

Buffalo Trail, Barron Court, and Green Lake Pass Assessment District - 2025

Project Engineer	Nick Jaeckels ph: 261-9177 email: njaeckels@cityofmadison.com
Project Limits	Buffalo Trail from Green Lake Pass to N Eau Claire Ave, Barron Court from south end to Buffalo Trail, Green Lake Pass from Door Drive to Buffalo Trail

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Evergreen Ave, Ohio Ave, & Sommers Ave	Existing	Proposed
Project Type: Street Construction		
Last Surfaced	Buffalo Trl - 1989; Green Lake Pass and Barron Ct - 1960	Reconstruction
Pavement Rating	Buffalo Trl, Barron Ct, Green Lake Pass - 3/10	New Pavement
Curb Rating	Buffalo Trl, Barron Ct, Green Lake Pass - 7/10	New C&G
Width	Buffalo Trl, Barron Ct, Green Lake Pass - 32' face to face	Buffalo Trl, Barron Ct, Green Lake Pass - 30' face to face
Surface Type	Hot Mix Asphalt	Asphalt
Traffic Mitigation	None	None

Sidewalk, Terraces, & Driveways

Sidewalks	Buffalo Trl, Barron Ct, Green Lake Pass: Both sides of the street	Buffalo Trl, Barron Ct, Green Lake Pass: Spot replace existing sidewalk
Terraces	Buffalo Trl, Barron Ct, Green Lake Pass - 8'	Buffalo Trl, Barron Ct, Green Lake Pass - 9'
Driveways	Concrete or asphalt	Concrete

Storm Sewer	Existing	Proposed
Work Required: Add storm sewer along Buffalo Trail		
Size	None	New Pipes (size varies)
Material	None	Concrete
Year	None	2025

Sanitary Sewer	Existing	Proposed
Work Required: Remove/replace sewer and laterals along Buffalo Trail between N Eau Claire Ave and Door Dr		
Size	8"	New 8" Pipes
Material	Clay	PVC
Year	1959	2025

Water Main	Existing	Proposed
Work Required: No water scope		
Size	6"	No changes
Material	Cast iron	No changes
Year	1959	No changes

Parking	Existing	Proposed
	Buffalo Trl, Barron Ct, Green Lake Pass - parking on both sides	No changes Buffalo Trl, Barron Ct, Green Lake Pass - parking on both sides

Street Lighting	Existing	Proposed
Area Street Lighting	MG&E lighting on utility poles	No Changes
Pedestrian Lighting	None	None

Traffic Signals	Existing	Proposed
Work Required: No scope		
Year	No existing traffic signals	No changes

Land Purchases

None

Trees

There are no planned tree removals with this project prior to construction. The trees within the project limits that remain may have the roots trimmed during construction. Initial coordination with Forestry has been completed for potential new planting locations and will continue during design and after project completion.

Assessment Policy

10' Pavement Replacement*	Owner 100% / City 0%
Driveway Apron Replacement	Owner 50% / City 50%
Curb & Gutter Replacement	Owner 0% / City 100%
Sidewalk Replacement	Owner 0% / City 100%
Intersection Curb & Pavement	Owner 0% / City 100%
Sanitary Sewer Main	Owner 0% / City 100%
Sanitary Laterals to Property Line	Owner 25% / City 75%
Storm Sewer Main	Owner 0% / City 100%
Terrac Rain Garden	Owner 100% / Remain.
Private Storm Connections (if any)	Owner 100% / City 0%
Assessments payable in one lump sum or over a period of 8 years, with 4% interest charged on unpaid balance.	
*Assessed per linear ft. of frontage	

Schedule

Advertise for bids	May 2025
Anticipated Construction Start	Early fall 2025 or spring 2026
Approximate Duration	Approx. 3 months

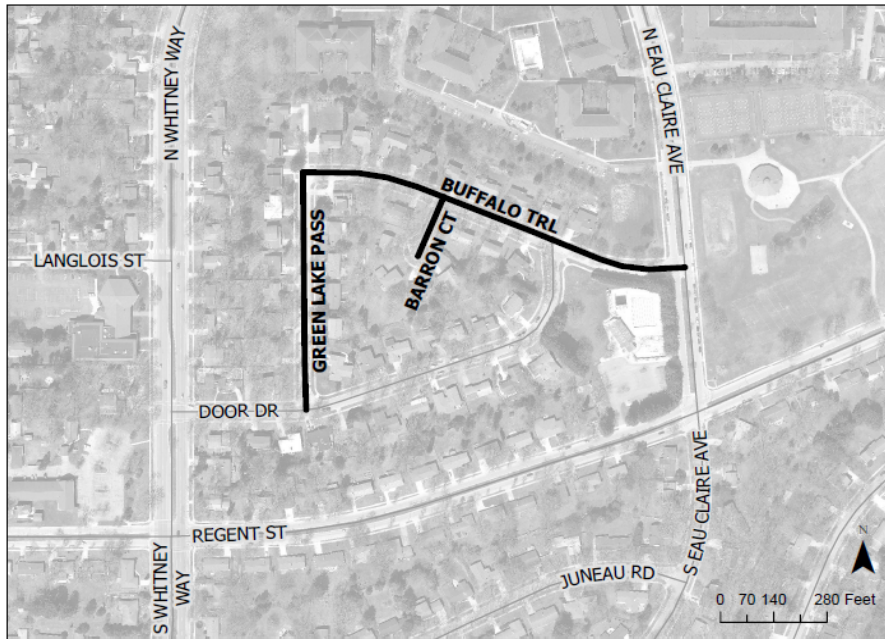
Costs

Total Cost: \$1,520,000.00 (Includes 15% Engineering)
Assessments: \$198,352.76
City Cost: \$1,321,647.24

Correspondence

Public information meeting March 20, 2025 via zoom; online questionnaire; email correspondence with residents, businesses, and the Alder to discuss Buffalo Trl, Barron Ct, and Green Lake Pass street width; The questionnaire asked the neighborhood to select street widths for Buffalo Trl (ex. 32', options of potential 30' or 26'), Barron Ct (ex. 32', options of potential 30' or 26'), & Green Lake Pass (ex. 32', options of potential 30' or 26'). Design team presented street width changes on Buffalo Trl, Barron Ct, and Green Lake Pass to accommodate the mature trees and mitigate root damage during construction. The proposed street width is consistent with the Complete Green Street policy: Neighborhood Yield Street, guide recommends 24' - 32' street width. The street is a shared space for bicycles, vehicles, and parking.

see Map on reverse



Tree Removal Locations

None