Public Involvement Meeting Handout

West 6th Street
Bridge over Root River (P-51-0709)
Racine County

Project ID:
2703-00-02

January 27, 2016
4:30 pm to 6:30 pm
Racine City Hall Room 303

Welcome to the Public Involvement Meeting to discuss the replacement of the West 6th Street Bridge over the Root River.

Meeting Purpose

The intent of the meeting is to be informative. We are here to discuss the proposed project with you, answer questions, and listen to your comments, concerns and/or suggestions in regards to the project.

This meeting will begin at 4:30 pm. At 5:30 pm a formal presentation will be held to explain the project. After the presentation feel free to view the displays and ask representatives of the City of Racine and members of the design team questions you may have.

Project Information

The City of Racine, in cooperation with the Wisconsin Department of Transportation and the Federal Highway Administration, will be evaluating alternatives for the replacement of the West 6th Street Bridge over the Root River. The proposed project will consist of replacing the existing bridge and upgrading the roadway approaches on either side of the structure. In addition, upgrades are proposed for Horlick Park Drive under the West 6th Street structure.

The West 6th Street Bridge was built in 1929. The bridge deck was replaced in 1983 and additional maintenance work took place in 2012. The existing bridge is structurally deficient and functionally obsolete. The existing structure has a sufficiency rating of 10.4 out of a maximum possible rating of 100. A sufficiency rating of 100 is considered an entirely functional bridge, usually new, and an entirely deficient bridge would receive a rating of 0. Structures with sufficiency ratings under 50 are candidates for replacement.

Cultural Resources

The following cultural resources, which are potentially eligible for listing on the National Register of Historic Places, are present within or adjacent to the project:

- West 6th Street Bridge over the Root River – The Bridge was designed by Charles S. Whitney. The existing structure is a concrete rigid frame span over Horlick Park Drive and is a concrete open spandrel arch span over the Root River. The existing structure is a unique bridge type that incorporates Art Deco aesthetic treatments.

- Root River Parkway – The Root River Parkway includes Riverside Park, Island Park, Washington Park, and Cedar Bend Park. Noted landscape architect Jens Jensen was responsible for the design of the four interconnected parks that were developed concurrently.

- Martin Luther College/English Evangelical Church of the Holy Communion – Martin Luther College was established in 1902 as a Danish Lutheran high school and college. The adjacent English Evangelical Church of the Holy Communion was constructed in 1925, at the same time the congregation purchased the Martin Luther College building.

- Archaeological Site 47RA0286 (Riverside Park 1) – Defines a prehistoric American Indian campsite/village affiliated with the Woodland time period (1000 B.C. to A.D. 1200).

- Archaeological Site 47RA0288 (Riverside Park 2) - Defines a prehistoric American Indian campsite/village affiliated with the middle to late Woodland time period (300 B.C. to A.D. 1200).

Bridge Replacement

The existing bridge, built in 1929, has reached the end of its useful life. The condition of the existing bridge has deteriorated to the extent that rehabilitation of the existing bridge is not a reasonable long-term investment. The design of a new bridge is underway to ensure a safe crossing of the Root River. Several alternatives will be evaluated for a replacement structure. Given the historic characteristics of the existing bridge, proposed structure alternatives will include aesthetic enhancements that visually connect the new bridge to the old bridge.

Typical Roadway Cross Section

West 6th Street within the project limits is currently a four-lane roadway with two lanes in each direction. A traffic operations analysis was conducted and a four-lane roadway is not necessary to accommodate forecasted traffic volumes. Therefore, alternatives for the roadway cross section are being investigated that reduce the number of travel lanes, but incorporate roadway elements such as striped bike lanes, pedestrian accommodations, and turn lanes onto North Kinzie Avenue. The alternatives being investigated for West 6th Street are as follows:

- Two-Lane Alternative

  Provide one eastbound and one westbound lane on West 6th Street with 5' wide striped bike lanes over the bridge. A left turn lane will be provided to go north on Kinzie Avenue. West 6th Street will be reconstructed from west of Kinzie Avenue through the Parkview Drive intersection.

  West 6th Street between Parkview Drive and Memorial Drive is currently a four-lane roadway with parking allowed along the outside lanes at specified times. In order to transition to the two-lane configuration at the bridge, West 6th Street will be reduced to a two-lane facility with on-road bike accommodations and parking allowed at all times of the day. These modifications will be accomplished by replacing pavement markings and street signs.

- Three-Lane Alternative

  Provide two eastbound lanes and one westbound lane on West 6th Street with 4' wide striped bikes lane over the bridge. West 6th Street will be reconstructed from west of Kinzie Avenue through the Parkview Drive intersection.

  West 6th Street between Parkview Drive and Memorial Drive is currently a four-lane roadway with parking allowed along the outside lanes at specified times. In order to transition to the three-lane configuration at the bridge, West 6th Street will be reduced to one westbound lane with on-road bike accommodations and parking allowed at all times of the day. Eastbound West 6th Street will remain in its present configuration. These modifications will be accomplished by replacing pavement markings and street signs.

Horlick Park Drive will be reconstructed within the immediate area of the bridge. The proposed typical cross section of Horlick Park Drive will be similar to what currently exists. However, a shared-use path will be carried underneath the bridge to provide for pedestrian and bicycle continuity and safety.

Project Update/Next Steps

The next design steps include development of preliminary roadway and structure alternatives based upon the selected typical roadway cross section. This information will then be submitted to the State Historic Preservation Office (SHPO) along with National Register eligibility evaluations. After SHPO concurs with the recommendations, impacted property owners will be notified, and the consultation effort will commence to minimize and/or mitigate adverse effects to these historic resources.

The historical/archaeological review and environmental process will be completed in 2017, and final roadway and structure plans are scheduled to be completed in 2018. The City of Racine is in the process of applying for construction funds for the project and will program the project after funds are secured.

Additional Public Involvement Meetings will be held later this year and in 2017.

Real Estate

Additional right-of-way and/or Temporary Limited Easements (TLE's) are anticipated for this project. The City of Racine expects to begin any real estate acquisition in 2017.

Real estate impacts and requirements will be addressed at future Public Involvement Meetings.

Public Input/Comments

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project before February 15, 2016 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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