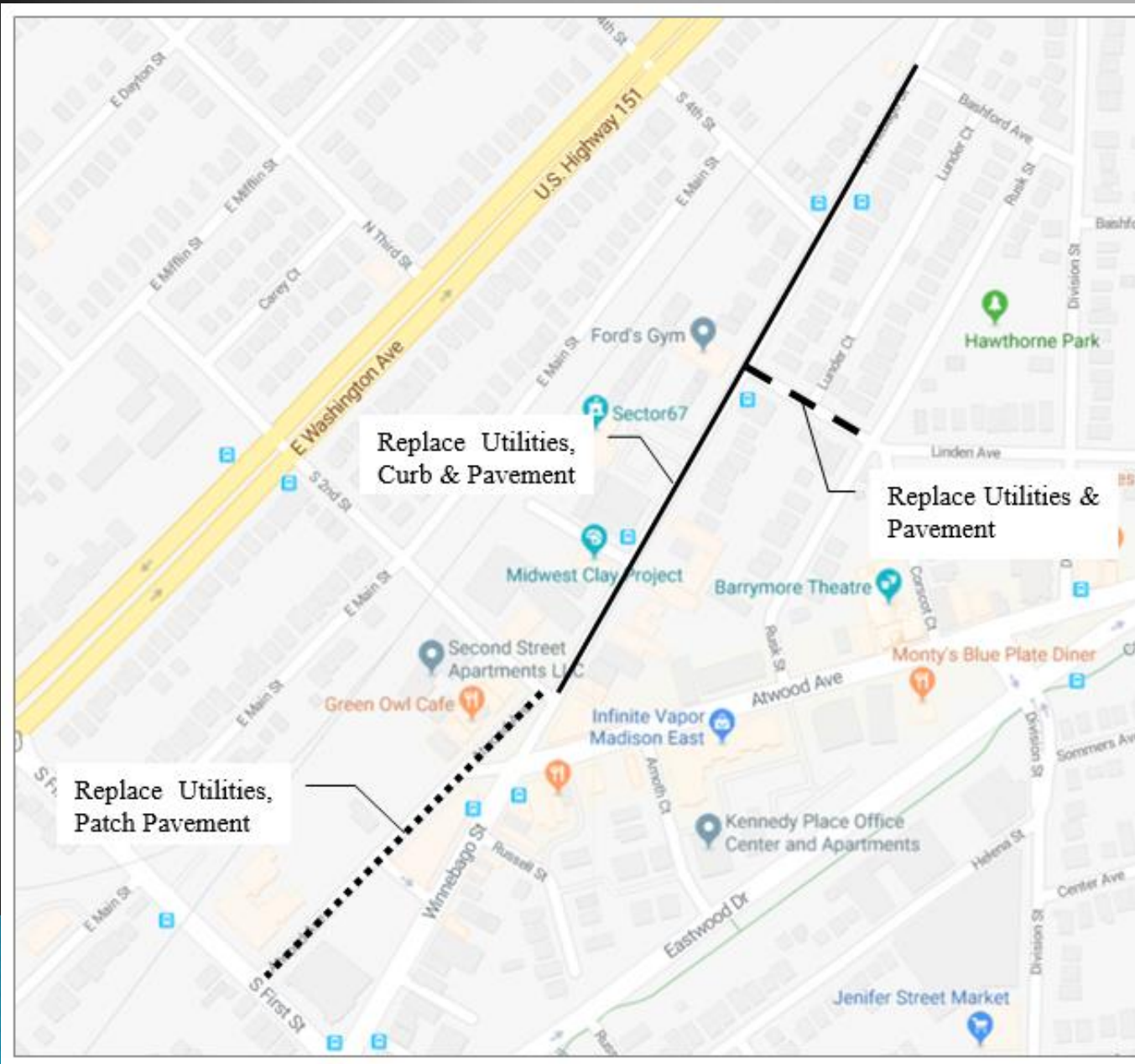


2018 Winnebago Street Reconstruction

Public Information Meeting
February 13, 2018

Location



Project will
Replace:

- Utilities
- Curb
- Pavement
- Lighting

City Utility Work

- ▶ Replace sanitary sewer main & laterals
 - Existing main dates back to 1905
 - Laterals replaced to property line (back of sidewalk)
- ▶ Water main & services
 - Existing mains as early as 1902, and 6" diameter
 - Replace & upsize mains (8" min)
 - Reconnect services to new mains
- ▶ Replace Storm Sewer
 - 2 parallel mains: 15" from 1907 & 18" from 1955
 - Increase size/capacity of storm sewer
 - Extend storm sewer, if necessary, to improve drainage

City Utility Work



- ▶ Street Lighting
 - Existing on MG&E wood poles within most of limits
 - Install City street lighting infrastructure
 - Underground conduit & electrical wiring
 - LED fixtures on galvanized poles

Street Details

- ▶ Existing Street: Winnebago St.
 - 48 ft. wide street, approx. 3 ft. wide terraces
 - Travel, bike & parking lanes in both directions
 - Pavement rating 3/10, curb rating 7/10
 - Wall & railing on south side terrace between Linden & Bashford, due to large grade difference



Proposed Street Work

- ▶ Full reconstruction of Winnebago St.
 - Replace all curb & asphalt pavement
 - Options for street width & parking
 - Each option may have bumpouts at crosswalk locations
- ▶ Resurface Linden Ave.
 - Curb to remain, replace pavement
- ▶ Patch Atwood in locations of utility work
 - Future reconstruction project
 - Sanitary sewer work necessary to improve grade

Summary of Previous Meeting

- ▶ Presented concepts for potential street designs
 - 46 ft. wide that maintains existing lanes
 - 40 ft. wide with parking on one side only
 - Combination of two options
- ▶ Concerns with existing street
 - Vehicle speeds
 - Pedestrian safety, especially at Fourth St.
 - Parking availability
 - Retaining wall & railing, grade issues
 - Bike accommodations

Pedestrian Improvements

- ▶ Fourth St. improvements with both options
 - Colored crosswalks
 - Potential overhead flasher
- ▶ Narrow intersection at Second St.
 - Still provide access to angled parking
 - Install ADA compliant crosswalk

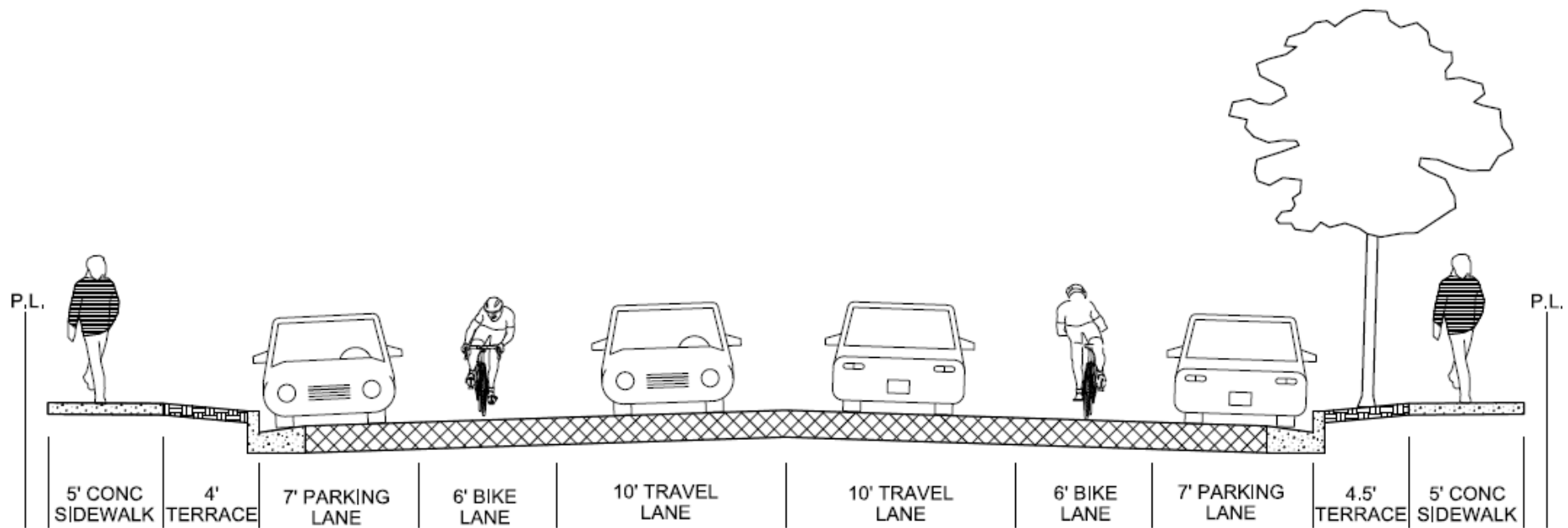


Winnebago Option 1

- ▶ 46 ft. wide street (narrow street by 2 ft.)
- ▶ Lane configuration
 - 10' travel lanes in both direction
 - 5'–6' bike lane in both directions
 - Parking on both sides
- ▶ Additional width added to SE terraces
 - NW terraces to remain same existing

Winnebago Option 1

Looking Northeast



► Overall Plan

Winnebago Option 1

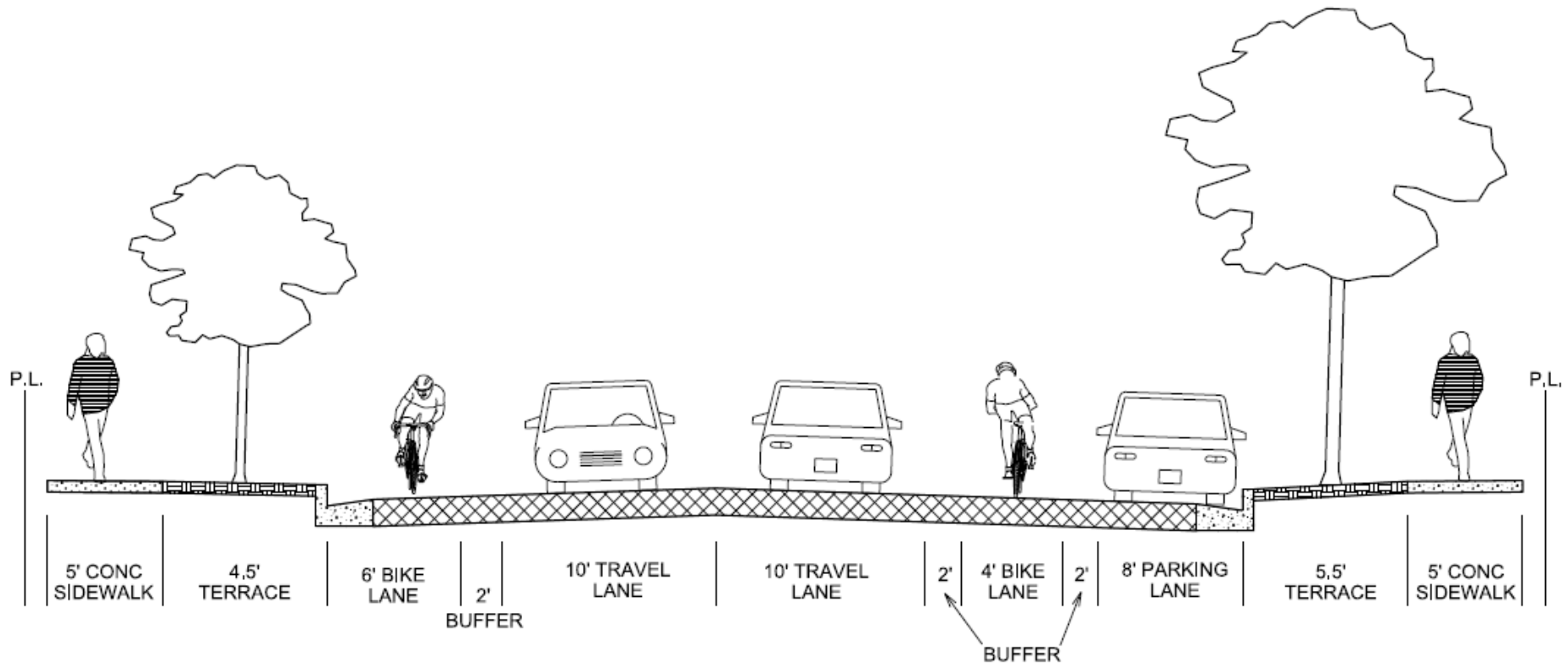
- ▶ Less than desirable biking space
- ▶ Pedestrian safety and traffic calming
 - Bumpouts at intersections
 - Islands at Sutherland and at Fourth
 - Remove approx 8–10 parking stalls to install elements (approx. 60 remain)
 - Narrower street section than existing
 - May still appear wide if not heavily parked
- ▶ Terrace space & trees
 - Northwesterly terrace remains approximately same
 - Too narrow for new street tree plantings
 - Southeasterly terrace widens to 4 ft. min
 - Wide enough for small tree species

Winnebago Option 2

- ▶ 44 ft. wide street (narrow street by 4 ft.)
between Sutherland & Bashford
 - 46 ft. from Second to Sutherland (Option 1)
- ▶ Lane configuration
 - 10' travel lanes in both direction
 - 4' bike lane with 2' buffers in both directions
 - Buffers between bike lane and travel & parking lanes
 - Parking on one side only
 - Side with parking is side with most available
 - Remove approx. 29 of 70 on-street parking stalls within limits (approx. 41 remain)
- ▶ Additional width added to both terraces

Winnebago Option 2

Looking Northeast



► Overall Plan

Winnebago Option 2

- ▶ Significantly more comfortable biking
- ▶ Pedestrian safety & traffic calming
 - Bumpouts where possible
 - Switch of side with parking – changes road alignment
 - Re-aligned with paint only, no islands
 - Some visual realignment with parked vehicles
 - Narrower street, but may still feel more open
 - Buffers add to visual street width, parking only on 1 side
- ▶ Terrace space & trees
 - Widen northwesterly terrace to 4 ft. min.
 - Space for small tree species (overhead electric lines)
 - Southeasterly terrace widens to 5 ft. min
 - Wide enough for large tree species

Construction

- ▶ Close streets during construction
 - open to local traffic & businesses
- ▶ On-street parking removed during construction
- ▶ Access to driveways for most of project
 - Commercial driveways, short duration closures
 - Residential driveways may be closed up to 20 days
- ▶ Sidewalk open on at least one side at all times
 - Pedestrian access to businesses
- ▶ Maintain temporary cross walks
- ▶ At least 2 planned water shutoffs, notified a minimum of 48 hours prior
- ▶ Standard work hours allowed: 7AM–7PM

Assessment Policy & Costs

Item	Property Owner Share	City Share
Curb and Gutter*	50%	50%
Pavement	0%	100%
Replace Sidewalk/Apron	50%	50%
Intersect Curb & Pvmt	0%	100%
Storm Sewer	0%	100%
Priv Storm Connects	100%	0%
Sanitary Sewer Main	0%	100%
Sanitary Sewer Laterals	25%	75%
Water main & services	0%	100%
Street Lighting	100%	0%

Assessment Policy & Costs

- ▶ Assessments can be paid in lump sum or over 8 years with 3% interest
- ▶ Final assessments will be mailed in the summer the year following the project completion
 - 2019 for this project
- ▶ Final assessments will be calculated based on bid prices and measured quantities

Anticipated Project Timeline

- ▶ Mail estimated assessments and Public Hearing Notice by Fri 2/23/18
- ▶ PBMVC: 2/21/18
- ▶ BPW Public Hearing: 3/7/18
- ▶ CC Hearing 3/20/18
- ▶ Advertise for Bids 3/22/18
- ▶ Start Construction 5/29/2018

Contacts

- ▶ Project Manager – Jim Wolfe, 266–4099
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- ▶ Sanitary & Storm Sewer – Kyle Frank
266–4098, kfrank@cityofmadison.com
- ▶ Water Utility – Kelly Miess, 261–9640,
kmiess@madisonwater.org
- ▶ Traffic – Mark Winter, 266–6543,
mwinter@cityofmadison.com
- ▶ Lighting – Brian Smith, 261–9625
bsmith@cityofmadison.com
- ▶ <http://www.cityofmadison.com/engineering/projects>
 - Will be a pin on Winnebago St.

Discussion