

**Preliminary Design Concepts  
Belle Isle 2011 Street and Utility Improvements Project  
Public Meeting – August 17, 2010**

Summarized below are some of the key preliminary design concepts for the Belle Isle Street and Utility Improvements Project. Exhibits illustrating some of the key design concepts are attached.

### Design Goals

The goals of the street and utility improvement project, as defined by the City of Monona, are as follows:

- Provide street improvements that fit the area (this may include non-standard street designs)
- Do not increase stormwater runoff to yards
- For driveways that currently drain to the street, maintain drainage to the street

### Road Widths and Curb Types

Street	Existing Asphalt Width (ft)	Preliminary Proposed Drive Lane Width (ft)	Proposed Curb Type/Height
Tecumseh Ave.	20 (at bridge) - 26	32 to bridge, then 28	6-inch standard curb along park side, 4-inch mountable curb elsewhere
Neponset Trail	21.5 - 24	32	6-inch standard curb along park side, 4-inch mountable curb elsewhere
Nishishin Trail	22 - 26	28	4-inch mountable curb
Nishishin Trail NE	20 - 23	28	4-inch mountable curb
Pocahontas Drive	25 - 31	28	4-inch mountable curb

- 32-foot-wide (face to face of curb) on Tecumseh to north bridge and on Neponset
  - Extra room for main access road and along park
  - Allows parking along park side of Neponset, even with 6-inch curb
- 28-foot-wide on remaining streets
  - More closely matches existing street widths
  - Mountable curbs along these roads will provide flexibility for parking and emergency access
  - 28 feet is a WisDOT standard
- 6-inch curb along park side of Tecumseh and Neponset
  - Helps keep vehicles out of the park and away from kids
- 4-inch mountable curb everywhere else
  - Standardizes all the streets
  - Provides flexibility for parking and emergency access
  - A 6-inch curb would lower road grades even more
  - Back-pitched driveways would include a small hump to contain runoff along curbs
- Curb width is 30-inches wide from the back of curb to the point where it meets the asphalt pavement

## **Storm Sewers**

- Storm sewers were chosen over roadside ditches due to lack of grade and ineffectiveness under high lake levels
- Existing lift stations can accommodate additional flows from proposed storm sewers
- New lift station proposed at Oneida Park for street and park runoff
- Gravity draining pipes at intersections evaluated but determined to not be effective
- Proposed separate storm sewer directly to Sumac Lagoon to route water from Joyce Road and Winnequah Trail – keeps this water out of Belle Isle neighborhood

## **Backup Power**

- New stormwater lift station backup power
- Backup power to other stormwater lift stations
- Backup power to sanitary lift station

## **Other Miscellaneous Design Considerations**

- Park grading
- Bridge site distance
- Phase Roadway Construction
- Roadway Typical Section / Pavement thickness
- Wisconsin Department of Natural Resources permits

## **What's Next**

- Finalize Conceptual Design Report
- City to enter contract with engineering firm for final design plan and permit preparation
- Geotechnical investigation
- Design engineering
- Bidding of project
- Construction in the summer of 2011

BS/LR/BP

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