

Lake Mendota Drive Assessment District - 2024

Project Engineer: Aaron Canton

Alder: Slack - AD 19 (former Alder)

Limits: Lake Mendota Drive from Epworth Ct to Spring Harbor Dr (see map on reverse)

Utilities

Sanitary Sewer: Some of the existing main within the project limits is owned by Madison Metropolitan Sewerage District (MMSD), and some of the mains are owned by the City of Madison. Some of the City mains are within the street and other portions are in easements along the front, back, or side yards of the properties. The City's mains within the street will be replaced, and the laterals connected to those mains will be replaced up to the property line (assessable).

Water Mains: The existing mains within the project limits were lined by the Water Utility in advance of this project and will remain. There may be some water work due to conflicts with the proposed utilities.

Stormwater: The existing storm sewer will be replaced, and new storm sewer installed as necessary to adequately drain the new street. The existing storm sewer box culvert that outfalls at Spring Harbor Beach will remain and an additional storm sewer pipe will be installed parallel to the box culvert with a single, combined outfall at the Beach – the additional pipe is needed to meet stormwater capacity as recommended in the Flood Mitigation Study for this area.

Street

Existing Streets: Lake Mendota Dr. – pavement rated 4-6/10 – overall, poor condition; incomplete sections of curb and sidewalks within project limits, existing pavement width varies 26'-36' with parking mostly allowed on both sides, restrictions by Spring Harbor Middle School.

Proposed Street Work: Replace all asphalt pavement, and install new curb and gutter and new sidewalk, as previously approved with the project geometrics (April 2022). The new curb will be modified from the City-standard to be a smaller, rolled curb head similar to the standard Village of Shorewood Hills-curb. New sidewalk is proposed on both sides of LMD from Epworth Ct to Spring Harbor Dr. ADA compliant ramps and crosswalks will be installed at the intersections. Lake Mendota Drive is proposed to be a 26-28 ft wide street within the project limits. Several bump-outs in the curb and sidewalk are proposed with this project to provide traffic calming, preserve trees, and to accommodate terrace rain gardens as desired/approved. No parking will be allowed adjacent to any of the curb bump-out areas. A traffic circle is proposed at the LMD-Norman Way intersection to reduce pavement and provide traffic calming, while maintaining the necessary turning movements. A raised crosswalk is proposed by Spring Harbor Middle School that will also serve as a speed hump for vehicle traffic.

On-Street Parking: Lake Mendota Drive on this phase is proposed to be signed for alternate-side parking, consistent with prior phases of reconstruction to provide traffic calming. A total of 43 on-street parking spaces for this phase are proposed.

Street lights & Traffic Signals

Street lighting: Existing street lighting is on MG&E poles. A number of poles will need to be relocated, and lighting will be re-attached to new poles.

Traffic Signals: No anticipated work on traffic signals with this project.

Public Input

One public input meeting (PIM) was held for Phase 3 on November 30th, 2023, a survey was sent out prior to this PIM. As part of the geometrics approval for all three planned phases of Lake Mendota Drive Reconstruction, the geometrics were previously presented and approved at the Transportation Commission, Board of Public Works, and Common Council.

Rain Gardens & Stormwater Treatment Features:

With the new street design, several stormwater treatment opportunities are being created. These sites would have a larger rain garden (or bioretention) area installed with the project, including the initial planting, and then the neighborhood would be

responsible for the future maintenance. Locations of these features are in the extra right-of-way areas near Spring Harbor Middle School and Spring Harbor Beach Parking Lot.

Tree Removals:

Tree removals due to poor condition, as determined by City Forestry, are anticipated at the following locations:
17” Ash (5453 LMD), 16” Spruce (5321 LMD), 17” Norway Maple (5316 LMD), 31” Siberian Elm (5328 LMD), 36” Siberian Elm (5330), 6” Mulberry (5412 LMD), 15” Boxelder (5412 LMD), 21” Ash (5418 LMD).

Tree removals due to conflicts with the proposed design are anticipated at the following locations:
3” Black Locust (5453 LMD).

Costs & Assessments:

Total Estimated Cost: \$2,604,231.85
Estimated Assessments: \$140,823.34
Estimated City Cost: \$2,463,408.51

Schedule:

Advertise for bids: early-February 2024

Construction: Tentatively start work May 2024; construction to take approximately 4 months to complete; schedule construction around school year to maintain access to Spring Harbor Middle School.

Assessment Policy Breakdown Item	Property Owner Share	City Share
Replace 10’ of Asphalt Pavement	100%	0%
Remainder of Pavement, if any	0%	100%
Replace Driveway Apron & Terrace Walks	50%	50%
Install New Sidewalk*	100%	0%
Install Curb & Gutter*	100%	0%
Traffic Calming Devices	0%	100%
Sanitary Laterals to property line	25%	75%
Sanitary Sewer Main	0%	100%
Storm Sewer Main	0%	100%
Water Main Lining	0%	100%
Terrace Rain Garden	\$100	Remainder
Neighborhood Stormwater Treatment Features	0%	100%
Private Storm Sewer Lateral	100%	0%

