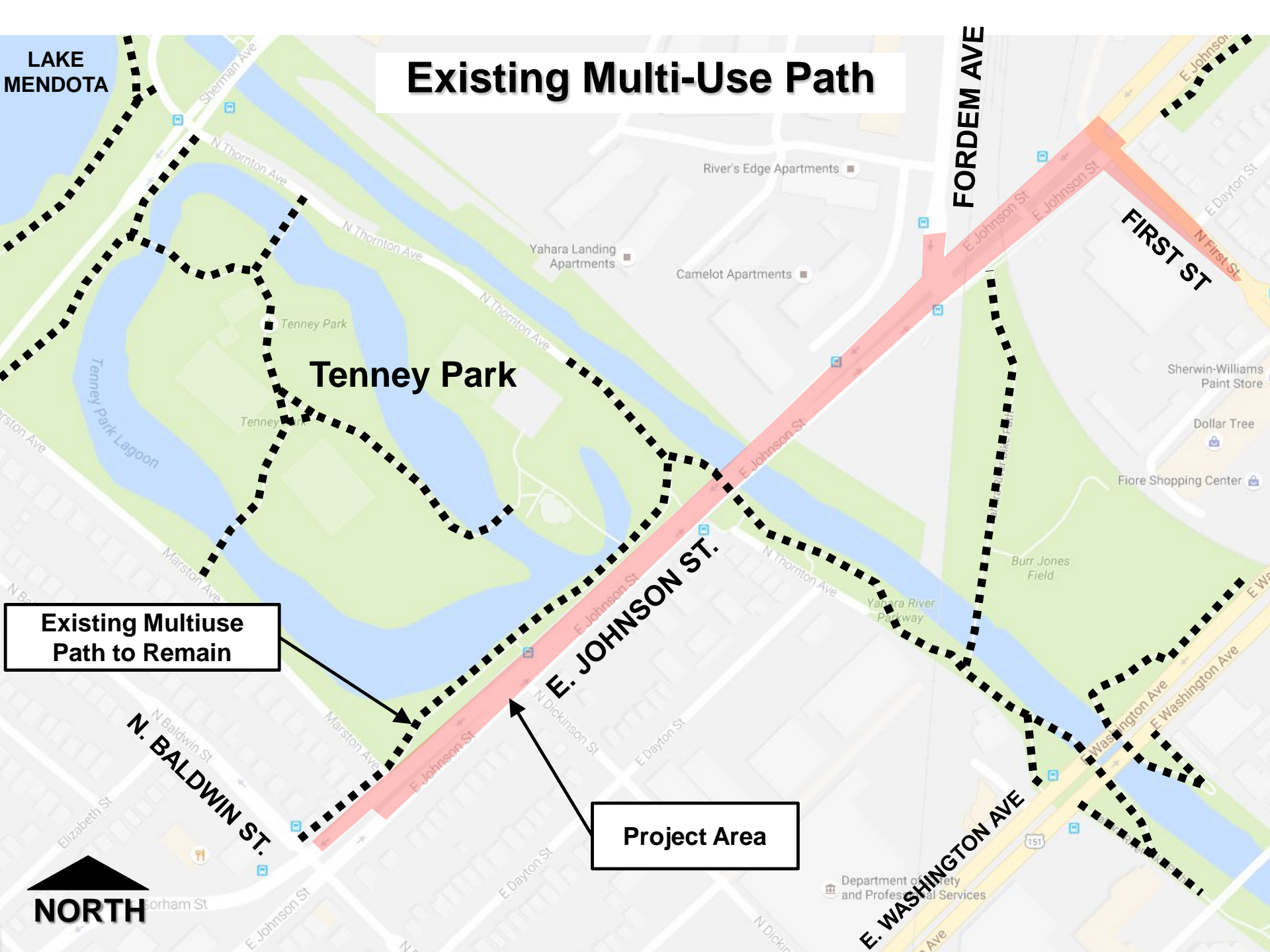
- Typical Cross Section
- First Street Intersection Improvements
- Multimodal Improvements
- Crossing Improvements
- RR Crossing Improvements
- Construction Staging
- Lighting



Feedback at First Public Meeting in Spring 2016

- Bicycle Accommodations
 - On-street bike lanes not an acceptable option given high traffic volumes on E. Johnson Street
 - City's goal given the public feedback is to provide a continuous multi-use path along the length of the project.





Existing Multi-Use Path

Tenney Park

FORDEM AVE

FIRST ST

Existing Multiuse Path to Remain

Project Area

NORTH

Proposed Multi-Use Path

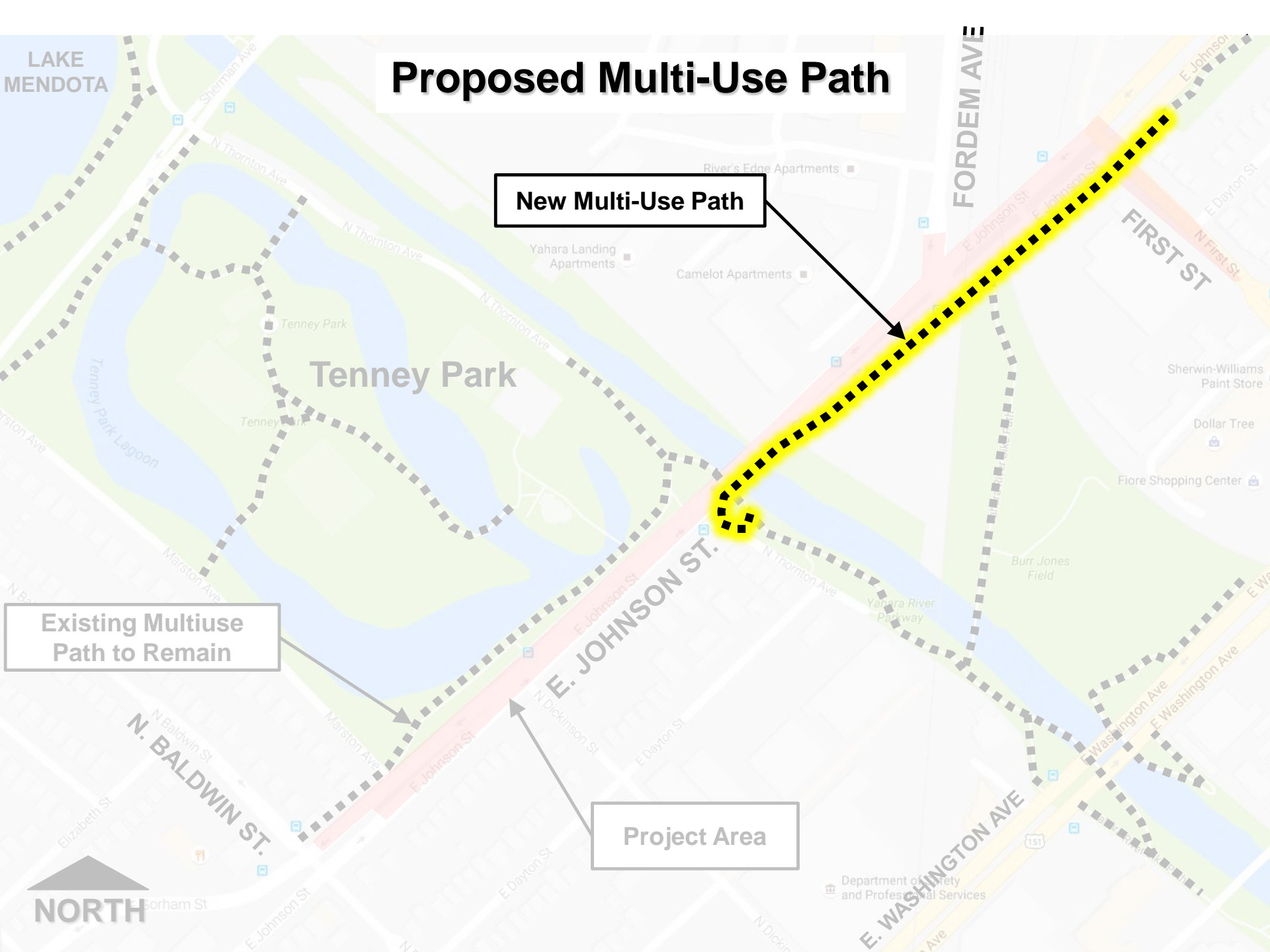
New Multi-Use Path

Tenney Park

Existing Multiuse Path to Remain

Project Area

NORTH



Proposed Multi-Use Path

New Multi-use Path

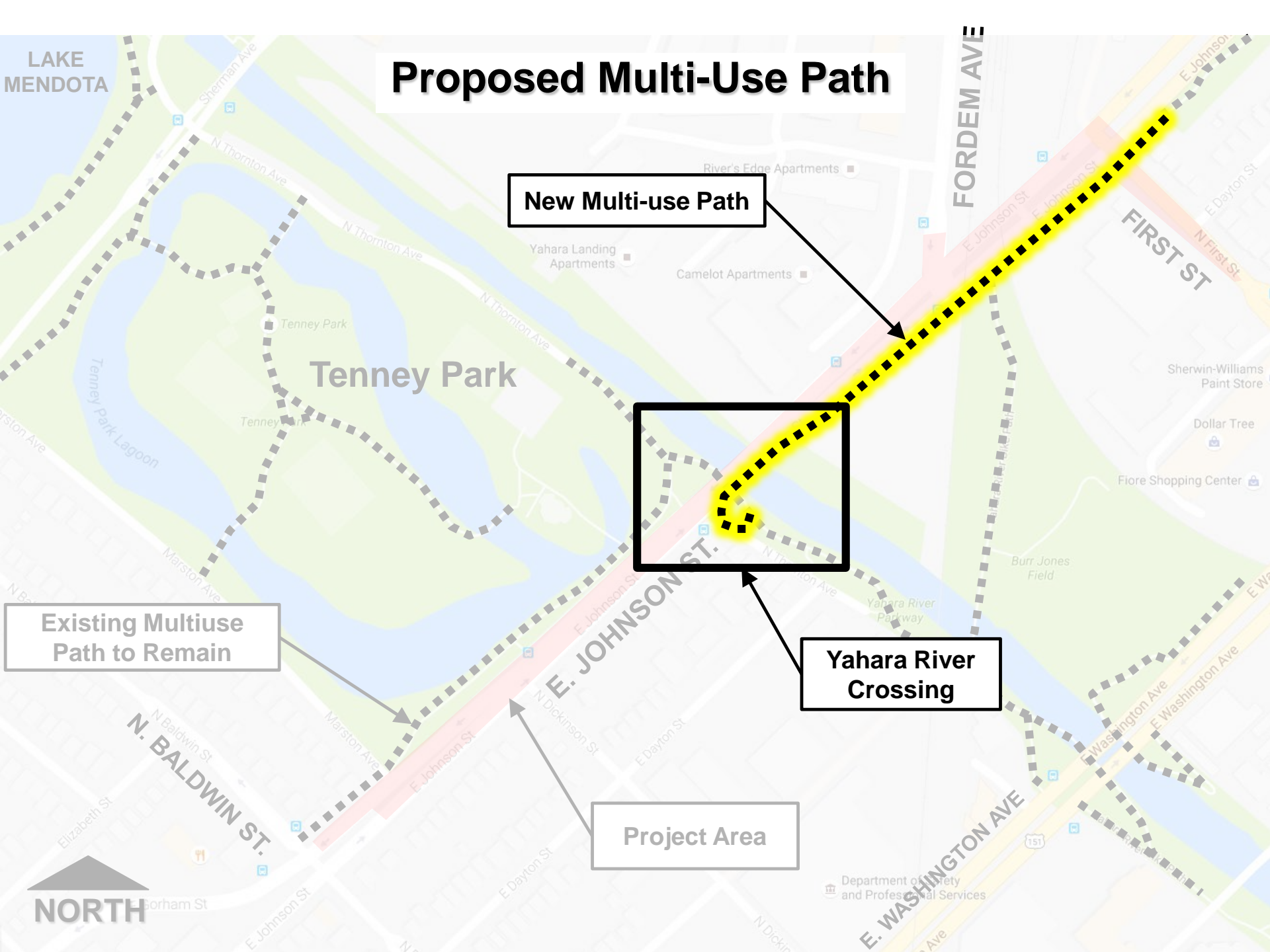
Tenney Park

Existing Multiuse Path to Remain

Yahara River Crossing

Project Area

NORTH

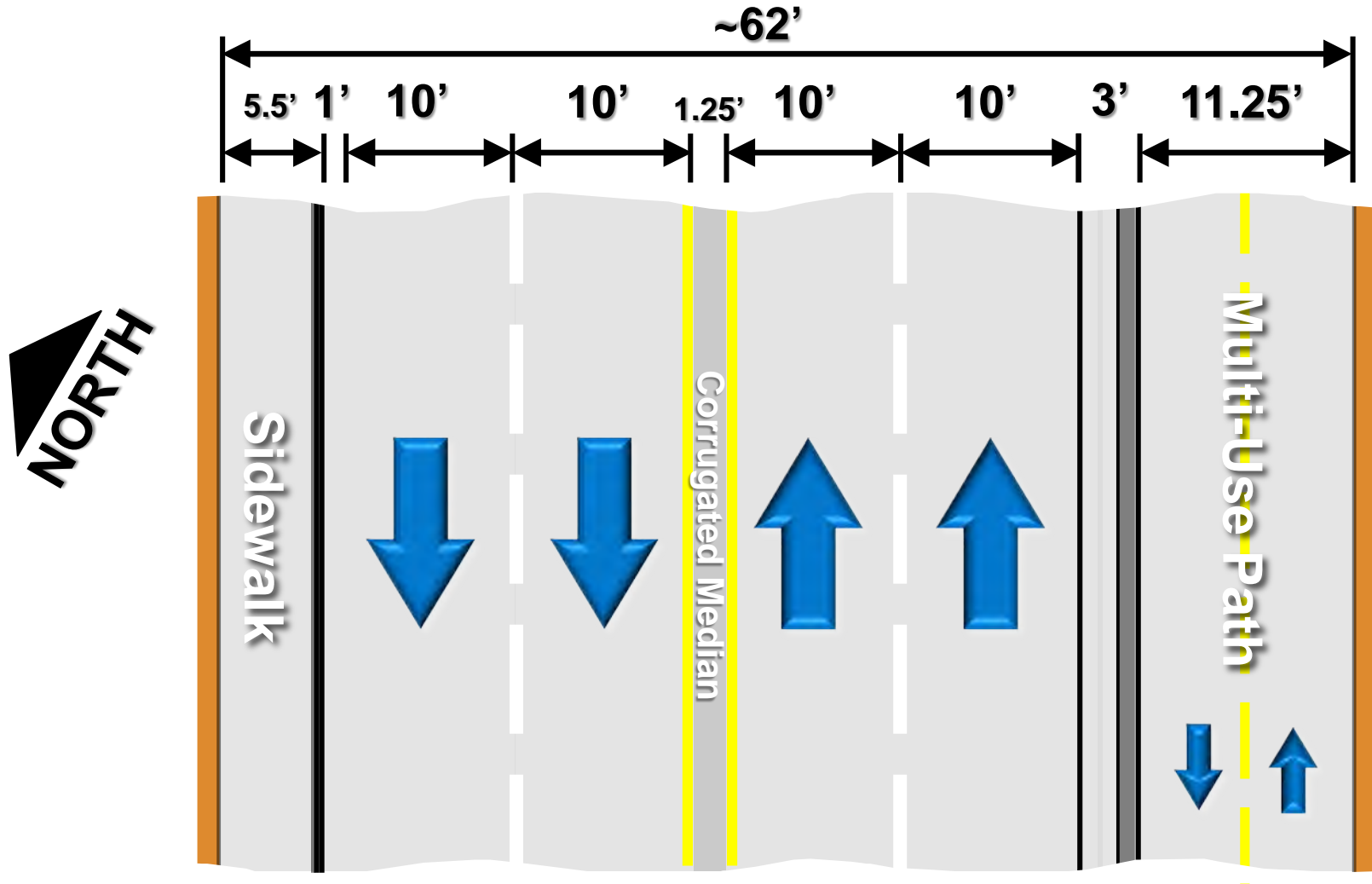


Existing Yahara River Bridge Looking East



Yahara River Bridge

(Barrier-Separated Multi-Use on South Side
w/ 10-foot Lanes and No On-Street Bike Lanes.)



-Existing Yahara River Bridge Pavement
Reconstructed-





Sidewalk

bicycle path

Multi-use path

NORTH

Source: Google



Yahara River Bridge Crossing

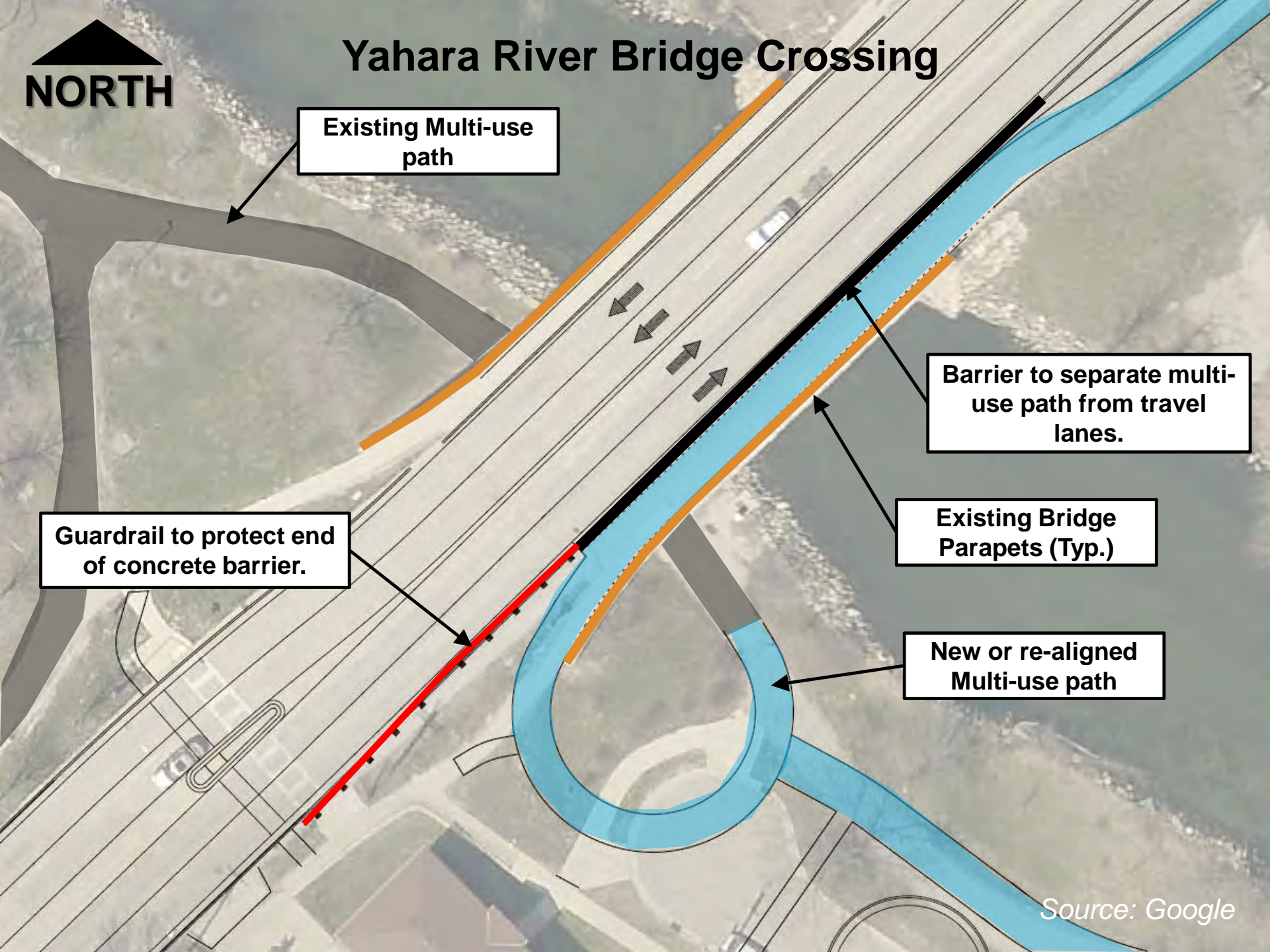
Existing Multi-use path

Barrier to separate multi-use path from travel lanes.

Guardrail to protect end of concrete barrier.

Existing Bridge Parapets (Typ.)

New or re-aligned Multi-use path



Example of Barrier Separation on Bridge





Yahara River Bridge Crossing

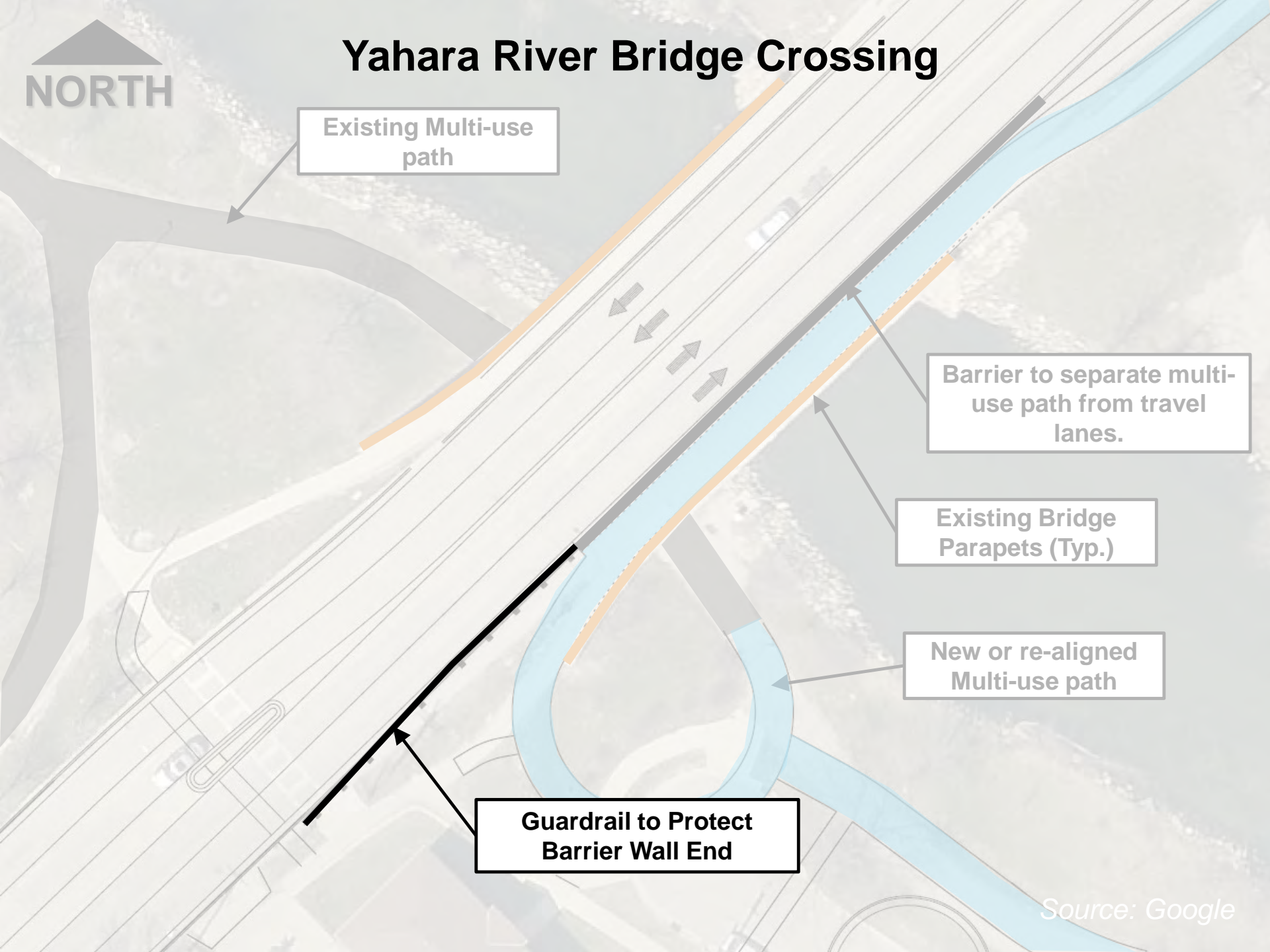
Existing Multi-use path

Barrier to separate multi-use path from travel lanes.

Existing Bridge Parapets (Typ.)

New or re-aligned Multi-use path

Guardrail to Protect Barrier Wall End



Example of Guardrail Protection on Barrier Separated Multi-Use Path



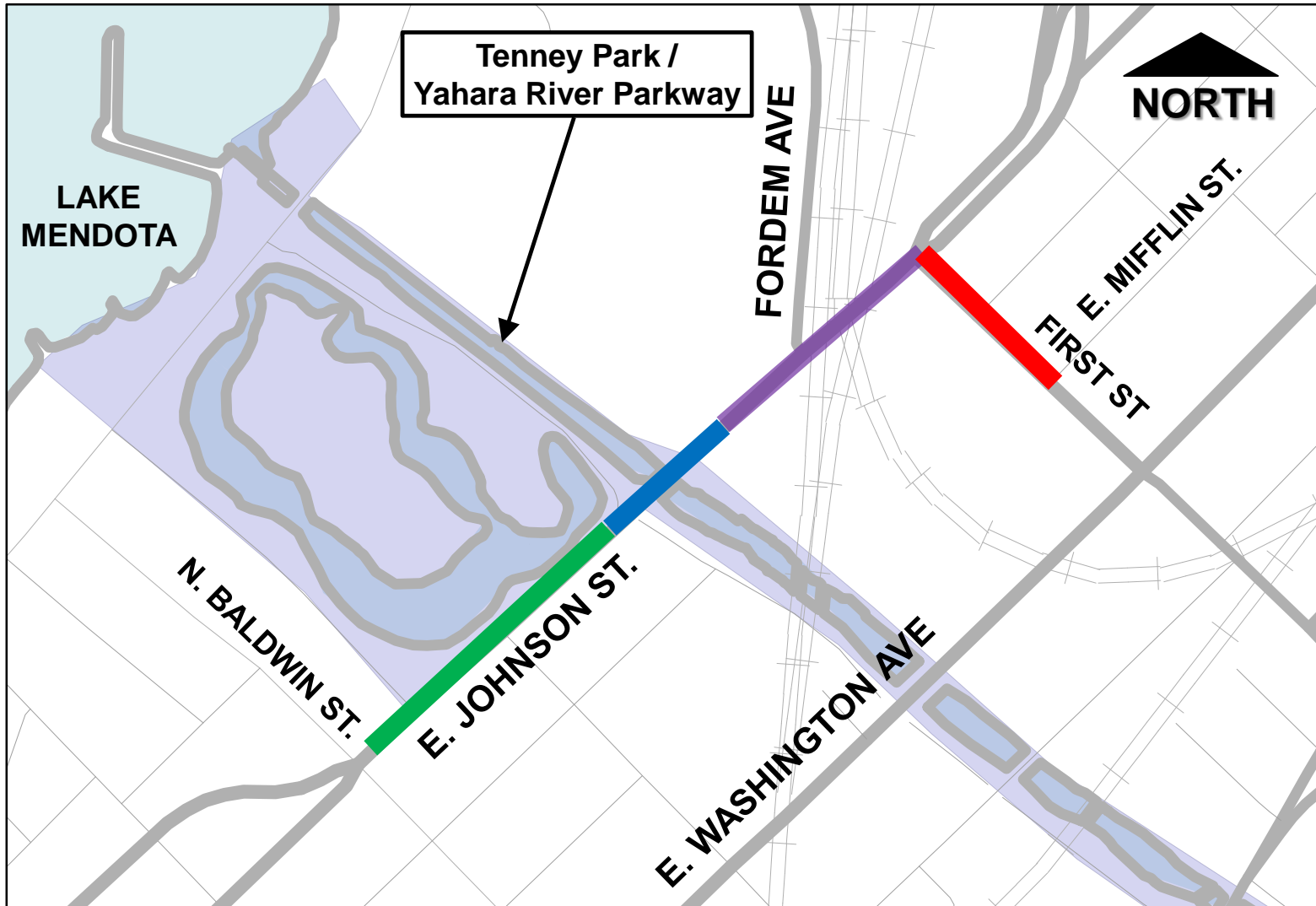
Source: Google

Example of Guardrail Protection on Barrier Separated Multi-Use Path

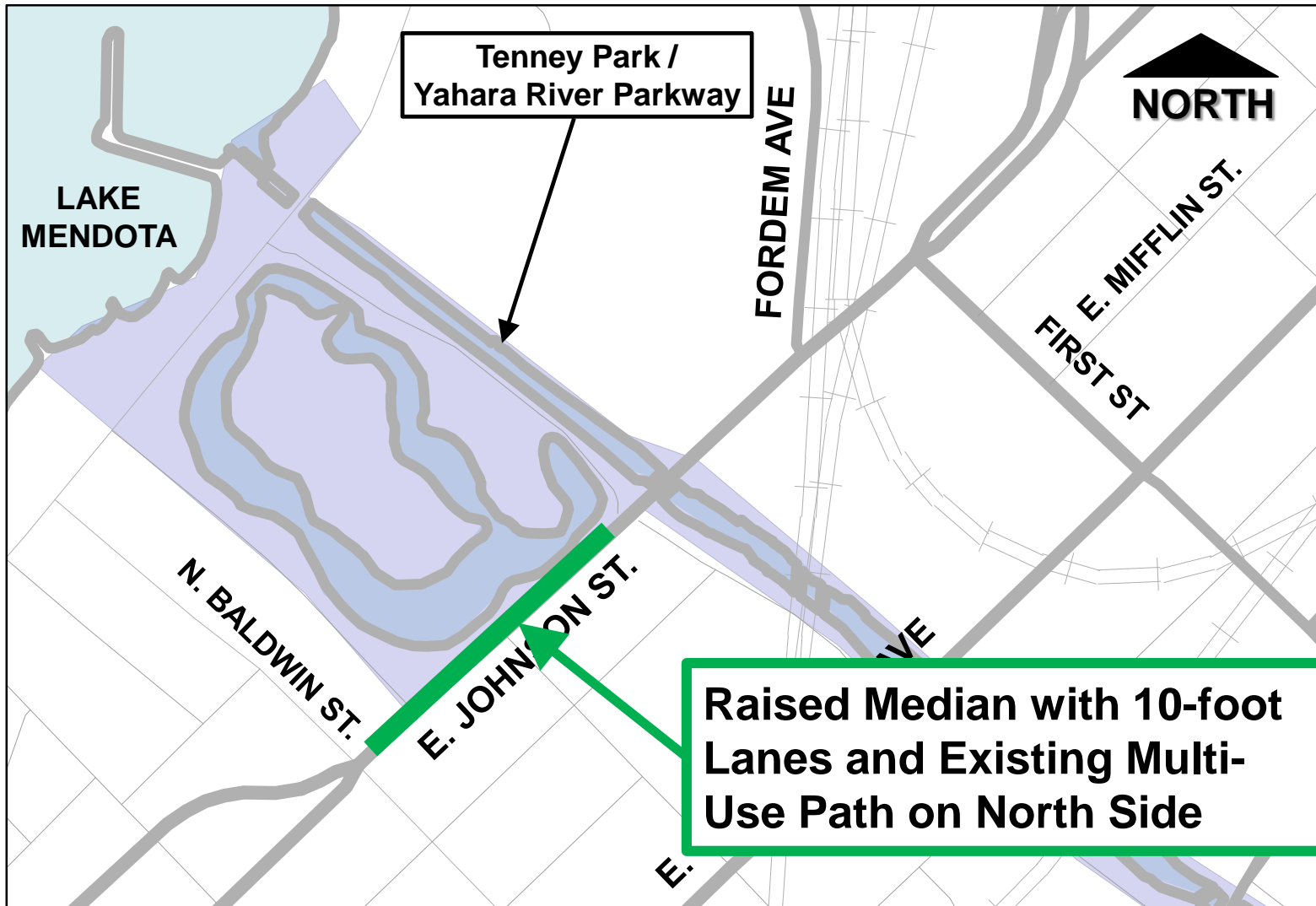


Source: Google

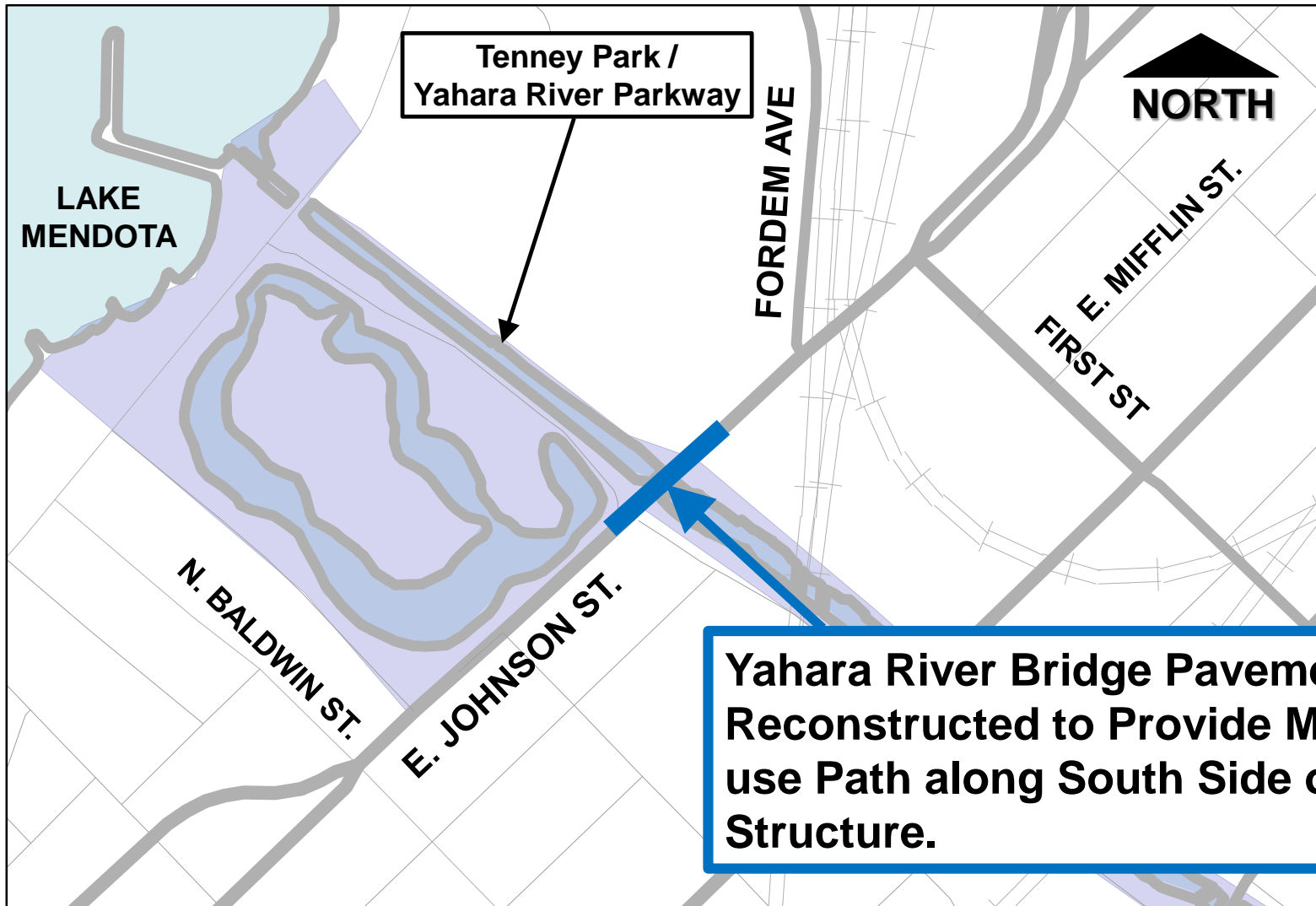
Typical Roadway Cross Sections



Typical Roadway Cross Sections



Typical Roadway Cross Sections



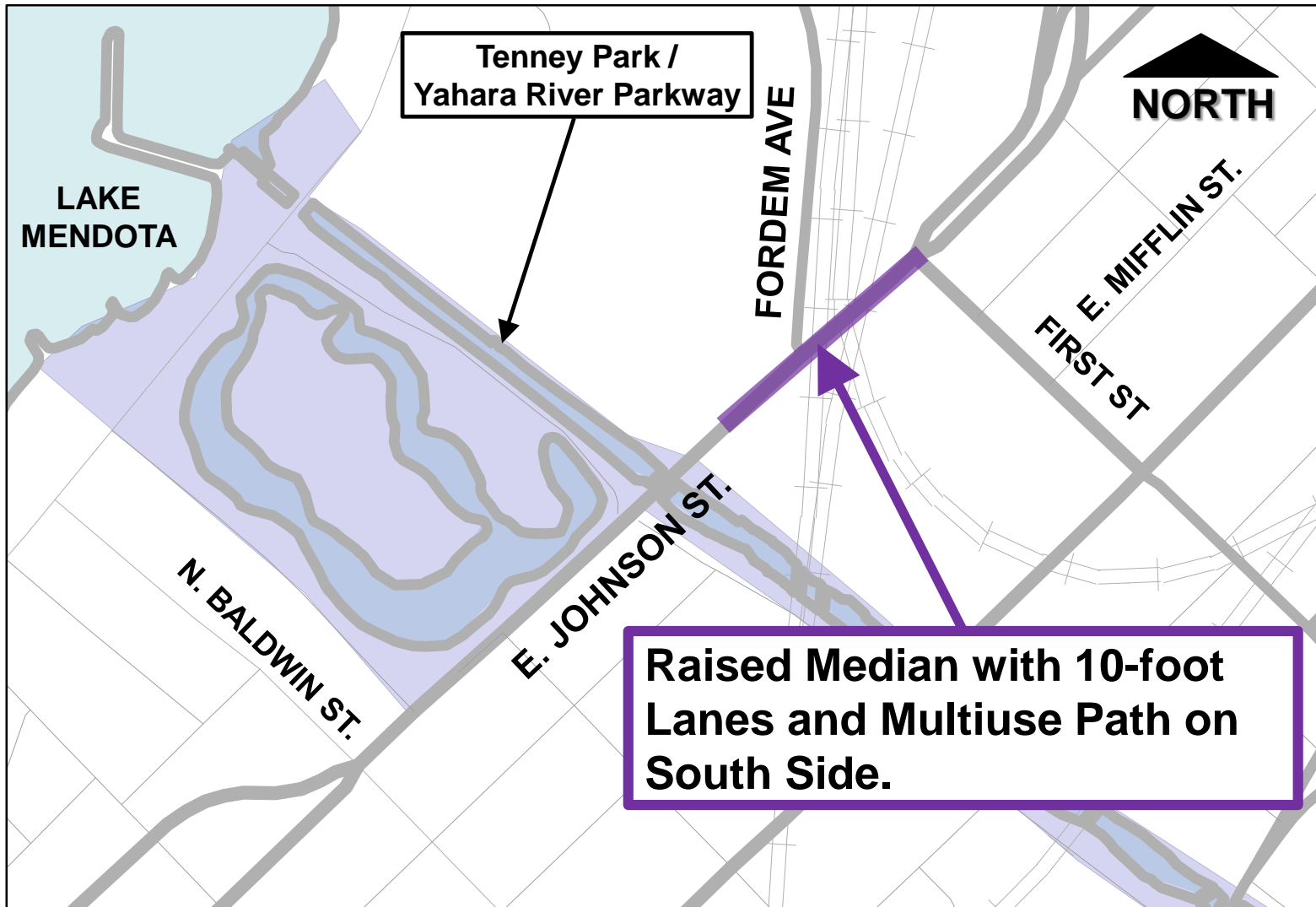
Tenney Park /
Yahara River Parkway



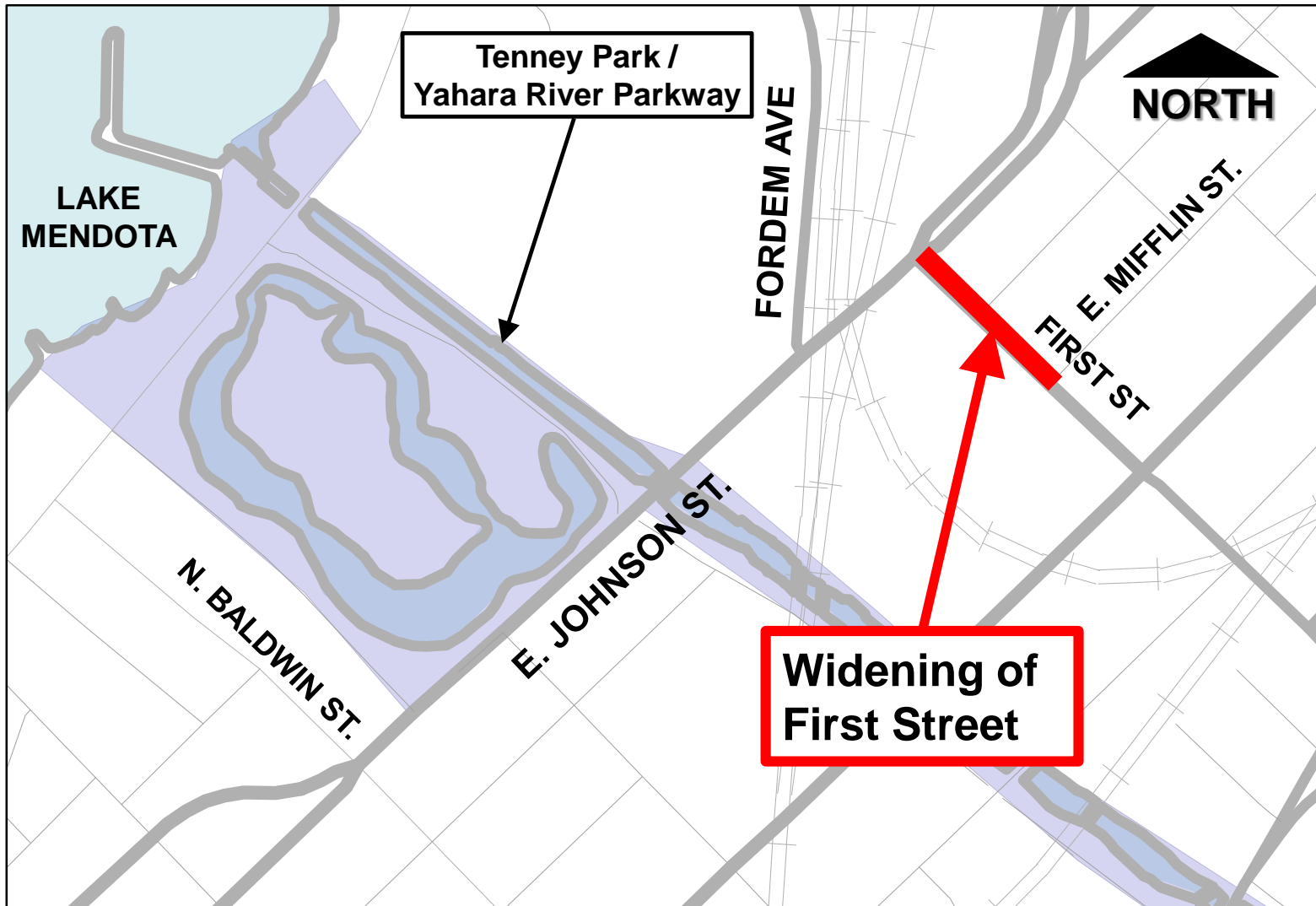
**Yahara River Bridge Pavement
Reconstructed to Provide Multi-
use Path along South Side of
Structure.**



Typical Roadway Cross Sections



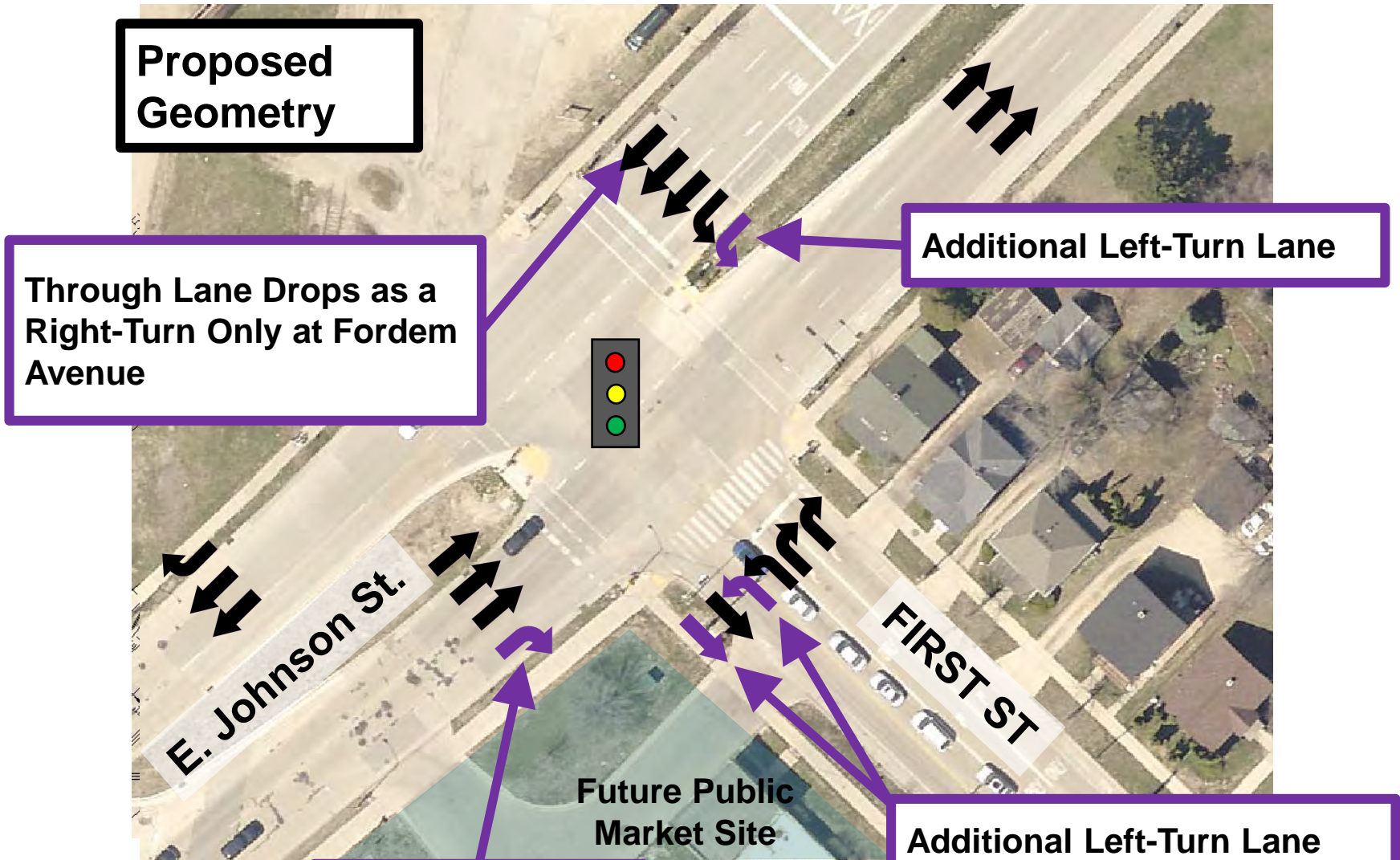
Typical Roadway Cross Sections



Overview of First Street Improvements

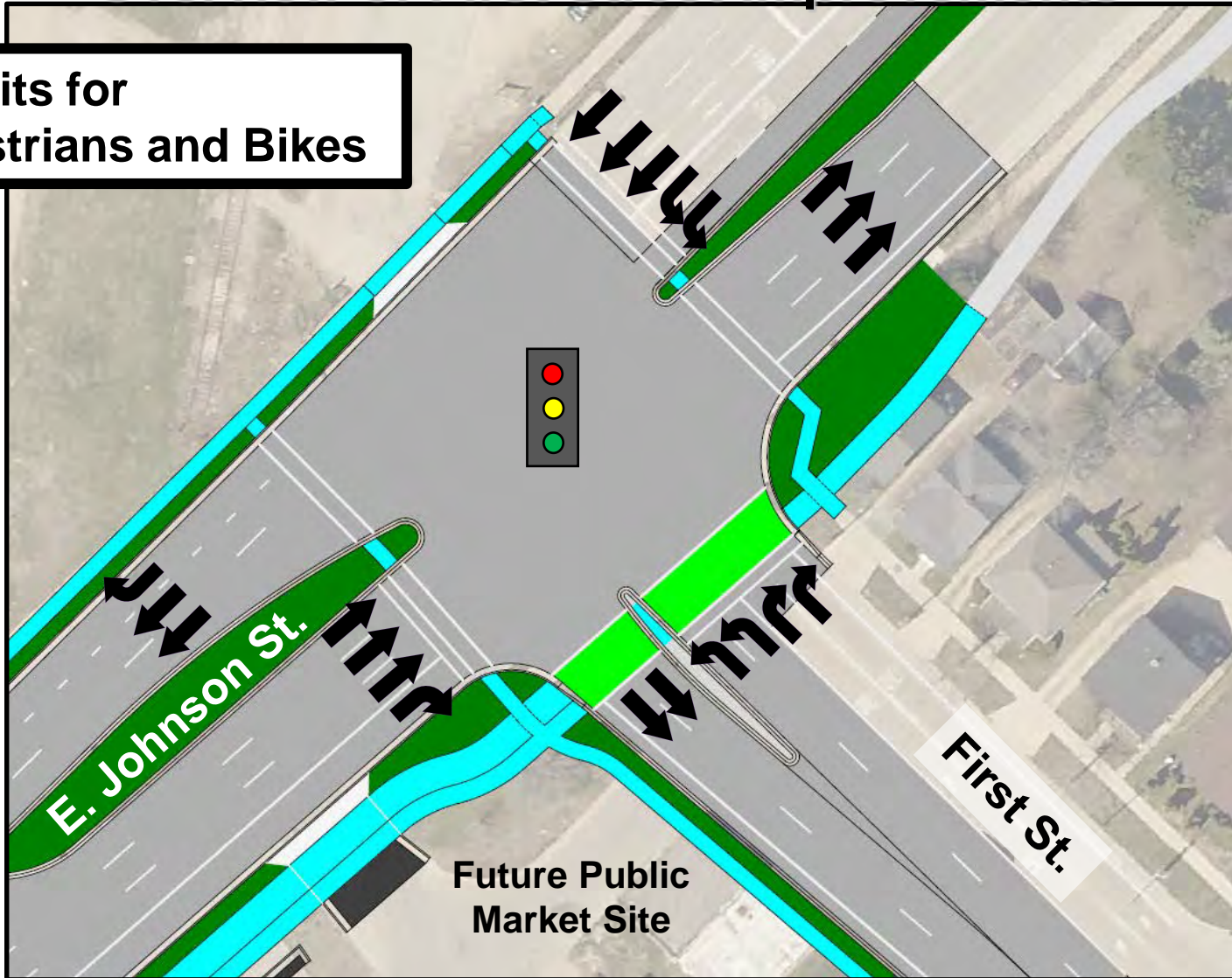


Overview of First Street Improvements



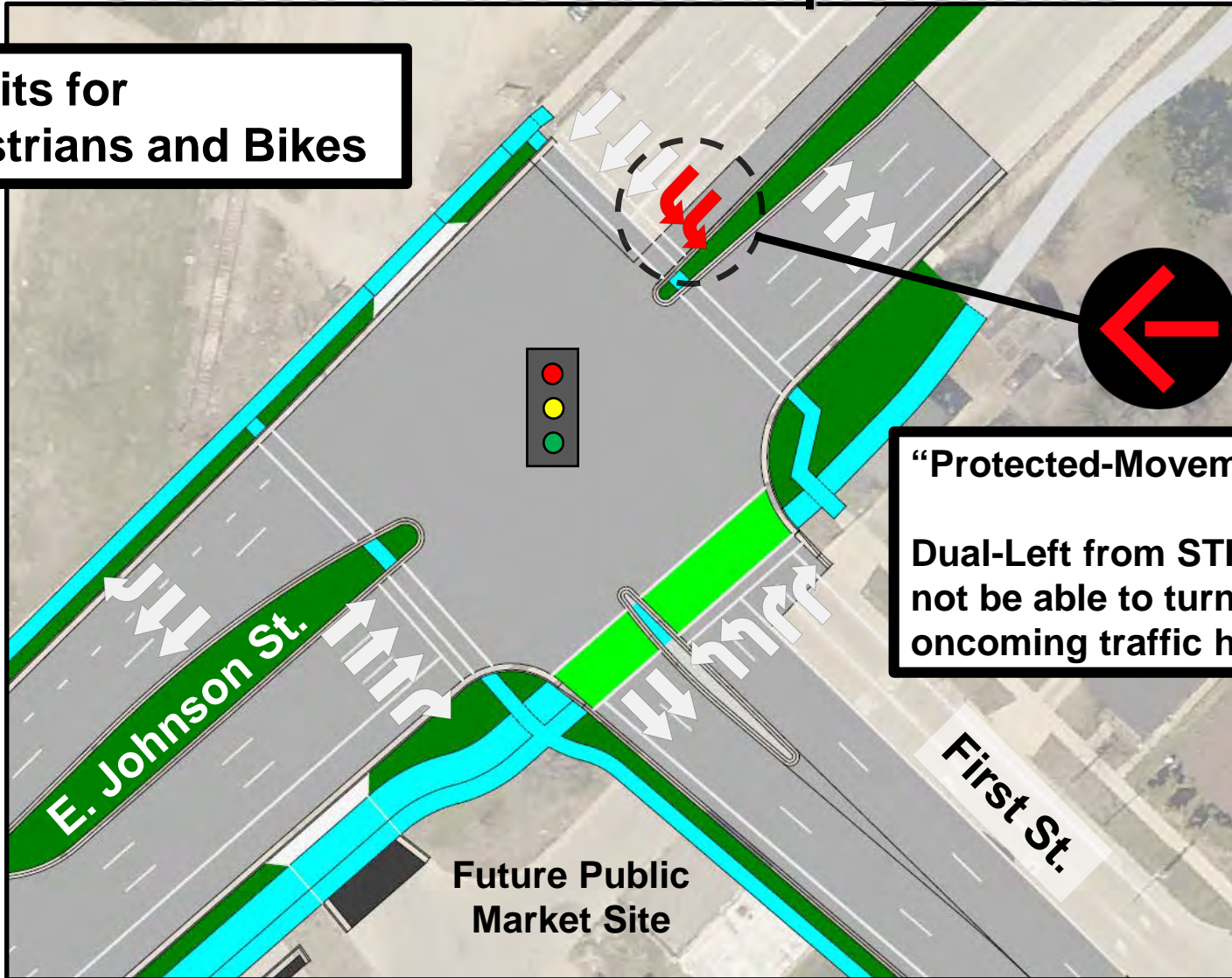
Overview of First Street Improvements

**Benefits for
Pedestrians and Bikes**



Overview of First Street Improvements

**Benefits for
Pedestrians and Bikes**



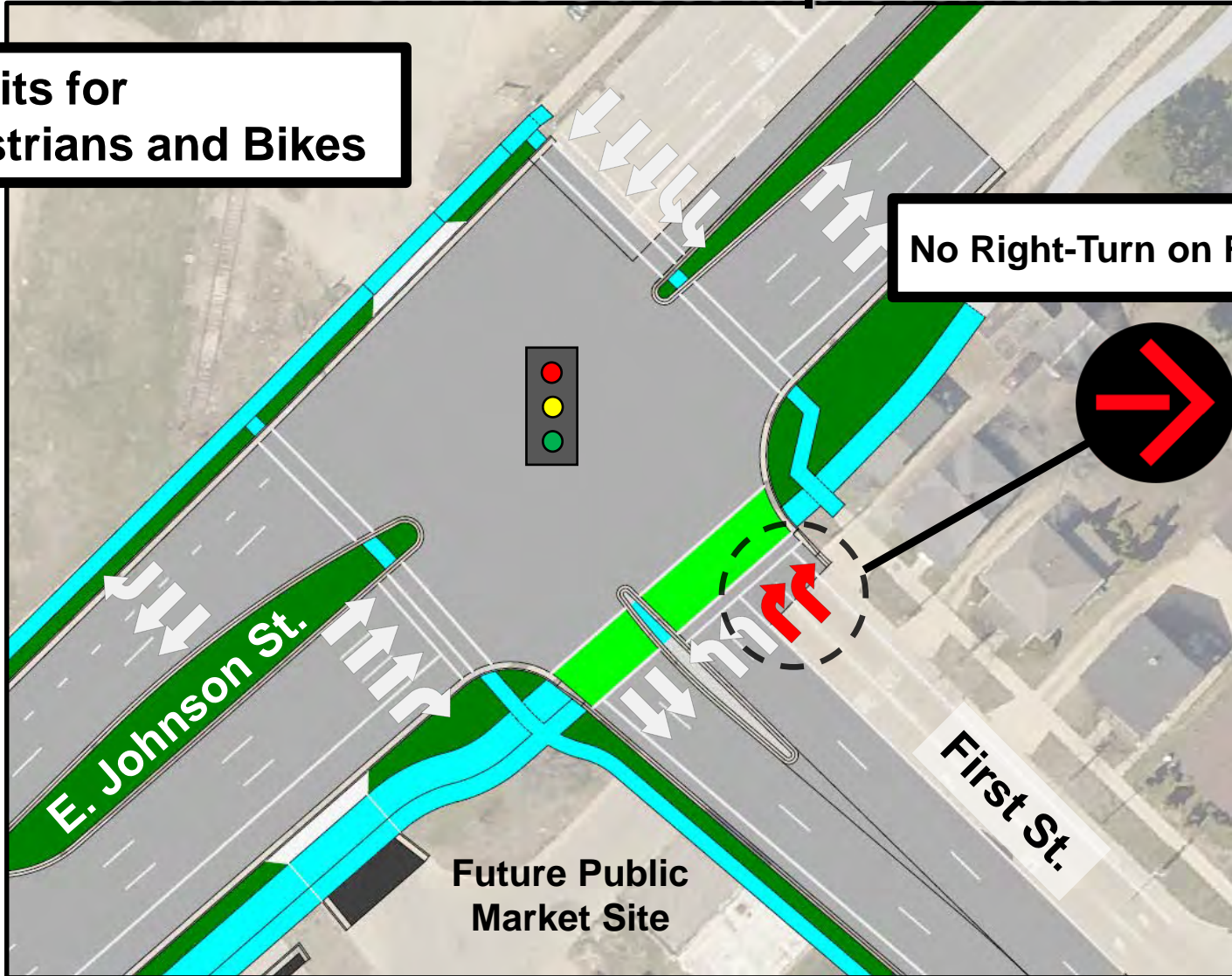
“Protected-Movement”
Dual-Left from STH 113 will not be able to turn when oncoming traffic has green.



Overview of First Street Improvements

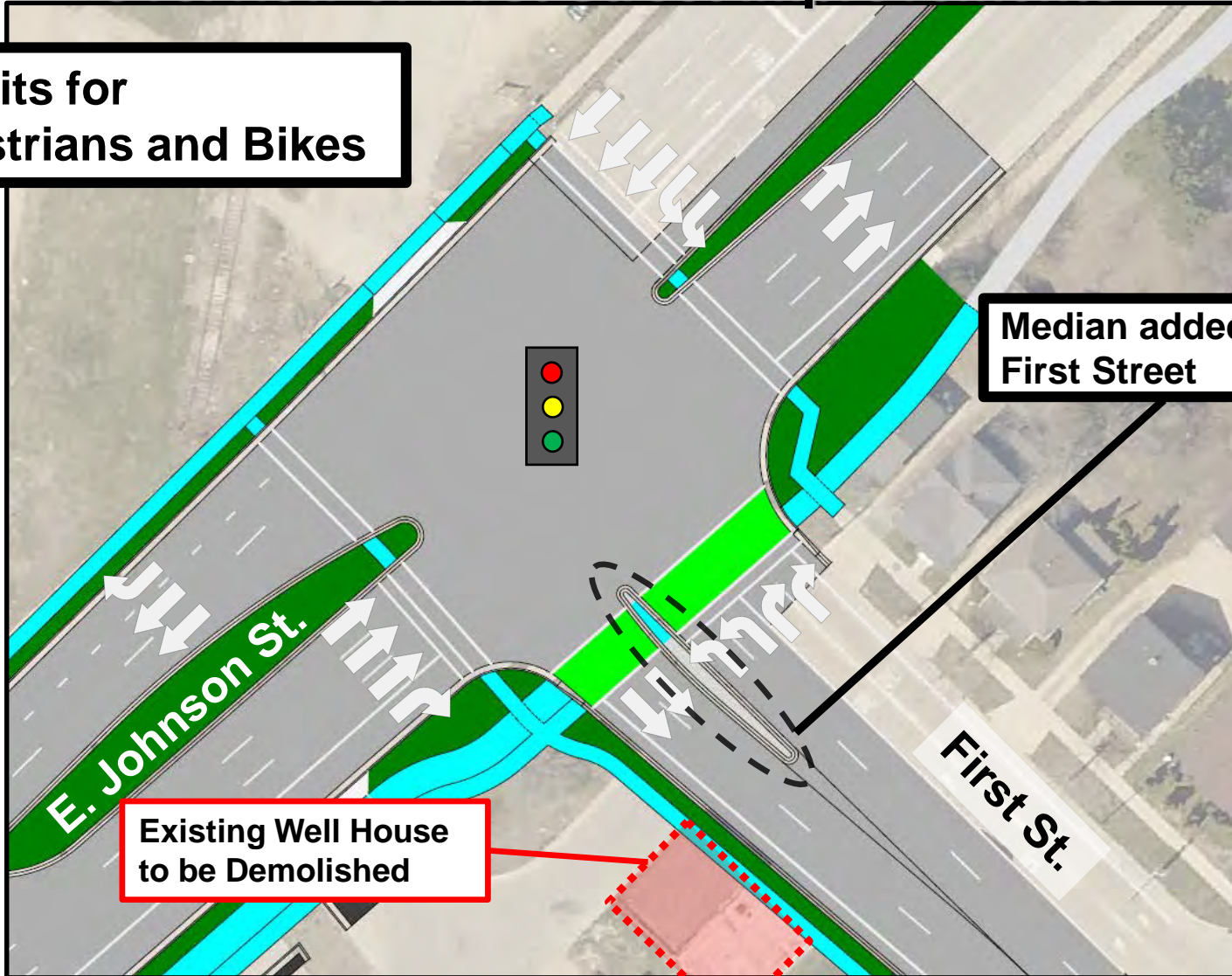
**Benefits for
Pedestrians and Bikes**

No Right-Turn on Red.



Overview of First Street Improvements

**Benefits for
Pedestrians and Bikes**



**Median added on
First Street**

**Existing Well House
to be Demolished**



Overview of First Street Improvements

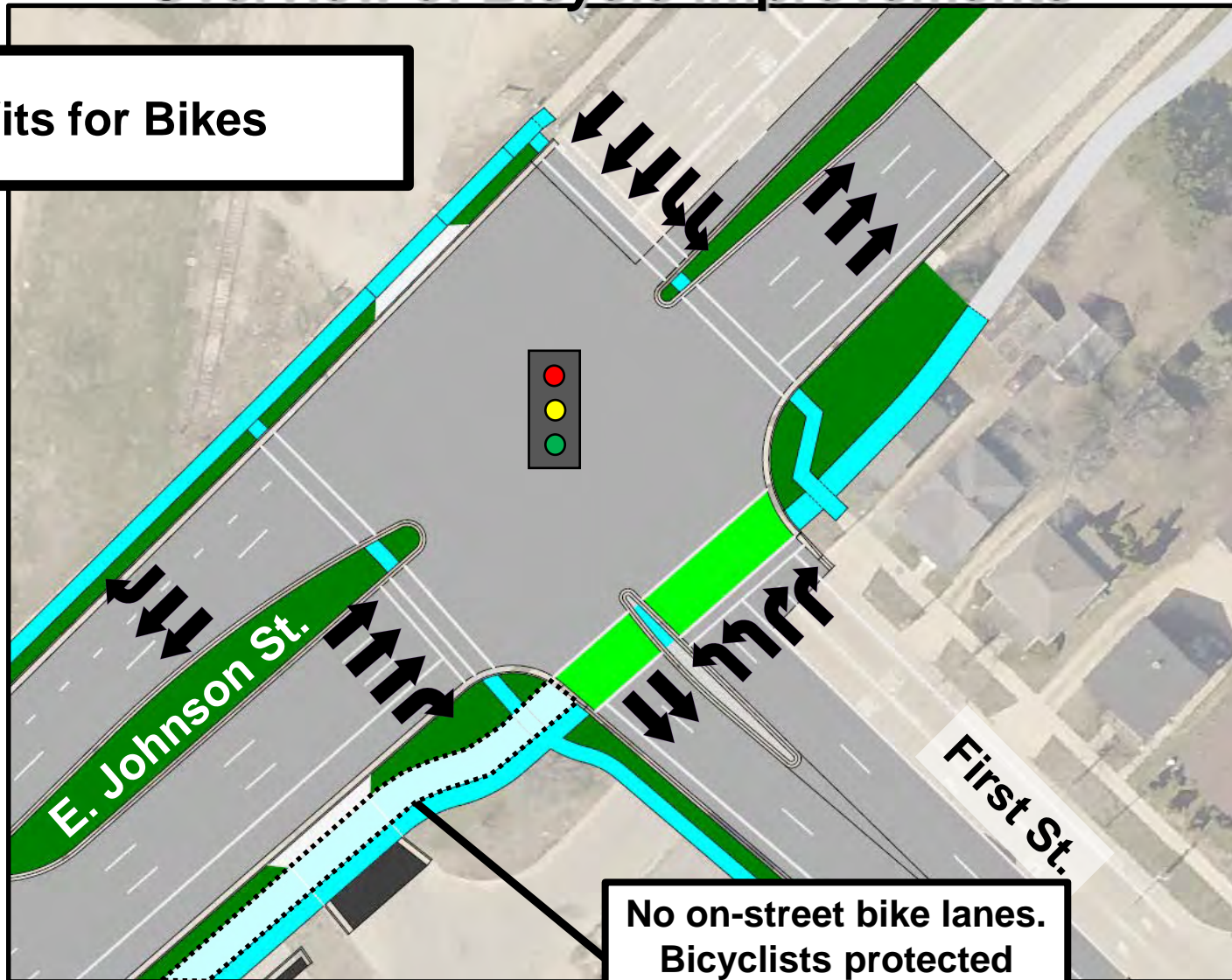
**Benefits for
Pedestrians and Bikes**

**Extra Northbound Left-Turn
Lane Keeps Vehicles from
Queuing To Dayton Street
and it's Crosswalk**



Overview of Bicycle Improvements

Benefits for Bikes



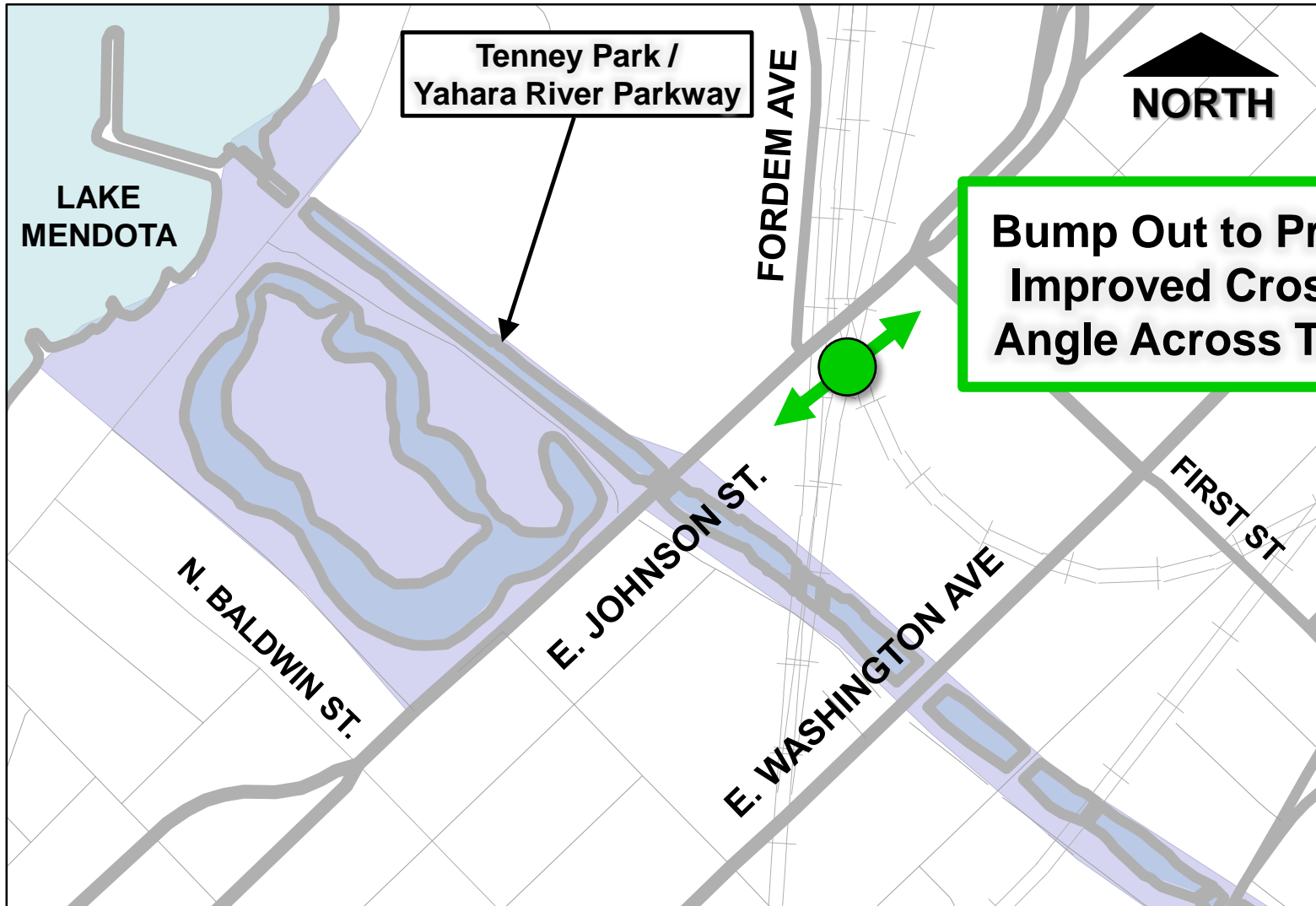
**No on-street bike lanes.
Bicyclists protected
behind raised curb.**

Crossing Improvements

- ADA Compliant curb ramps will be provided.
- Crosswalks will be marked.
- Will look at similar colored crosswalk markings (shown in picture) as needed.



Railroad Crossing Improvements

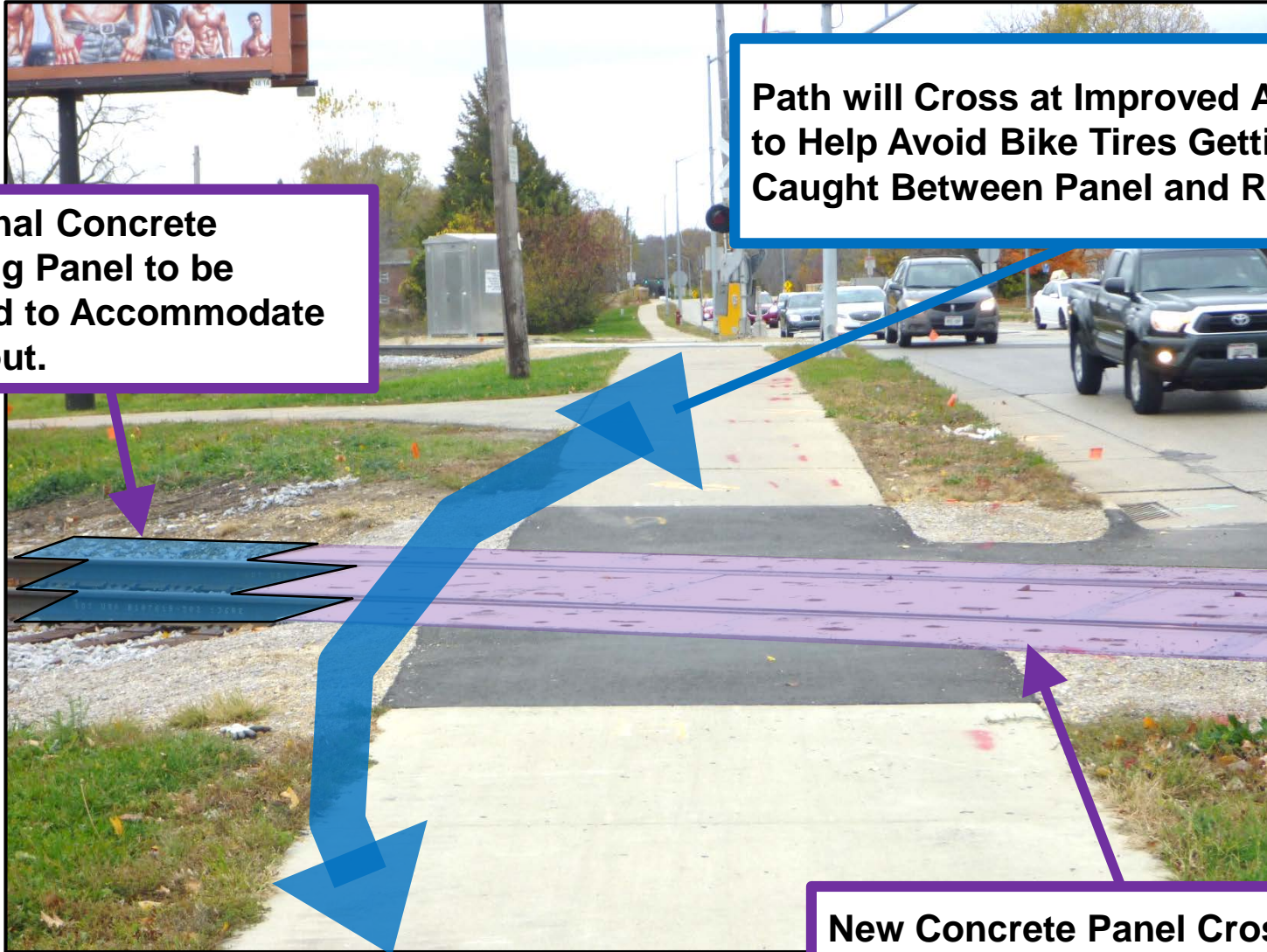


Railroad Crossing Improvements

- Reconstructed roadway will match the new crossing surface installed in 2015.
- Improvements will be made to the angle of crossing for multi-use path.



Railroad Crossing Improvements (Multi-Use Path)



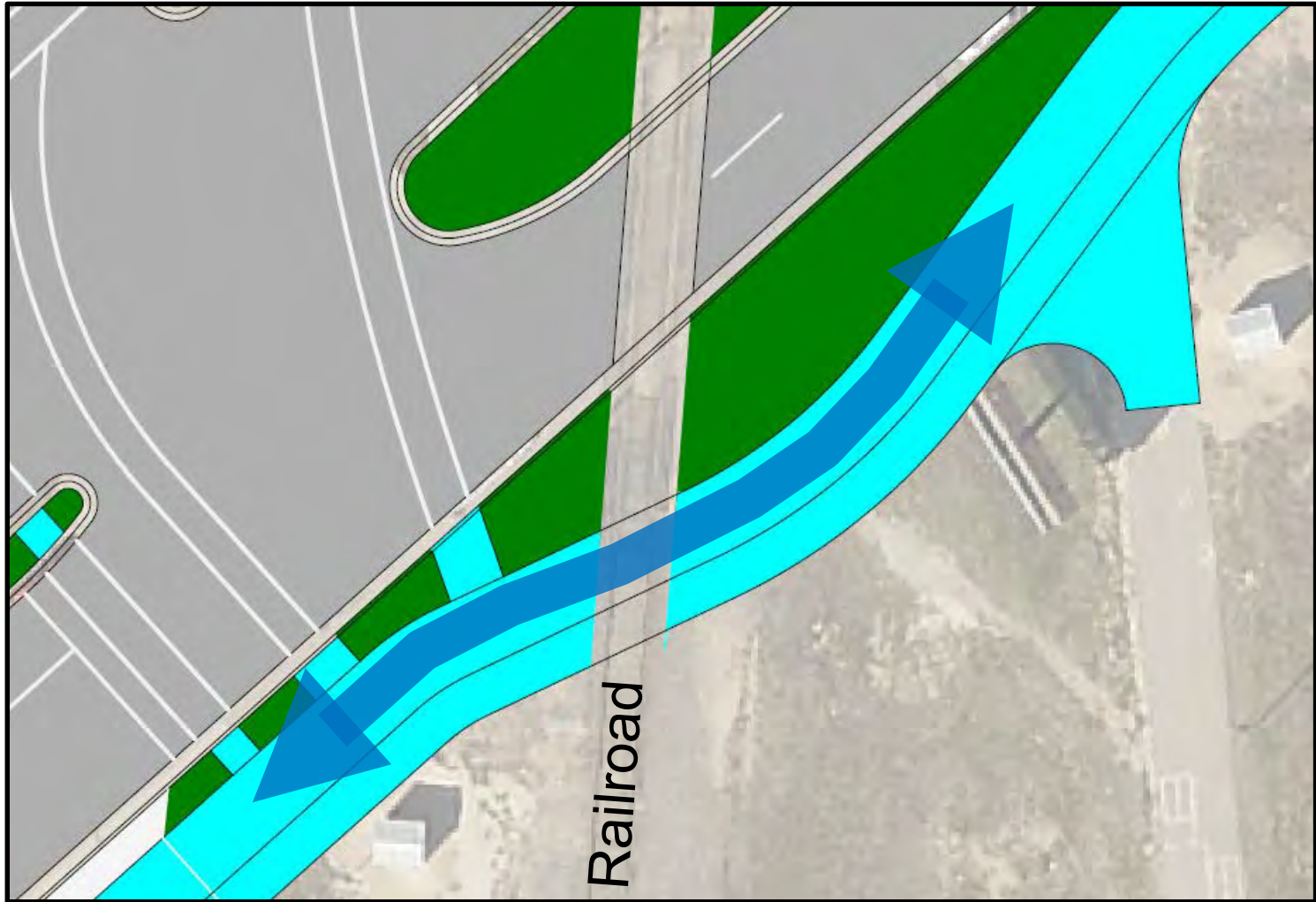
Path will Cross at Improved Angle to Help Avoid Bike Tires Getting Caught Between Panel and Rail.

Additional Concrete Crossing Panel to be Installed to Accommodate Bump out.

New Concrete Panel Crossing Installed in 2015 (To Remain)



Railroad Crossing Improvements



Design Trade-Offs with Current Layout

- WisDOT standards apply because the project is using Federal funding.
- Design Trade-Offs:
 - Using minimum 10-foot wide travel lanes.
 - Less than minimum path width over bridge (11.25 feet vs. 12 feet)
 - Yahara River Bridge width substandard as a 4-lane undivided roadway.
- The above will require WisDOT approval.



Staging of Traffic During Construction

- E. Johnson Street will remain open to traffic during construction:
 - One travel lane in each direction
 - Left-turn lanes at intersections (if space allows)
 - Sidewalk on one side of the roadway open at any given time.



Lighting

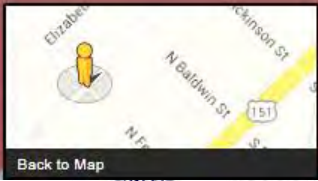
- Combination of shorter pedestrian lights with taller “standard” light poles.



E Johnson St
Madison, Wisconsin

Street View - Oct 2015

“Standard” Light Pole



Google

E Johnson St
Madison, Wisconsin

Street View - Oct 2015

Pedestrian
Light Pole

Google

Impacts to Park Spaces / Section 4(f) Resources & Historic Properties

- Tenney Park/Yahara River Parkway
 - Public Park Space
 - On National Register of Historical Places
 - City of Madison Landmarks



Impacts to Park Spaces / Section 4(f) Resources & Historic Properties

- Scope of Impacts Anticipated:
 - Anticipating impacts with temporary easements adjacent to Tenney Park and the Yahara River Parkway for path work and to match in construction. Impacts not anticipated to be adverse.
 - Grading limited to grass areas (no equipment or other fixtures anticipated to be impacted).
 - The Yahara River Bridge will not be reconstructed, but the pavement will be replaced.



Impacts to Historic Properties

- 1429-1433 East Johnson Street
 - Eligible for National Register of Historical Places
 - No impacts anticipated.



Anticipated Costs

- Preliminary Roadway Cost of about \$5 Million.
 - Roadway partially funded with Federal funds.
 - Property owners adjacent to the project will be assessed for the local share per City policy.
- Preliminary Sanitary and Water Cost of about \$1 Million.
 - No Federal funds.
- Total Cost for Project is about \$6 Million.



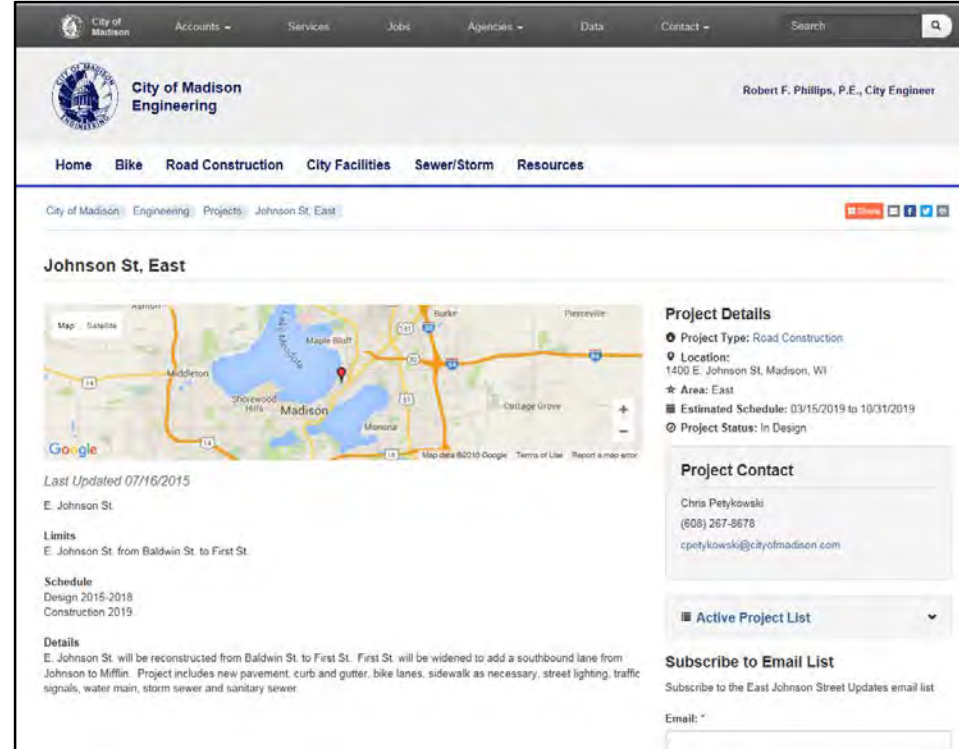
Standard Assessment Policy for Projects with Federal Funding

- Assessment policy applies to all projects.
- Existing concrete curb & gutter, existing sidewalk & driveway aprons: Federal 60%, Owners 20%, City 20%
- Water, storm sewer and sanitary sewer main paid for by City, except:
 - Private storm connection 50% assessable
 - Sanitary lateral 75% City / 25% Property Owner
- Street lighting 60% Federal and 40% Property Owner.



Additional Information/Stay Up-to-Date

- Project Website
 - Project Contact Info.
 - PDF of this Presentation
 - PDF of Preliminary Plans
 - Sign-Up for Project Updates



The screenshot shows the City of Madison Engineering website for the Johnson St, East project. The page features a navigation menu with links for Home, Bike, Road Construction, City Facilities, Sewer/Storm, and Resources. The project title "Johnson St, East" is prominently displayed above a map of the project location in Madison, WI. To the right of the map, the "Project Details" section lists the project type as Road Construction, location as 1400 E. Johnson St, Madison, WI, area as East, estimated schedule from 03/15/2019 to 10/31/2019, and project status as In Design. Below the map, the "Project Contact" section identifies Chris Petykowski as the contact, with phone number (608) 267-8678 and email cpetykowski@cityofmadison.com. The "Active Project List" and "Subscribe to Email List" sections are also visible, with the latter including an email input field.

<http://www.cityofmadison.com/engineering/projects/johnson-st-east>

Questions

