

## **Lake Mendota Drive Assessment District - 2023**

Project Engineer: Jim Wolfe

Alder: Furman (AD 19)

Limits: Lake Mendota Drive from Spring Harbor Drive to the City/Village Limits (see map on reverse)

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### **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). Some laterals connected to the MMSD main will also be replaced in order to establish a new grade for connection by owners (assessable).

*Water Mains:* Existing water mains were lined in advance of the project and will remain. Adjust valves, hydrants, etc. as necessary to fit the new street and sewers.

*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 near Spring Harbor will be replaced and upsized, as recommended in the Flood Mitigation Study.

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### **Street**

*Existing Streets:* Lake Mendota Dr. – pavement rated 4/10 – overall, very poor condition; no existing curb or sidewalks within project limits, existing pavement width varies 26'-36' with parking mostly allowed on both sides.

*Proposed Street Work:* On Lake Mendota Dr. – replace the asphalt pavement, and install curb and gutter. Curb type is proposed to be a non-standard type with a 4" sloped curb head (similar to standard Village of Shorewood Hills). Street geometrics previously approved by Common Council on 4/19 (RES-22-00270, File #70626). Within Phase 2, Lake Mendota Dr. will mostly be a 23-24 ft. wide street within the project limits, but will widen out to 26 ft. in some locations to provide adequate width to allow on-street parking on one side. Several bump-outs in the curb and sidewalk are included with this project in order to provide traffic calming, protect areas of cultural significance, protect trees, or to account for grades. No parking will be allowed adjacent to either of these areas. The intersections of Spring Ct. and Merrill Springs will be redesigned to be more typical intersections, and excess pavement will be removed. The extra right-of-way spaces in these areas may also be used for neighborhood stormwater treatment features.

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### **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.

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### **Public Input**

One public input meeting (PIM) was held for Phase 2 on October 6<sup>th</sup>, 2022, 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, open space along Spring Harbor Park, and where excess pavement is being removed with the redesign of Spring Ct. The Merrill Springs intersection is also being reviewed as a possibility, but the grades are challenging at that intersection, so it may not be suitable for a treatment feature.

(See cost, tree & assessment summary on reverse)

**Tree Removals:**

This project will include tree removals at the locations noted below (LMD = Lake Mendota Dr.)  
 5200 LMD, 5136 LMD, 5110 LMD, 3 trees at 4922 LMD, 2 trees along with an additional 1 at risk for removal at 4918 LMD, 3 trees at 4910 LMD, and 3 trees at 4900 LMD. Also, a number of shrubs and small volunteer trees will be removed as part of the project, which especially includes those near the roadway on the southerly side of LMD.

**Costs & Assessments:**

Total Cost: \$3,891,206  
 Assessments: \$227,645  
 City Cost: \$3,663,561

**Schedule:**

Advertise for bids: mid-February 2023

Construction: Tentatively start work around mid-May 2023;  
 construction to take approximately 3.5 months to complete

| 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%         |

\* The City's street improvement grant program will apply to this project, which will cover the entire property owner share of the new curb and sidewalk, so the cost of these items will be \$0 for adjacent property owners. Therefore, these items are not reflected on the cost breakdowns.

