



# **Davies St. & Dempsey Rd. Reconstruction 2022**

**Public Information Meeting  
by City of Madison Engineering Division  
January 6, 2022**

- ✓ This meeting will be **recorded** and posted to the City's project page.
- ✓ All attendees should stay be **muted** to keep background noise to a minimum.
- ✓ You may use the **"raise hand"** option at the bottom if you have something that required immediate clarification.
- ✓ Use **"chat"** option if you are having technical issues and a staff person can try to assist.
- ✓ Questions will be answered following the presentation. Use the **"raise hand"** button at the bottom to be un-muted in order to ask your question or use the **"Q&A"** option if you prefer to type your question. Inappropriate questions may be dismissed.



**This meeting is being recorded.**

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# How to Participate

The screenshot displays a Zoom webinar interface. At the top, a status bar indicates "You are viewing City of Madison's screen" and "View Options". The main content area shows a shared Excel spreadsheet with a calendar view for 2019 and 2020. The spreadsheet has columns for months and rows for years. A "City of Madison" window is visible in the top right corner. In the center, there are two buttons: "Phone Call" and "Computer Audio". A blue button labeled "Join Audio by Computer" is highlighted with a red arrow pointing to it. At the bottom of the interface, there is a toolbar with icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A red arrow points to the "Join Audio" icon. The text "Leave Webinar" is visible in the bottom right corner.

Make sure to join audio



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Raise your hand to be unmuted  
For comments or ask additional questions.

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	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
2019																			
2020																			



Use chat if you have technical issues or a question for the panelists

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Use Q/A if you have questions.  
We will answer after the presentation

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To leave the meeting click here



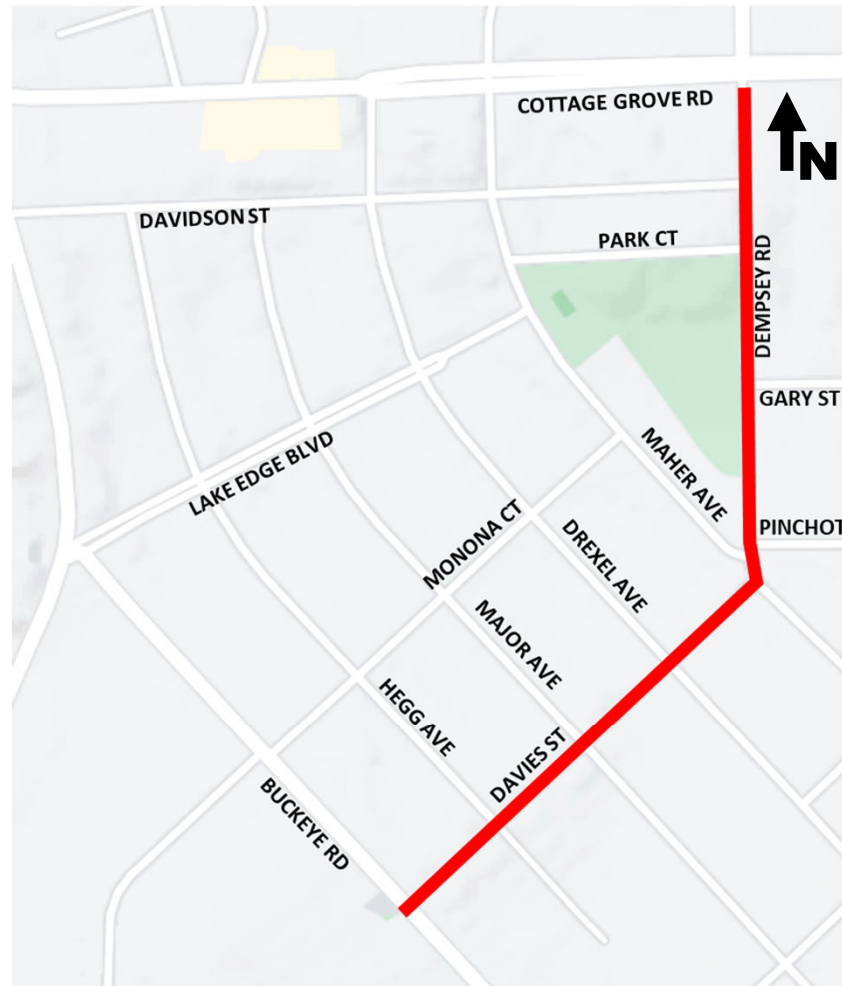


# Preview of Presentation

- Project Limits
- Existing Conditions
- Proposed Scope of Work
- City Policies and Adopted Plans
- Traffic Analysis
- Street Design Options
- Construction and Access
- Assessment Policy and Cost
- Anticipated Project Schedule
- Contact Information and Resources
- Questions/Input



# Project Limits



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# Existing Conditions (Surface)

Item	Existing Condition
Pavement Surface Evaluation & Rating	Davies: last resurfaced in 1951, rated a 3-5/10 Dempsey: last resurfaced in 1963, rated 3-4/10
Curb & Sidewalk	Davies: None existing Dempsey: None existing
ROW Width	Davies: 60' Dempsey: 66', 61', 56'
Surface Width	Davies: 32' Typical Dempsey: 36' Typical

Pavement Surface Evaluation Ratings	
Quality	Rating
Excellent	9-10
Good	7-8
Fair	5-6
Poor	3-4
Failed	1-2



# Existing Conditions (Surface)



Davies Street (westbound)



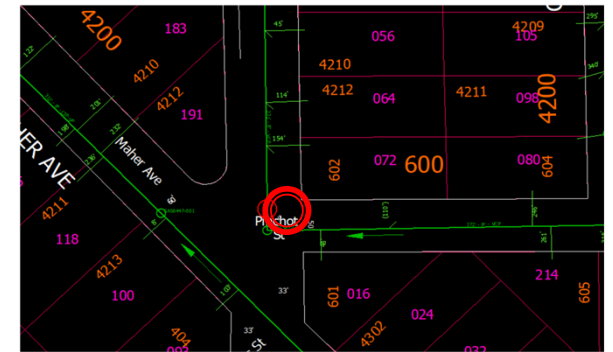
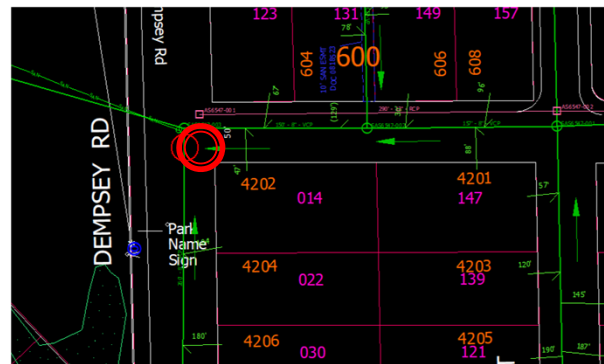
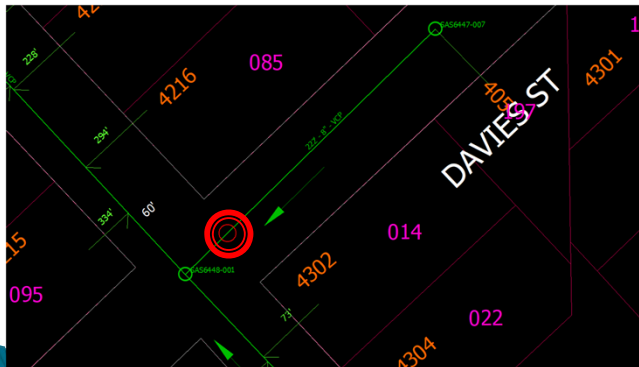
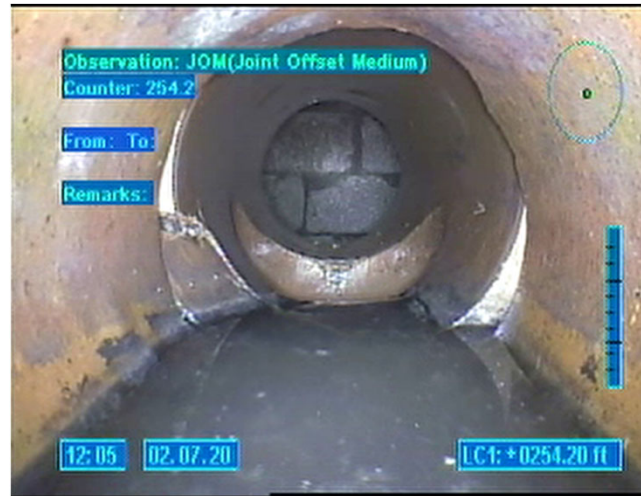
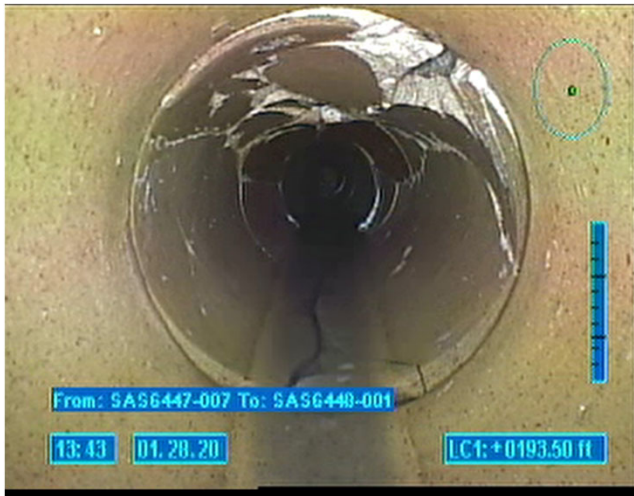
Dempsey Road and Park Ct.



## Existing Conditions (Underground)

- Existing sanitary sewer main
  - Dempsey Rd.
    - Installed in 1952, Vitrified Clay Pipe, 8” diameter
    - Main below roadway from Pinchot to Gary and Davidson to Cottage Grove Road
    - Main behind properties from Gary to Davidson
  - Davies St.
    - Only one section of main from Drexel to Maher
    - Installed in 1952, Vitrified Clay Pipe, 8” diameter
    - Mains installed on side streets

# Existing Conditions



## Existing Conditions (Underground)

- Existing water main

- Dempsey Rd.

- Installed in 1950, Spun Cast Iron, 6" diameter
    - 15 water main breaks recorded

- Davies St.

- No water main along the street
    - Main only at intersections

# Existing Conditions (Underground)

## ➤ Existing Storm Sewer and Inlets

### ➤ Dempsey Rd.

- None existing

### ➤ Davies St.

- Only on south side of street between Major and Drexel
- Installed in 1981, Reinforced Concrete Pipe, 30" diameter





# Proposed Scope of Work

## ➤ Underground Utilities

- Replace all sanitary sewer mains with new PVC pipes
- Reconnect sewer laterals to the new sanitary sewer main
- Replace all sanitary sewer laterals with new 6" PVC pipes
  - Replacement is from new main to the property line
- Replace all water main with new ductile iron pipes
- Reconnect water services to the new main
- Install new storm sewer pipes and inlets throughout the project limits

# Proposed Scope of Work

## ➤ Underground Utilities

- Considering the installation of new sanitary sewer main and laterals on Dempsey from Gary to Davidson in order to eventually abandon backyard mains
- Property owners of houses that the sanitary lateral drains to a backyard sewer shall contact City Engineering staff to schedule a basement floor survey performed by a city surveyor
  - Collecting survey information takes 15 minutes
- Properties served by a backyard sewer main:
  - 4006 Dempsey
  - 4004 Dempsey
  - 4002 Dempsey
  - 4000 Dempsey
  - 3912 Dempsey
  - 3910 Dempsey
  - 604 Gary



# Proposed Scope of Work

- Underground Utilities
  - Sewer Lateral Re-Configuration – Dempsey Rd
    - Existing sanitary sewer configuration: lots outlined in orange drain to backyard sanitary sewer main.

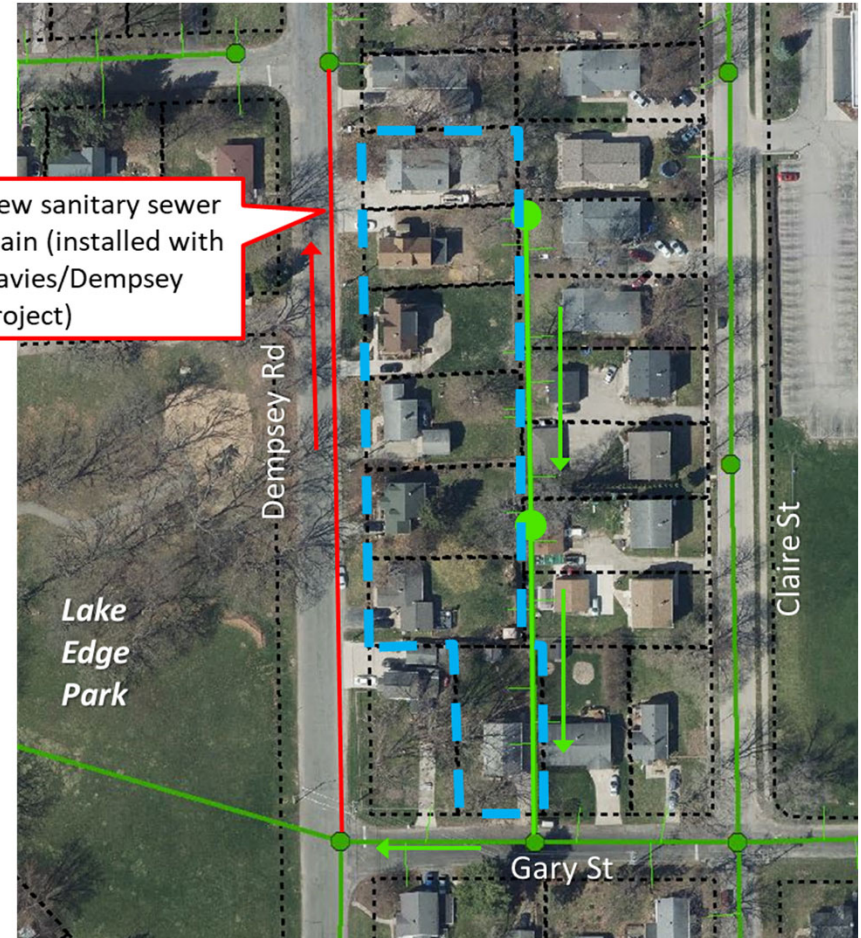




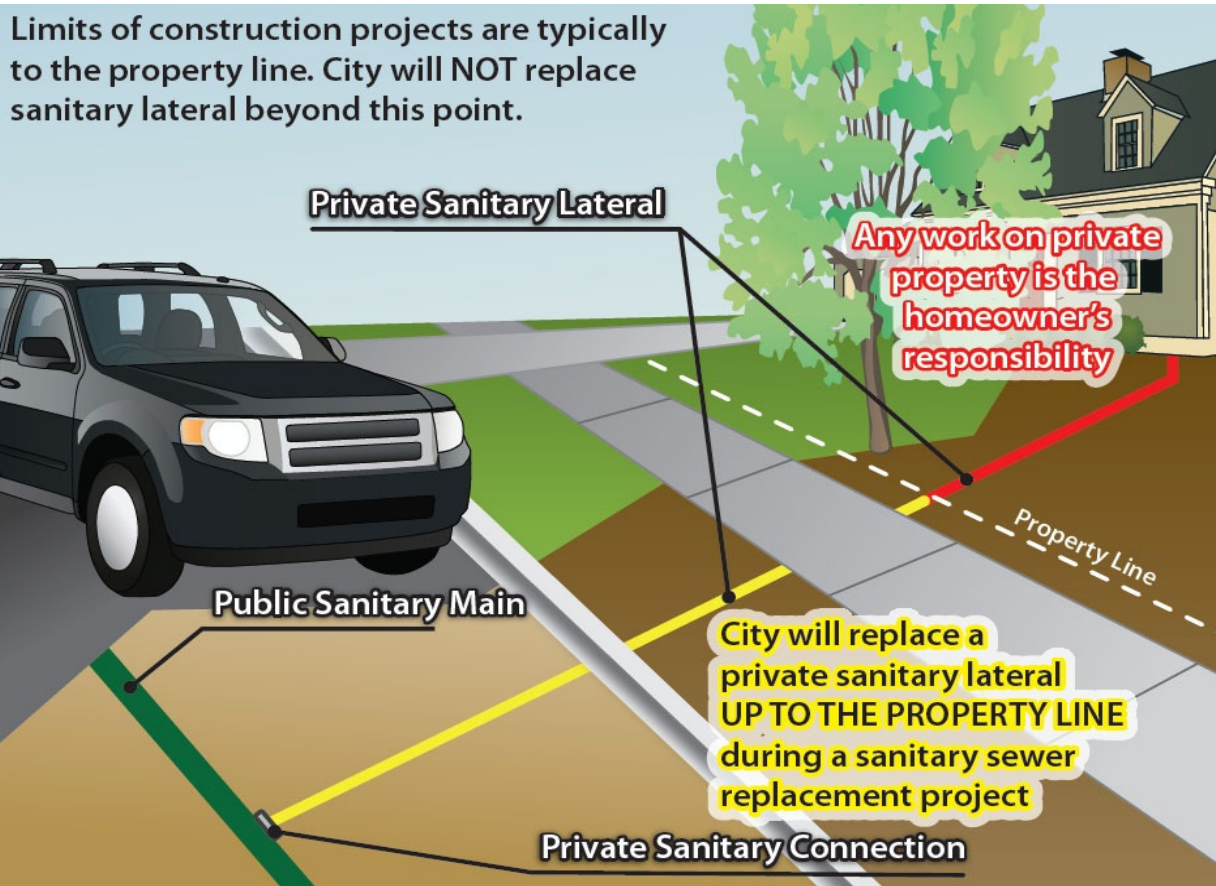
# Proposed Scope of Work

## ➤ Underground Utilities

- Proposed sanitary sewer configuration: lots outlined in **blue** drain to new sanitary sewer main (shown in **red**) running north on Dempsey Rd.
- New sanitary sewer main will be installed to allow for connection of laterals.
- New sanitary laterals will be installed (for properties outlined in **blue**) from new sanitary sewer main to private property/ROW boundary and plugged at property line.
- New laterals in this area will be assessed as lateral replacements per City policy
- Owners will NOT be required to connect to new lateral stubs at this time (only after future Claire St reconstruction).
- If not already done, please contact Lauren Striegl ([lstriegl@cityofmadison.com](mailto:lstriegl@cityofmadison.com)) to schedule a basement elevation survey (per Dec 2021 letter).



# Proposed Scope of Work



# Proposed Scope of Work

## ➤ Streets & Sidewalks

- Replace all existing pavement
- Replace all driveway aprons that are connected to the street reconstruction
- Install new curb and gutter on both sides of Davies and Dempsey
- Install new sidewalk on both sides of Davies and Dempsey
- Install new pedestrian ramps at intersections in accordance with A.D.A. design standards
- Install new pavement markings
- Install retaining walls at locations where terrace grades are steep (typical height is between 2 to 4 feet above sidewalk surface)
- On-street parking will be removed on both sides of Davies and Dempsey
- Land purchase and acquiring easement will be necessary at some locations
- Concrete Pads will be installed at Metro Bus stops, locations to be confirmed with Metro

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# Proposed Scope of Work

## ➤ Streets & Sidewalks

- Retaining Wall Locations
  - 205 Davies
  - 4208 Dempsey
  - 4206 Dempsey
  - 4204 Dempsey
  - 4202 Dempsey
  - 4003 Dempsey (Potential)





# Proposed Scope of Work

- Curb and Gutter important functions
  - Improves drainage, channels stormwater to collection points.
  - Prevents erosion of soil beyond the pavement.
  - Protects edge of pavement against raveling.
  - Delineates the edge of the road; keeps people from parking in terrace; keeps road from widening when re-paved, chip sealed, etc.
  - Helps keeping the plows within the street limits.



# Proposed Scope of Work

## ➤ Tree Removals

- 18 street trees in total have been identified for potential removal due to sidewalk and curb installation
  - Davies: 13 trees, 1 extra potential removal fronting 100 Davies
  - Dempsey: 5 trees
- Locations are identified with an “X” on the options plan
- Proposed sidewalk shifts location when it is close to trees in private property
- Forestry will evaluate new tree locations after the project is completed.
- Trees with painted yellow dots will be removed during construction due to poor health condition or due to conflict with the proposed reconstruction.

# Proposed Scope of Work

## ➤ Goals

- Improve pavement quality
- Improve existing roadway drainage conditions
- Improve sanitary sewer flow capacity and minimize future failures
- Provide a safe space to travel to all users
- Maintain terrace space for tree plantings, snow storage, leaf collection, etc



# City Policies and Adopted Plans

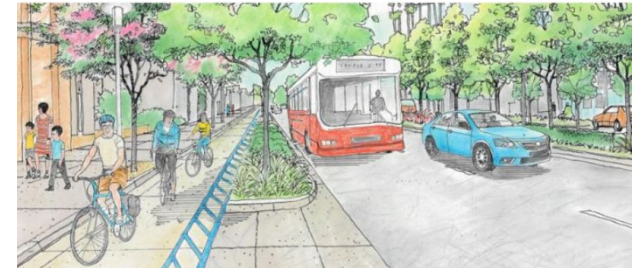
- Variety of City policies, plans, reports and organizations guide street design
  - Complete Streets
  - Madison in Motion
  - Comprehensive plan
  - Pedestrian and Bicycle Plans
  - Vision Zero
  - NACTO Member City
- Help prioritize and guide designs to provide safe transportation options for everyone



# City Policies and Adopted Plans - Context

## Complete Streets

- ▶ Complete Streets are streets designed and operated to enable safe use and support mobility for all users including people walking, biking, taking transit and driving.



## 2009 City Council Resolution Reaffirmed a commitment to Complete Streets.

- Reaffirming the City's commitment to Complete Streets and directing staff of various agencies including but not limited to Planning & Development, City Engineering, Traffic Engineering and Metro to follow to the extent possible Complete Streets concepts for all new developments, redevelopments, and street reconstruction projects.

## 2020 Complete Green Streets Planning Project

- ▶ Project to develop a Complete Green Streets Plan that helps policy makers assign priorities in the public right of way.
- ▶ The plan will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.

# City Policies and Adopted Plans - Context

## 2017 Madison in Motion Transportation Plan

- ▶ Expand Mobility Choices: Expand transportation infrastructure to support a greater range of options for all user types.
- ▶ Create transportation equity for all residents: The future transportation system must address the needs of all users.

## 2018 Imagine Madison Comprehensive Plan

- ▶ Ensure all populations benefit from the City's transportation investments.
- ▶ Expand and improve the city's pedestrian & bicycle network to establish safe and convenient active transportation.



# City Policies and Adopted Plans - Context

## 1997 Pedestrian Plan for the City of Madison

- ▶ Vision statements - “Walking is a major travel mode and where the City’s development patterns & interconnected pedestrian circulation network 1) provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed parts of the city and 2) link the City’s neighborhoods and help to maintain them as sustainable and viable places to live.”

## 2015 Bicycle Plan for Madison Metro Area & Dane County

- ▶ Vision includes “safe, convenient, and enjoyable bicycle network that is accessible and comfortable for individuals of all ages, races, backgrounds, and abilities.”



# City Policies and Adopted Plans - Context

## ▶ Vision Zero Initiative

- Eliminate all fatal and serious injuries by 2030
- Emphasis on smart street design and operations to account for human error

### Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.



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# City Policies and Adopted Plans - Context

## Imagine Madison Plan - Sidewalks

### Strategy 8

**Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.**

#### Actions:

- a. Proactively fill gaps in the pedestrian and bicycle network.
- b. Continue to integrate pedestrian and bicycle safety improvements and amenities into new and reconstructed streets.

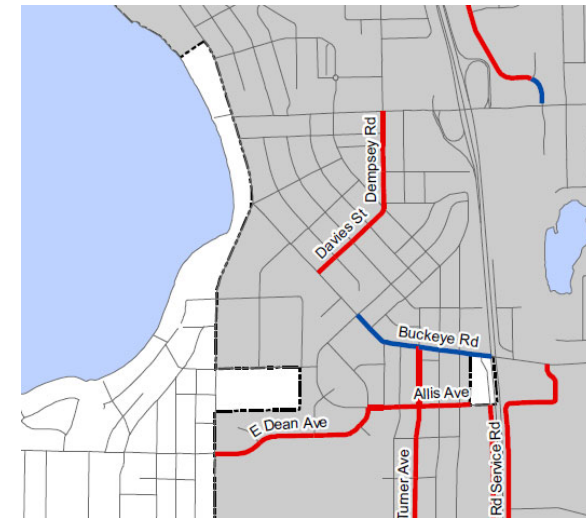
### Tier 1 Sidewalks

— Existing Sidewalk on One Side of Street

— No Existing Sidewalk

**Note:** Tier 1 sidewalks are a priority for filling in existing gaps in the City's pedestrian network because they are close to schools, transit routes, or along other features that attract pedestrians. City of Madison policy is that all streets should have sidewalks on both sides of the street. Sidewalks not included in Tier 1 should still be installed whenever the opportunity presents itself.

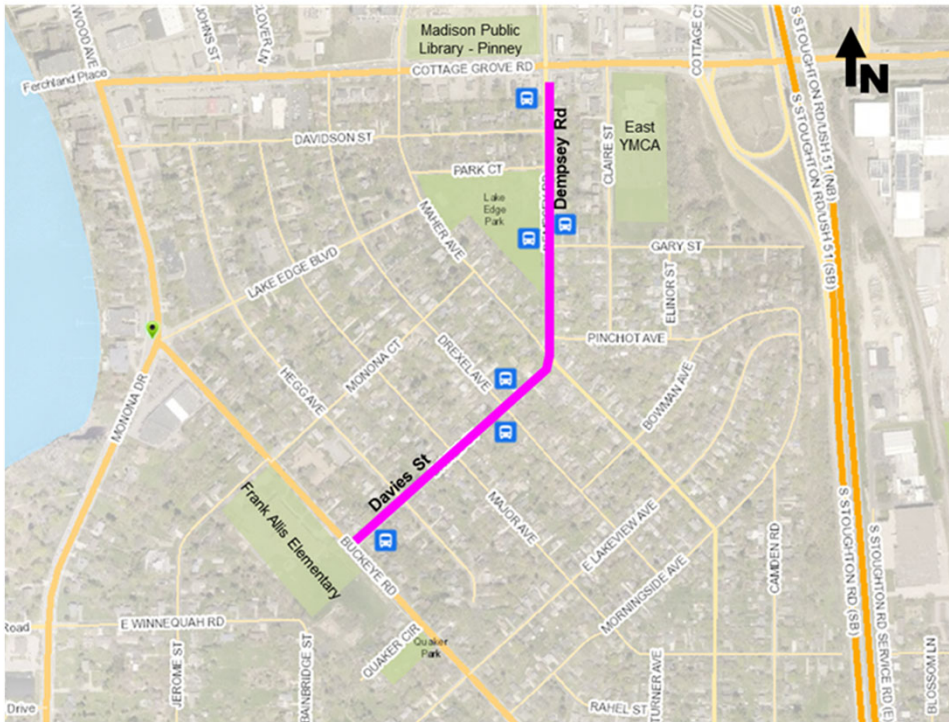
Data Source: US Census Bureau; City of Madison Planning Division  
Date Printed: 9/17/2018




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# Traffic Analysis



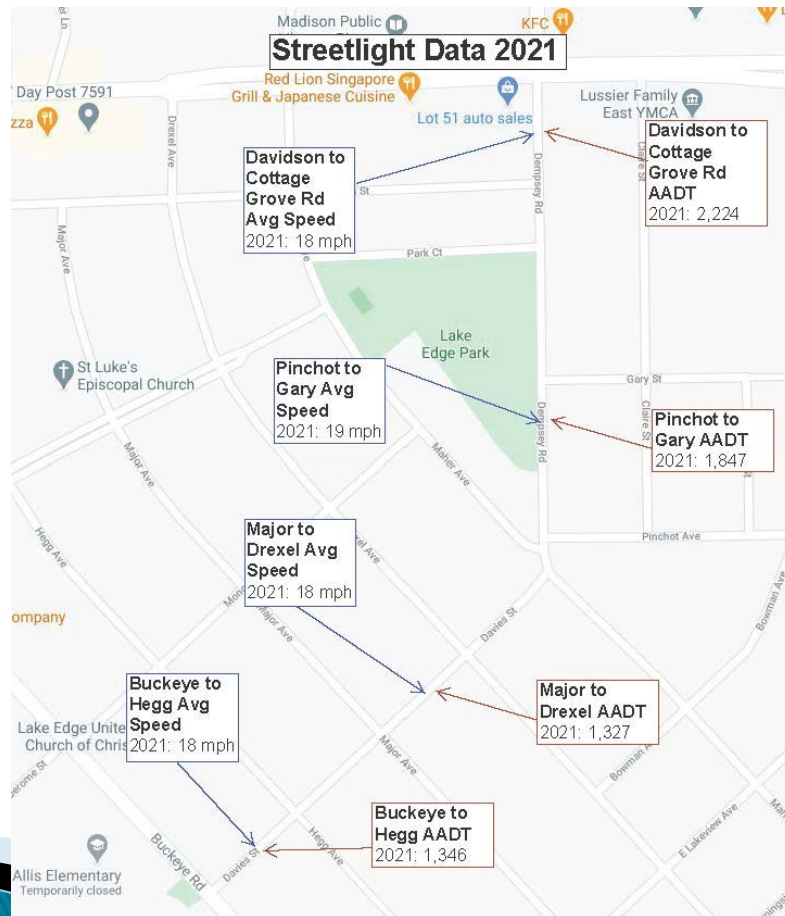
 Proposed Bus Stops

## Walking Connectivity for All

- Schools
- Bus Stops
- Parks, Libraries, Health Care
- Commercial Areas
- High population of youth, seniors, people with disabilities
- Crash History
- Traffic speed & volume

# Traffic Analysis

## Streetlight Data 2021

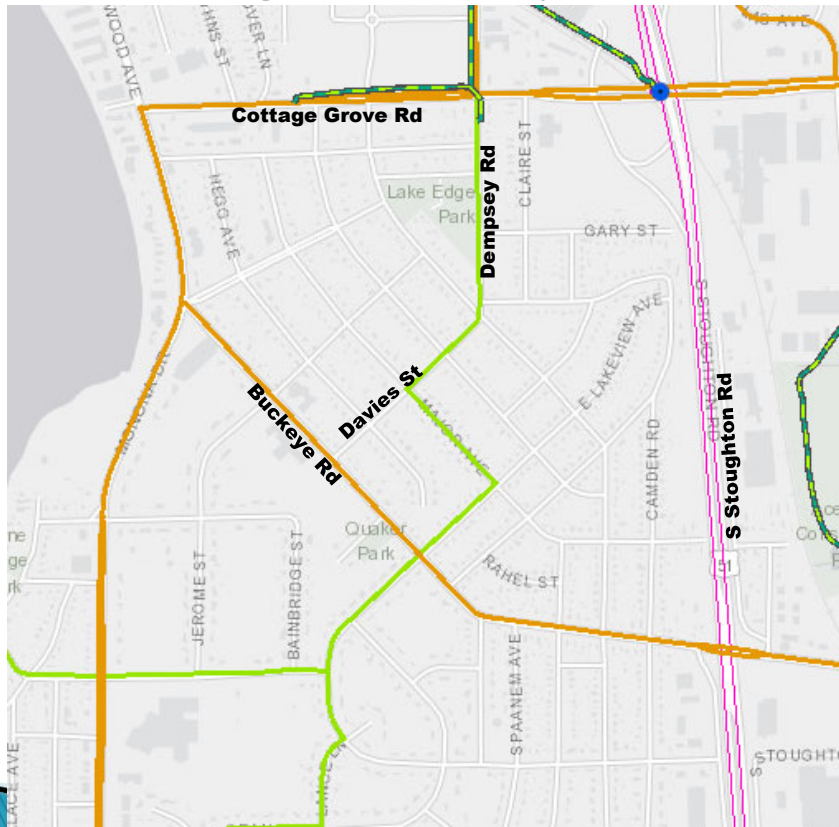


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# Traffic Analysis

## Biking Connectivity for All



Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>1</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500			Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Buffered or Protected Bicycle Lane
	Greater than 3,000 – 6,000			Protected Bicycle Lane
Greater than 26 mph <sup>1</sup>	Any	Multiple lanes per direction		Protected Bicycle Lane
	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Any	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane



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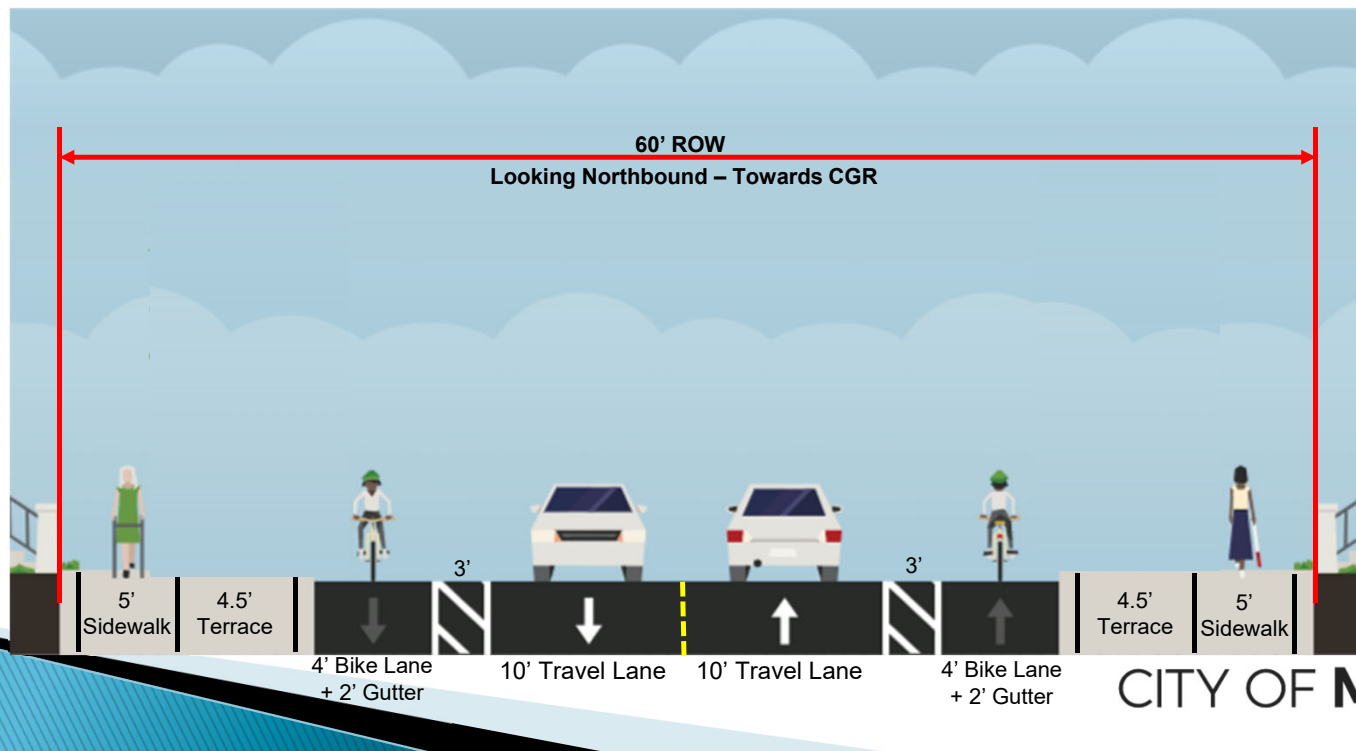
# Considered Street Design Options

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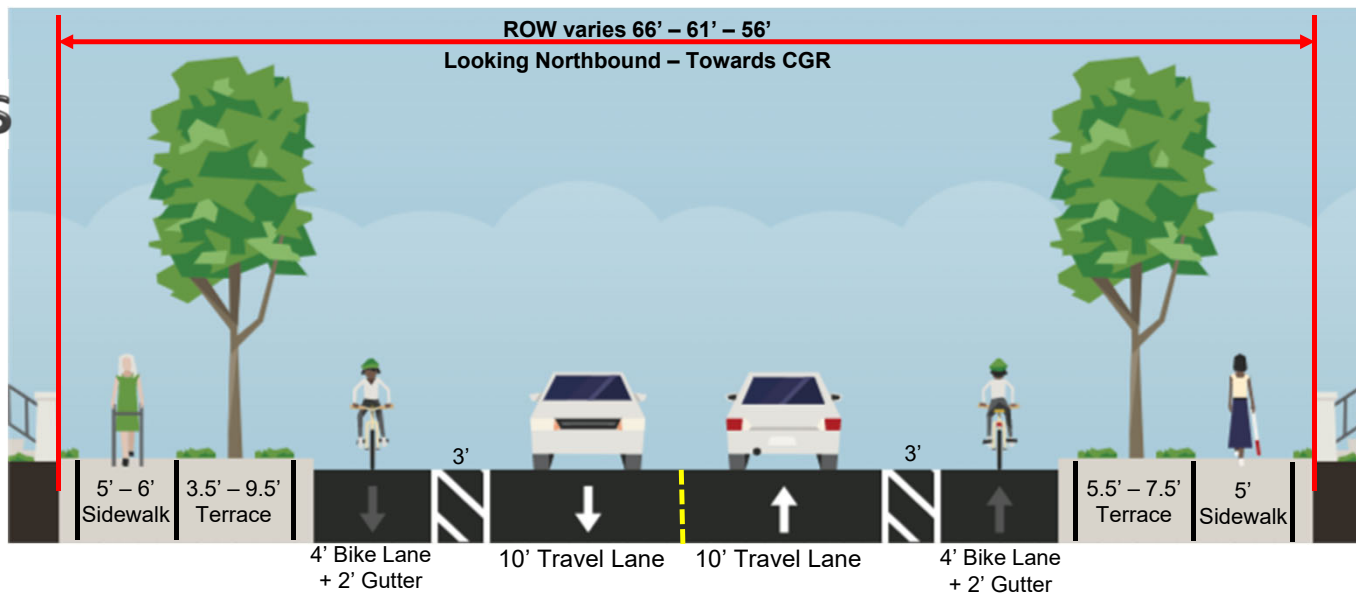
# Street Design Options

- ▶ Option 1 – Davies Street
  - 38' wide
    - 4' bike lanes and 3' buffers
  - 5' (Typical) sidewalk on both sides
  - No on-street parking allowed



# Street Design Options

- ▶ Option 1 – Dempsey Rd
  - 38' wide
    - 4' bike lanes and 3' buffers or
    - 7' standard bike lanes
  - 5' sidewalk on both sides
  - No on-street parking allowed



	Pinchot – Gary	Gary – Midblock	Midblock – Park Ct	Park Ct – Davidson	Davidson – CGR
ROW	66'	66'	66'	61'	56'
Street Width	38'	38'	38'	38'	34'
Buffered Bike Lanes	Yes	Yes	Yes	Yes	No
Terrace West	7.5'	9.5'	No terrace	4.5'	3.5'
Terrace East	7.5'	5.5'	5.5'	5.5'	5.5'
Sidewalk West	5'	5'	6	5'	4'
Sidewalk East	5'	5'	5'	5'	5'

5' bike lanes + 2' gutter



# Street Design Options

## ▶ Option 1 Disadvantages

### ◦ Terrace Space

- Width will limit the tree species planted by Forestry
- Less space for snow storage
- Steeper driveway aprons and terraces
- Shorter pedestrian ramps

### ◦ Tree Removals

- 3 additional tree removals fronting Lake Edge Park on Dempsey
  - 2 White Oaks
  - 1 Hickory

### ◦ Drainage

- Extra pavement width compared to Option 2 will produce more storm water runoff
- Shorter driveway aprons increase chances of water reaching private properties in big rain events

### ◦ Cost

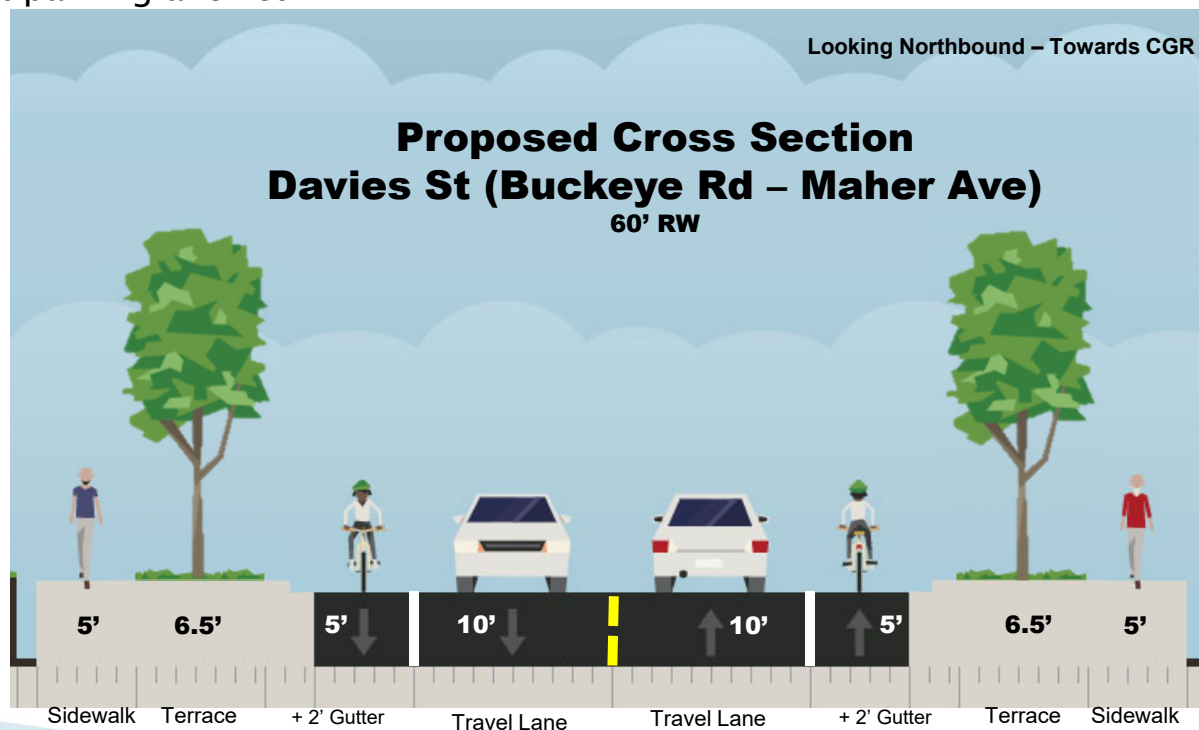
- Additional land purchasing to accommodate new sidewalk
- Additional locations in which a retaining wall would be required in order to install sidewalk



# Street Design Options

- Proposed– Option 2– Davies St
  - 34' wide, with standard bike lanes
  - 5' sidewalk on both sides
  - No on–street parking allowed

\*\*Option plan available after presentation.



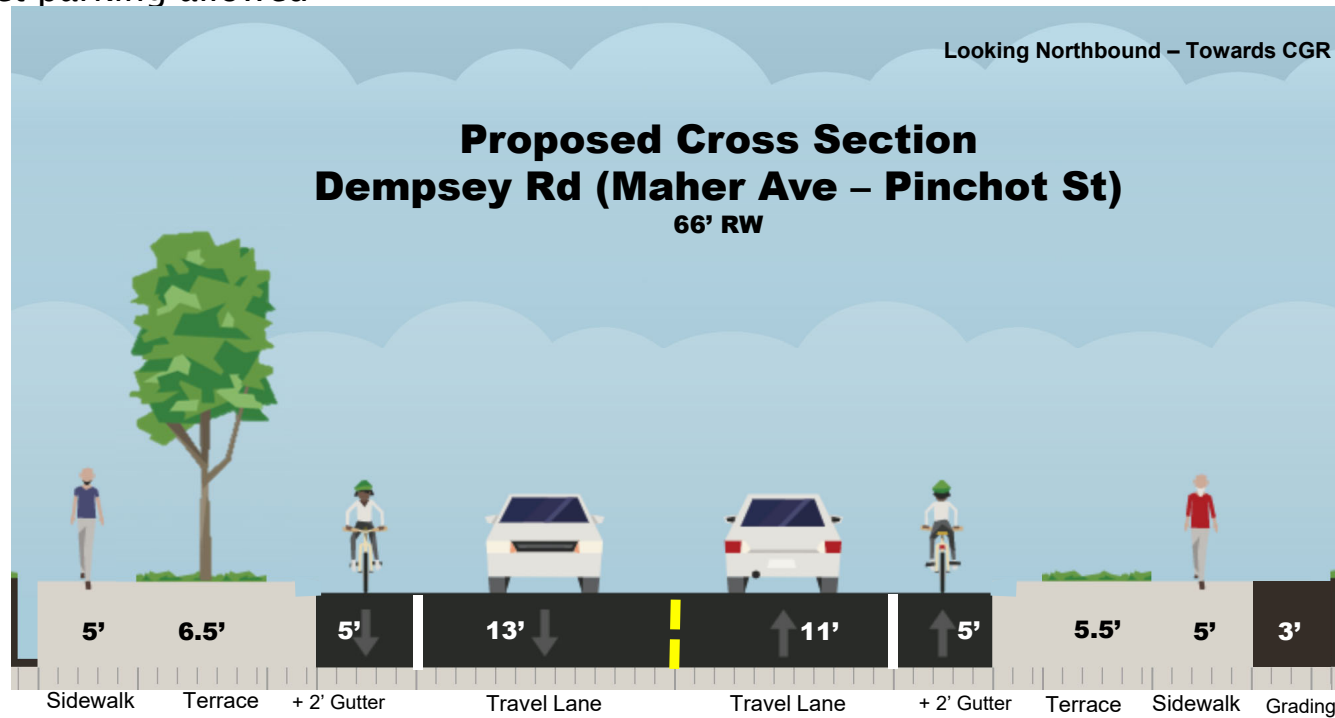
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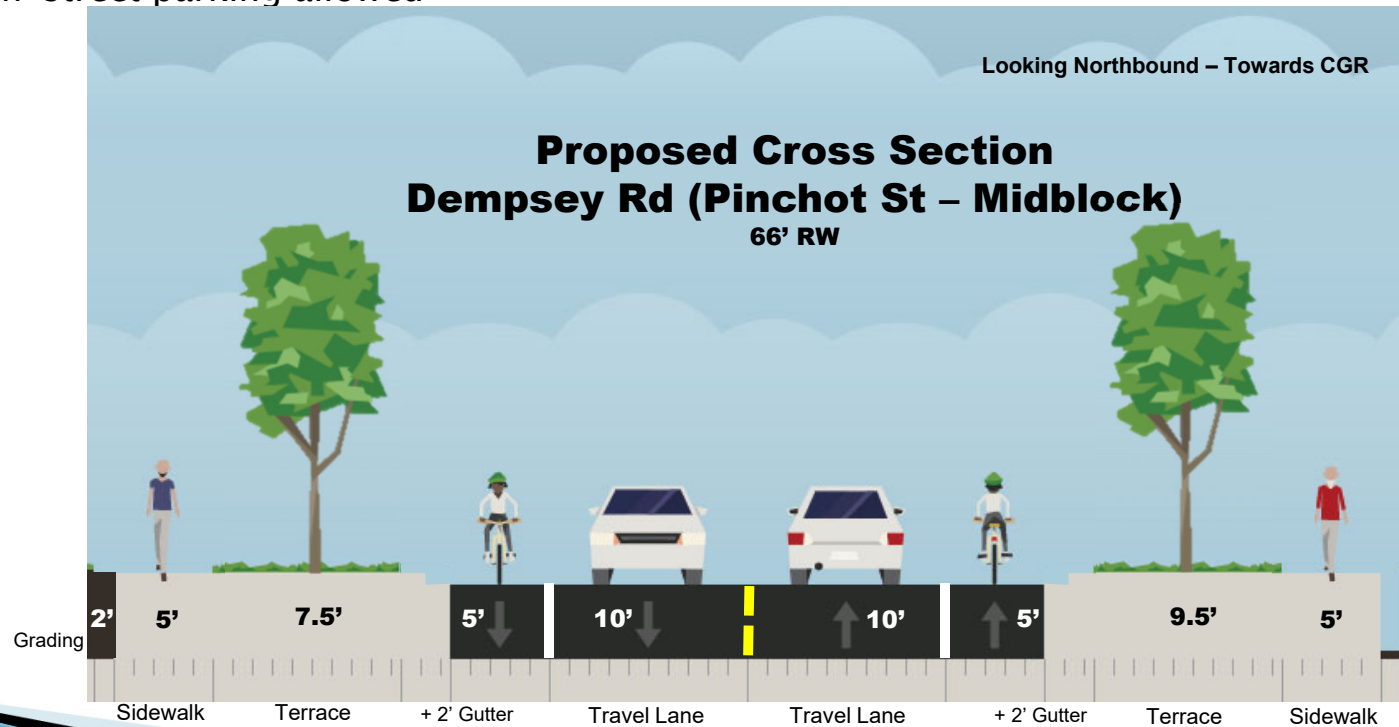
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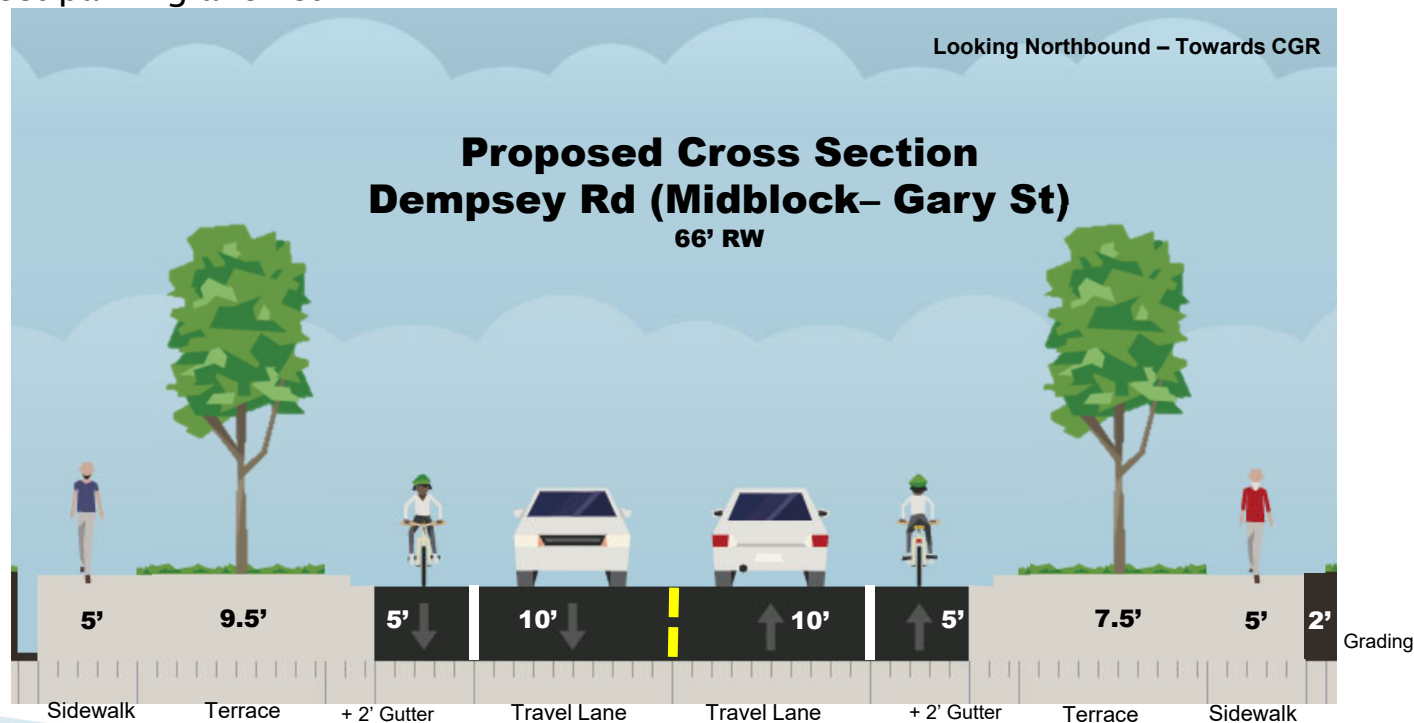
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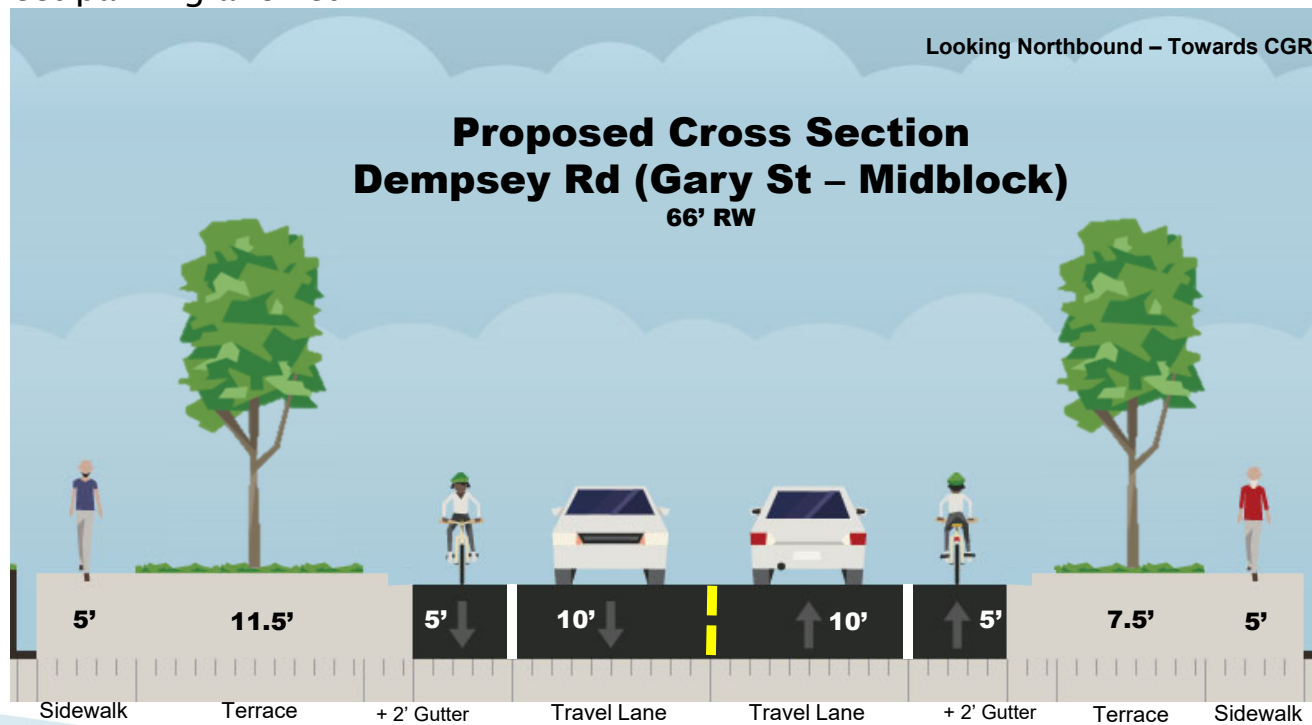




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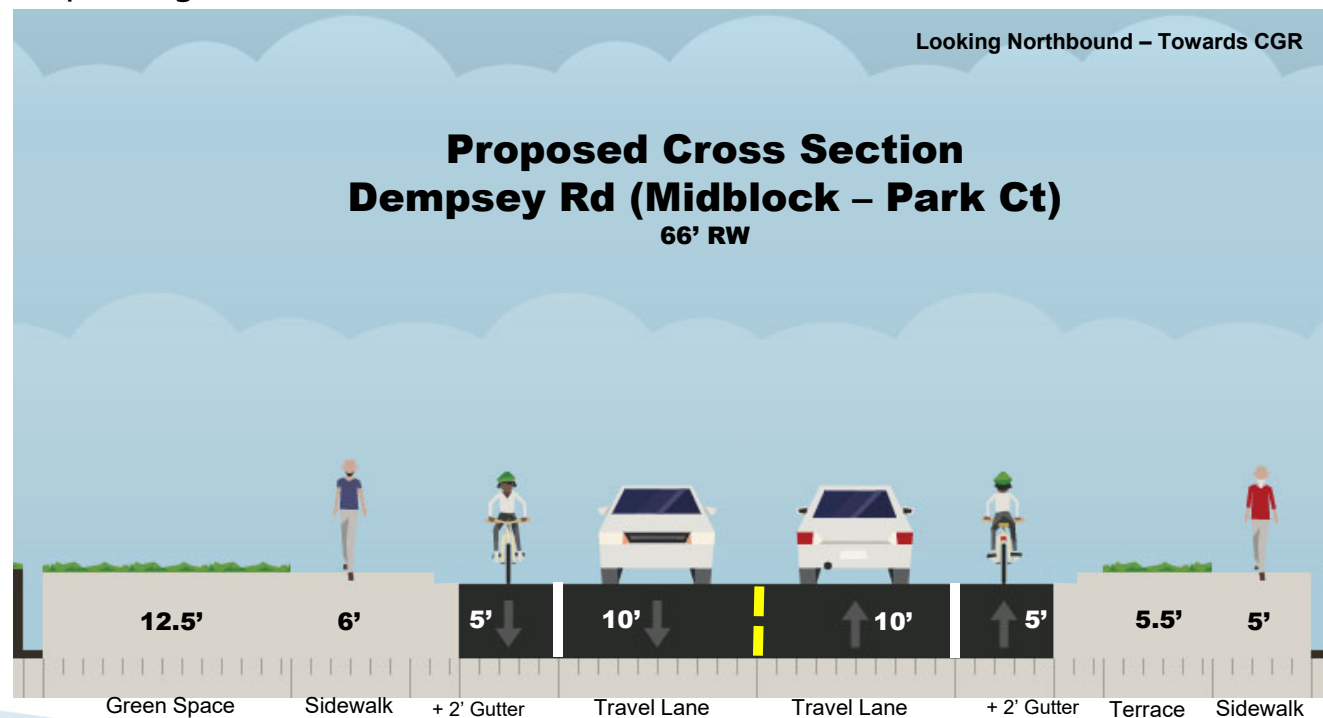
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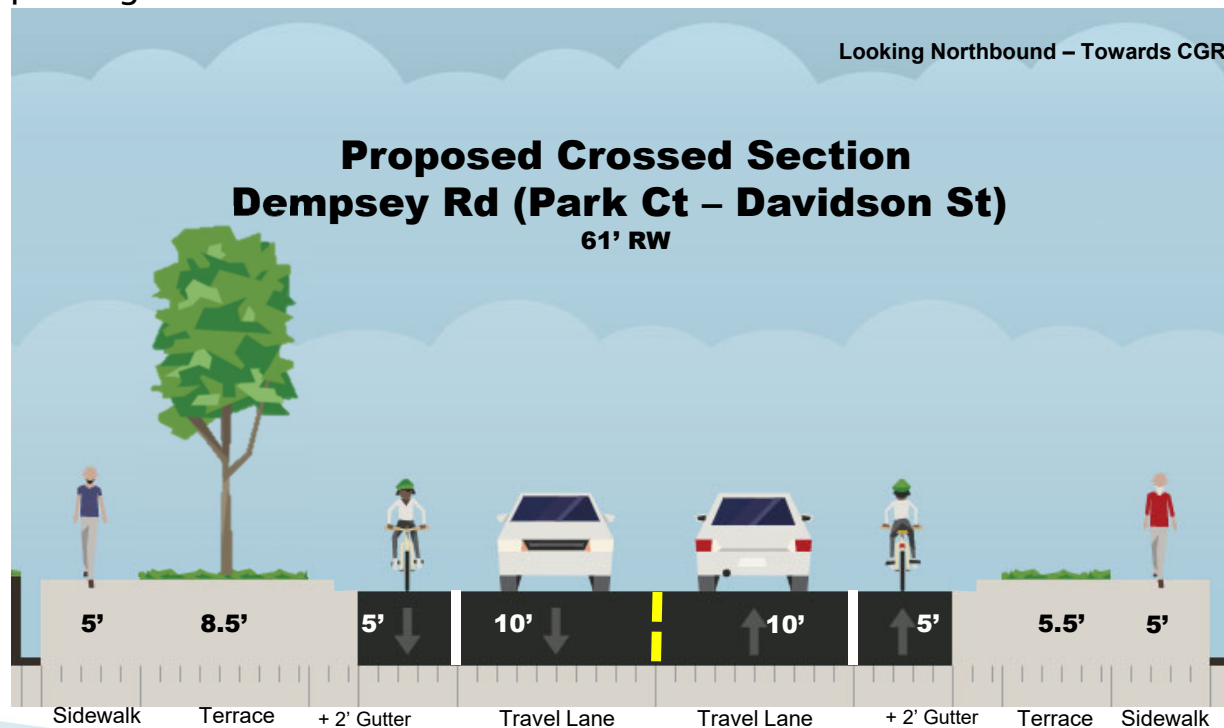
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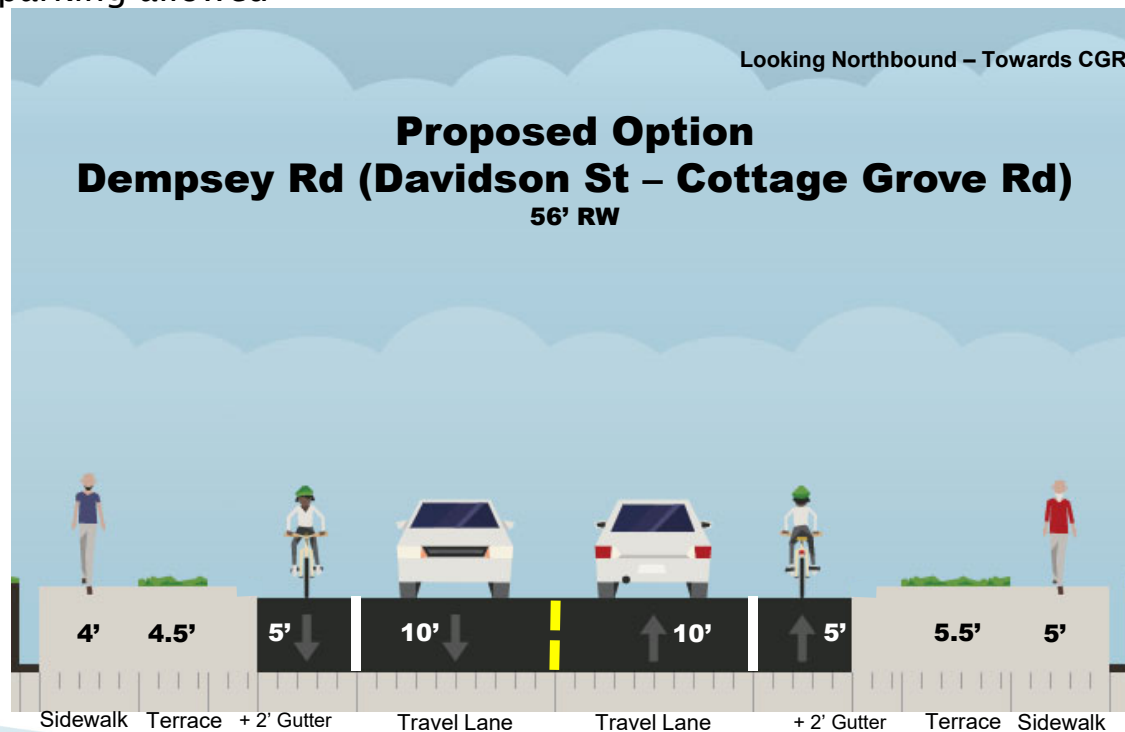
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# Street Design Options

- Proposed– Option 2– Dempsey Rd
  - 34' wide, with standard bike lanes
  - 4' – 5' sidewalks
  - No on–street parking allowed

\*\*Option plan available after presentation.



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# Construction and Access

- Construction is expected to begin on June of 2022 and have a duration of approximately 4 months.
- Residents will be notified by mail 2 weeks prior the start of construction.
- Roads will be closed to thru traffic during the project.
- Local traffic will remain open during construction except during paving operations.
- Residential driveways may be closed up to 20 days for concrete installation, can be closed a couple of hours if lateral is under existing driveway apron.
- Allowed work hours are 7:00 am to 7:00 pm Monday – Saturday and 10:00 am to 7:00 pm Sundays.
  - Limited weekend work anticipated
- On street parking will not be allowed during construction hours.
- 2 water shut-offs to each property, on average
  - Project may also require temporary water services

# Construction and Access

- Whole terrace/ Right-of-way will get disturbed.
  - Please remove any plantings, raised beds, structures, stone landscaping, retaining walls, pavers, railings, etc. that you wish to save from the terrace prior to construction.
  - Contractor will not replace/reinstall these items.
  - Disturbed areas will be restored with topsoil, grass seed, and matting.

# Assessment Policy and Costs

Item	Property Owner Share	City Share
New Curb & Gutter	100%	0%
New Sidewalk**	100%	0%
Driveway Apron Replacement	50%	50%
Terrace Steps/ Path Removal & Replacement	100%	0%
Sanitary Sewer Main Replacement	0%	100%
Storm Sewer Main Replacement/ New	0%	100%
Water Main Replacement	0%	100%
Sanitary Lateral Replacement to property line	25%	75%
Private Storm Sewer Connection, if requested	100%	0%
New Retaining Wall	0%	100%

\*\*Safe routes grant would cover 50% of costs to install new sidewalks



# Assessment Policy and Costs

- Assessment cost per property will vary depending on frontage length and the quantity of assessable items.
  - For a property that is **not** a corner lot and has a frontage of 60', the assessment cost can range from \$8,000.00 to \$9,000.00.
  - For a property that **is** a corner lot and only one street is part of the reconstruction, the assessment cost can range from \$8,000.00 to \$11,000.00.
- Single or two-family residential corner lots will receive 50% assessments for sidewalks & curb.
- Residents can contact the project manager for additional details.



# Assessment Policy and Costs

- Preliminary, estimated assessments mailed prior to project
- Final assessments will be recalculated following construction using measured quantities and actual bid prices
  - Final billing sent the year following construction completion (2023 for this project)
- Assessments are payable in lump sum or in up to 8 installments at current interest rate (2% )
- The standard payback period is 8 years but the Board of Public Works will be asked to approve a 15 year payback period.
- Qualified loans available dependent on income.



# Anticipated Project Schedule

- 1/ 12/ 2022: Transportation Commission (held virtually)
  - Registration- [www.cityofmadison.com/city-hall/committees/transportation-commission/1-12-2022](http://www.cityofmadison.com/city-hall/committees/transportation-commission/1-12-2022)
  - Meeting's agenda is typically posted the Monday of the meeting week
- 1/ 21/ 2022: Mail Estimated Assessments, Public Hearing Notice
- 2/ 2/ 2022: BPW Public Hearing (held virtually)
- 2/ 22/ 2022: Common Council Hearing (held virtually)
- 3/ 10/ 2022: Advertise for Bids
- 6/ 2/ 2022: Potential Start of Construction
- 10/ 7/ 2022: Estimated End Construction



# Contact Information & Resources

## ➤ City Staff

- Fadi El Musa, Project Manager, 608-243-5214, [felmusagonzalez@cityofmadison.com](mailto:felmusagonzalez@cityofmadison.com)
- Lauren Striegl, City Engineering, 266-4094 or [lstriegl@cityofmadison.com](mailto:lstriegl@cityofmadison.com)
- Renee Callaway, Ped & Bike Coordinator, 608-266-6225, [recallaway@cityofmadison.com](mailto:recallaway@cityofmadison.com)
- Jeremy Nash, Traffic Engineering, 608-266-6585, [jnash@cityofmadison.com](mailto:jnash@cityofmadison.com)
- Pete Holmgren, Water Utility, 608-261-5530, [pholmgren@madisonwater.org](mailto:pholmgren@madisonwater.org)

## ➤ Project Website: [www.cityofmadison.com/DaviesDempseyMaher](http://www.cityofmadison.com/DaviesDempseyMaher)

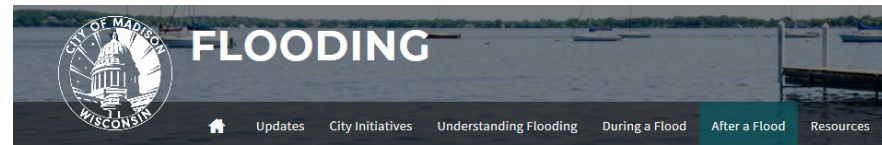
- Sign-up for project email updates on the website
  - Updates on closures & work progress will be posted to the project website

## ➤ Facebook – City of Madison Engineering

# Report Flooding and Damage

- ▶ Please report Non-Emergency issues to the following link:

[www.cityofmadison.com/flooding/report/](http://www.cityofmadison.com/flooding/report/)



[City of Madison](#) / [Flooding](#) / Report Flooding

## Report Flooding & Damage

Please use this form to report **Non-Emergency** issues only.

- **Emergencies:** If you or someone else is at risk or needs help, or if the maintenance item is an emergency condition, please call **911**.
- **Stormwater Emergencies:** If clogged grates or blocked waterways are causing an imminent threat to your property, please call (608) 266-4430.

Please use this form to report flooding and damage to private property or public lands, including City parks. This form is for reporting flooding in the **City of Madison** only.

We will use this information to prioritize repairs and to plan for upgrades to our City stormwater infrastructure to reduce flooding damage in the future. Thank you for your time.

### Flooding Type

Flooding Type \* *required*

- Home or Building (Private Property)
- Street Flooding
- Park, Bike Path, Pond or Greenway, or Other

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# Questions/Input

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