



Old Middleton Road Resurfacing - 2022

**Public Information Meeting
by City of Madison Engineering Division
December 1, 2021**

- ✓ 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.

It is a public record subject to disclosure.

By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

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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 screen of a Microsoft Excel spreadsheet. The spreadsheet has a header row for the years 2019 and 2020, with columns for months from May to August. The first row is labeled "Sally" and contains data for 2019. A "City of Madison" logo is visible in the top right corner of the shared screen. In the bottom left corner of the Zoom interface, there is a "Join Audio" button with a headset icon. In the center of the screen, a blue button labeled "Join Audio by Computer" is highlighted with a red arrow pointing to it. At the bottom of the Zoom interface, there are icons for "Q&A", "Chat", and "Raise Hand". A "Leave Webinar" button is located 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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Recording

You are viewing City of Madison's screen View Options

City of Madison

Phone Call

Computer Audio

Join Audio by Computer

Join Audio Q&A Chat Raise Hand Leave Webinar



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

How to Participate

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

How to Participate

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To leave the meeting click here

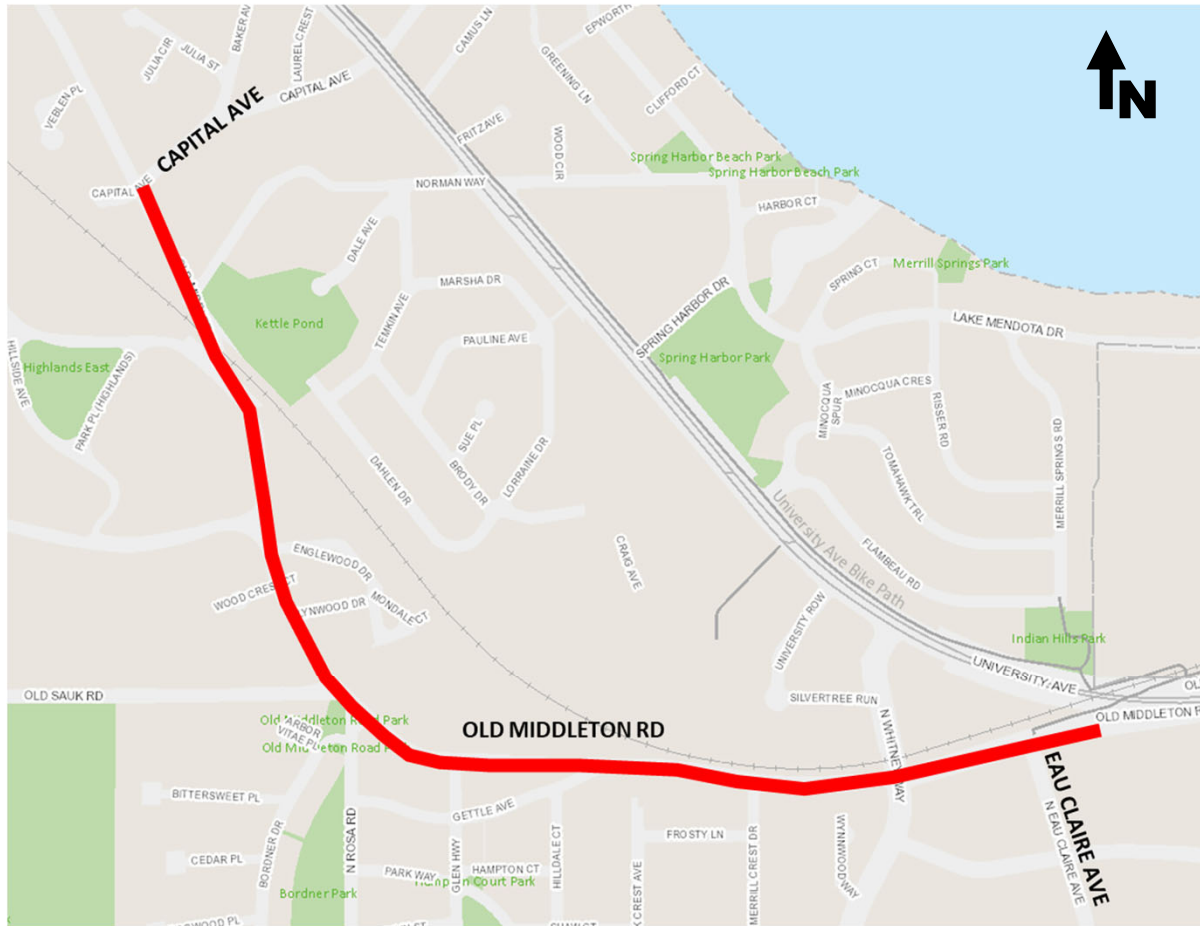


Preview of presentation

- Project limits
 - Existing conditions
 - Proposed scope of work
 - City Policies and Adopted Plans
 - Proposed Street Design
 - Construction and Access
 - Assessment Policy and Cost
 - Anticipated Project Schedule
 - Contact Information and Resources
 - Questions/Input
- ****Red Text= Updates made since the Nov. 15 meeting**



Project Limits



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Existing Conditions - Surface

- ▶ Capital to Old Sauk
 - Pavement Rating – 4
 - Curb Rating– 6
 - Street Width – 40' Typical
 - R.O.W. Width – 66' Typical
 - Sidewalk – East side only
 - On-Street Parking – Both sides except at Old Sauk and Old Middleton intersection
- ▶ Old Sauk to N Rosa
 - Pavement Rating – 5
 - Curb Rating– 7
 - Street Width – 57' Typical
 - R.O.W. Width – Varies from 80' to 90'
 - Sidewalk – Both sides
 - On-Street Parking – None

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

Existing Conditions - Surface

- ▶ Rosa to N Whitney
 - Pavement Rating – 5
 - Curb Rating– 7
 - Street Width – 40' Typical
 - R.O.W. Width – Varies from 66' to 80'
 - Sidewalk – South side only
 - On-Street Parking – South side only with restricted sections
- ▶ N Whitney to Eau Claire
 - Pavement Rating – 5
 - Curb Rating– 7
 - Street Width – 40' Typical
 - R.O.W. Width – 116' Typical
 - Sidewalk – South side only
 - On-Street Parking – South side only with restricted sections

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

Existing Conditions - Surface



Old Middleton (Norman to Capital) - Northbound



Old Middleton/ S. Highlands intersection - Southbound

Existing Conditions - Surface



Old Middleton/ Gettle intersection - Northbound



Old Middleton (N. Whitney to Merrill) - Northbound

Existing Conditions - Underground

- ▶ Capital to Old Sauk
 - Sanitary
 - 1956 & 1958 Clay, 8” diameter
 - Main located on backyards of easterly properties between N Highlands to S Highlands
 - Properties served by sanitary sewer main off of backyards:
 - 5746 Old Middleton
 - 5740 Old Middleton
 - 5730 Old Middleton
 - 5722 Old Middleton
 - 5716 Old Middleton
 - 5714 Old Middleton
 - 5710 Old Middleton
 - Water
 - 1956 & 1958 Cast Iron, 6” diameter
 - Storm
 - 1966 RCP, 24” diameter

Existing Conditions - Underground

- ▶ Old Sauk to N Rosa
 - Sanitary
 - 1956 Clay, 8" diameter
 - Water
 - 1964 Cast Iron, 6" diameter
 - Storm
 - 1966 RCP, 24" diameter
 - Streetlight Conduit
 - Outdated – poor condition

Existing Conditions - Underground

- ▶ Rosa to N Whitney
 - Sanitary
 - 1940, 1947, & 1966 Clay, Varies from 6” to 10” diameter
 - 1966 Cast Iron Force Main, 18” diameter
 - 1966 RCP Main, 18” diameter
 - Main located on backyards of southerly properties between N Rosa to Glen
 - Properties served by sanitary sewer main off of backyards:
 - 5525 Old Middleton
 - 5521 Old Middleton
 - 5517 Old Middleton
 - 5513 Old Middleton
 - 5509 Old Middleton
 - 606 Glen Hwy
 - 613 Glen Hwy
 - 5449 Old Middleton
 - 5445 Old Middleton

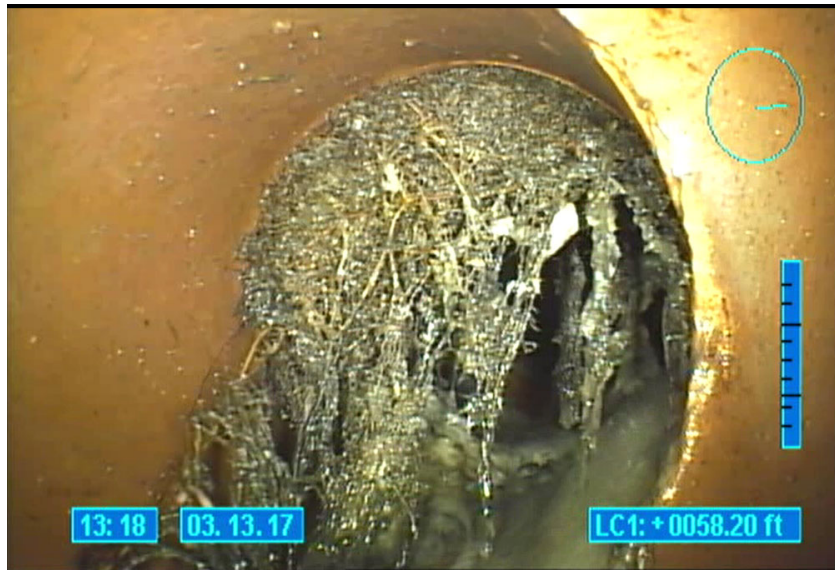
Existing Conditions - Underground

- ▶ Rosa to N Whitney (continued)
 - Water
 - 1960 Cast Iron, 6" diameter (N Rosa to Glen)
 - 1995 Ductile Iron, 8" diameter (Glen to Gettle)
 - 1959 Cast Iron, 8" diameter (Gettle to Merrill Crest)
 - 1975 Ductile Iron, 10" diameter (Merrill Crest to mid-block)
 - 1957 Cast Iron, 10" diameter (mid-block to N Whitney)
 - Storm
 - 1978 RCP, varies from 18" to 30" diameter (Gettle to Merrill Crest only)
 - 1961 RCP Storm Box (Old Middleton and Gettle intersection)

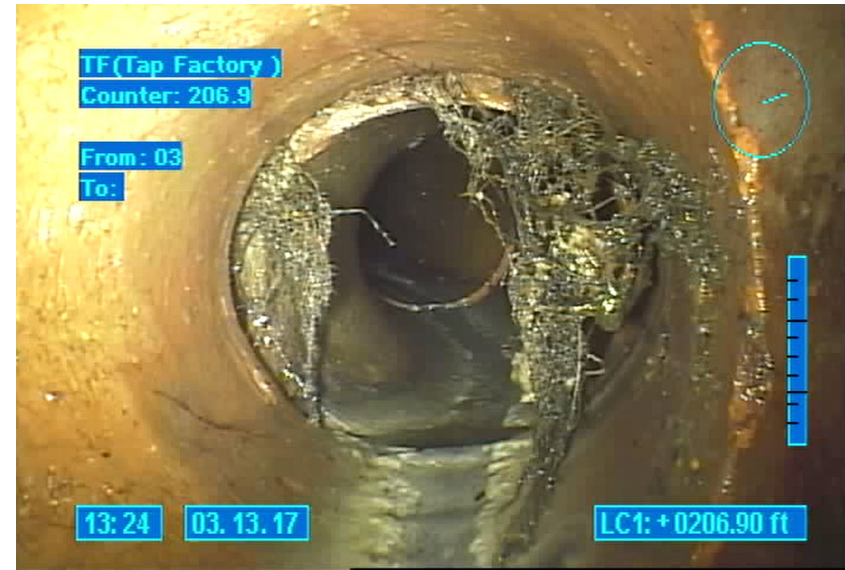
Existing Conditions - Underground

- ▶ N Whitney to Eau Claire
 - Sanitary
 - 1966 RCP, 21” diameter
 - Water
 - 1956 Cast Iron, 10” diameter
 - Storm
 - 1964 RCP, varies from 27” to 30” diameter
 - Traffic Signal & Streetlight Conduits
 - Outdated – poor condition

Existing Conditions - Underground

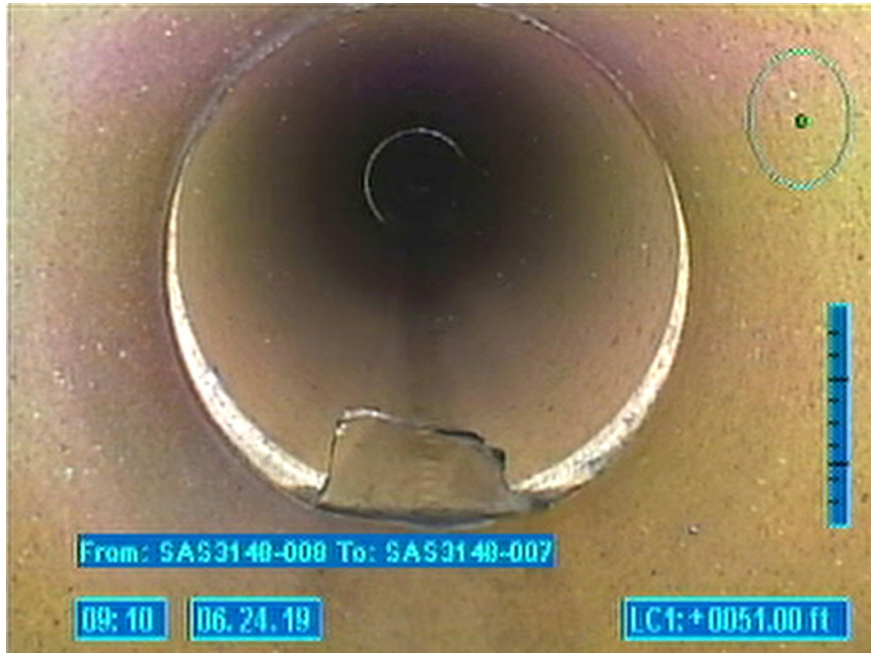


Sanitary Sewer Main section between Capital and Norman.

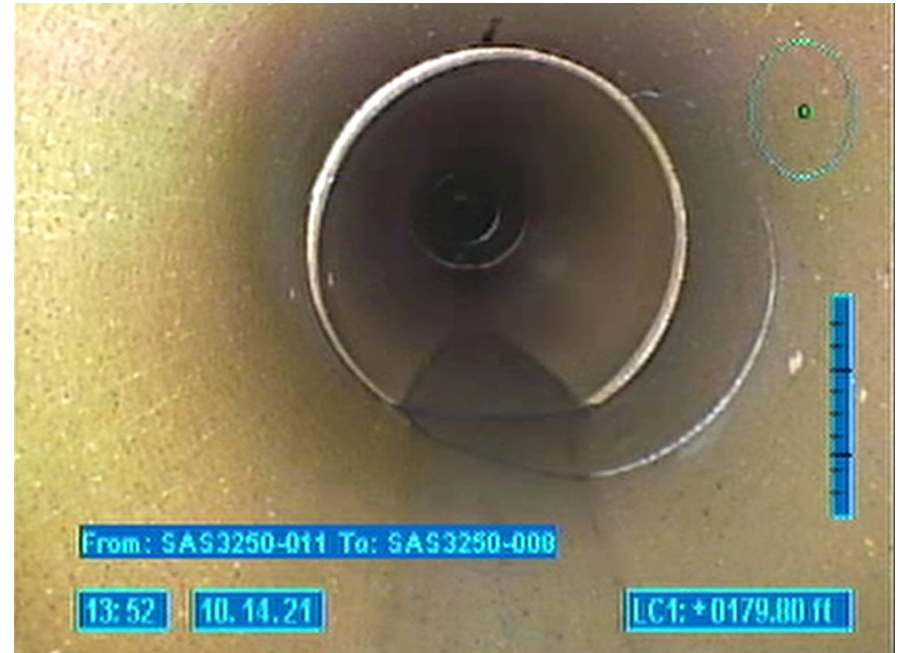


Sanitary Main section between Capital and Norman.

Existing Conditions - Underground



Sanitary Main section between N. Highland and S Highland.



Sanitary Main section between N. Rosa and Glen.

Proposed Scope of Work

➤ Underground Utilities

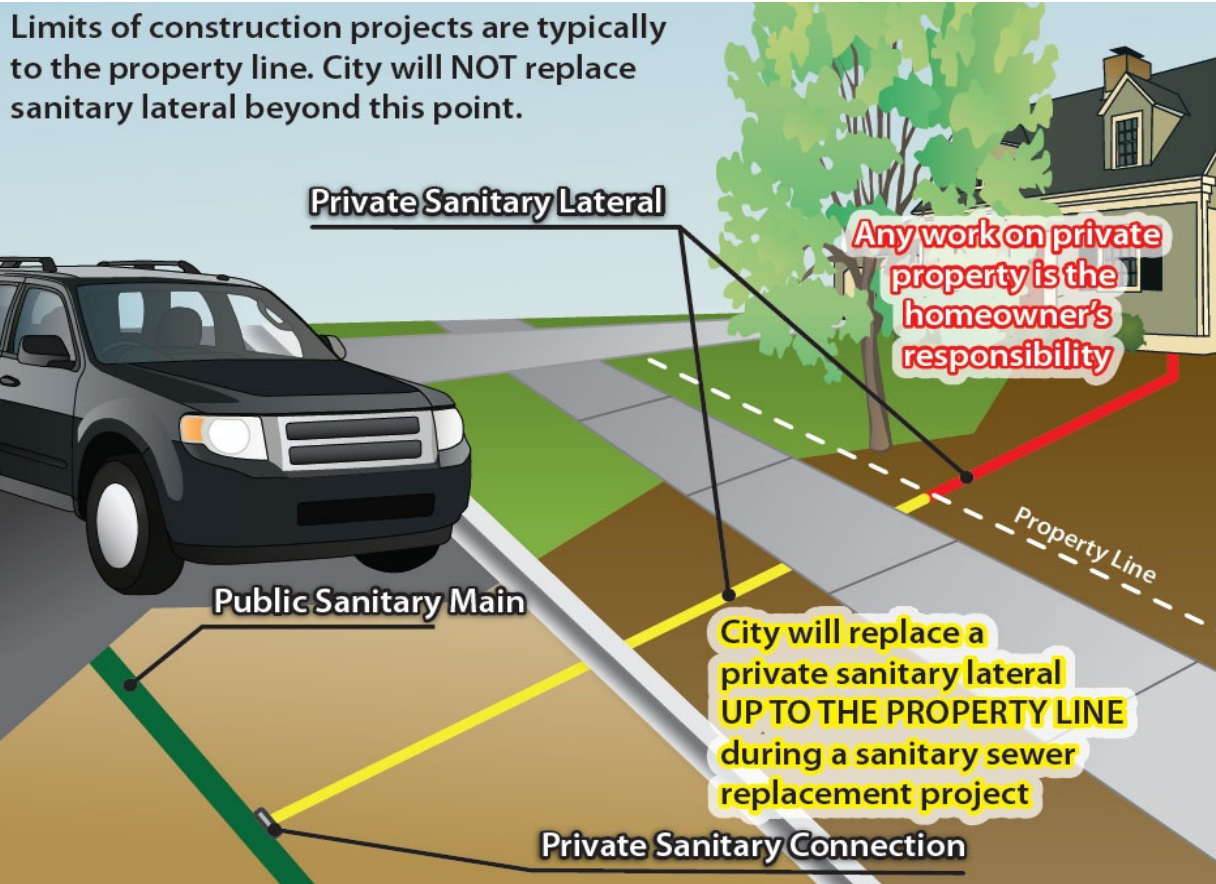
- Replace all sanitary sewer mains with new PVC pipes
- Replace all sanitary sewer laterals with new 6" PVC pipes. Replacement is from new main to the property line
- Properties served by backyard sanitary sewer main will be contacted individually by sewers design engineer if new main will be installed within the street
- Replace damaged and outdated storm sewers and inlets
- Install new storm sewer pipes and inlets where needed
- Water main will only be replaced at locations where conflict with new storm sewer is anticipated
- Replace City streetlight segments and traffic signal at Old Middleton Rd & Whitney Way

Proposed Scope of Work

➤ Surface

- Replace all existing pavement and pavement base
- Replace curb, gutter, sidewalk, and driveway aprons in poor condition or as needed to replace a sanitary sewer lateral
- Install new pedestrian ramps in accordance with A.D.A. design standards
- Install new pavement markings
- **Install new sidewalk along north side of 5300 block.**
 - **The new sidewalk will connect bus pad on west side and future underpass to the east side**
- **Install new sidewalk along south side of 5414 Gettle**

Proposed Scope of Work



Proposed Scope of Work

- 7 terrace trees in total have been identified for removal due poor condition
 - 5315 Old Middleton Rd- 20” Littleleaf Linden
 - 510 Merrill Crest- 19” Littleleaf Linden
 - 5321 Old Middleton Rd- 10” Littleleaf Linden
 - 4 trees at 1509 Capital Ave- 4” Norway Maple, 5” and 6” Basswood, and 6” Siberian Elm
- Trees with painted yellow dots will be removed due to health condition or due to conflict with the proposed reconstruction
- Forestry staff will evaluate new tree locations after the project is completed

Proposed Scope of Work

- Terrace Rain Gardens
 - Collects runoff from road
 - Planted with native vegetation
 - Constructed and planted by City
 - Maintained by residents
 - \$200 cost to residents
 - The terrace must have a minimum area of 10' X 15' in a relatively flat, open space away from trees and utilities.
 - Contact Carissa Wegner to evaluate site conditions if interested
 - Email: cwegner@cityofmadison.com
 - Phone: (608) 261-9822



Learn more at: www.cityofmadison.com/TerraceRainGardens

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City Policies and Adopted Plans

Project Goals – Safety and Connectivity

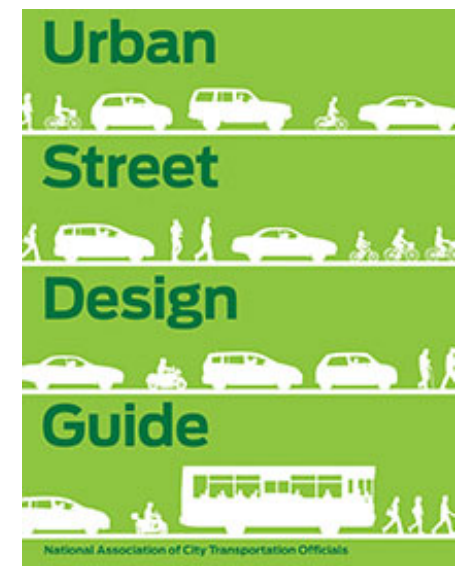


- ▶ Safety for all users
 - Street design that focuses on improving safety and slowing speeds
- ▶ Improve the bicycle route network
 - Provide a network for cyclists of all ages & abilities
 - Increase number of people biking
- ▶ Improve pedestrian network
 - Improve street crossings
 - Improve overall feeling of comfort while walking
 - Increase accessibility for all abilities
 - Increase number of people walking

City Policies and Adopted Plans

What informs our street design?

- ▶ Policies and plans help prioritize and guide designs to provide safe transportation options for everyone
- ▶ 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



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City Policies and Adopted Plans

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.



City Policies and Adopted Plans

2009 City Council Resolution Reaffirmed a commitment to Complete Streets.

- Reaffirming the City's commitment to Complete Streets and directing staff of various agencies to follow to the extent possible Complete Streets concepts for all and street reconstruction projects.

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.



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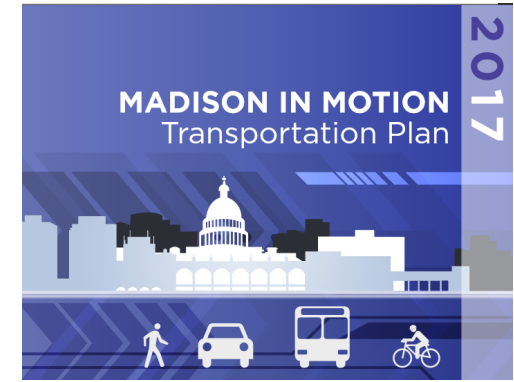
City Policies and Adopted Plans

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.



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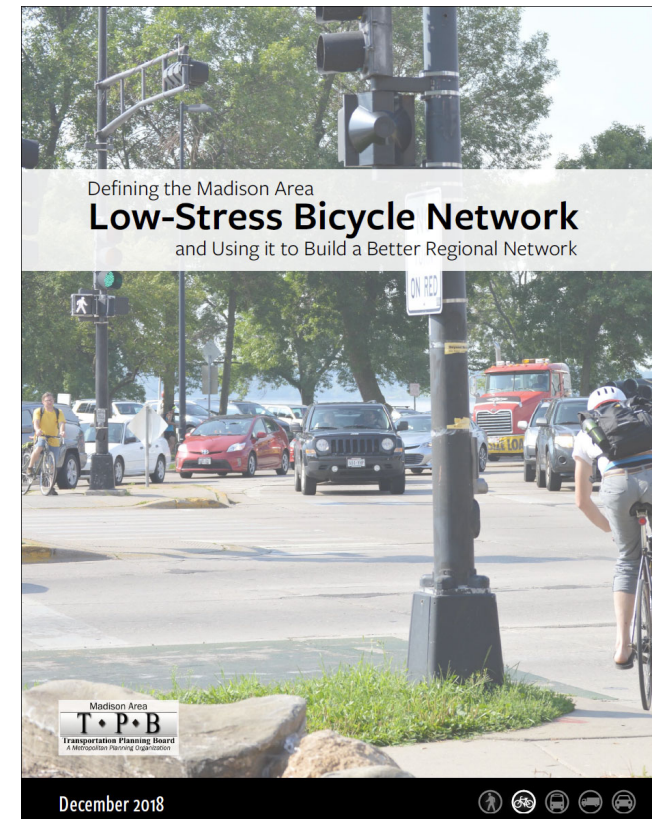
City Policies and Adopted Plans

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.”

Low Stress Bicycle Network Evaluation

- A data-driven approach to evaluating the traffic-related stress based on roadway design, traffic volumes, speeds and other factors. This evaluation looks at routes based on how an average person would feel riding a bicycle in that environment.



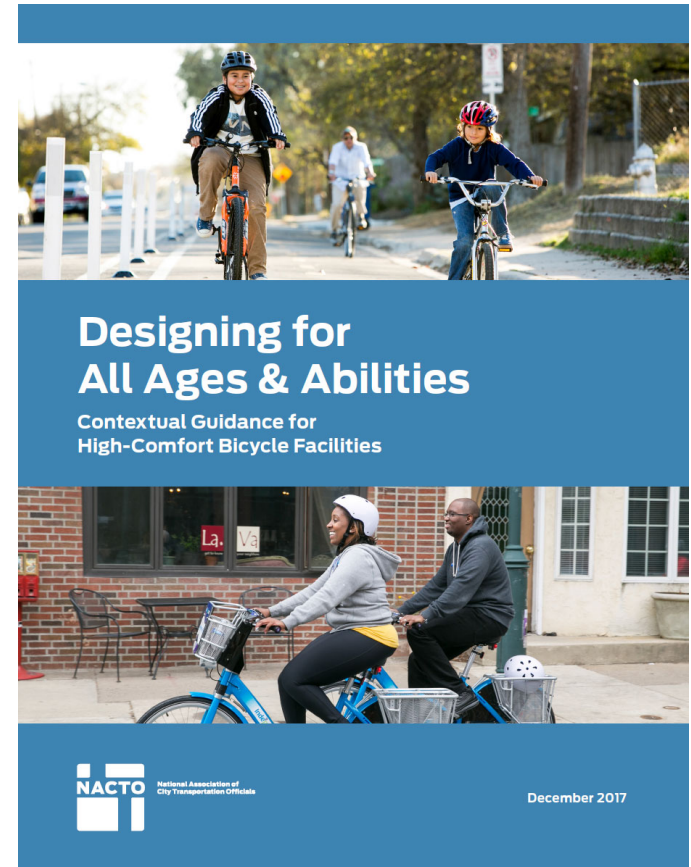
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City Policies and Adopted Plans

NACTO Member

- ▶ National Association of City Transportation Officials (NACTO)
- NACTO produces a variety of design guides to advance the practice of urban transportation planning.
- Focus is building streets that safely accommodate all road users, including people traveling on foot, bike, and on transit.



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City Policies and Adopted Plans



Vision Zero Initiative

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

An infographic with five circular icons and corresponding text. The icons are: a heart with a pulse line, a car crash with a person, a person holding a red balloon, a red sports car, and two hands shaking. The text explains that human life and health are priorities, traffic deaths are preventable, we are human and make mistakes, speed is a critical factor in crash severity, and responsibility is shared between system designers and road users.

Human life and health are priorities in our community.

Traffic deaths and severe injuries are **preventable**.

We are human and make mistakes. The roadway system should be designed to protect us.

Speed is a critical factor in crash severity. The most effective approach is to systematically prioritize safety over speed.

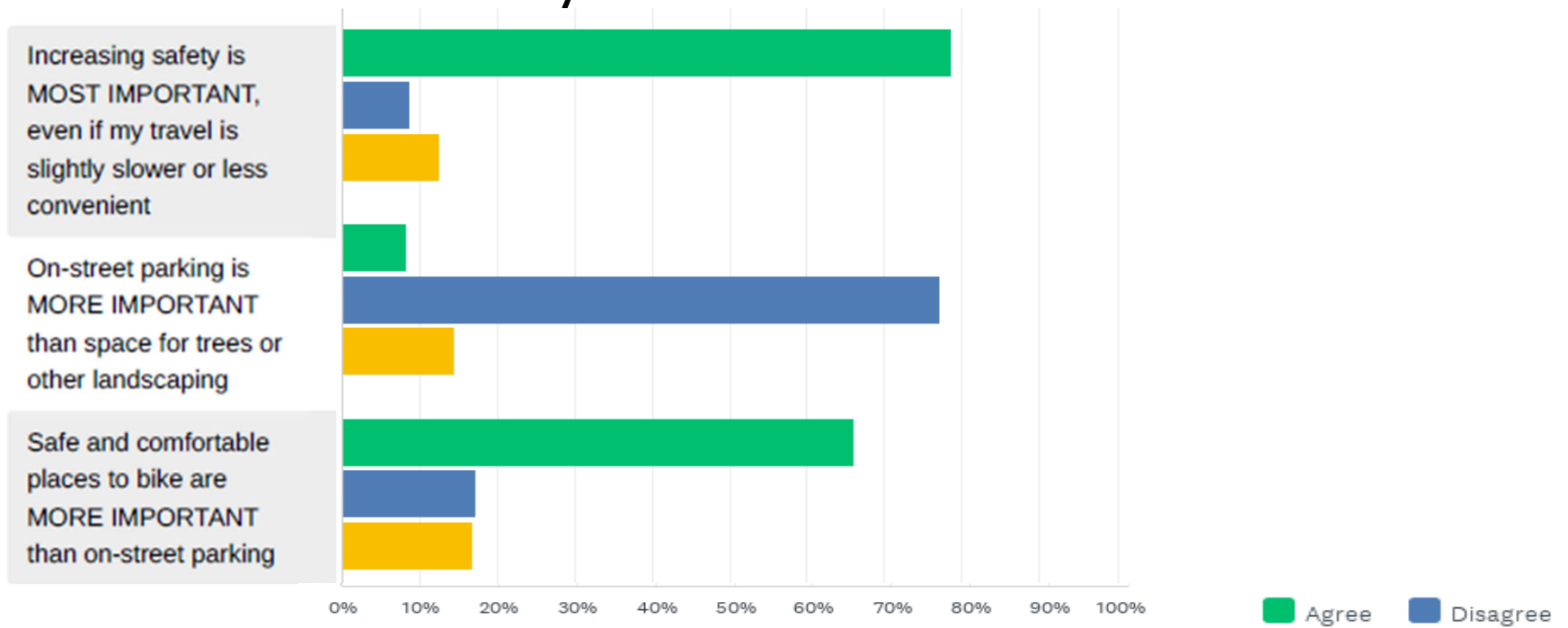
Responsibility is shared between system designers and road users.

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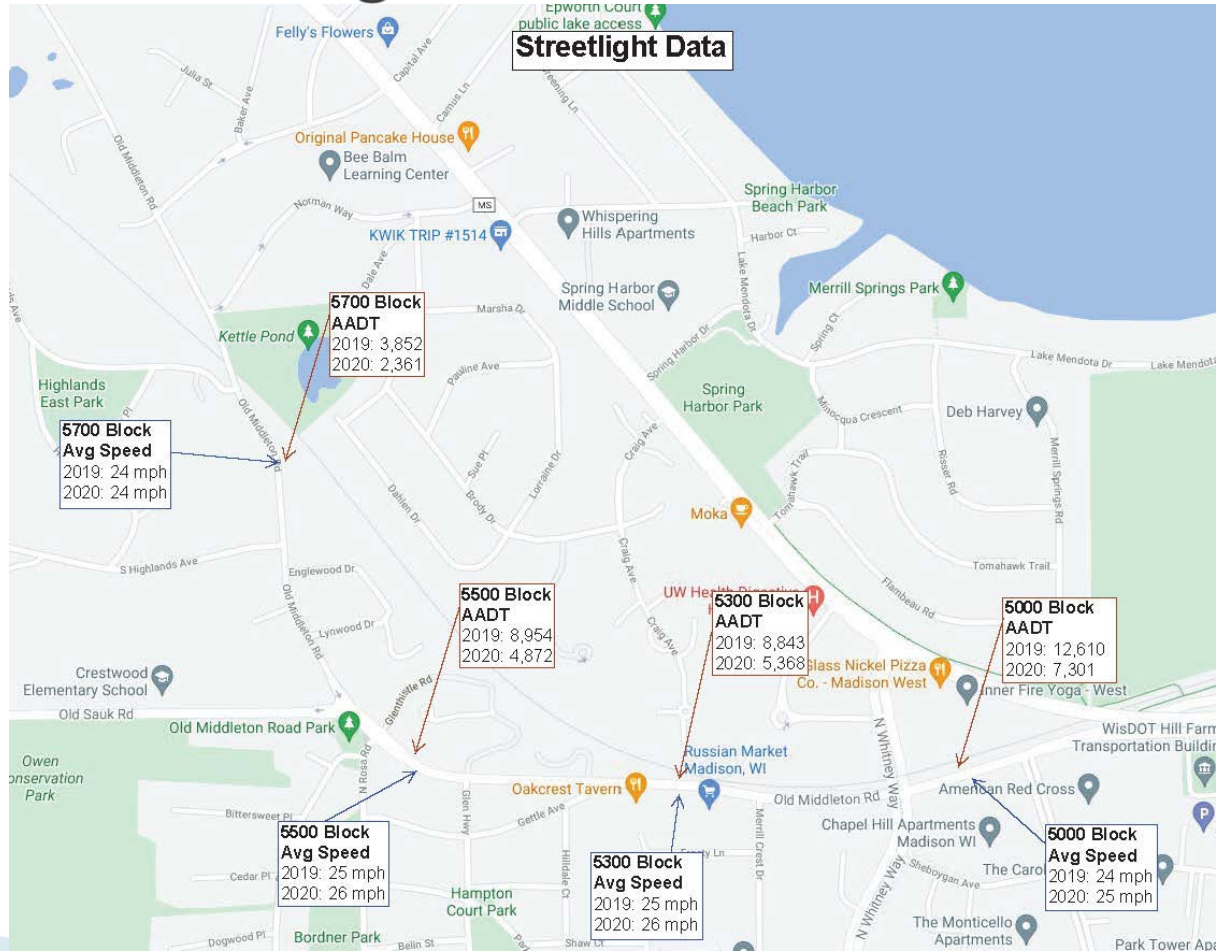
City Policies and Adopted Plans

Let's Talk Streets Survey



Proposed Street Design

Streetlight Data

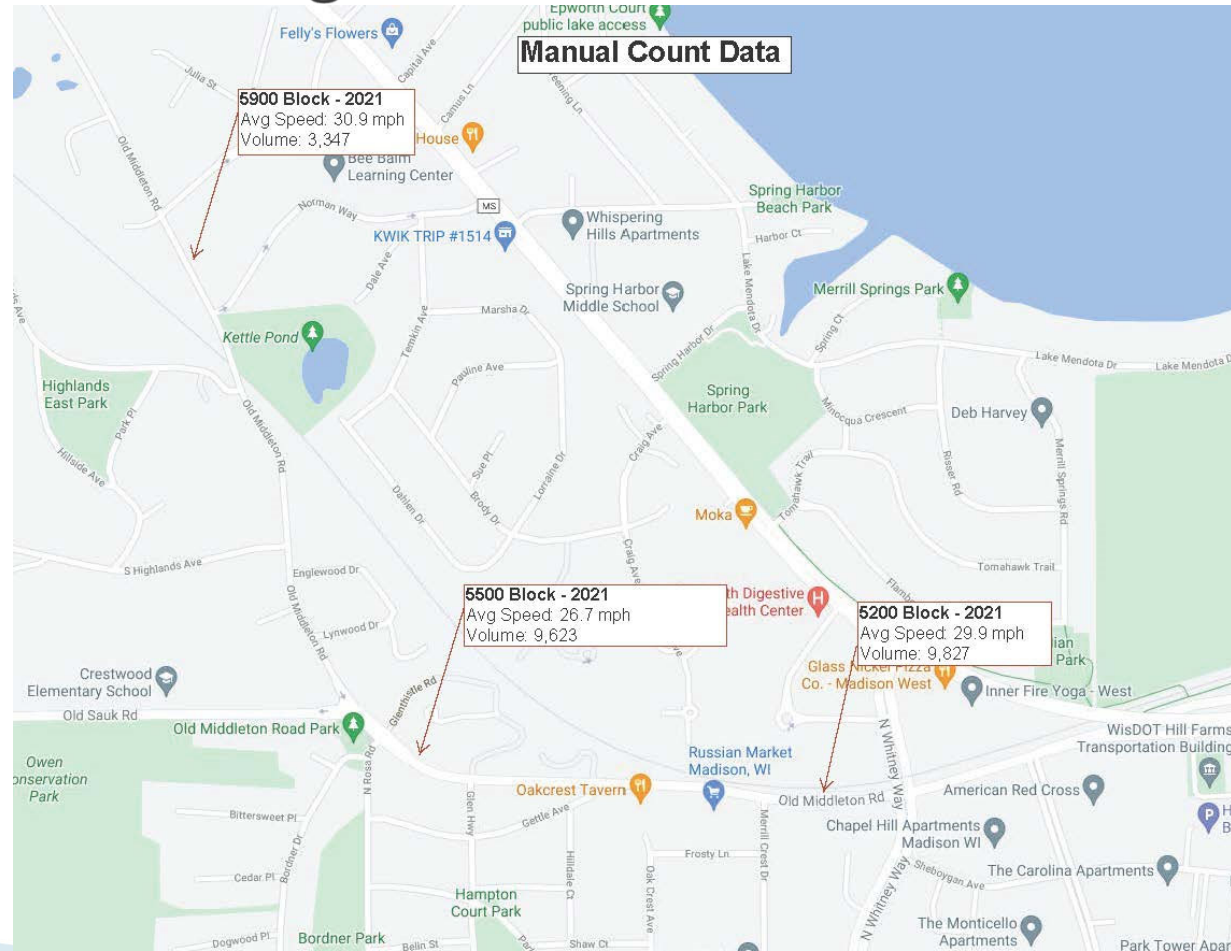


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Proposed Street Design

Tube Count Data

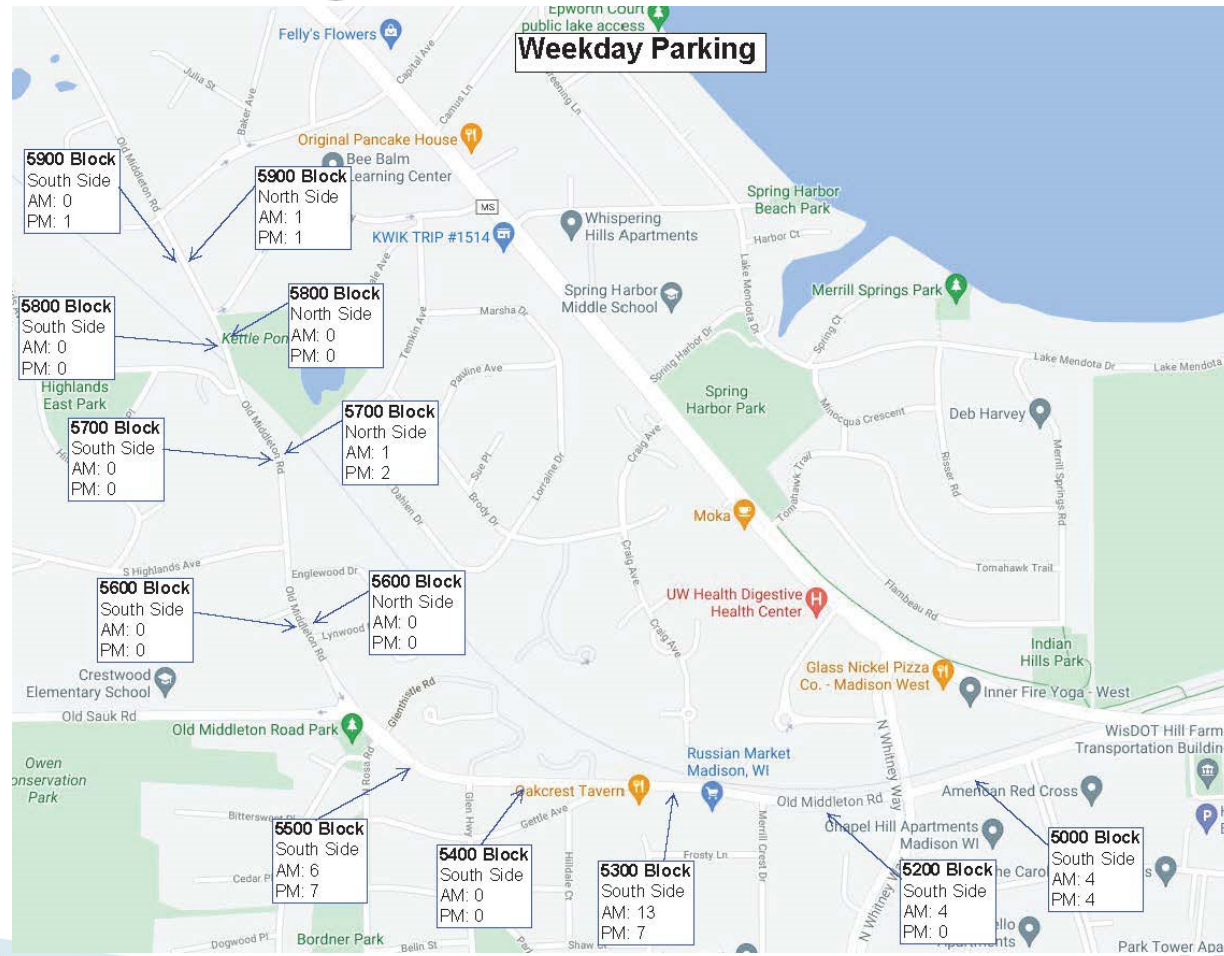


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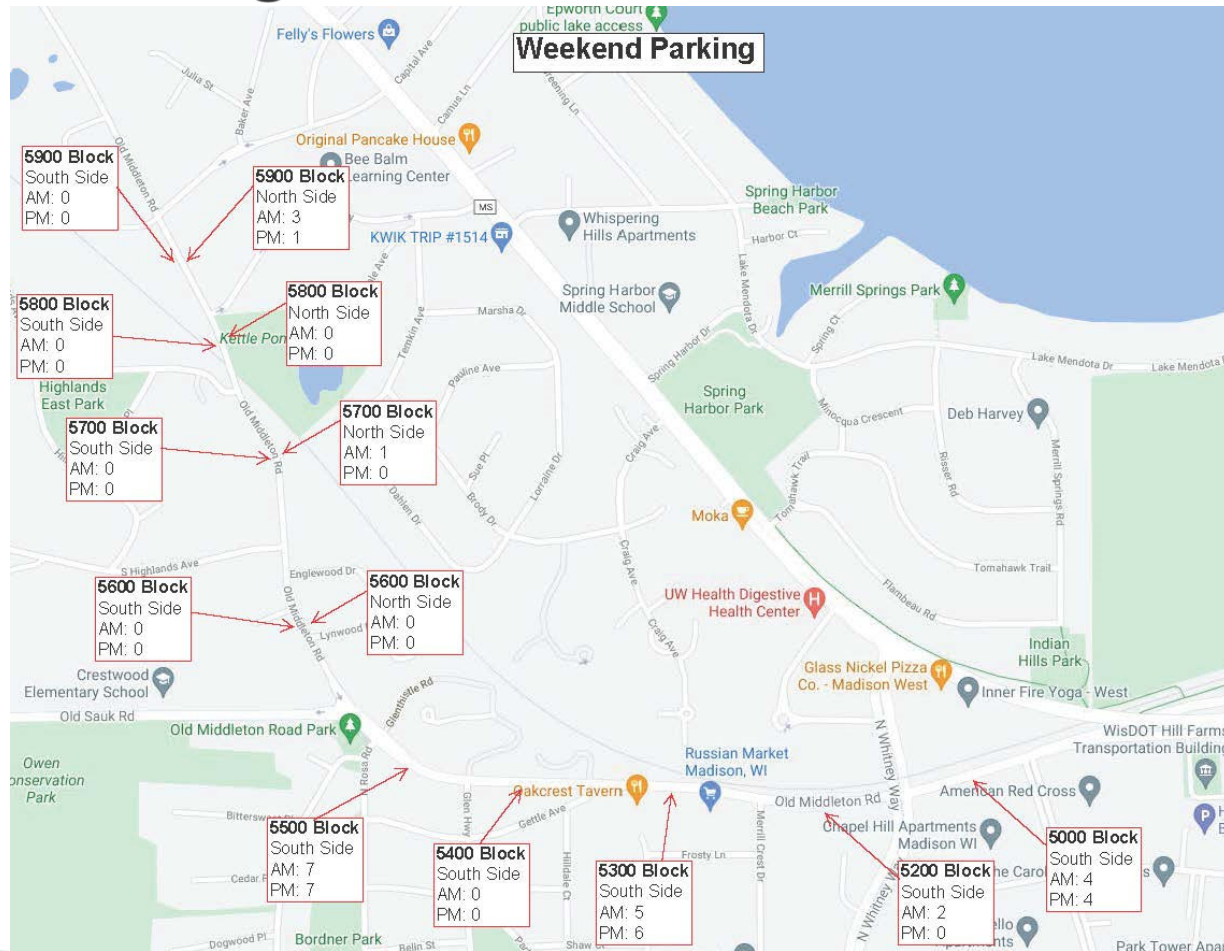
Proposed Street Design

Parking – Weekday Current Conditions



Proposed Street Design

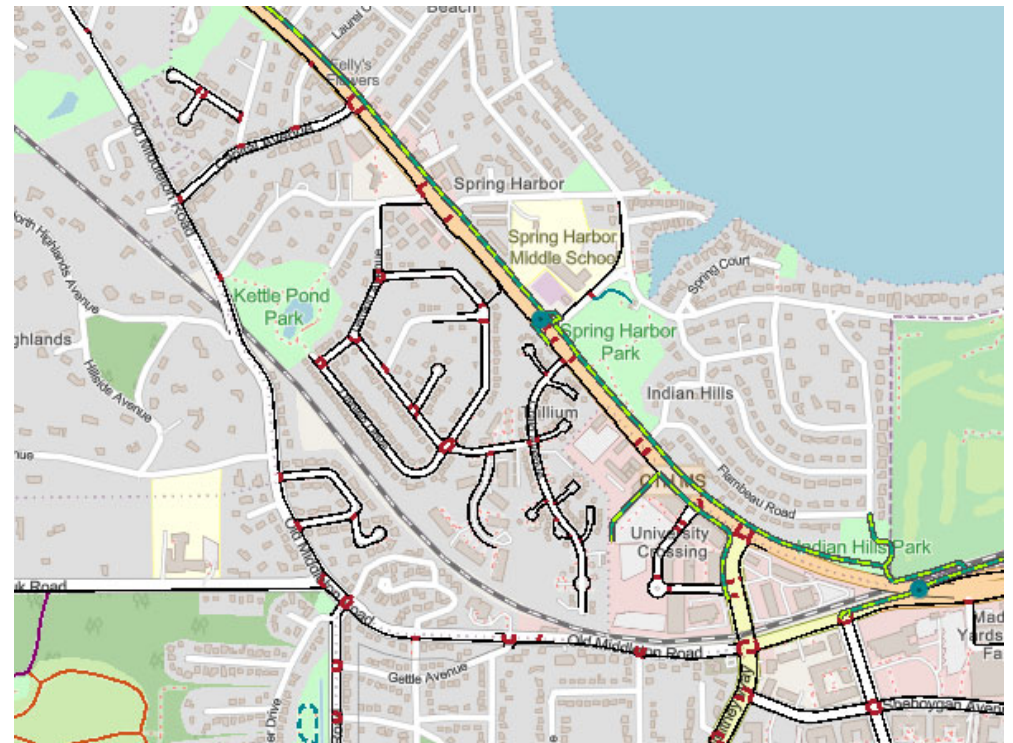
Parking - Weekend Current Conditions



Proposed Street Design

Sidewalks – Current Conditions

- ▶ Eau Claire to Rosa Rd
 - Sidewalk along south side only
- ▶ Rosa Rd to Old Sauk Rd
 - Sidewalk on both sides
 - Rapid Flash Beacon at Rosa Rd (crossing guard location)
- ▶ Old Sauk Rd to Capital
 - Sidewalk along north side only
- ▶ Capital Ave to Middleton border
 - Sidewalk along one side only



Proposed Street Design

Old Middleton Rd – Bicycle Usage

- ▶ In the top 10% of primary/secondary bike routes based on usage
- ▶ East/west bike routes (west of Midvale & north of Mineral Point Rd) ranked by relative usage

1. Blackhawk Path to Old Middleton Rd
2. Regent St to Whitney Way
3. Blackhawk Path to University Ave Path
4. Lake Mendota Dr
5. South Hill Dr



*Based on Streetlight Data from March–September 2019

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Proposed Street Design

Contextual Guidance for Selecting All Ages & Abilities Bikeways

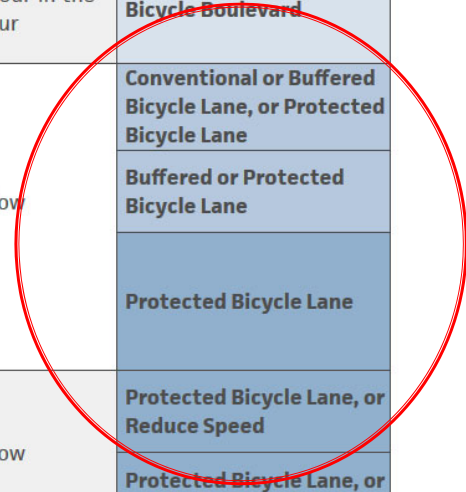
Eau Claire to Old Sauk Rd

- 30 mph (reduce to 25 mph)
- 12,000 ADT
- Single lane each direction

Old Sauk Rd to Capital Ave

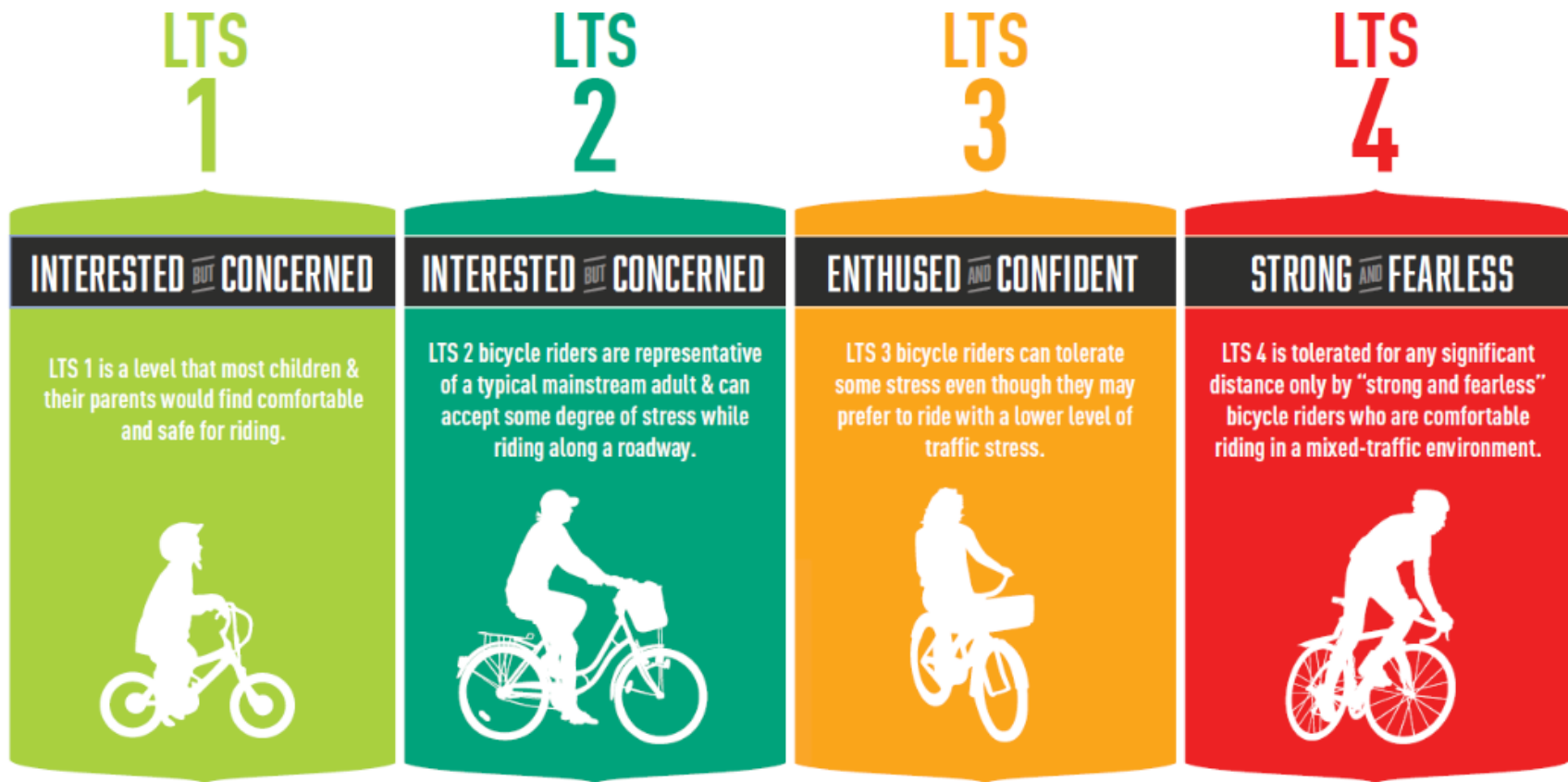
- 30 mph (reduce to 25mph)
- 6,000 ADT
- Single Lane each direction

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target 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†	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	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed



Proposed Street Design

Choosing a bicycle facility for all ages & abilities

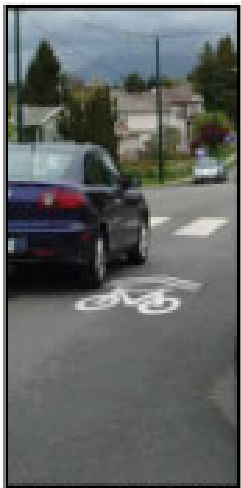


Proposed Street Design

Choosing a bicycle facility for all ages & abilities

LESS COMFORTABLE

MORE COMFORTABLE



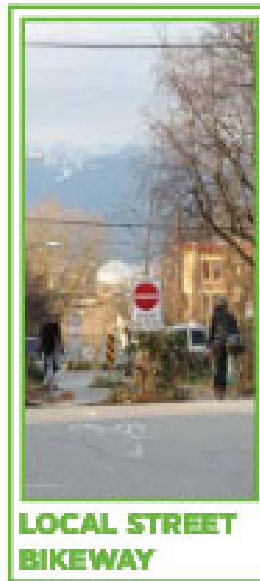
**MAJOR STREET
SHARED USE LANE**



**PAINTED
BIKE LANE**



**PAINT BUFFERED
BIKE LANE**



**LOCAL STREET
BIKEWAY**



**PROTECTED
BIKE LANE**



**OFF-STREET
PATHWAY**

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Proposed Street Design

Existing Cross Section

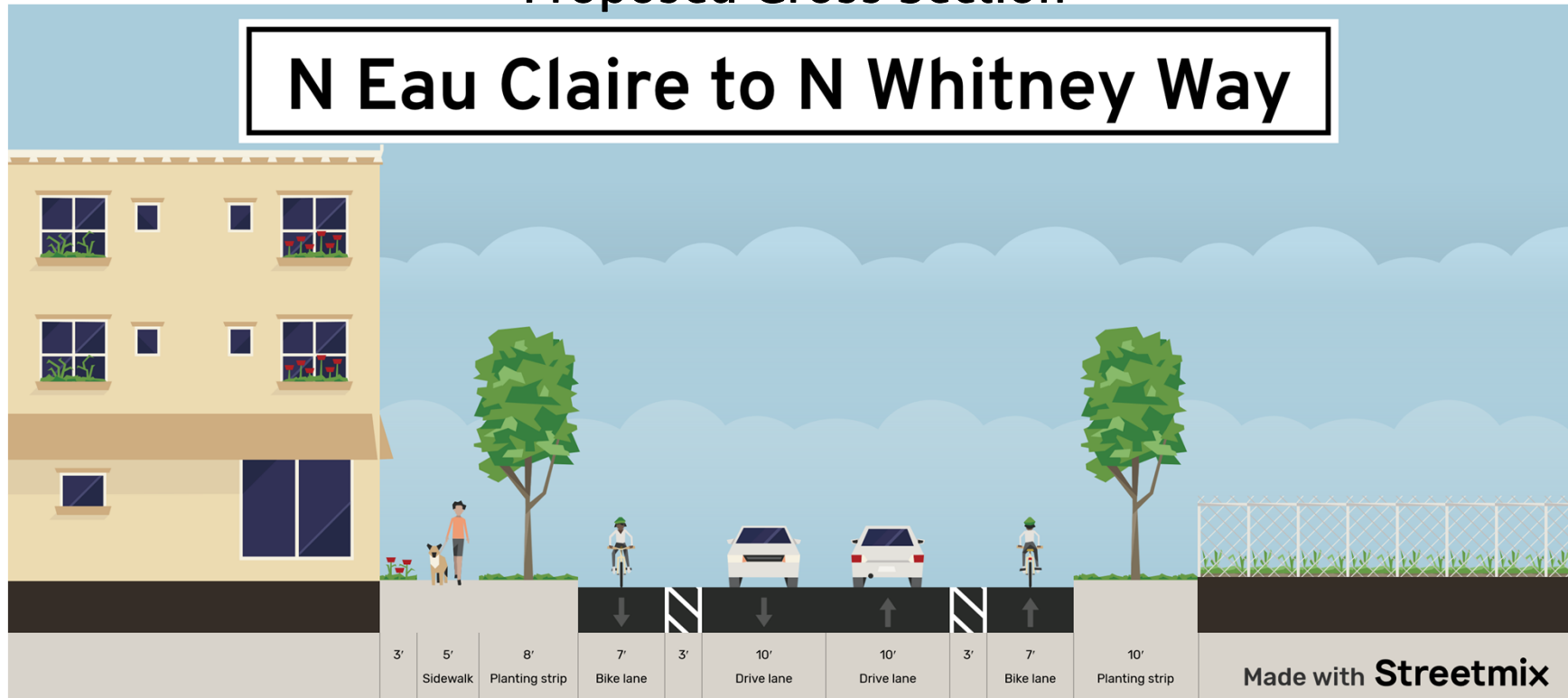
N Eau Claire Ave to N Whitney Way



Proposed Street Design

Proposed Cross Section

N Eau Claire to N Whitney Way



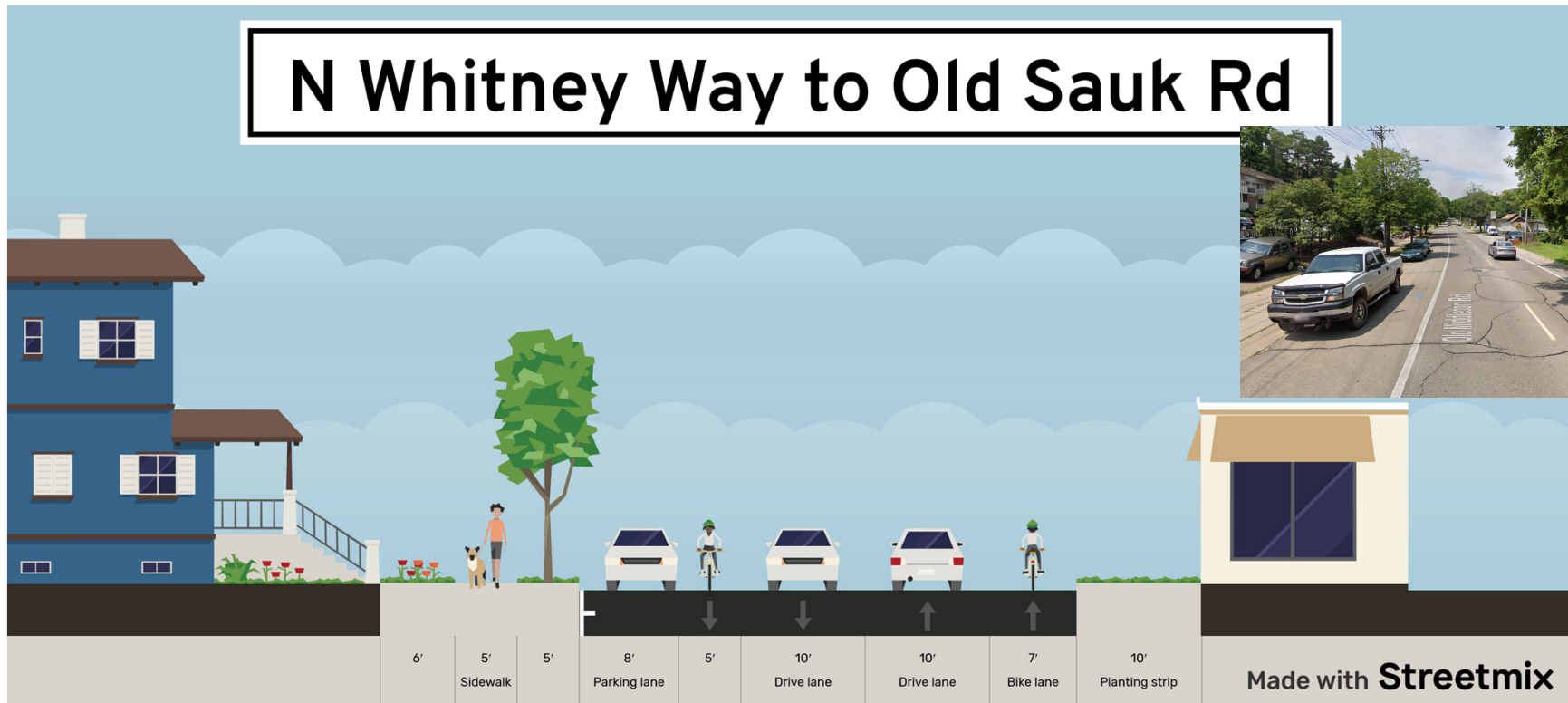
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Proposed Street Design

Existing Cross Section

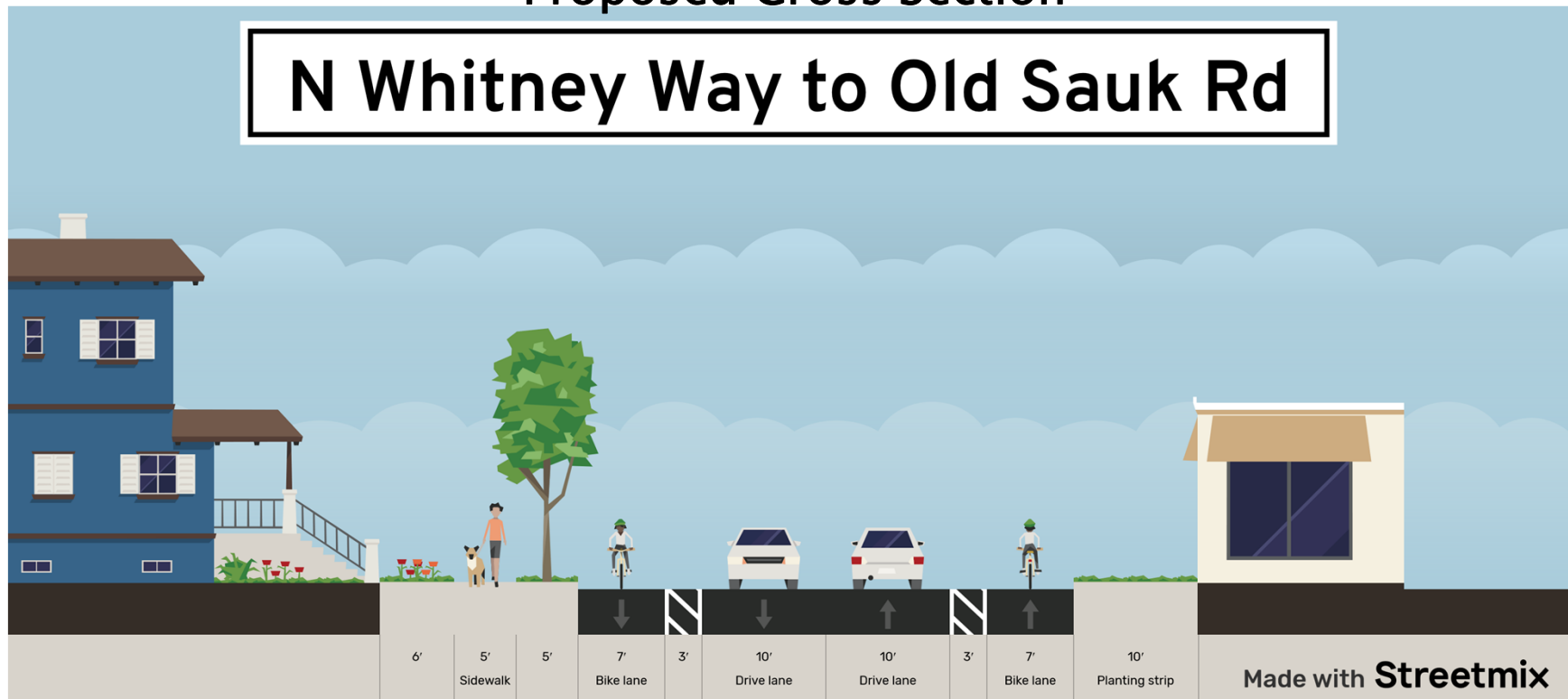
N Whitney Way to Old Sauk Rd



Proposed Street Design

Proposed Cross Section

N Whitney Way to Old Sauk Rd



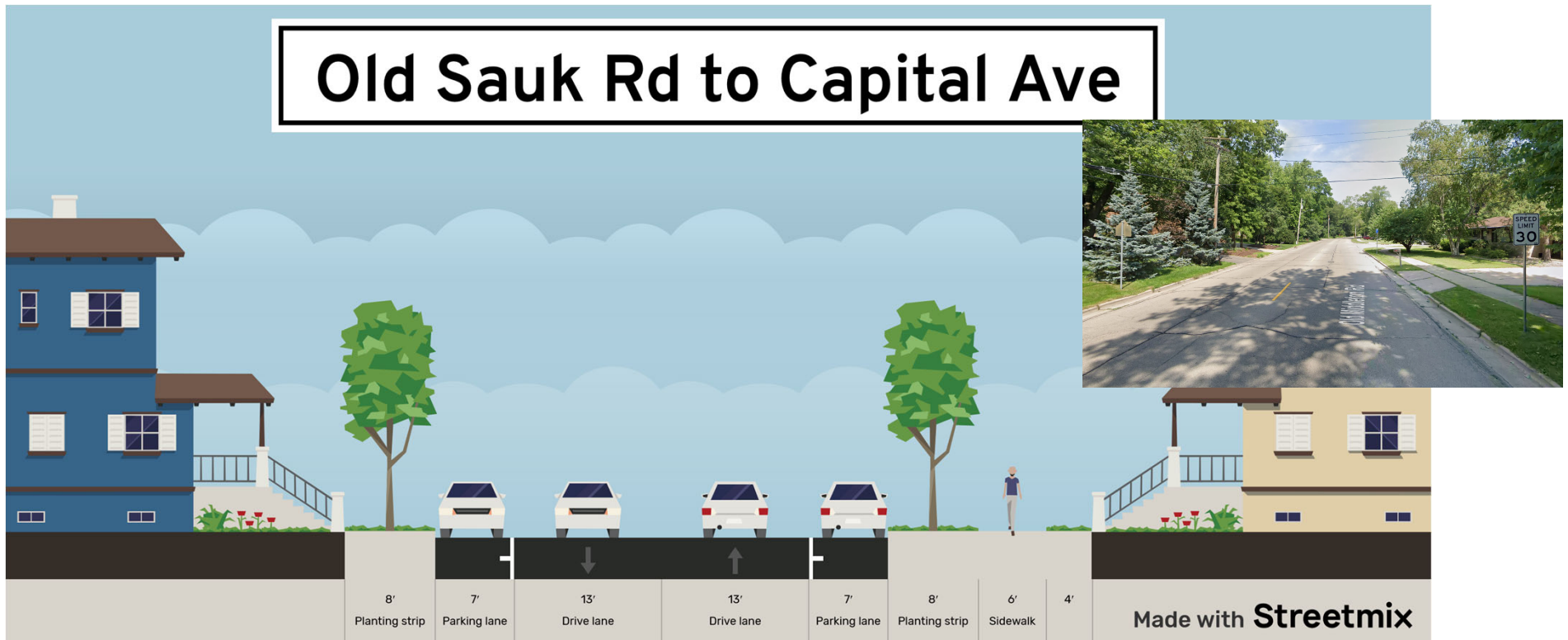
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Proposed Street Design

Existing Cross Section

Old Sauk Rd to Capital Ave



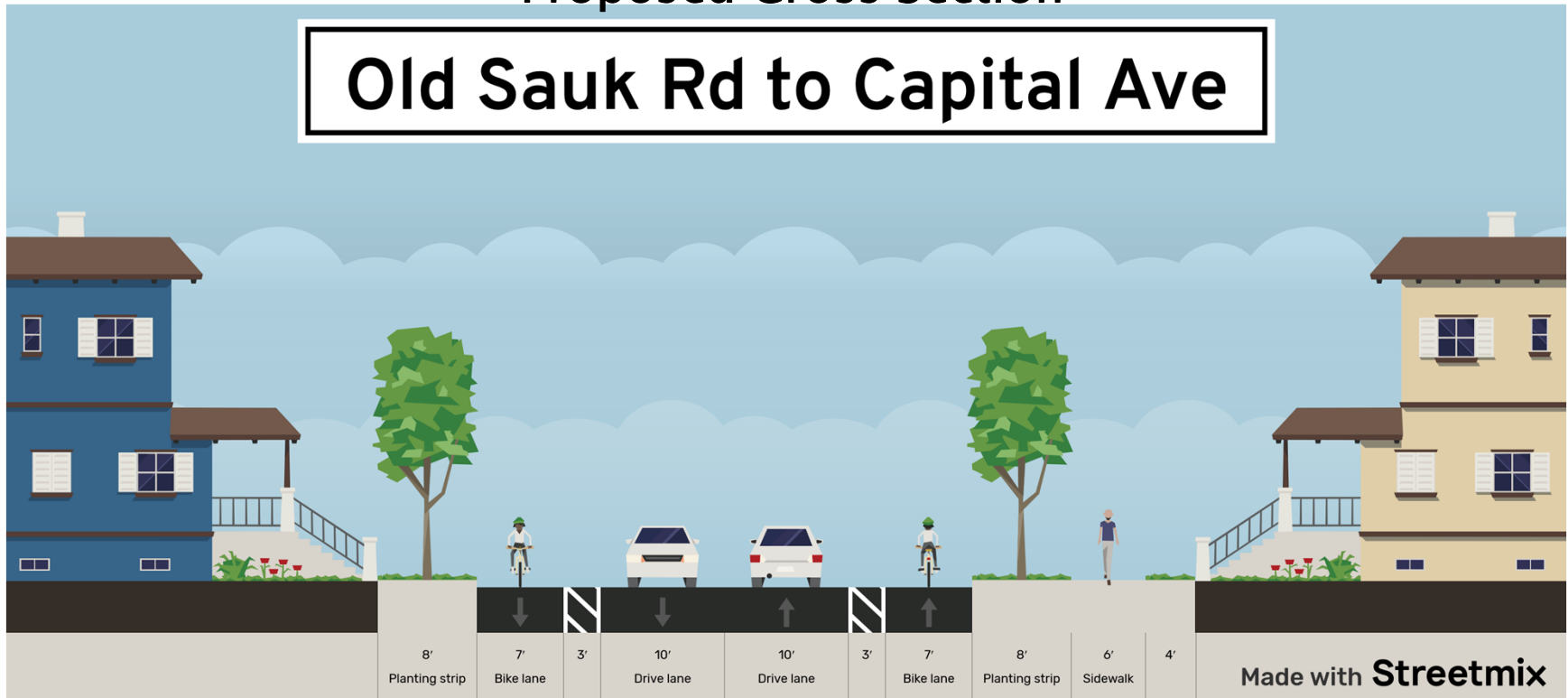
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Proposed Street Design

Proposed Cross Section

Old Sauk Rd to Capital Ave



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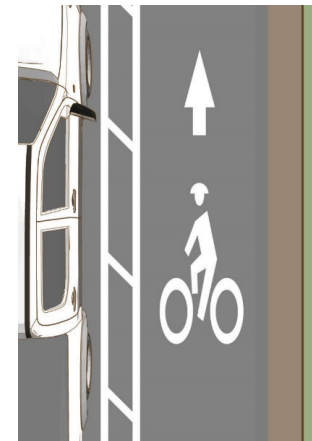


Proposed Street Design

Proposed Bike Facility – Buffered Bike Lanes

▶ Advantages

- Allows more space for correction if a car drifts into the bike lane
- Provides more space for bicyclists without it appearing as another travel lane
- Removes concern over being hit by an opening car door
- Makes it easier for cars to pass bicyclists with required 3 feet of distance
- Ability to add protection (bollards or similar) to further increase safety



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Proposed Street Design

Proposed Bike Facility – Buffered Bike Lane



Milwaukee Street



Dutch Mill Road

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Proposed Street Design

Potential Intersection Improvements

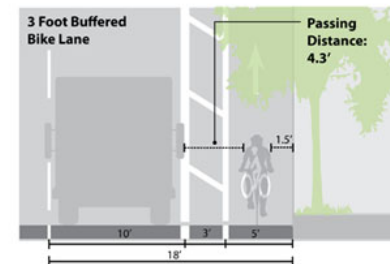
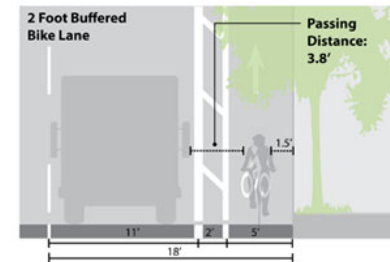
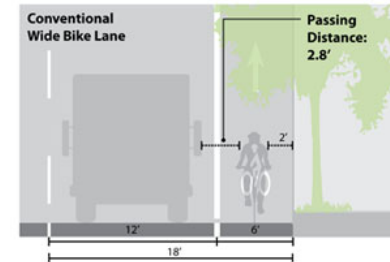
- ▶ N Eau Claire Ave
 - Enhance green pavement markings
 - Keep current left turn lane or remove left turn lane & add buffered bike lane & green turn box
- ▶ N Whitney Way
 - Enhance green pavement markings
 - Corner islands separating peds/bikes from vehicles – if space
 - Continental crosswalks
- ▶ Old Sauk Rd
 - Enhance green pavement markings
 - Improve crosswalks



Proposed Street Design

Potential Project-Wide Improvements

- ▶ Bus stop accessibility improvements throughout the whole corridor
- ▶ Curb ramps to ADA standards
- ▶ Reduce pedestrian crossing length and enhanced visibility crosswalks
- ▶ Buffered bike lanes



Measurements assume 10.5' vehicle width and 2' bicyclist width, operating in the center of their lanes.

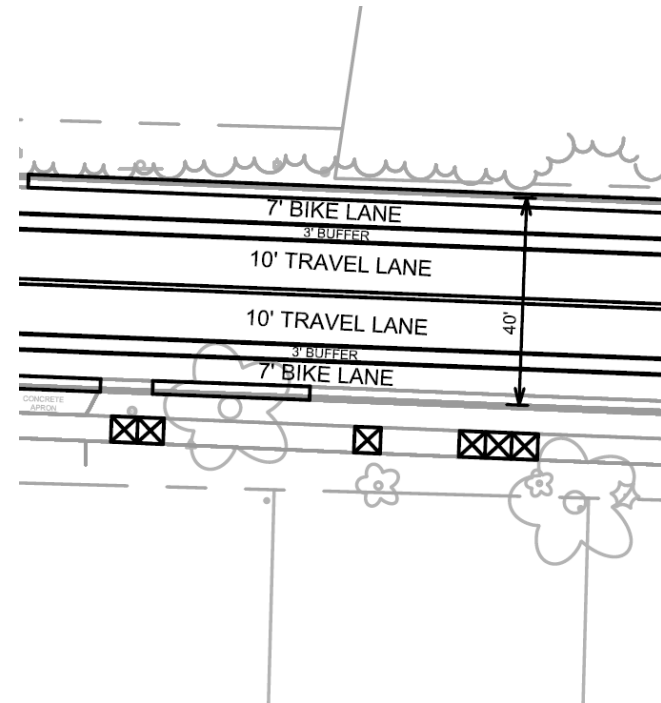
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Proposed Street Design

Traffic Calming

- ▶ **Narrower Travel Lane**
 - Slows traffic down
 - Additional pavement markings throughout project
- ▶ **Speed Limit Reduction**
 - Speed limit to be reduced from 30 mph to 25 mph with project
 - Impact on high end speeders



Design Feedback – Traffic Calming

- ▶ **Additional Signage**
 - Vehicles missing curves in the road
 - Warning signs – curves
 - Physical and visual barrier between roadway and houses
- ▶ **Traffic Calming Islands**
 - Small, mountable islands at intersections
 - Limited options due to emergency response
 - Won't interfere with turning vehicles



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Design Feedback – Traffic Calming

- ▶ **Centerline Reflectors**
 - Provide additional clarity to travel lane
 - Alerts drivers of curve in the road
- ▶ **Additional Marked Crosswalks**
 - New marked crosswalks where bus pads get installed
 - Visually communicates to drivers to be prepared for pedestrians

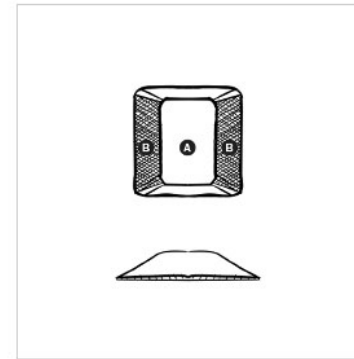
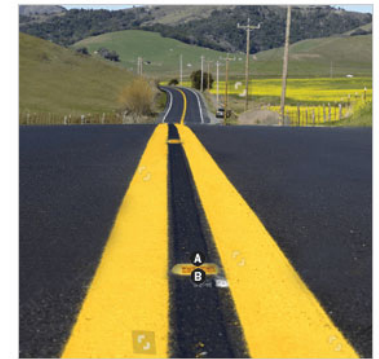


Illustration: Reflective Raised Pavement Marker (RPM)



Photograph: Reflective Raised Pavement Marker (RPM)

Construction and Access

- Construction is expected to begin on April, 2022 and have a duration of approximately 6 months
- Residents, property and business owners will be notified 2 weeks prior the start of construction
- 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 driveway apron removal is required in order to replace a sewer lateral
- Access to commercial driveways shall be maintained at all times during construction.
- Allowed working 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



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, seed, and erosion matting.

Assessment Policy and Costs

Item	Property Owner Share	City Share
Curb & Gutter Replacement	50%	50%
Driveway Apron Replacement	50%	50%
Sidewalk Replacement	50%	50%
New Sidewalk Installation	100%	0%
Water Main	0%	100%
Storm Sewer Main	0%	100%
Sanitary Sewer Main	0%	100%
Sanitary Lateral Replacement to property line	25%	75%
Private Storm Sewer Connection	100%	0%
Rain Gardens	\$200.00	Rest

Assessment Policy and Costs

- Assessment cost per property will vary depending on frontage length and the quantity of assessable items
- Single or two-family residential corner lots will receive 50% assessment for replacement of sidewalk, curb, and gutter
- Preliminary estimated assessments will be mailed prior to project start
- Final assessments calculated following construction using measured quantities and actual bid prices
 - Final billing sent the year after construction completion (2023 for this project)
- Assessments are payable in lump sum or in up to 15 [annual] installments at current interest rate (2%)
- Qualified loans available dependent on income
- Residents can contact the project manager for additional details

Anticipated Project Schedule

- **12/ 8/ 2021**: Transportation Commission (held virtually)
 - Registration - www.cityofmadison.com/city-hall/committees/transportation-commission/12-08-2021
 - Meeting's agenda is typically posted the Monday of the meeting week
- **12/ 23/2021**: Mail Estimated Assessments and Public Hearing Notice
- **1/ 5/ 2022**: BPW Public Hearing (held virtually)
- **1/ 18/ 2022**: Common Council Hearing (held virtually)
- 1/ 20/ 2022: Advertise for Bids
- 4/ 18/ 2022: Anticipated Start of Construction
- 10/ 14/ 2022: Estimated End of Construction

Contact Information & Resources

➤ City Staff

- Fadi El Musa, Project Manager, (608) 243-5214, felmusagonzalez@cityofmadison.com
- Matt Allie, City Engineering – Sewers, (608) 266-4058 or mallie@cityofmadison.com
- Renee Callaway, Ped & Bike Coordinator, (608) 266-6225, recallaway@cityofmadison.com
- Jeremy Nash, Traffic Engineering, (608) 266-6585, jnash@cityofmadison.com
- Kelly Miess, Water Utility, (608) 261-9640, KMiess@madisonwater.org
- Brad Hofmann, Forestry, (608) 220-6796, BHofmann@cityofmadison.com
- Carissa Wegner, Terrace Rain Gardens, (608) 261-9822, cwegner@cityofmadison.com

➤ Project Website: www.cityofmadison.com/OldMiddletonCraig

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

➤ Facebook – City of Madison Engineering

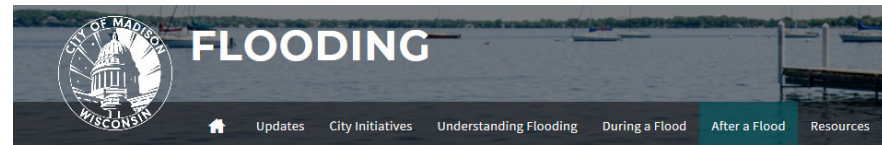
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Report Flooding and Damage

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

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

NEXT

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Questions/Input

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