

City of Madison Engineering Division

John Nolen Drive Reconstruction

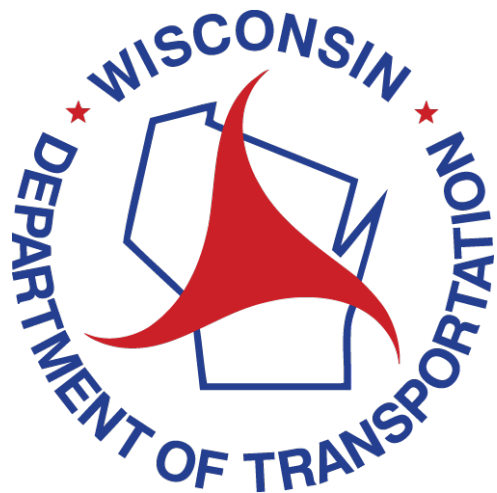
Project I.D. 5992-11-20
City of Madison, John Nolen Drive
(Olin Avenue – Broom Street)



Public Information Meeting #3
October 23, 2024



Project Team



Rules and Housekeeping Items

- This meeting will be recorded and posted to the project page.
- All attendees should be muted to keep background noise to a minimum.
- Use the “Q and A” button for technical issues with meeting to troubleshoot with staff to assist.
- Use the “Q and A” button to type questions about presentation. Questions will be answered live after the presentation.
- Inappropriate questions may be dismissed.
- Use the “raise your hand” button to verbally ask your question. You will be prompted to unmute when it is your turn.

Recording

This meeting is being recorded.

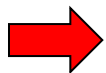
It is a public record subject to disclosure.

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

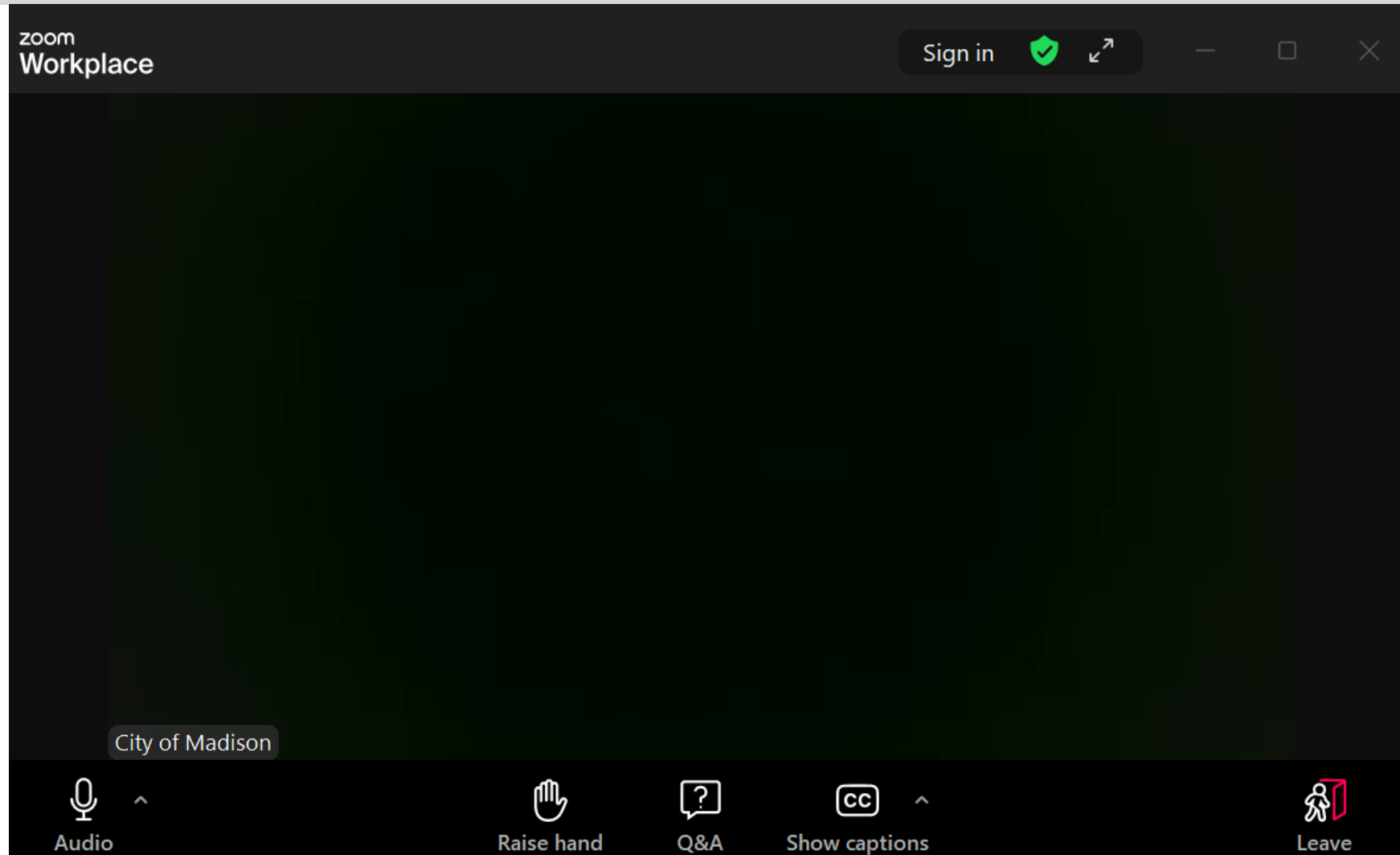
How to Participate

The screenshot shows the Zoom Workplace interface. At the top left, it says "zoom Workplace". At the top right, there is a "Sign in" button with a green checkmark icon, and window control icons (minimize, maximize, close). In the center, a dialog box titled "Choose one of the audio conference options" is displayed. It has three tabs: "Phone call", "Computer audio" (which is selected), and "Call Me". Under the "Computer audio" tab, there is a blue button labeled "Join with computer audio" with a red arrow pointing to it from the left. Below this button is the text "Test speaker and microphone". At the bottom of the dialog, there is a checkbox labeled "Automatically join audio by computer when joining a webinar". At the bottom of the Zoom window, there is a toolbar with several icons: a microphone icon labeled "Audio", a hand icon labeled "Raise hand", a question mark icon labeled "Q&A", a "CC" icon labeled "Show captions", and a person icon labeled "Leave". The name "City of Madison" is visible above the toolbar.

Make sure to join audio



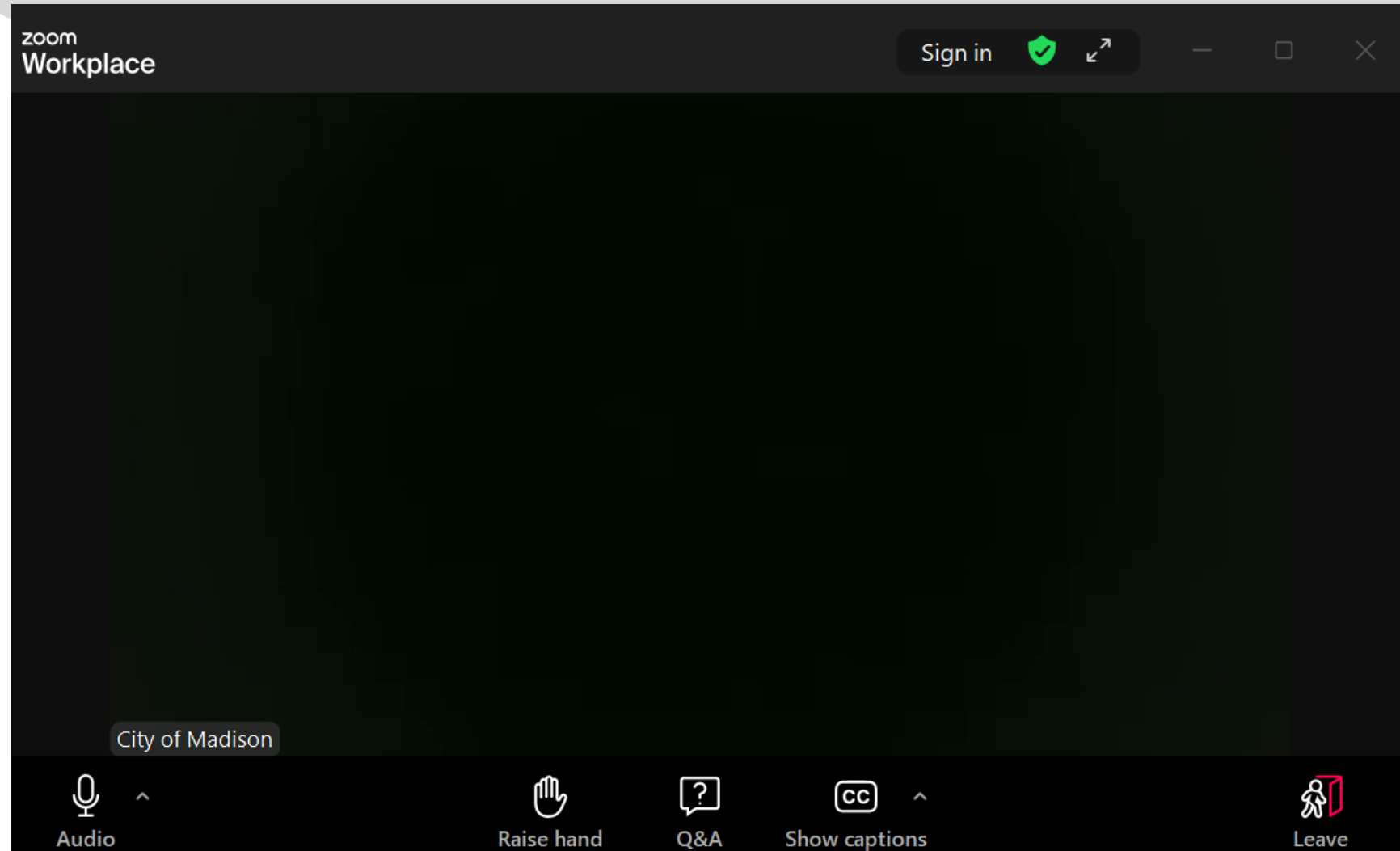
How to Participate



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

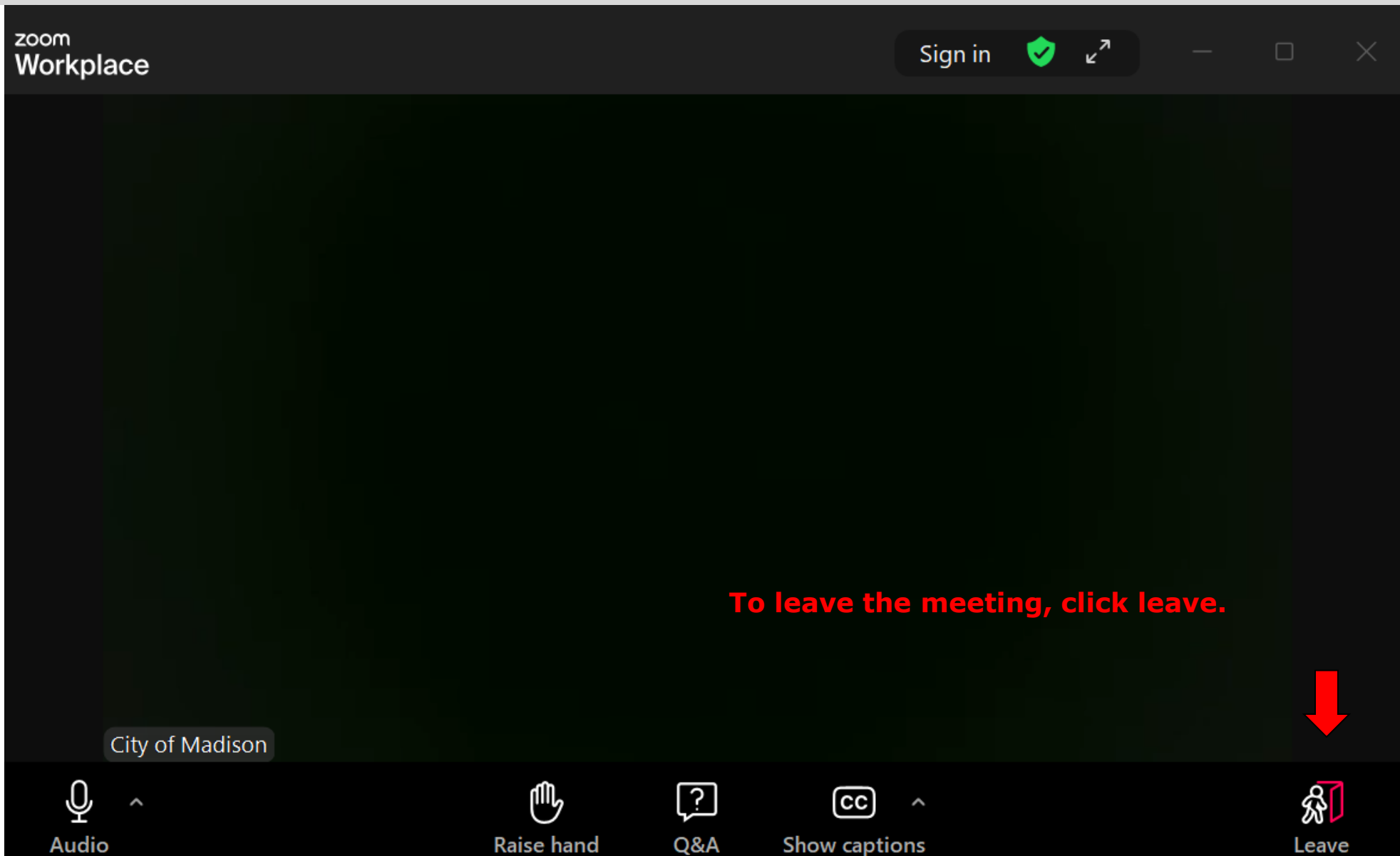


How to Participate



Use **Q&A button** if you have technical issues or a question for the panelists.

How to Participate



How to Participate

The image shows a Zoom Workplace window with a dark background. At the top left, it says "zoom Workplace". At the top right, there is a "Sign in" button with a green shield icon and a window control icon. In the center, there are two lines of red text: "If you'd like to enable closed captioning, click 'show closed captions' button on the bottom of the screen." and "This may already be enabled. If this is not enabled, click the button to allow closed captioning." Below the text is a large red arrow pointing down to the "Show captions" button in the bottom toolbar. The toolbar also includes "Audio", "Raise hand", "Q&A", and "Leave" buttons. A name tag for "City of Madison" is visible above the toolbar.

zoom Workplace

Sign in

If you'd like to enable closed captioning, click "show closed captions" button on the bottom of the screen.

This may already be enabled. If this is not enabled, click the button to allow closed captioning.

City of Madison

Audio

Raise hand

Q&A

Show captions

Leave

Discussion Ground Rules

- Respect your neighbors' time and perspectives.
- Focus your input on the **future roadway design** .
- Ask clarifying questions as we go (e.g., explain a term or repeat a statement).
- Save other questions for the Q&A– they may be answered during the presentation!

Agenda

- Project Overview
- Public Engagement Summary – Community Priorities
- Proposed Improvements Overview
 - Roadway – Pathway – Shoreline – Lighting – Trees – Bridge Structures – Intersections – Stormwater
- Traffic Control & Staging
- Project Schedule - John Nolen Drive (Phase 1)
- Other Projects
 - John Nolen Drive (Phase 2)
 - John Nolen Drive (Phase 3)
 - Bicycle & Pedestrian Tunnel
 - North Shore Drive Pathway
 - Madison Lake Way
- Poll – Questions & Feedback

John Nolen Drive Overview

- Gateway “ Iconic” Entrance to Downtown
 - Six (6) Lanes (Olin Ave to Lakeside St)
 - Four (4) Lanes (Lakeside St to Broom St)
- Causeway Bridges
 - Three (3) Connecting Lake Monona & Monona Bay
- Capital City Trail
 - Linking Olin Park and Law Park
- Lake Monona Shoreline
- Wisconsin & Southern Railroad (WSOR)



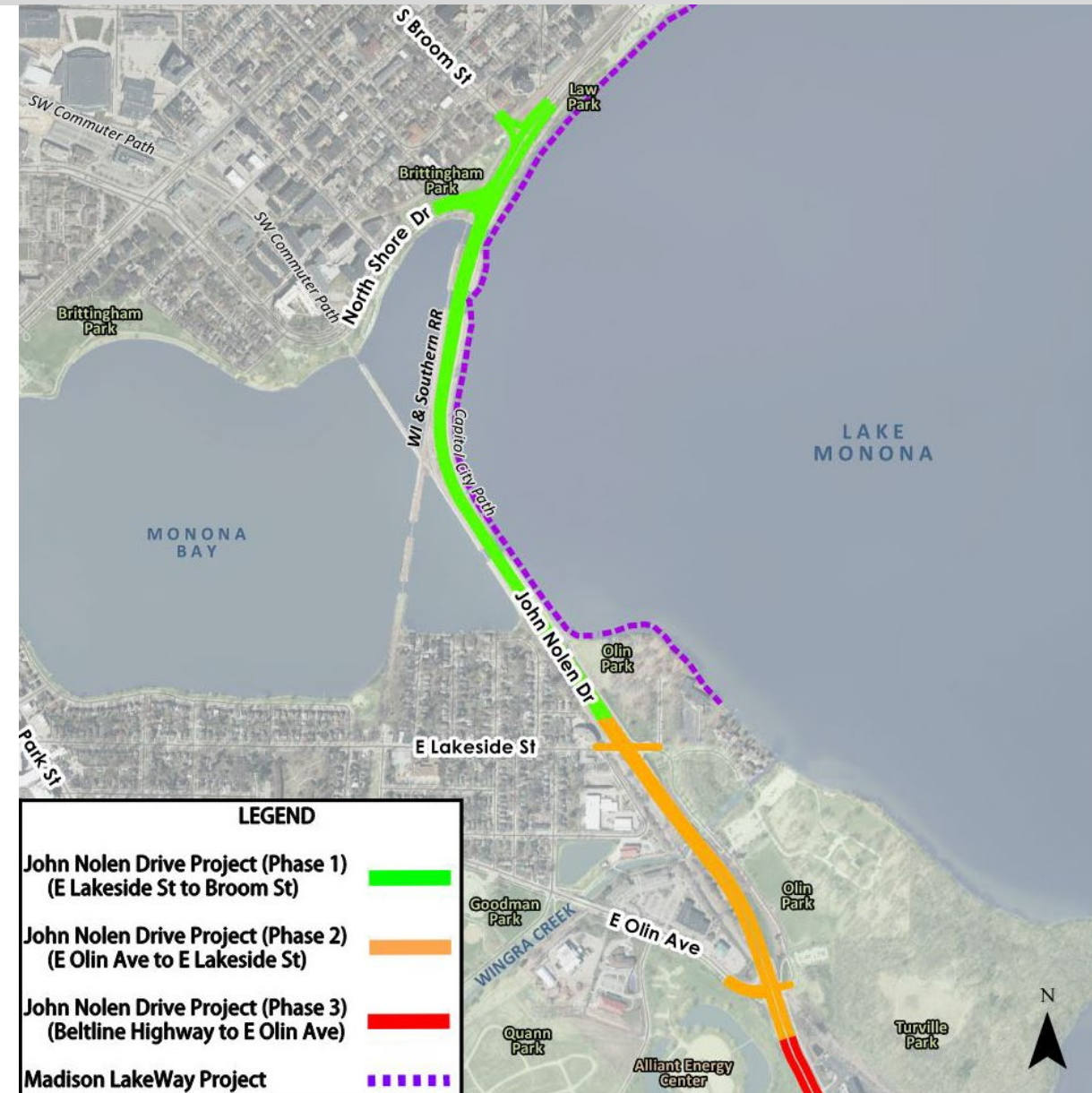
Project Overview

Reconstruction of John Nolen Drive between East Lakeside Street and Broom Street including roadway, bridges, pathways, and shoreline

Phase 1 – East Lakeside Street to Broom Street

Phase 2 – East Olin Ave to East Lakeside Street

Phase 3 – Beltline Highway to East Olin Ave



Project Needs

- **Aging Roadway & Structural Infrastructure**
 - Bridge Structure Condition
 - Roadway Condition
 - Shoreline Protection Condition
- **Roadway Safety Issues**
 - Corridor & Intersection Crash History
 - Bicycle & Pedestrian Conflicts
- **Inadequate Bicycle & Pedestrian Facilities**
 - Over-Capacity Crosswalks & Pathways
 - Pathway Connectivity & Mobility



Project Challenges

- Causeway Movement/Settling
- Project Funding
- Parks & Public Use Space
- Railroad Coordination
- Construction Staging / Traffic Control
- Stormwater Quality
- Madison Parks – Madison Lake Way Project



10 Years in the Making - Role of Public Engagement

Building the Gateway

01 | MADISON'S 2012 DOWNTOWN PLAN (2012)

A series of plans, projects, and engagements, to create a long-term strategy for Downtown Madison.

06 | MADISON LAKEWAY PROJECT (2024)

The master plan for the Lake Monona waterfront redesign, incorporating over a decade of community voices.

02 | SOUTH CAPITOL TRANSIT ORIENTED DEVELOPMENT PLAN (2014)

Took the needs identified in the Madison downtown plan to improve the safety & aesthetics of Madison gateway intersections.

05 | JOHN NOLEN DRIVE RECONSTRUCTION. (2023)

An ongoing and community-driven project to improve the safety, visual design, and accessibility of John Nolen Drive

03 | MADISON LAKEFRONT FOR ALL (2020)

A deep community engagement report that served as a reference guide for the Madison LakeWay Project

04 | MONONA WATERFRONT CHALLENGE (2023)

A City of Madison call for design firms to create "a conceptual master plan" to propose to the city & our communities.

Public Engagement – Purpose and Outcomes

Purpose	Outcome
<ul style="list-style-type: none">• Inform & educate the community	<ul style="list-style-type: none">• Influence design
<ul style="list-style-type: none">• Engage diverse perspectives	<ul style="list-style-type: none">• Influence priorities
<ul style="list-style-type: none">• Gather & analyze community's input	<ul style="list-style-type: none">• Achieve a project the community supports

Public Engagement

2021 - Present



Public Engagement Data

Engagement By the Numbers	
• Public Workshops	• 2 PIMS
• Tabling Intercepts	• 8 Events
• Focus + Small Groups	• 5 Events
• Surveys	• 1,842 Responses
• Marketing / Storytelling	• EQT Socials + Newsletter subscribers

What We Learned - Community Priorities



The “HOW” ...

Community Priority



Proposed Improvements

Bike/Pedestrian
Mobility

Pathway Connections & Connectivity
Shorter and Simpler Intersection Crosswalks
Separate Pathways for Bikes and Pedestrians

Green
Infrastructure

Reduce Amount of Pavement (Lane Widths, Turn Lanes, and Intersections)
Plant New Trees (Increase Density & Clusters) & Species
Limit Existing Tree Removal (Adjust Pathways and Shoreline Revetment Design)

Sustainable
Infrastructure

Shoreline Revetment to Address Environmental Conditions (Ice and Waves)
Bridge Structures to Account for Causeway Settling/Shifting
Roadway Pavement Reconstruction with Subgrade Improvement

Reduce
Noise/Speeds

New Roadway and Pathway Pavement Surfaces
Convert Roadway to Urban “ Feel” (Curb and Gutter vs Beam Guard)
Reduce Travel Lane Widths

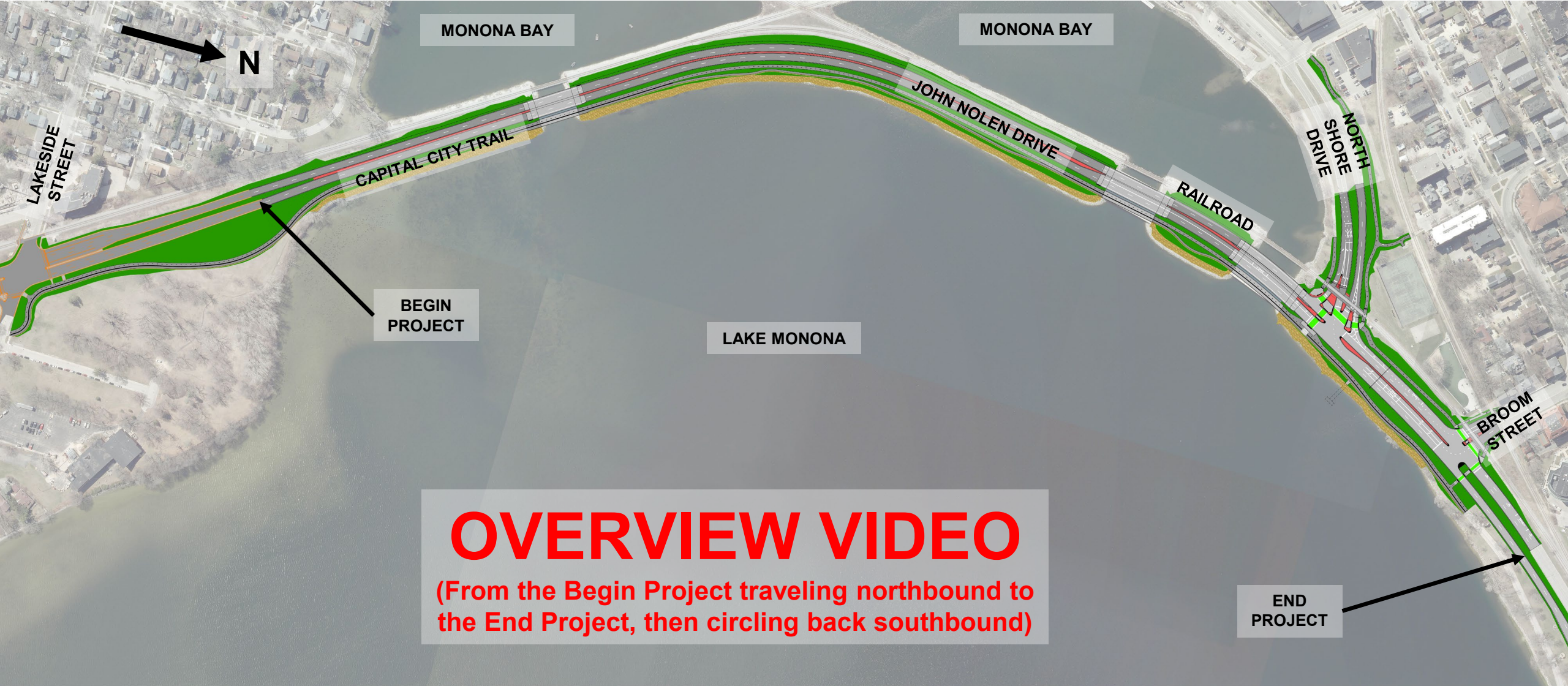
Safety

Increase Space Between Facility Users (Vehicles – Bicycles – Pedestrians)
Reduce Size of Intersections (Reduce Bike & Pedestrian Crossing Times)
Remove “ Free Flow” Movements at Intersections

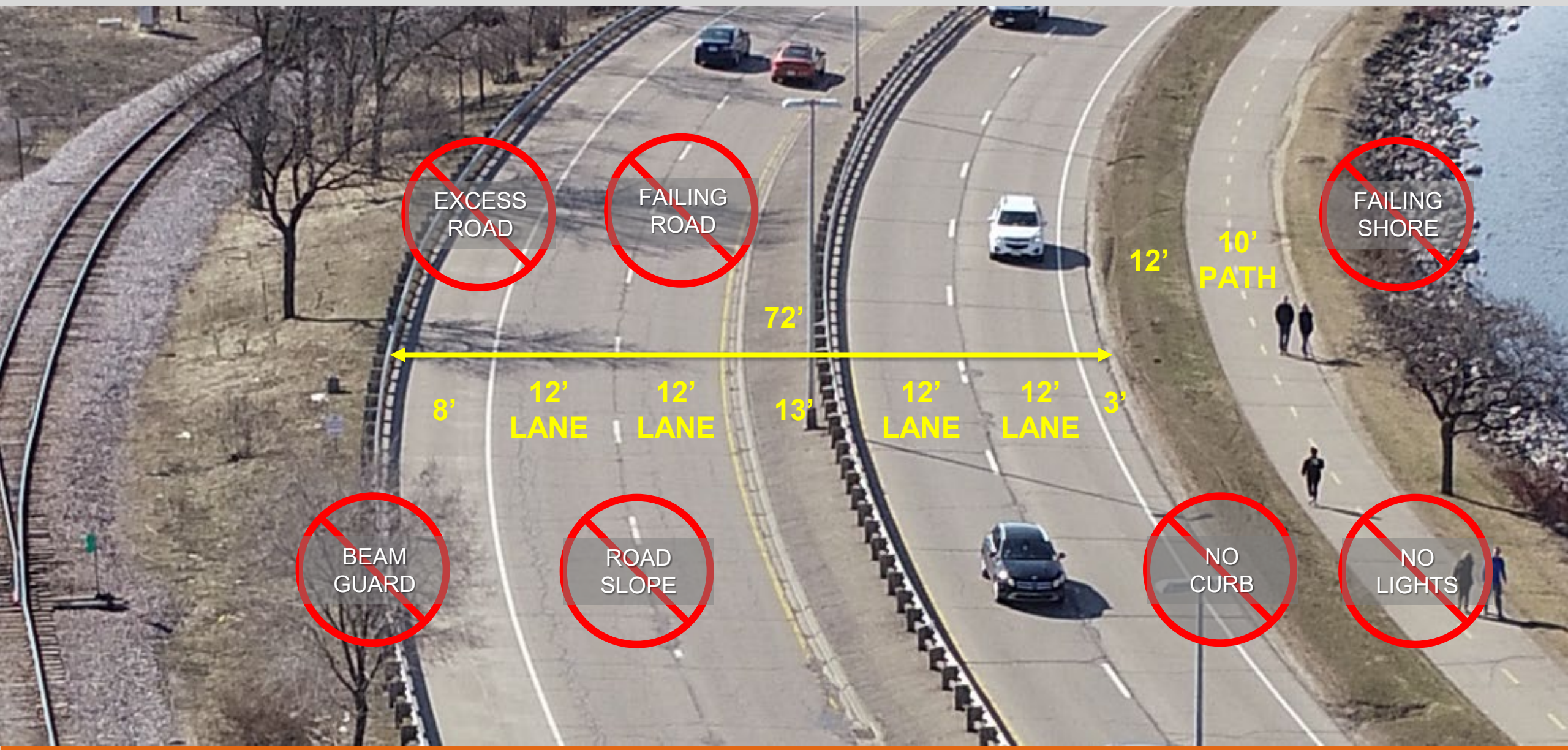
Water
Quality

Debris Collection Structures within Storm Sewer System
Sediment Collection Structures within Storm Sewer System
Divert Roadway Surface Water to Tree Trenches

Proposed Improvement Overview



Roadway – Pathway – Shoreline (Existing)



~~EXCESS ROAD~~

~~FAILING ROAD~~

~~FAILING SHORE~~

~~BEAM GUARD~~

~~ROAD SLOPE~~

~~NO CURB~~

~~NO LIGHTS~~

8'

12' LANE

12' LANE

13'

12' LANE

12' LANE

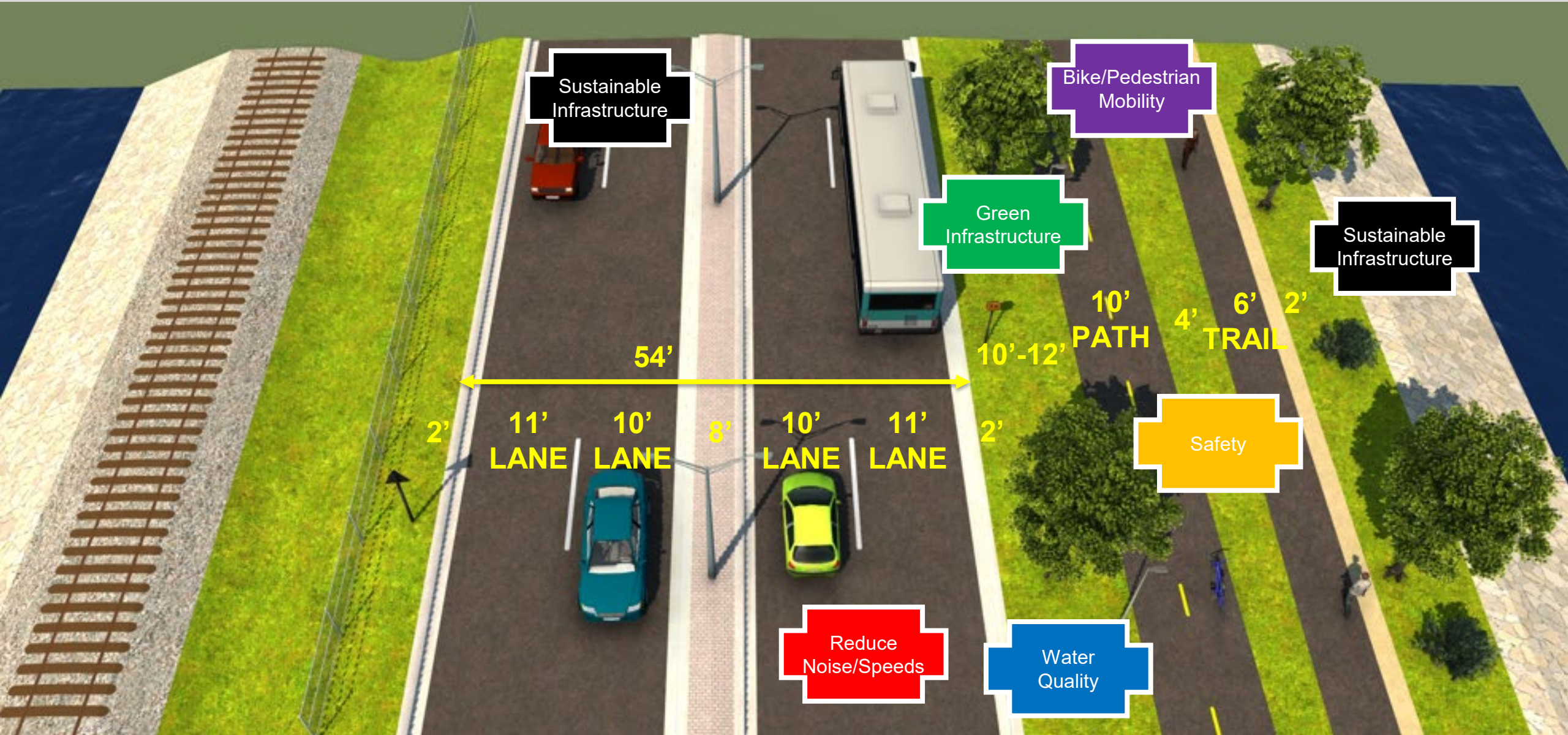
12'

10' PATH

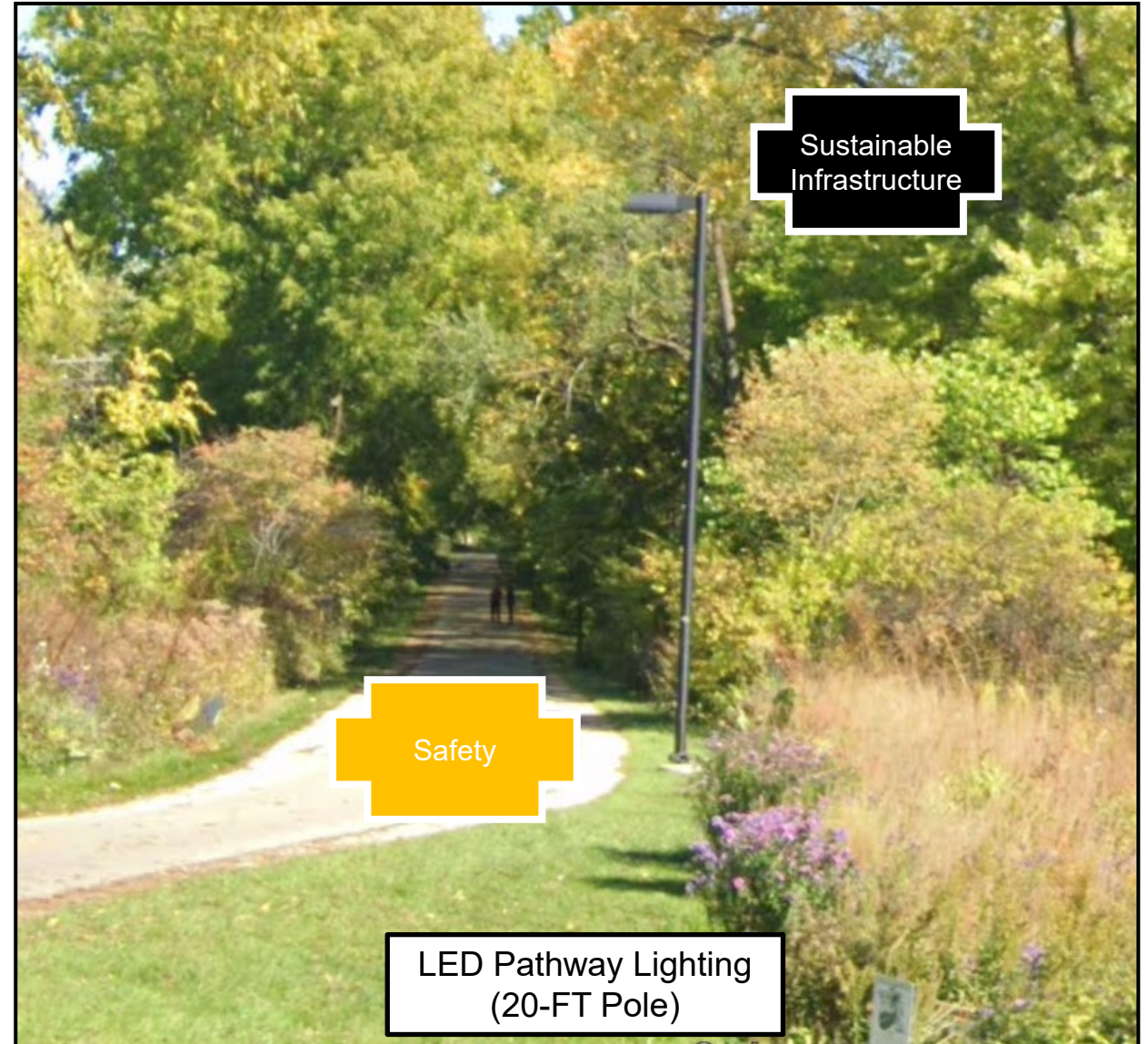
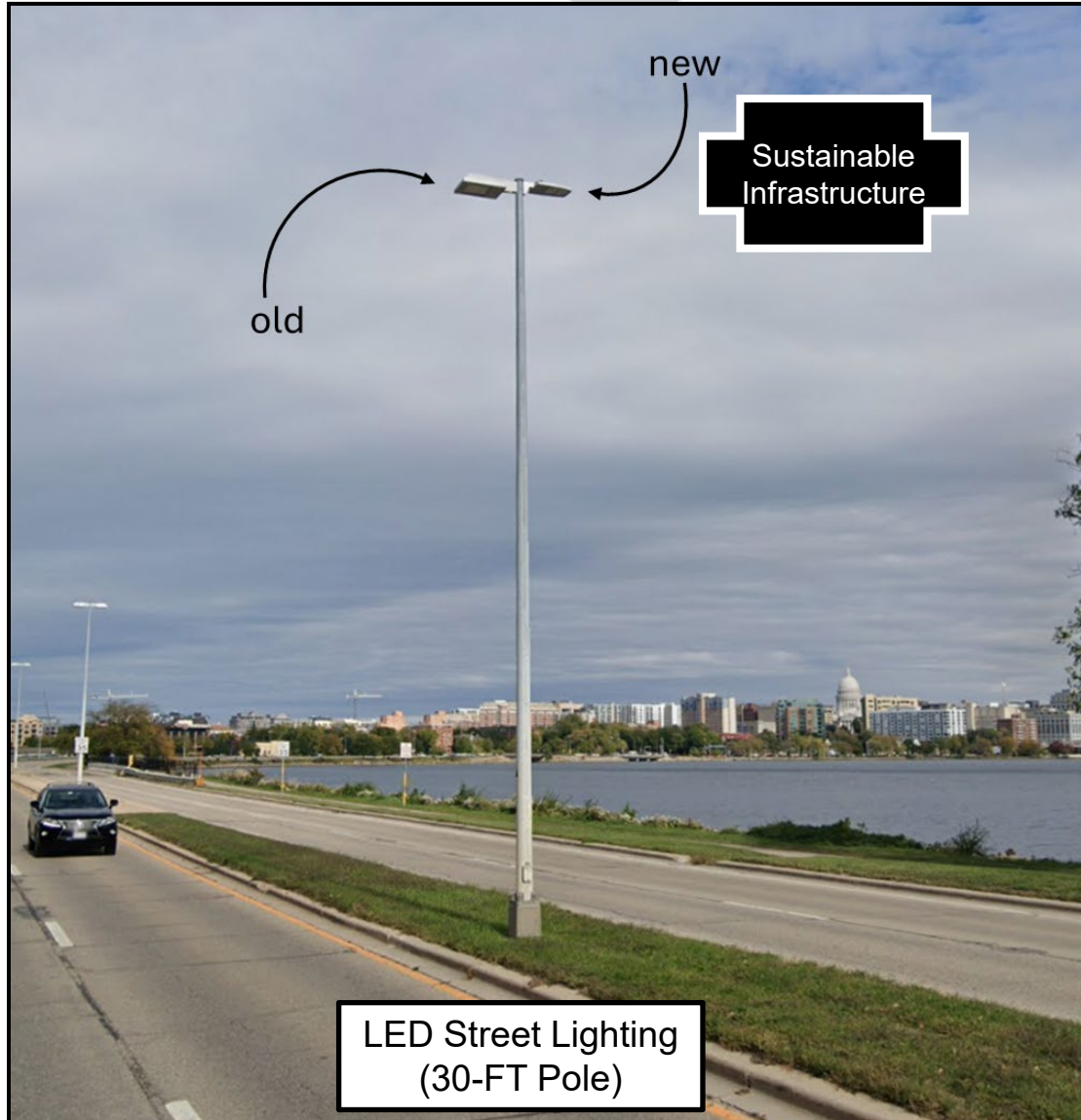
72'

3'

Roadway – Pathway – Shoreline (Proposed)



Lighting (Roadway & Pathway)



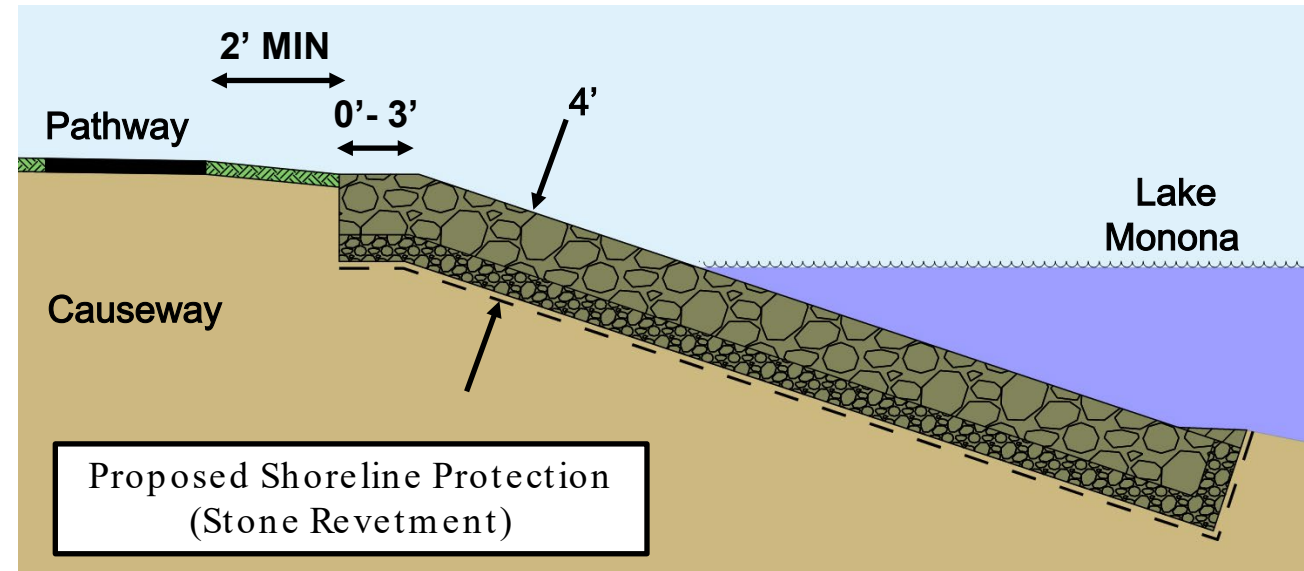
Trees (Removal, Prevention, & Replanting)



Existing Causeway Trees

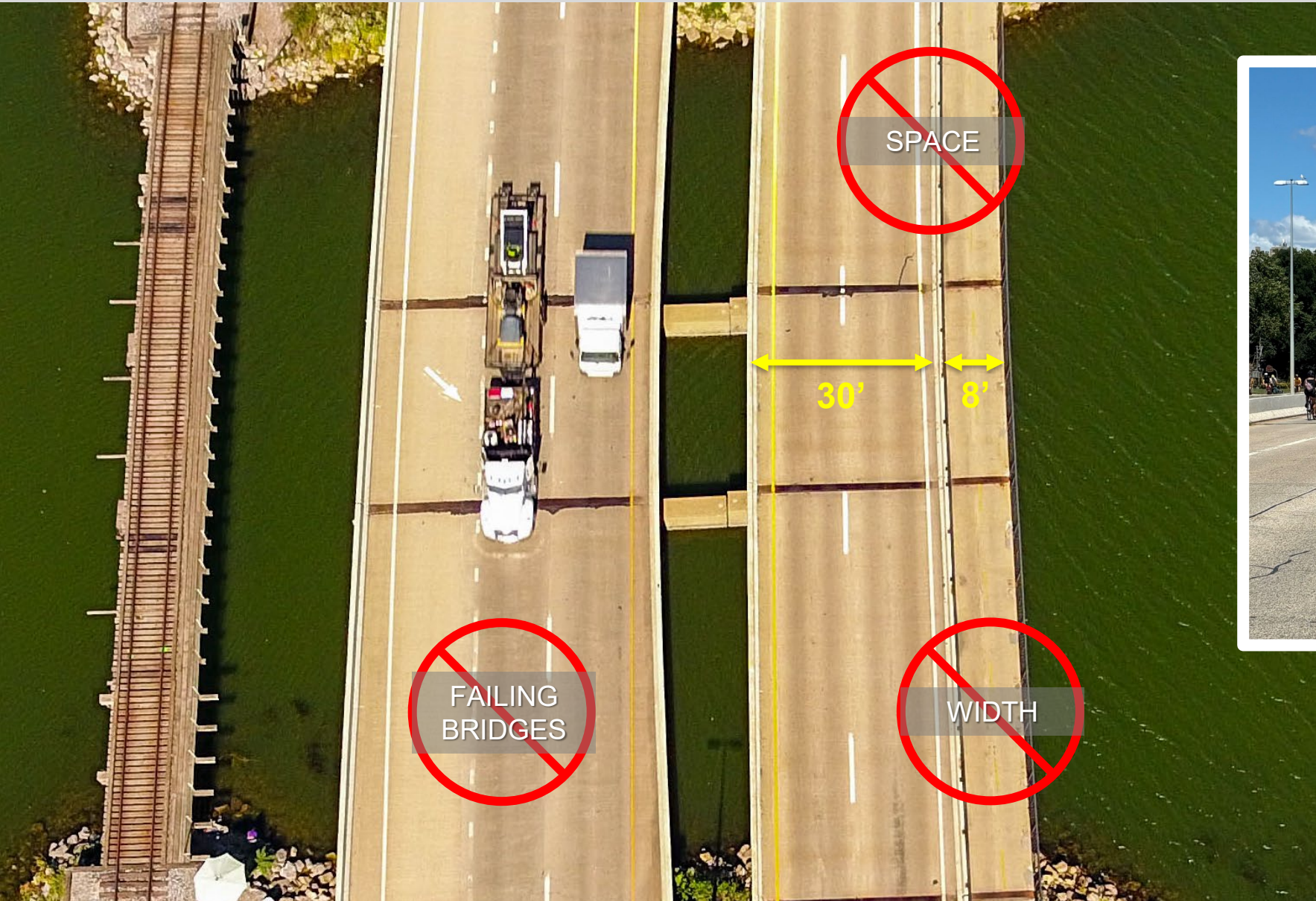


Existing Pathway Near Monona Terrace

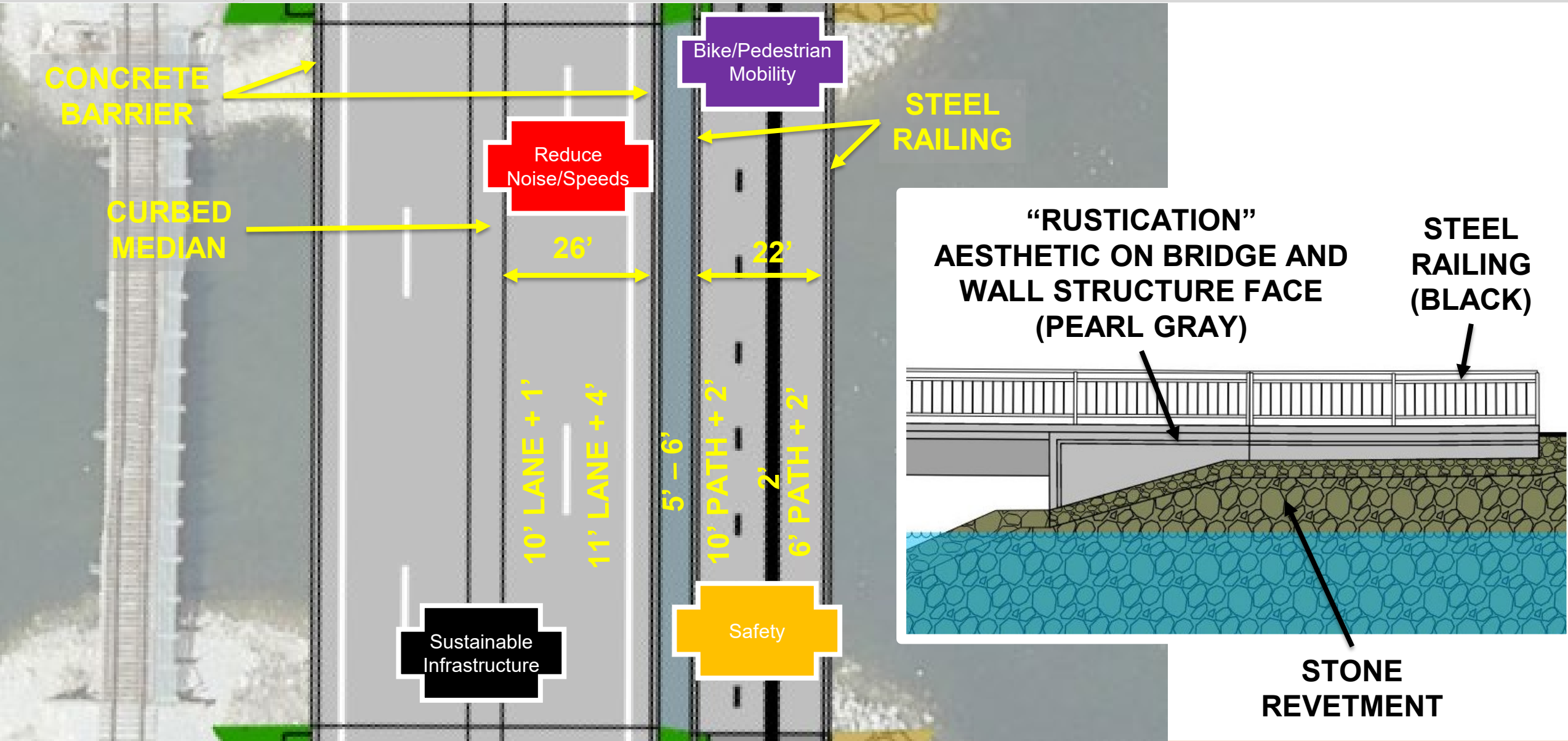


Proposed Shoreline Protection (Stone Revetment)

Bridge Structures (Existing)



Bridge Structures (Proposed)



North Shore Drive & Broom Street Area (Existing)



NORTH SHORE DRIVE

PATHS

BRITTINGHAM PARK

EXCESS ROAD

JOHN NOLEN DRIVE

BROOM STREET

LAKE MONONA

CAPITAL CITY TRAIL

North Shore Drive & Broom Street Area (Proposed)



MONONA BAY

NORTH SHORE DRIVE

Bike/Pedestrian Mobility

BRITTINGHAM PARK

Bike/Pedestrian Mobility

Reduce Noise/Speeds

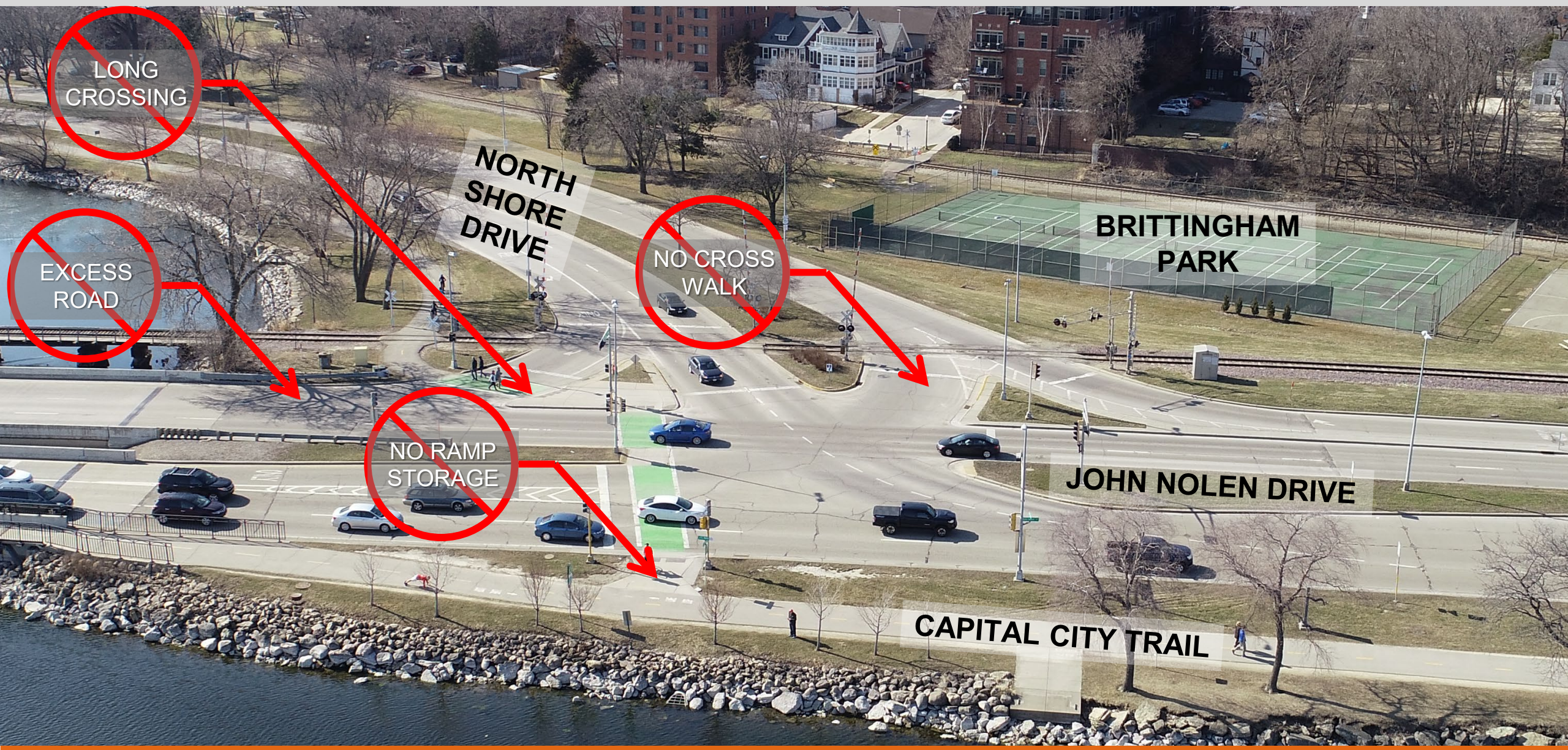
LAKE MONONA

JOHN NOLEN DRIVE

CAPITAL CITY TRAIL

BROOM STREET

North Shore Drive Intersection (Existing)



**LONG
CROSSING**

**EXCESS
ROAD**

**NORTH
SHORE
DRIVE**

**NO CROSS
WALK**

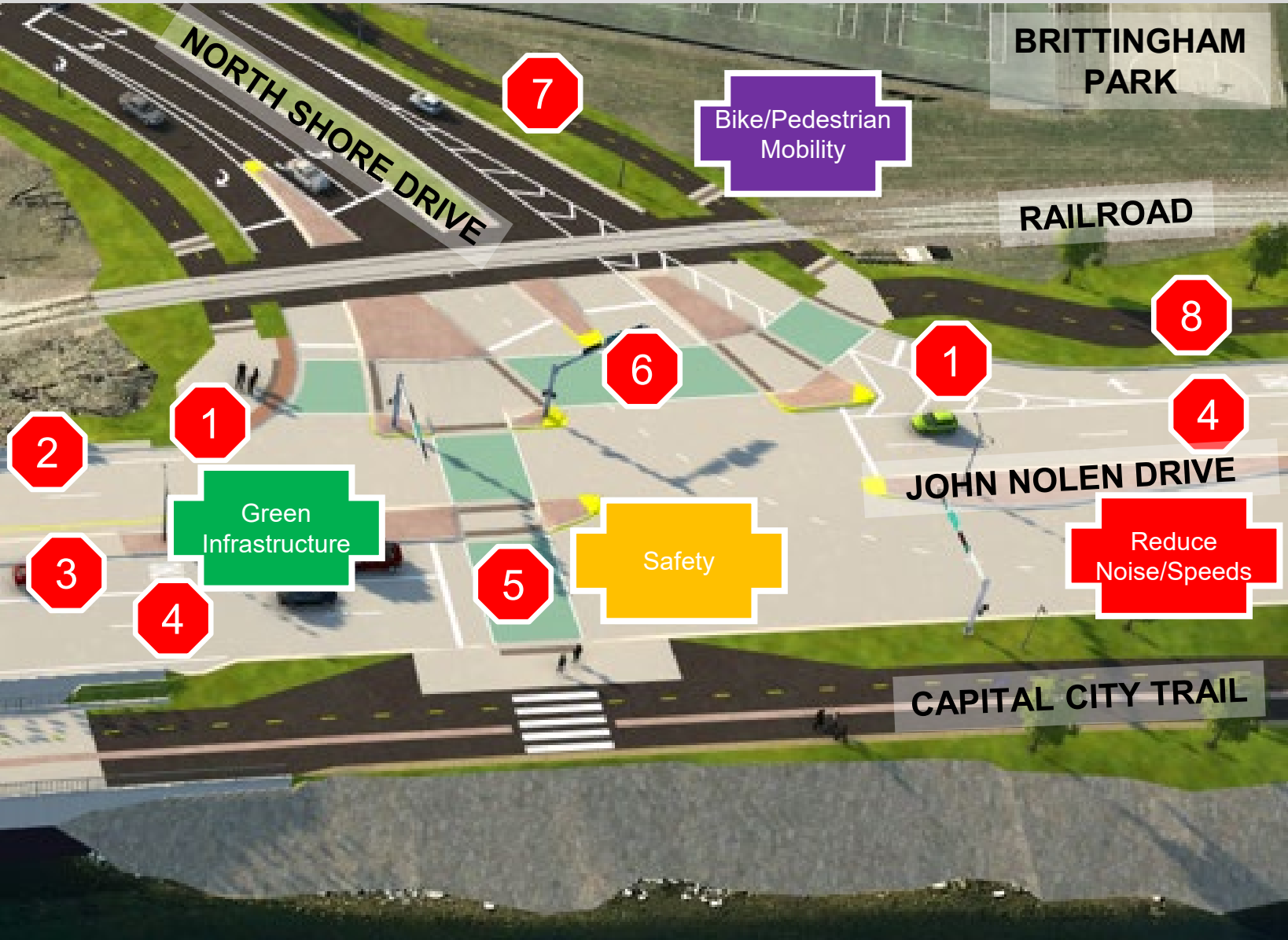
**NO RAMP
STORAGE**

**BRITTINGHAM
PARK**

JOHN NOLEN DRIVE

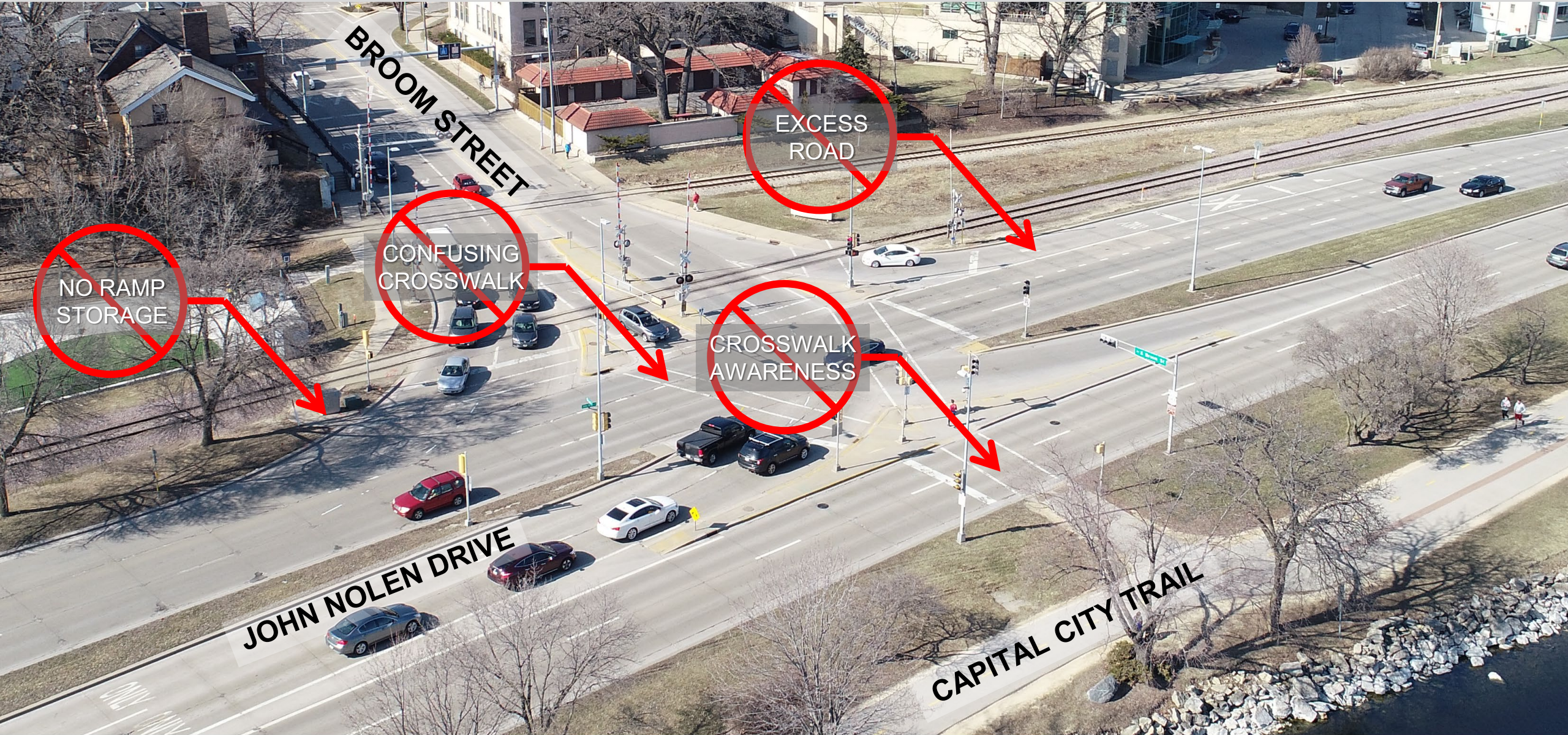
CAPITAL CITY TRAIL

North Shore Drive Intersection (Proposed)



- (1) Smaller Radius Intersection
(Remove Free-Flow Movements)
- (2) Remove Southbound Merge Lane
- (3) Extend Northbound Left Turn Lane
- (4) Narrower Roadway Lanes
- (5) Crossing of John Nolen Drive (Single Stage)
(Reduced 34-ft)
- (6) Crossing of North Shore Drive
- (7) Pathway to Bedford Street & Bassett Street
- (8) Pathway to Broom Street

Broom Street Intersection (Existing)



BROOM STREET

NO RAMP STORAGE

EXCESS ROAD

CONFUSING CROSSWALK

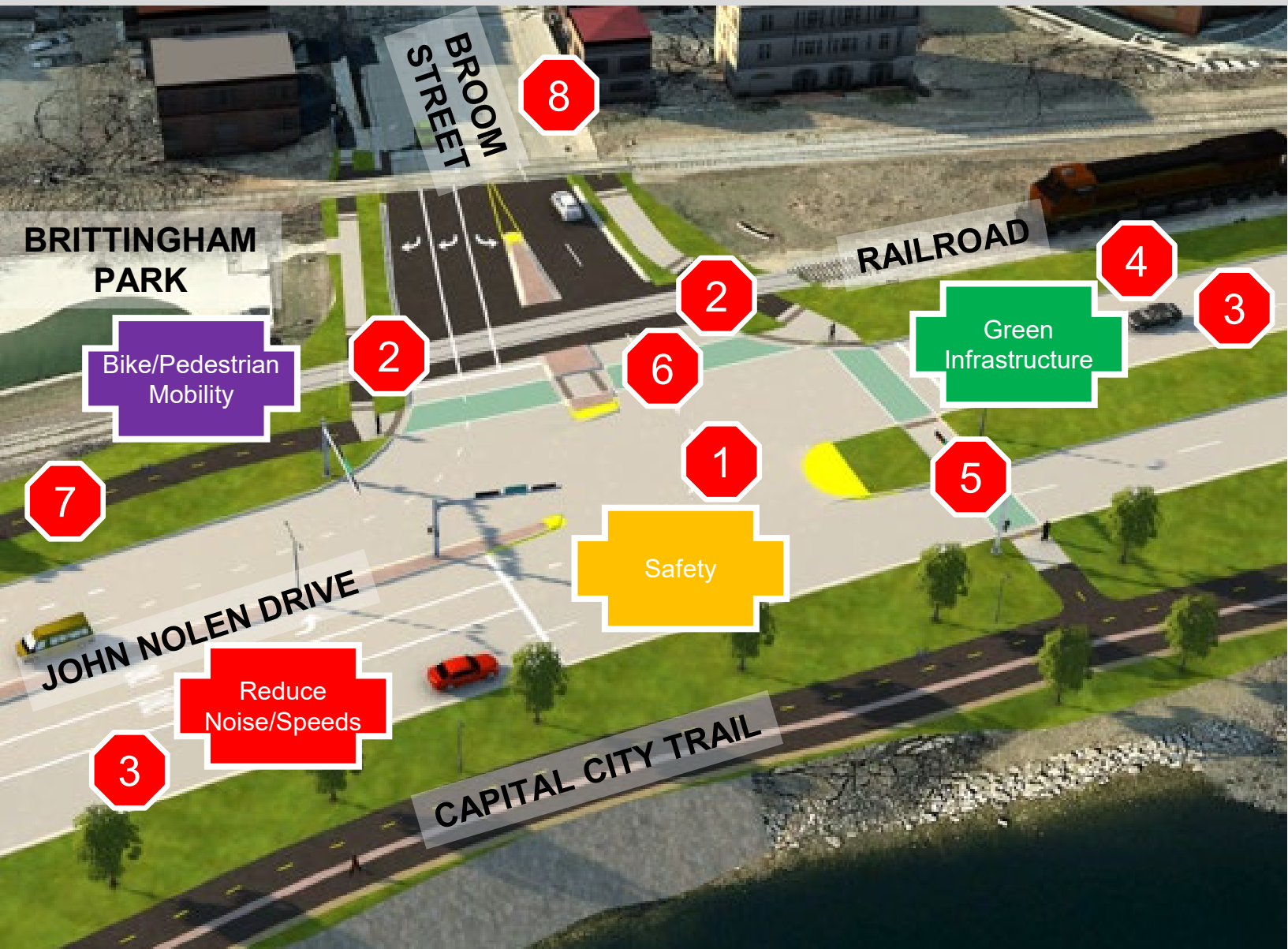
CROSSWALK AWARENESS

JOHN NOLEN DRIVE

CAPITAL CITY TRAIL

E. Broom St

Broom Street Intersection (Proposed)



- (1) Conventional-T Intersection (Simpler/Safer Crossing)
- (2) Smaller Radius Intersection
- (3) Narrower Roadway Lanes
- (4) Remove Southbound Right Turn Lane
- (5) Crossing of John Nolen Drive (Reduced 47-ft)
- (6) Crossing of Broom Street (Reduced 32-ft)
- (7) Pathway to North Shore Drive
- (8) Shared-Use Path Construction in 2023

Stormwater Management - Challenges

- High Groundwater

Roots of plants often underwater (kills plants and undermines treatment within rain gardens, swales, biofiltration, etc.)

- Salt & Sand Application on Streets & Pathways

Sand is challenging to clean/remove from treatment devices or native plantings

Salt clogs/crusts soil making treatment ineffective and native plants struggle to survive

- Space Constraints

Treatment takes “ green” space away from competing priorities



Stormwater Management - Solutions

- Catch Basin Inlets

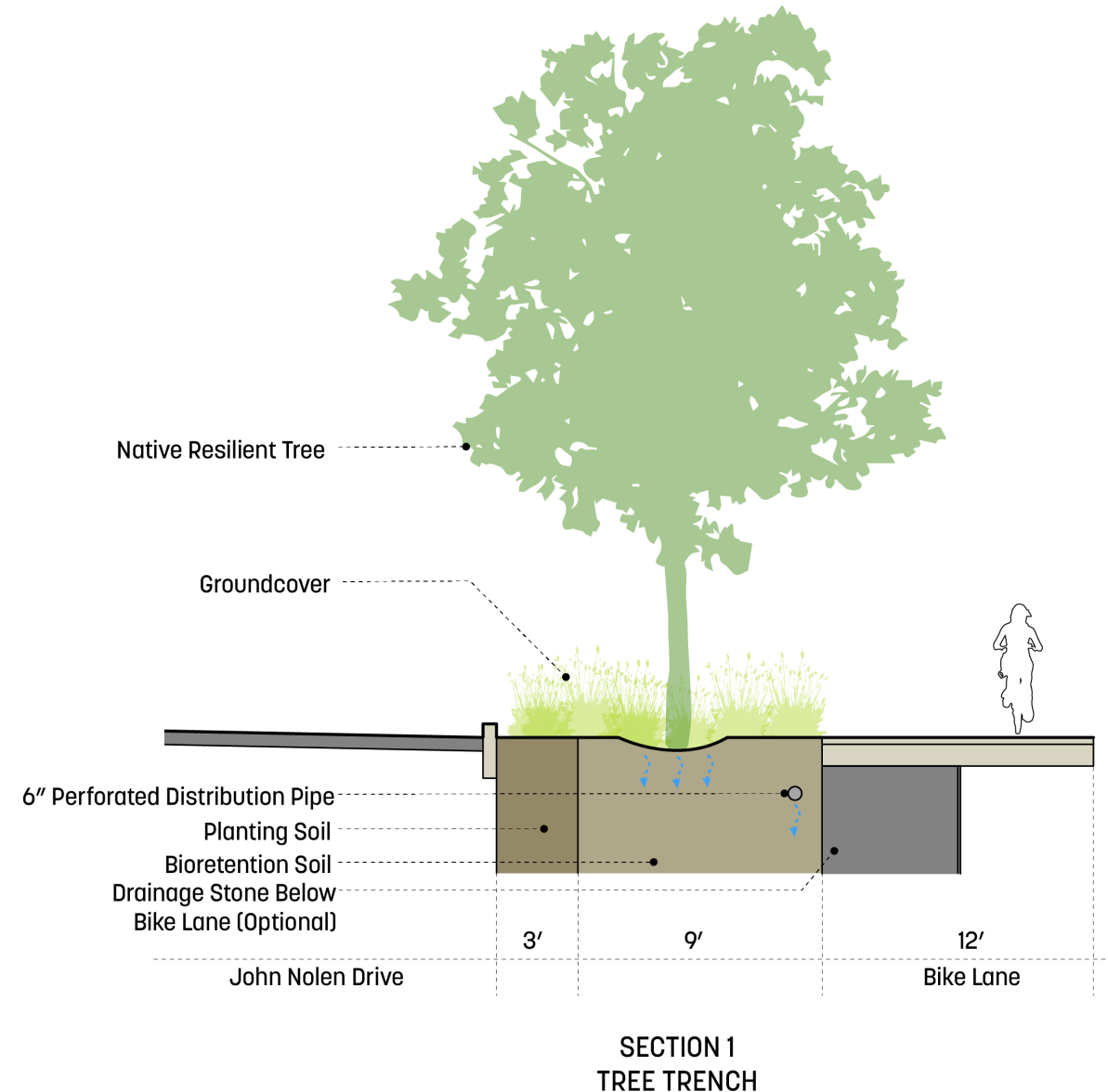
Storm sewer structure with grate opening in the roadway curb and “ sump” to collect sediment before discharging into storm sewer system. Needs to be maintained.

- Mechanical Debris Collection

Storm sewer structure with settling chamber within the storm sewer system to collect large sediment and debris before discharging into lake. Needs to be maintained.

- Tree Trenches

Curb cut to divert surface drainage into trench in the terrace (between roadway and pathways) to promote healthy tree growing environment



Traffic Control & Staging (Overview)

- Vehicles

 - One (1) Travel Lane in Each Direction

 - Traffic Crossovers

 - Turn Lane Restrictions at Intersections

- Pedestrians & Bicycles

 - Existing – Temporary – Proposed – Detoured

- Boats

 - Restrictions during Bridge Structure Construction

- Railroad Crossings

 - Complete Closures for Crossing Construction



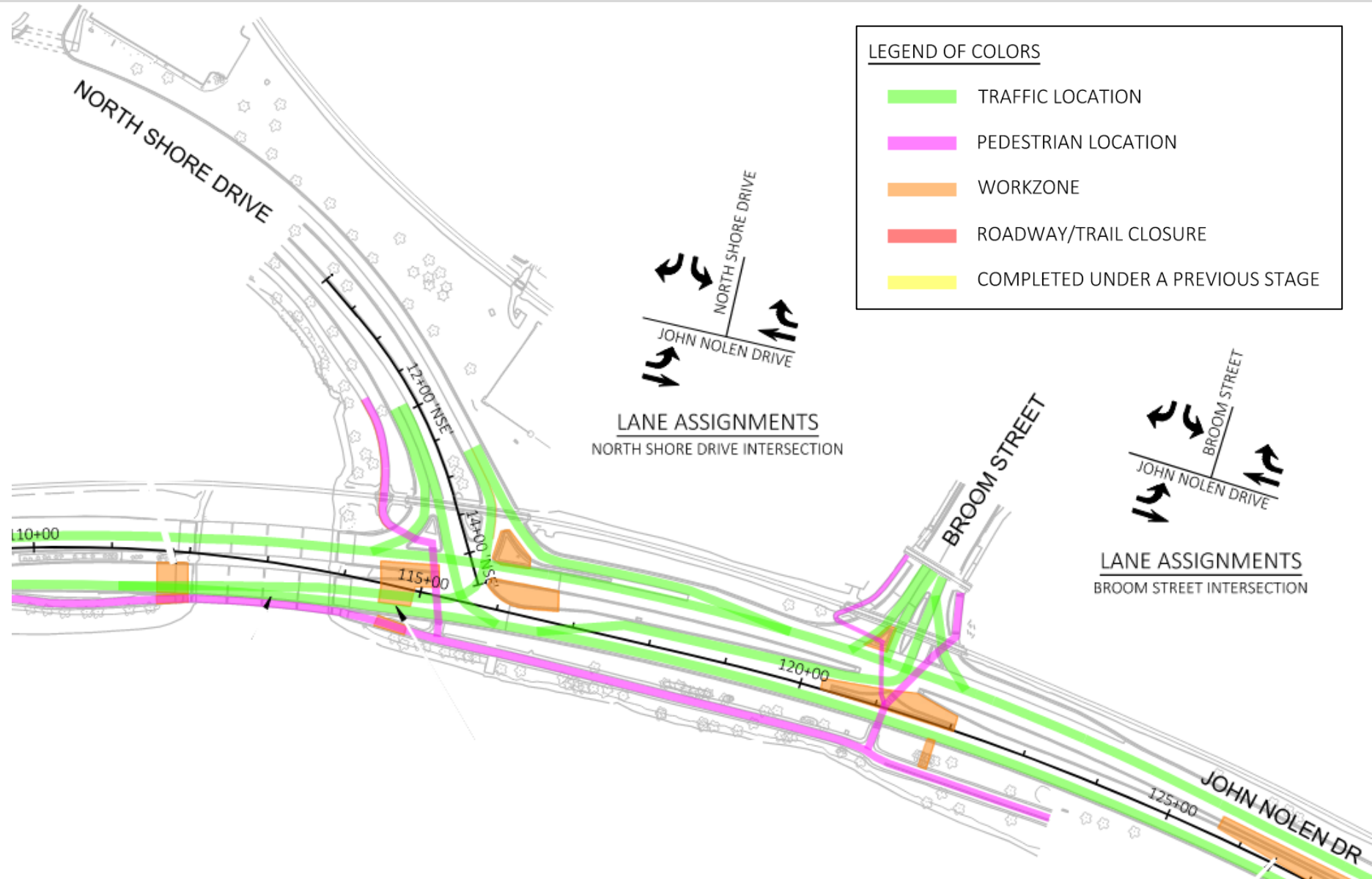
Traffic Control & Staging (Stage 1: October 2025 – November 2025)

Traffic:

- One Lane in Each Direction
- Intersections Open
- Existing Capital City Trail Open

Construction:

- Traffic Crossovers
- Temporary Pavement
- Storm Sewer Connections
- Temporary Traffic Signals



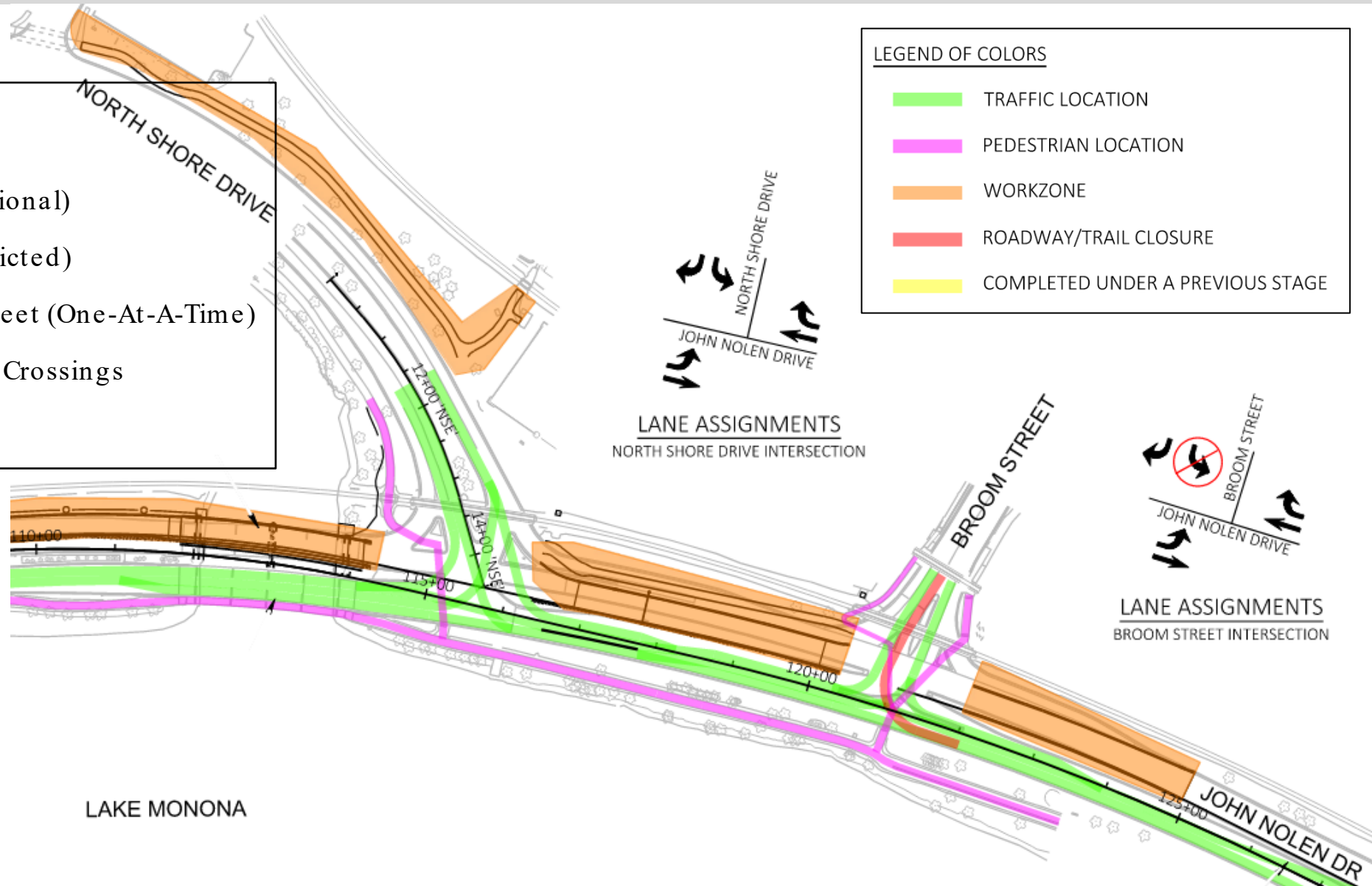
Traffic Control & Staging (Stage 2: November 2025 – August 2026)

Traffic:

- One Lane in Each Direction (Bi-Directional)
- Intersections Open (Turn Lanes Restricted)
- Close North Shore Drive or Broom Street (One-At-A-Time)
- Bicycle/Pedestrian Detour During RR Crossings
- Existing Capital City Trail Open

Construction:

- Southbound Roadway & Bridges
- North Shore Drive Path
- North Shore Drive Intersection
- Broom Street Intersection
- Railroad Crossings



Traffic Control & Staging (Railroad Crossing Detours)

North Shore Drive Closure

(Approximately 10 Days in Summer 2026)



Broom Street Closure

(For Approximately 10 Days in Summer 2026)



Legend

- Work Zone 
- Detour Route 
- Railroad Crossing Construction 

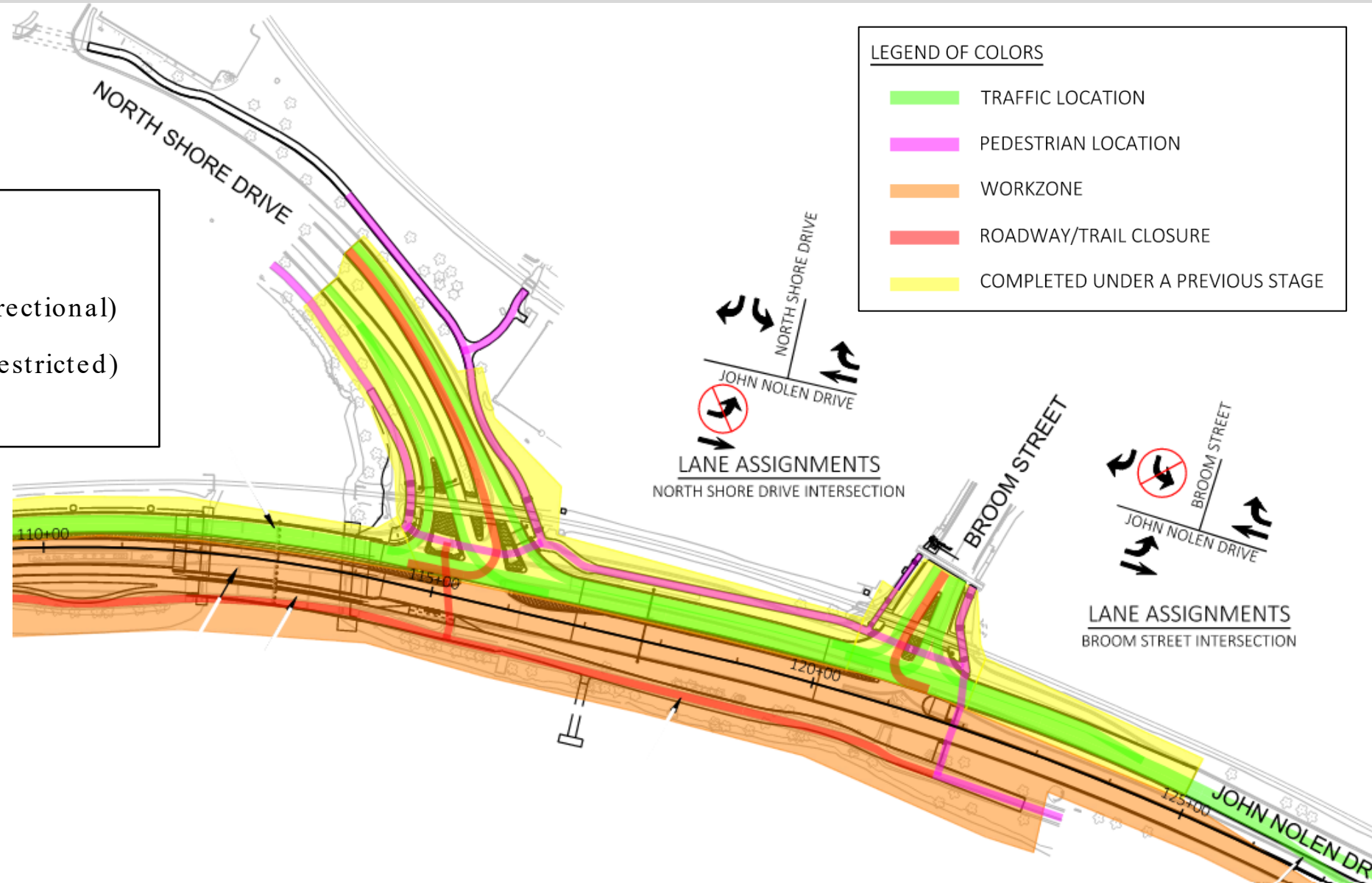
Traffic Control & Staging (Stage 3: August 2026 – June 2027)

Traffic:

- One Lane in Each Direction (Bi-Directional)
- Intersections Open (Turn Lanes Restricted)
- Capital City Trail Detoured

Construction:

- Northbound Roadway & Bridges
- Capital City Trail
- Shoreline Stone Revetment






Traffic Control & Staging (Capital City Trail Detour)



Capital City Trail Closure
(Approximately August 2026 to June 2027)

Legend

Work Zone	
Detour Route	
Capital City Trail Construction	

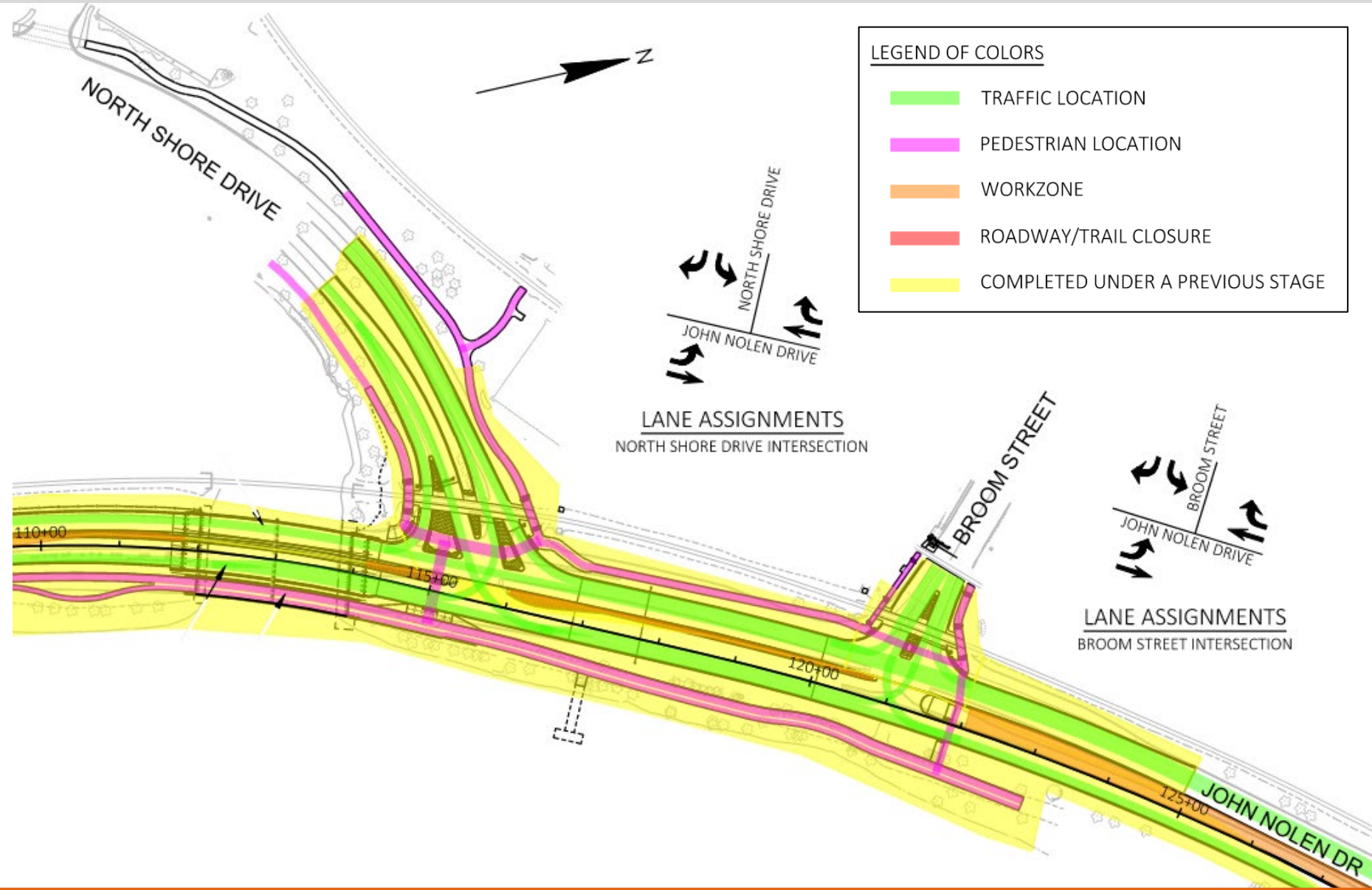
Traffic Control & Staging (Stage 4: June 2027 – July 2027)

Traffic:

- One Lane in Each Direction
- Intersections Open
- Capital City Trail Open

Construction:

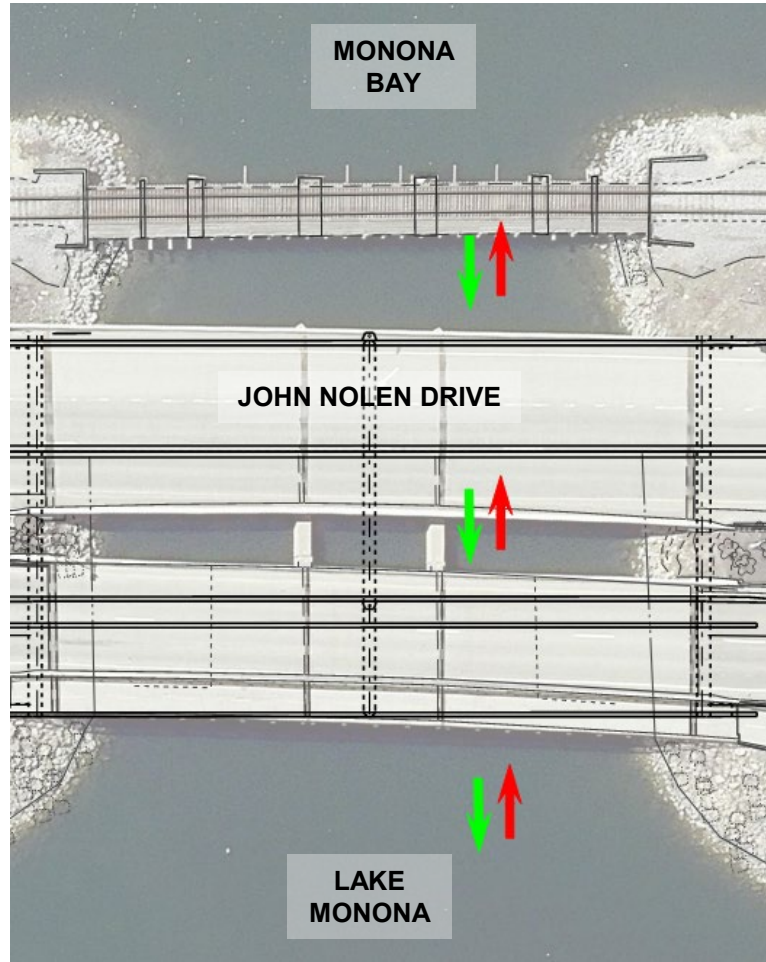
- Median
- Final HMA Surface & Finishing



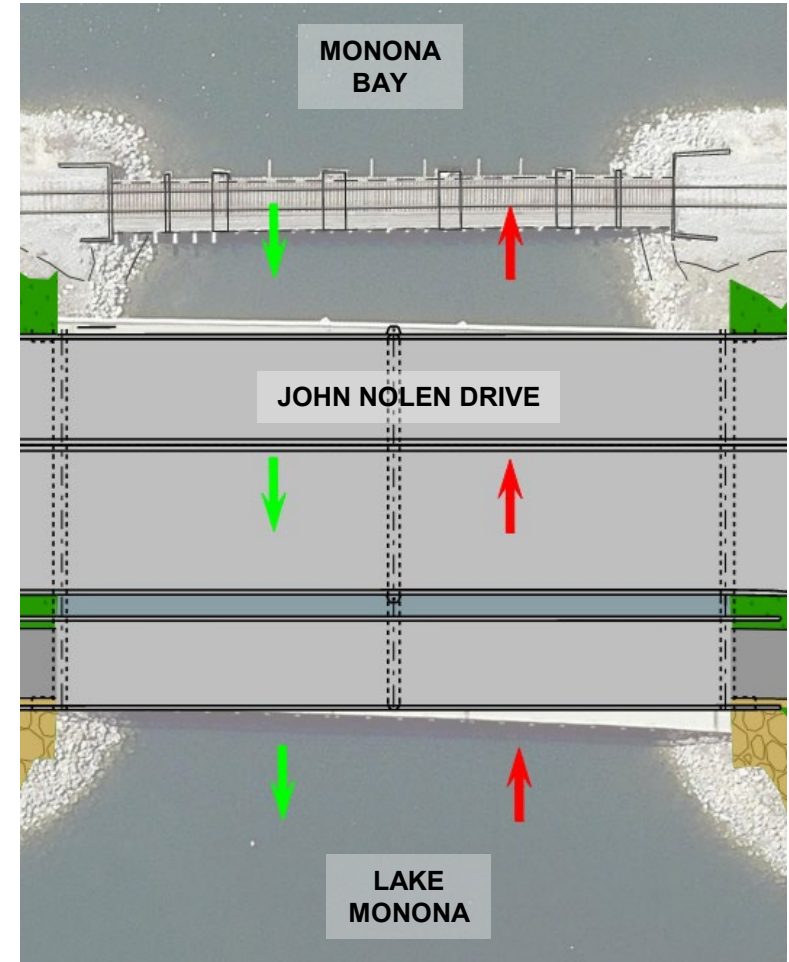
Traffic Control & Staging (Boat Navigation)



EXISTING
(SHARE MIDDLE SPAN)



DURING CONSTRUCTION
(SHARE EXTERIOR SPAN)



AFTER CONSTRUCTION
(SEPARATE SPAN)

Project Schedule – John Nolen Drive (Phase 1)

- Public Information Meeting #1 (October 2021)
 - Public Information Meeting #2 (February 2023)
 - Geometry Approved by Common Council (July 2023) (Lakeside Street to North Shore Drive)
 - Geometry Approved by Common Council (November 2023) (North Shore Drive to Broom Street)
 - Value Engineering Study (February 2024)
 - Environmental Document Approved (May 2024)
-
- **Public Information Meeting #3 (October 2024)**
 - Final Plans (May 2025)
 - Utility Relocations (Spring/Summer 2025)
 - Bid Letting (August 2025)
 - Pre-Construction Public Meeting (Fall 2025)
 - Construction (Fall 2025 – Summer 2027)

Other Projects - John Nolen Drive (Phase 2)

- **Project Limits**
 - Olin Avenue to Lakeside Street
- **Scope**
 - Reconstruction
 - Evaluate Capacity Reduction
 - Evaluate Bike/Ped Connectivity
- **Schedule**
 - TBD (Construction 2028 or Later)
- **Funding**
 - Programmed (Local & Federal)



Other Projects - John Nolen Drive (Phase 3)

- **Project Limits**

Beltline to Olin Avenue

- **Scope**

Reconstruction

Evaluate Capacity Reduction

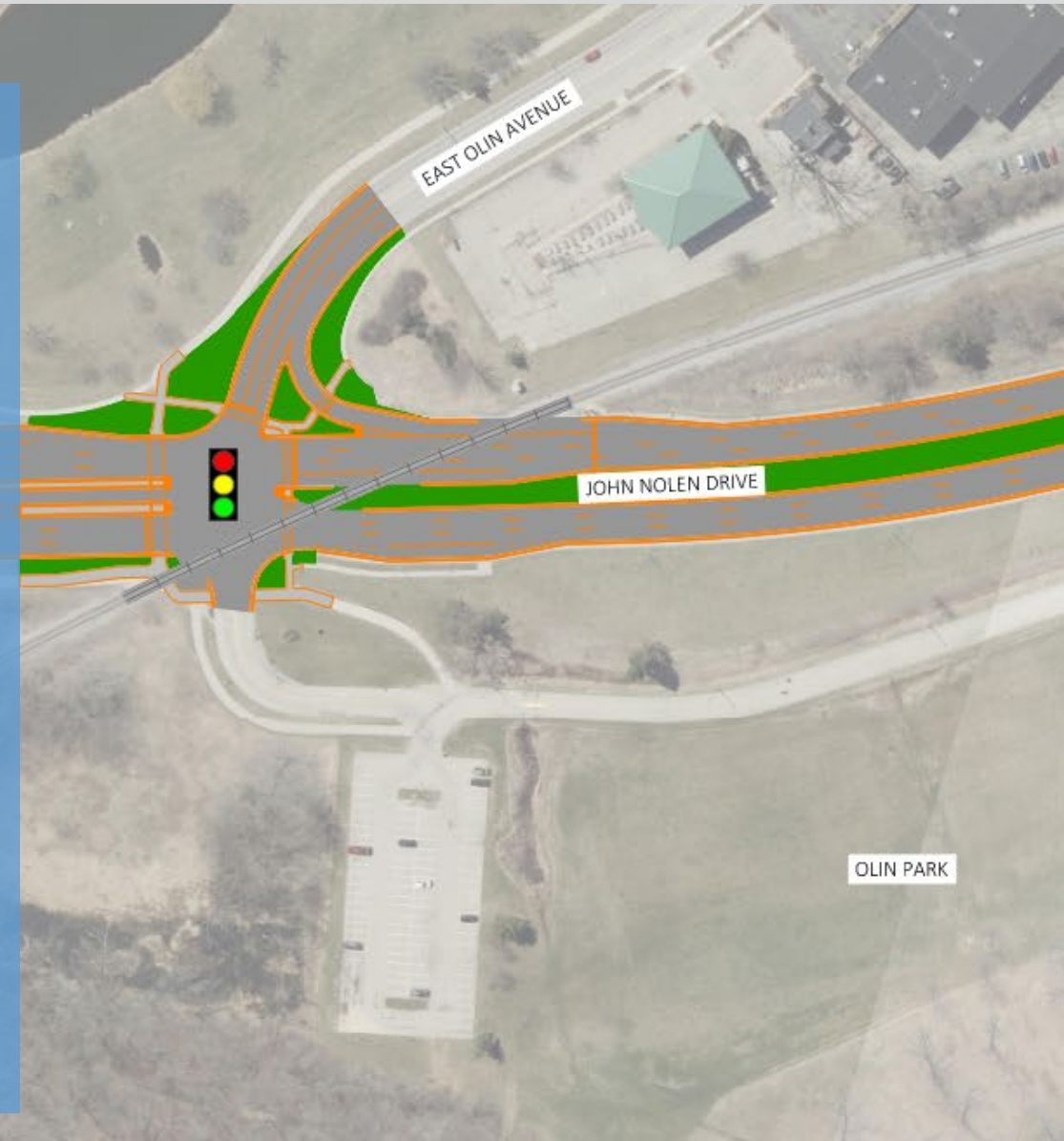
Evaluate Bike/Ped Connectivity

- **Schedule**

TBD (Construction 2029 or Later)

- **Funding**

Programmed (Local & Federal)



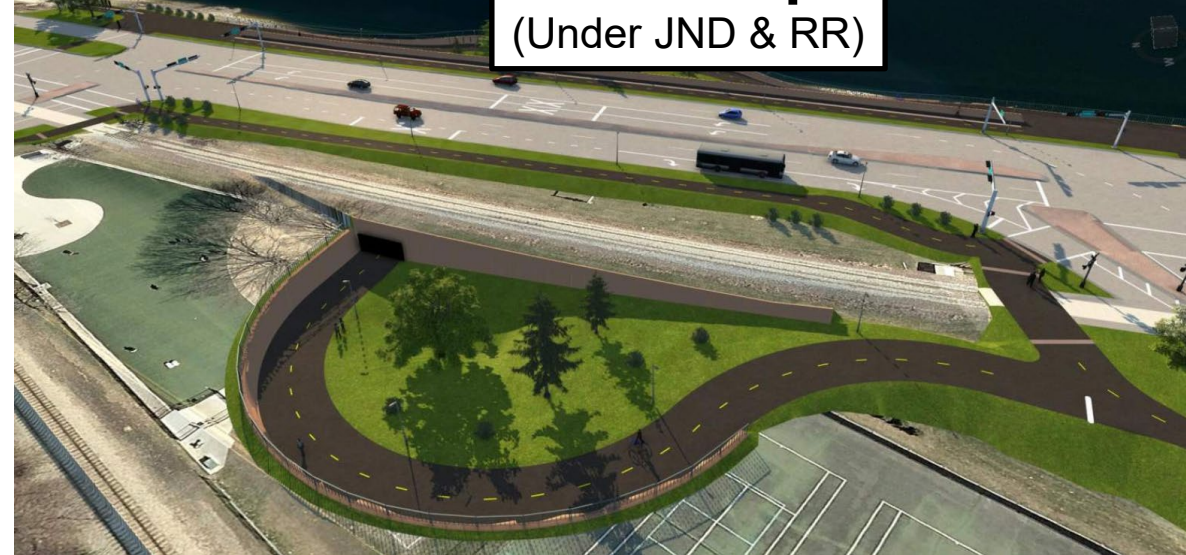
Other Projects - Bicycle & Pedestrian Tunnel



H-Concept
(Under JND)



J-Concept
(Under JND & RR)



Other Projects - Bicycle & Pedestrian Tunnel

- Purpose & Need

 - Safety Concerns

 - Connectivity

 - Operations

- Risks & Challenges

 - Railroad Impacts

 - Differential Settlement

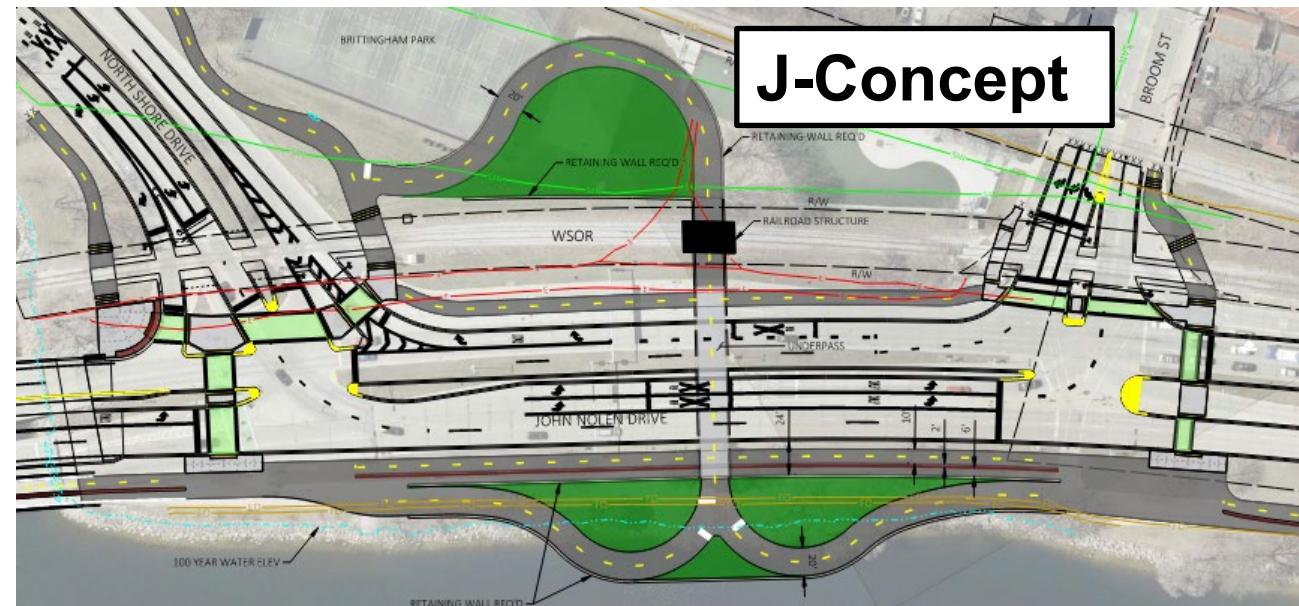
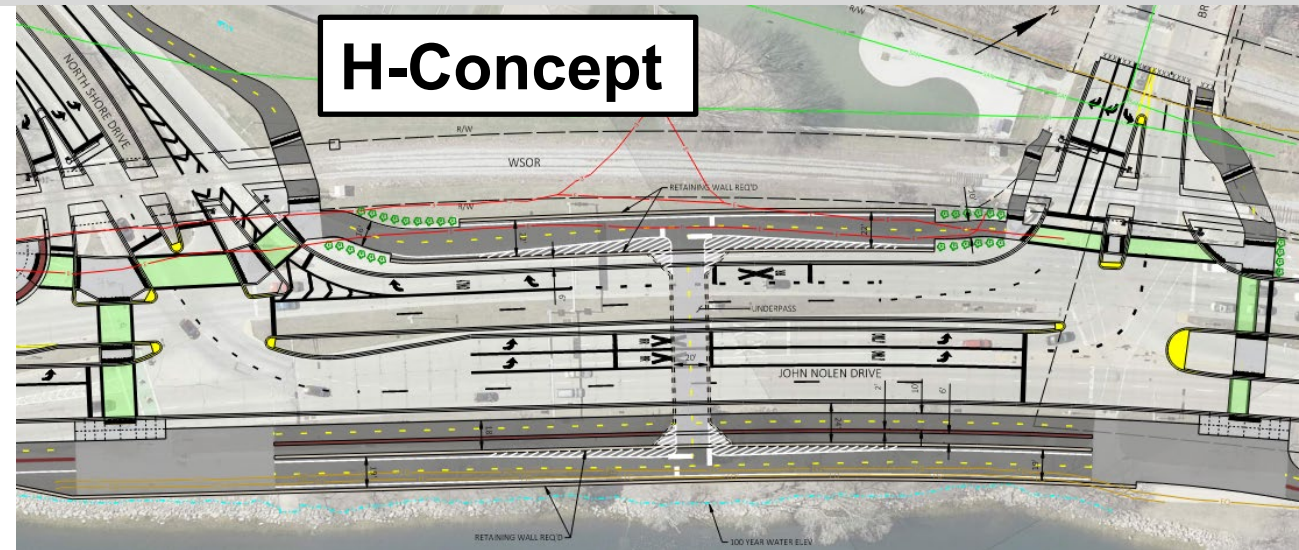
 - Hydrostatic Forces

 - Hazardous Materials

 - Underused Facility

- Funding

 - NOT Programmed



Other Projects - North Shore Drive Pathway

- Construction in Spring/Summer 2025– Prior to John Nolen Drive beginning
- Provides alternative route during JND Construction & Cap City Detour
- Ties into Southwest Path
- Built within City Parks land– reconstruct existing sidewalk with 10-ft wide path
- Raised crossing at S Bedford St



CONNECT TO SOUTHWEST PATH
(ALTERNATIVE ROUTE DURING JOHN NOLEN
DRIVE CONSTRUCTION AND CAP CITY DETOUR)

10-FT WIDE
ASPHALT PATH

NO TREE IMPACTS
ANTICIPATED WITH
THIS PROJECT

RAISED CROSSING

REMOVE NORTH SHORE DRIVE
WESTBOUND RIGHT-TURN LANE.
MOVE INLETS AS NEEDED

PATH BUILT SEPARATELY WITH
JOHN NOLEN DRIVE PROJECT

NORTH SHORE DRIVE PATH

MONONA BAY

BRITTINGHAM PARK

SOUTHWEST PATH

NORTH SHORE DR

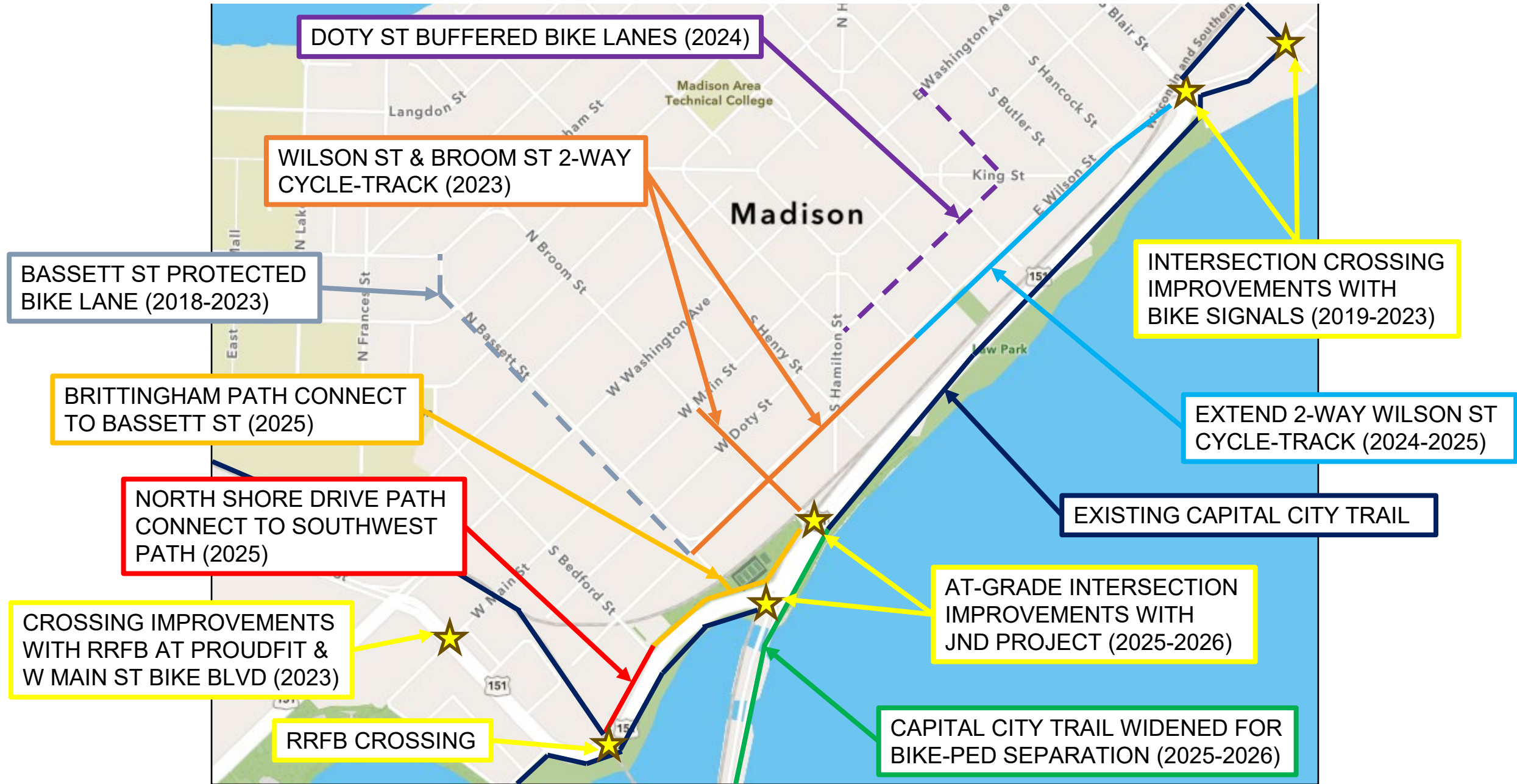
S BEDFORD ST

BRITTINGHAM PATH

W WILSON ST

S BEDFORD ST

DOWNTOWN BIKE INFRASTRUCTURE IMPROVEMENTS





Madison 
LakeWayTM

**MADISON
PARKS SASAKI**

Madison LakeWay – Phase One Implementation



2024 – Common Council adopts Lake Monona Waterfront Master Plan

2024 – Start of schematic design for the Community Causeway improvements

2025 – Design development and regulatory applications

2026 – Construction documents and public works bidding

2027 – Start of shoreline construction

2028 – Anticipated completion of causeway shore improvements



Formerly The Friends of Nolen Waterfront, LakeWay Partners is a private 501(c)(3) organization partnering with the City of Madison to leverage philanthropic dollars in order to reimagine the Lake Monona waterfront along John Nolen Drive.

www.madisonlakeway.org

Poll Question

How would you rate your overall understanding of the projects future roadway and pathway designs? (scale 1- 10)



Questions and Feedback

▶ Meeting Participant Questions

- Please use the **“Q&A”** option at the bottom of the screen to type a question.
- To ask a question verbally, click the **“raise hand”** option at the bottom of your screen and the host will unmute you.

▶ Engineering

- City Project Manager, Chris Petykowski, 608-267-8678, cpetykowski@cityofmadison.com
- Public Information Officer, Hannah Mohelnitzky, 608-669-3560, hmoelnitzky@cityofmadison.com
- Project Email Contact, JNDproject@cityofmadison.com

▶ Project Website: <https://www.cityofmadison.com/JohnNolenDrive>

- Sign-up for project email updates on the website
- A PDF of the presentation, design information, & construction progress will be posted to the project website

Thank You for Attending!

