

PROJECT SUMMARY AND FACT SHEET:

East Johnson St Reconstruction Assessment District - 2014



Project Engineer: Glen Yoerger 261-9177
Alder: Ledell Zellers, Dist 2
Project Limits: East Johnson Street from N Butler Street to N Baldwin Street

Project Summary: The project is proposed in conjunction with WisDOT under the STP Urban Program and includes 50% Federal funding for roadway items. The City of Madison will complete the design and the project will be let by WisDOT. The proposed project includes a full reconstruction of East Johnson Street from N Butler Street to N Baldwin Street. This portion of East Johnson Street is one way, eastbound with 2 through lanes and parking on each side of the street. The south side parking lane in the three blocks between Butler St and Blair St is used as a peak hour travel lane. All pavement, curb and gutter and drive aprons will be replaced. Sanitary sewer and water main will also be replaced. Storm sewer will be upgraded as needed to serve the reconstructed street and to solve issues with localized flooding. Sidewalk will be replaced as needed to repair any damaged sections and as required for the installation of sanitary sewer laterals. Improvements to signals and street lighting is also proposed. Street lighting improvements are proposed to include area lights at intersections with pedestrian scale lighting in mid-block areas. Metro Transit has proposed relocating bus stop locations along the corridor to improve transit efficiency.

Street: East Johnson Street	Existing	Proposed
Project Type		Reconstruction
Last Surfaced	1979 Asphalt Overlay	
Pavement Rating	4	
Curb Rating	3 to 4	
Street Widths	Varies: 300 Blk to 700 Blk - 44 ft wide 800 Blk - 46 ft wide face to face 900 Blk - 44 ft wide face to face 1000 & 1100 Blk - 42 ft face to face 1200 blk - 36 ft face to face	Proposing 44 ft wide face to face Proposing 44 ft wide face to face Proposing 44 ft wide face to face Proposing 42 ft wide face to face Proposing 36 ft wide face to face Bumpouts are proposed at intersections and at a mid-block crossing in the 800 Blk of East Johnson.
Surface Type - Varies:	Asphalt pavement and concrete pavement at the Baldwin St Intersection	Asphalt pavement and concrete pavement at the Baldwin St Intersection
Sidewalk	Existing Existing sidewalk to remain.	Proposed Replace Damaged Sections/Ensure Ramps ADA Compliant and replace as required for installation of sewer laterals.
Storm Sewer	Existing	Proposed
Work Required		Upgrade storm sewer with concrete pipe
Design Storm		10 Year
Size	12 - 36 Inches	12 - 48 Inches
Material	Varies Clay & RCP	RCP
Year	Varies 1904 - 1951	2014
Sanitary Sewer	Existing	Proposed
Work Required		Replace Sanitary Sewer Mains & Laterals
Size	6 inches and 8 inches	8 Inches to 10 Inches
Material	VP	PVC
Year	Varies 1904 to 1909	2014
Water Main	Existing	Proposed
Work Required		Replace water main.
Size	4, 12 Inches	12 Inches to 16 Inches
Material	Cast Iron	Ductile Iron
Year	Varies 1886-1920	2014
Parking	Existing	Proposed
Parking Conditions	Parking Allowed - Restrictions Vary	No Proposed Changes
Street Lighting	Existing	Proposed
Street Lighting	Area Lighting with limited ped lighting in 800 & 900 Blocks	Proposing area lighting at intersections with mid-block pedestrian scale lighting

Cost

Total Cost	\$13,100,000
Street Assessments	\$185,000
Sanitary Assessments	\$203,000
Street Lighting Assessments	\$388,000
Federal Funding	\$2,885,000
City of Madison	\$9,439,000

Assessment Policy: Project has Federal Funding for 50% of Roadway Items. Assessment policy applies to Local Share of the Project

The local share of costs for concrete items (curb & gutter, sidewalk and drive aprons) is assessed 50% to property owners with remaining 50% paid by the City.

The cost for sanitary laterals is assessed 25% to property owner with remaining 75% paid by City.

No Federal funding is available for sanitary sewer costs. The Local share of costs for private storm sewer connections are assessed 100% to the property owner requiring the connection. The local share of costs for pedestrian lighting is 100% assessed to adjacent property owners. Assessments are payable in one lump sum or over a period of 8 years, with 3% interest charged on unpaid balance.

Schedule

Start Date	April 2014
Project Duration	7 Months

Traffic Calming: None Proposed

Traffic Detours: Metro Transit Detoured to Mifflin Street during construction
Bikes Detoured to Mifflin Street during construction

Real Estate Requirements: None

Tree Information: 34 tree removals are planned with the project. There are 142 existing street trees within the project limits. Information regarding tree removals has been presented at PIM meetings and was included with the assessment notification letter. See attached for summary of tree removals.

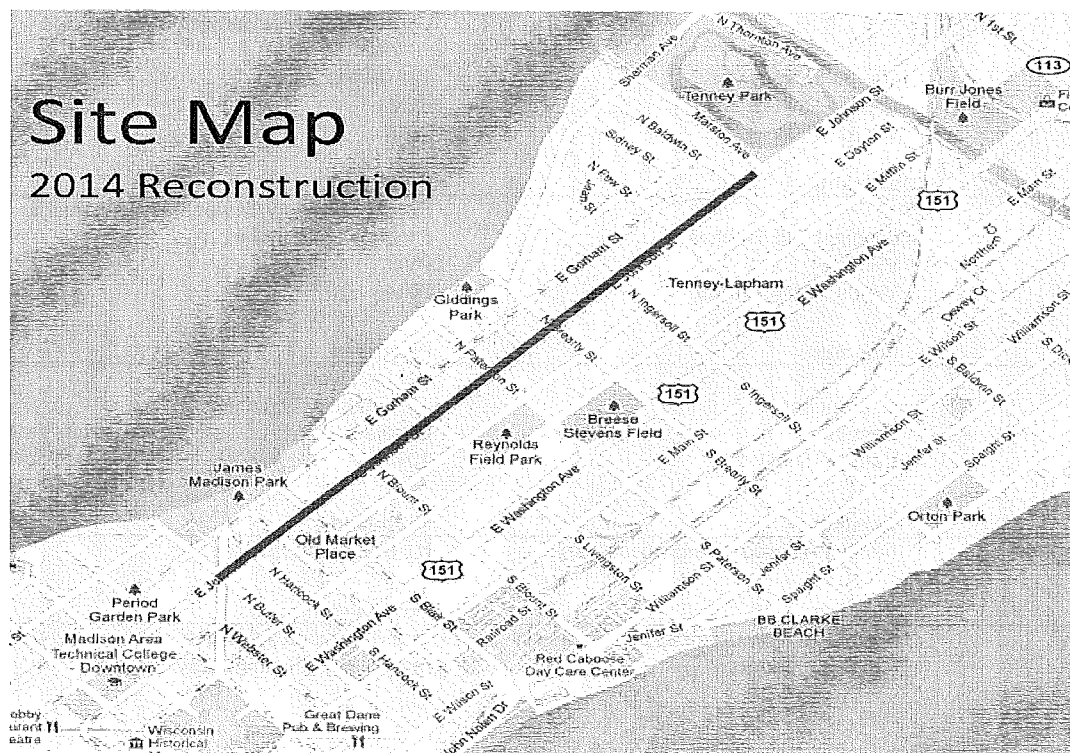
Rain Garden Information: No rain gardens are proposed. Potential for rain gardens exists in some bumpout areas but no property owners have expressed interest at this time.

Correspondence: City Engineering has held 2 public informational meetings regarding the project as well as meetings with the Tenney-Lapham Neighborhood Association representatives and area businesses. Attached correspondence includes:

- 1) Recommendations for the project from the Tenney-Lapham Neighborhood Association E Johnson Street Reconstruction St Task Force.
- 2) Letter mailed to adjacent property owners summarizing proposed bumpout areas.
- 3) Letter mailed to adjacent property owners summarizing proposed changes to bus stop locations.
- 4) Email responses to proposed bus stop locations

We have received several phone calls and emails with questions regarding assessments for the project. Comments regarding assessments include objections to assessment of street lighting to property owners and objections to assessment of increased costs of bumpout areas to adjacent property owners.

Project Location:



**JOHNSON STREET RECONSTRUCTON TREE TOTALS
N BUTLER ST TO N BALDWIN ST**

1/31/2013

	# Trees	% - Initial Inventory	# Removals - construction	# Removals -condition	# Removals - line pruning	# - Relocate
ASH	82	58%	6	5	12	
MAPLE	25	18%	2	3	2	
HONEYLOCUST	18	13%	1	1		
LINDEN	8	6%	1			
LILAC	2	1%				
ORNAMENTAL PEAR	2	1%				
HYBRID ELM	2	1%				1
SERVICEBERRY	1	1%				
ALIANTHUS	1	1%	1			
GINKGO	1	1%				
TOTALS	142	100%	11	9	14	1
Notes:						
<> Removal - Construction: trees that will be removed due to the design or construction process.						
<> Removal - Condition: trees that will be removed due to poor health or structural defects.						
<> Removal - Line pruning: trees that will be removed because more than 50% of canopy will be removed after Forestry prunes for street clearance in 2014, and MGE prunes for power line clearance (scheduled for 2015).						
<> 10 trees are designated as 'possible removals' due to excavation that is predicted to be very close to the tree. These trees will be re-evaluated at the time of construction.						
<> One recently planted tree will be relocated in the spring of 2013 due to future conflict with traffic signal.						