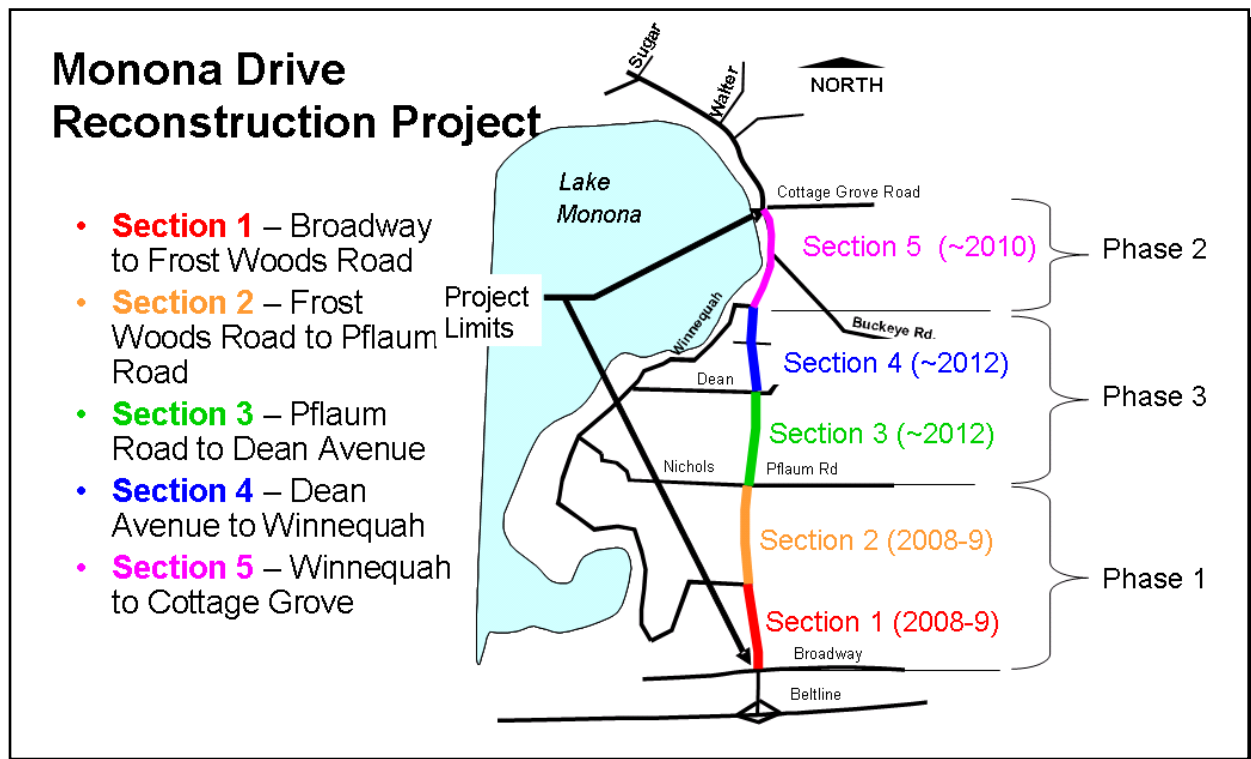


Monona Drive Reconstruction Description Sheet

10/12/06

General Project Description

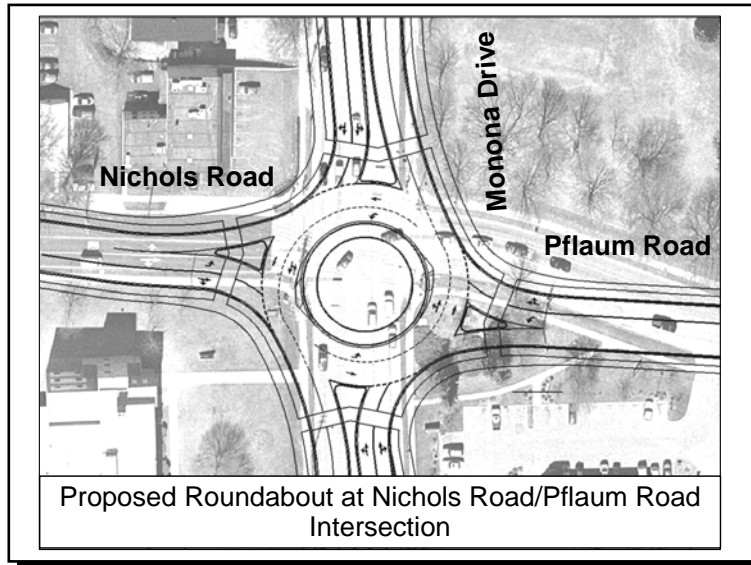
This project reconstructs Monona Drive from Broadway to Cottage Grove Road in three phases from 2008 to 2012. The project includes the addition of bike lanes and sidewalks for the full length of the project and the installation of a median for 60 percent of the project corridor. Because of changing characteristics, right-of-way widths, and land use, Monona Drive was divided into five sections as shown on the following graphic.



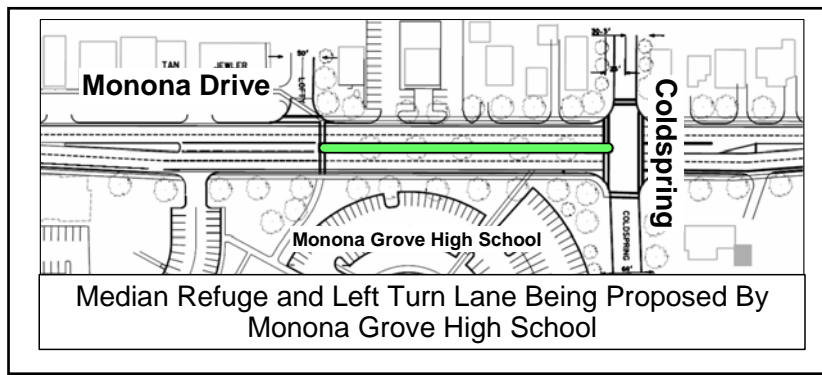
The following bullets summarize the proposed typical sections.

- Section 1 will have a 16-foot median, two 11-foot travel lanes in each direction, a 4-foot bike lane in each direction, a 7.5-foot terrace on both sides, and 5-foot sidewalks on both sides. The first 300 feet of Section 1 will incorporate a wider 24-foot median to accommodate a dual left-turn lane should one ever be needed in the future.
- Section 2 will have a 12-foot median that in some places converts to a Two-Way-Left-Turn-Lane (TWLTL), two 11-foot lanes in each direction, a 4-foot bike lane in each direction, a 4-foot terrace on both sides, and a 5-foot sidewalk on both sides.

- Section 3 will have a 12 foot median, two 11-foot lanes in each direction, a 4-foot bike lane in each direction, a 4-foot terrace on the west side, and a 5-foot sidewalk on the west side. On the east side along the golf course, the terrace will vary as a multiuse path meanders adjacent to the roadway. Currently a multilane roundabout is being planned for the Nichols Road/Pflaum Road intersection.

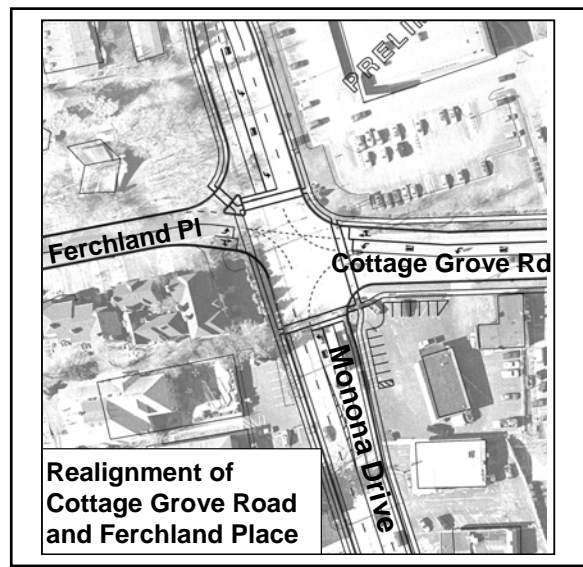


- Section 4 will have two 11-foot lanes in each direction, a 4-foot bike lane in each direction, a 2-foot terrace on both sides, and a 5-foot sidewalk on both sides. Left-turn lanes will be installed at both Dean Avenue and Coldspring Road. A median will be introduced along the Monona Grove High School to accommodate turning movements associated with the school operation.



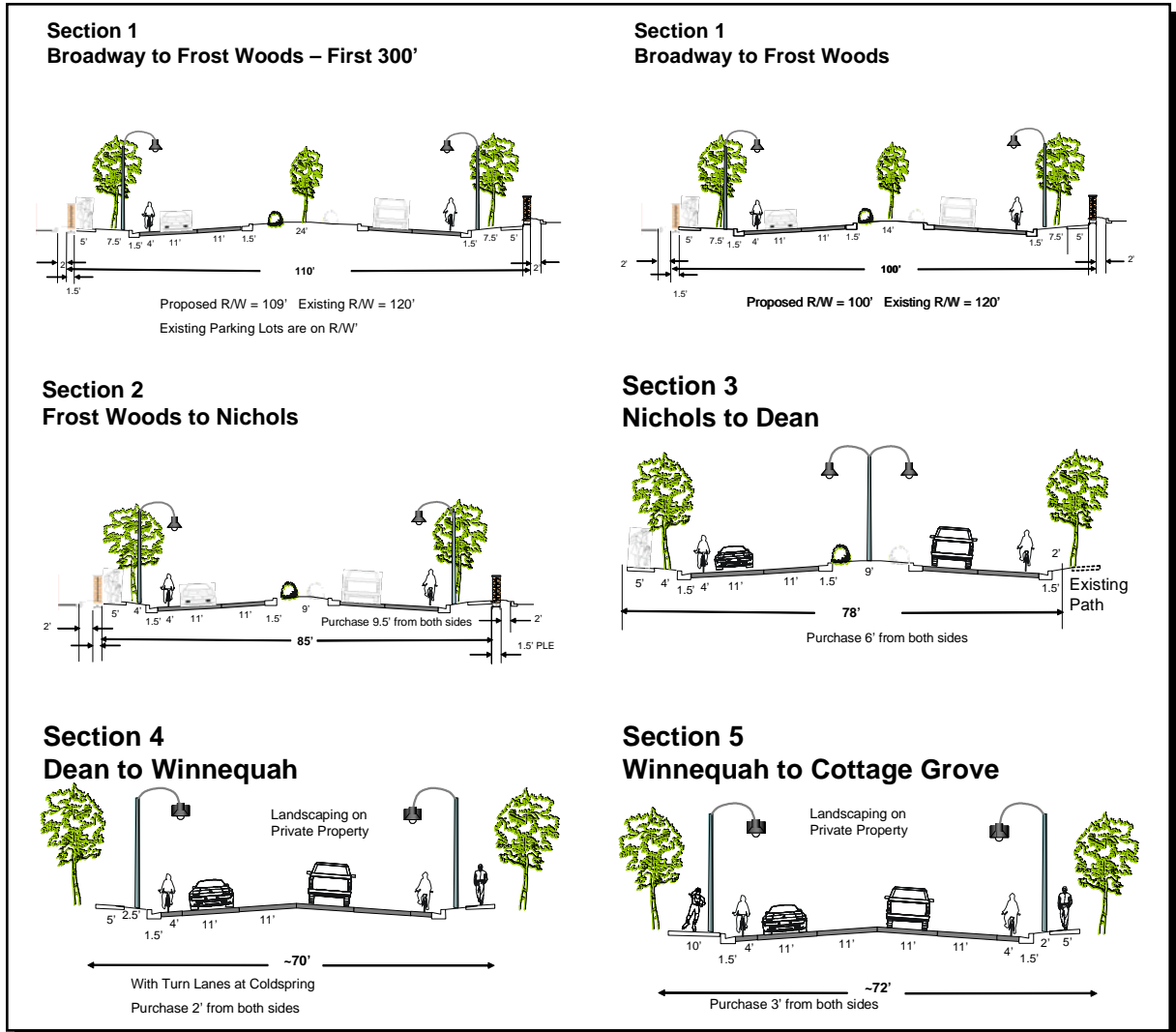
Coldspring Road will have special treatments to the median to provide better pedestrian accommodations near the high school.

- Section 5 will have two 11-foot lanes in each direction, a 4-foot bike lane in each direction, a 2-foot terrace on the east side, and a 5-foot sidewalk on the east side. On the west side there will be no terrace, but instead there will be a 10-foot sidewalk to accommodate various types of nonmotorized users. Left-turn lanes will be provided at the Buckeye Road and Cottage Grove Road intersections. The freeflow right-turn lane that exists for southbound traffic at the Winnequah Road intersection will be removed and replaced with a conventional right-turn lane and radius. The intersections of Cottage Grove Road and Ferchland Place will be realigned to create a



conventional four-legged intersection instead of the off-set T intersections that exist today.

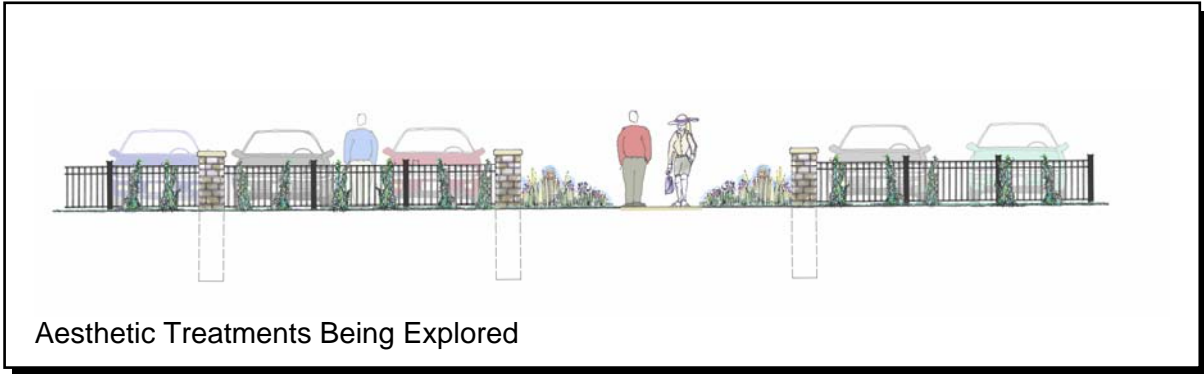
The following figures illustrate the proposed cross sections.



Throughout the corridor there will be substantial streetscaping and landscaping. These aesthetic enhancements will include:

- A landscaped median for Sections 1, 2, and 3.
- A terrace with trees and landscaping for Sections 1, 2, and 3.
- A public/private property decorative screening to screen parking lots from sidewalk users.
- Street furniture, such as benches and decorative trash receptacles.
- Decorative lighting.

The following graphics show some of the aesthetic treatments currently being explored.



Aesthetic Treatments Being Explored

Purpose and Need for the Project

There are several purposes for the project:

- Address deteriorating pavement condition—Monona Drive is a concrete pavement that was constructed in 1967 and since then has had little maintenance. Joints are spalling and substantial cracking and faulting are beginning to occur.
- Improve roadway safety—Monona Drive’s crash rate is three times the state average for an urban roadway. Monona Drive is an undivided four-lane roadway, with about 50 driveways per mile. As vehicles wait for a gap in traffic to turn left, they stop in the through travel lane impeding through traffic and leading to rear-end crashes. About 40 percent of crashes on Monona Drive are rear-end and 35 percent are angle, illustrating this safety concern.
- Improve bicycle accommodations—Monona Drive currently has no bicycle accommodations even though there are numerous bicycle destinations on the corridor. Additionally, Section 5 of the corridor is often used by cyclists traveling around Lake Monona on the Lake Loop bike route.
- Improve corridor aesthetics—Monona Drive is a gateway to the east side of the Madison metropolitan area, yet the roadway’s deteriorating condition, exposed utility poles, and unkempt terraces and sidewalks creates an unappealing corridor that diminishes private property investment.



Aesthetic Treatments Being Explored

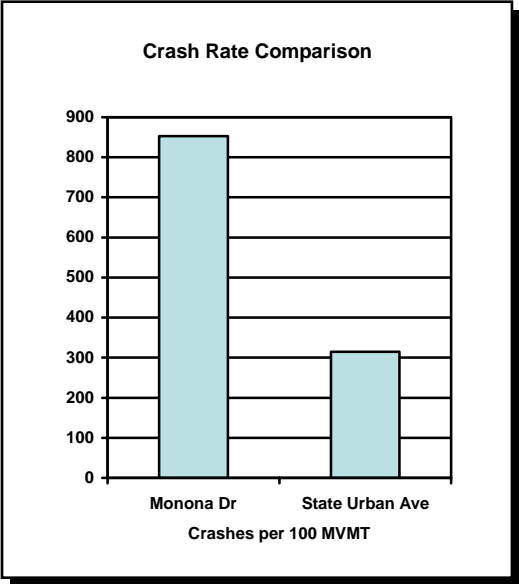


Poor Pavement Condition and Exposed Utilities on Monona Drive

- Preserve through traffic flow—While classified as a minor arterial, Monona Drive carries up to 26,000 vehicles per day according to 2006 traffic counts. Depending on other area infrastructure investments on US 51, Monona Drive is projected to carry from 38,000 to 52,000 vehicles per day in 2030. Roadway mobility must be enhanced to preserve the function of this important eastside roadway.

Right-of-Way Impacts

The right-of-way needs of the project vary throughout the corridor. The following bullets summarize what will be needed for each section.



- Section 1—The right-of-way width for this section is 120 feet, which is enough to accommodate the roadway cross sections being proposed. Many of the existing parking lots have parking stalls on existing roadway right-of-way. These parking stalls will be rearranged and joined to accommodate the roadway cross section being proposed.
- Section 2—The right-of-way is 66 feet wide for this section, so 9.5 feet of right-of-way will need to be purchased from both sides of the roadway. A 1.5-foot easement will need to be purchased to provide for a public/private property aesthetic screening feature. With the exception of Woodland Park, most of the right-of-way being acquired is strip commercial. About 51,300 square feet of right-of-way and 7,100 square feet of easement will be needed in this section.
- Section 3—The right-of-way is 66 feet wide for this section and about 6 feet will need to be purchased from both sides of the roadway. Easements may or may not be acquired. Most of the property needed on the west side of the roadway is business/commercial. Most of the right-of-way needed on the east side of the roadway is part of the Monona Golf Course. About 31,300 square feet of new right-of-way will be needed for this section.
- Section 4—The right-of-way is 66 feet wide for this section and 2-feet will need to be purchased from both sides. The types of property that this will be purchased from ranges from residential to institutional (Monona Grove High School) to strip commercial. A total of 16,350 square feet of new right-of-way will be needed for this section.
- Section 5—The right-of-way is 66 feet wide for this section and 3-feet will need to be purchased from both sides. Most of this right-of-way will be purchased from both low- and high-density residential, although some of the right-of-way is needed from the Lake Edge Shopping Center. About 20,500 square feet of right-of-way is needed for this section of Monona Drive.

In total, about 120,000 square feet (2.74 acres) of new right-of-way and 7,100 square feet of easement will be purchased for the project.