



Department of Public Works

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Juneau Avenue Bridge Reconstruction Fact Sheet

THE PROJECT

The replacement of the Juneau Avenue Bridge over the Milwaukee River began on Monday, August 1, 2011. The bridge is closed to vehicular and pedestrian traffic, but has remained open to river navigational traffic. The Juneau Avenue closure extends from N. Edison St. to N. Old World Third St., however those intersections at E/W Juneau Ave remain open to traffic and pedestrians. Access to adjacent businesses, river walks, docks and businesses have been maintained. The project is scheduled to be completed by November 2012.

The Juneau Avenue bridge reconstruction includes removal of the entire existing bridge structure, piers, abutments, machinery and bridge house. The new bridge design is a vertical lift bridge similar to the Knapp Street Bridge to the north and other downtown bridges. More area beneath the bridge will be opened to river traffic with this new design. Other design features include new railings, walkways, closed bridge deck, the bridge house relocated to the northeast corner, new system controls, mechanics, and lighting. New roadway approaches to Edison and Old World Third Street will also be constructed.

A design-build contract for this project was awarded to Edward Kraemer & Sons, Inc., with a Wisconsin regional office in Plain, WI. Kraemer & Sons also had the contract for the Wisconsin Avenue bridge project.

FUNDING

The Juneau Avenue bridge construction project, together with the recently-completed Wisconsin Avenue bridge replacement, are partially funded by a \$21.5 million Transportation Investment Generating Economic Recovery (TIGER) grant administered through the Federal Highway Administration (FHWA) and Wisconsin Department of Transportation (WisDOT). The remainder of project costs is covered by the WisDOT bridge program (\$2.3 million) and City of Milwaukee capital funds (\$1.2 million). Total budget covering both bridge projects: \$25 million.

HISTORY

The Juneau Avenue movable bridge was built in 1953 and was a typical bascule bridge design with two bridge leaves that opened to river traffic. Due to harsh river environments and continued deterioration of steel decking and support components, the City of Milwaukee completed emergency repair work in 2009 and imposed weight and traffic restrictions at that time.

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