

Start Date: Spring 2014



Completion Date: Fall 2014

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S. 27 St. from W. Howard Ave. to the Bridge over the Union Pacific Railroad

Project Overview:

The project will consist of removing the existing pavement and reconstructing with concrete pavement. Each 36-foot roadway will be widened by two feet to provide a bicycle accommodation. Bike lanes will not be marked. New curb and gutter, driveway approaches and sidewalk will be constructed at most locations. Storm sewer inlets and their adjacent laterals will be replaced. Various improvements will include: decorative crosswalks at W. Morgan Ave., W. Oklahoma Ave., the Kinnickinnic River Parkway and W. Howard Ave. Landscaping, planting and traffic upgrades are also planned. The bridge over the Kinnickinnic River will be rehabilitated and the culvert under the W. Loomis Rd. intersection will be repaired. W. Loomis Rd. will also be reconstructed from S. 27 St. to a point approximately 450 feet west of S. 27 St. with this project.

Project History:

The need for repairs in this area has been under consideration for a few years. The existing pavement is deteriorating and distressed throughout the project area, especially at bus stop locations. Severe reflective cracking is present throughout the entire length of the project. The underlying concrete base is heaving at several locations. The bridge over the Kinnickinnic River is in need of rehabilitation, as well as the culvert under the W. Loomis Rd. intersection.

Sustainable Aspects of Project:

The S. 27 St. project will construct bioretention facilities (bioswales) which will be located on the boulevards. Bioretention facilities contain landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides and filled with vegetation, compost and rocks. The water's flow path, along with the wide and shallow ditch, is designed to maximize the time water spends in the swale, which aids the trapping of pollutants and silt. This results in less pollutants being captured in the drains and sewers. The overall intent is to lessen the amount of storm water (rain) runoff that enters the storm water collection system (i.e., MMSD deep tunnels) and its level of contamination, which goes to the wastewater treatment facility.

Traffic Control:

There will be one lane of traffic in each direction during construction. There will be no on street parking along S. 27 St. during the construction period. The west side of the median will be done first, then traffic will switch over, and the east side will be done.

Working Hours:

With the exception of holidays, no daily restrictions exist. Work is allowed from 7:00 a.m. to 9:00 p.m. No work on weekends, without prior approval.

Estimated Cost:

\$9,500,000



Support for Business Liaison - Cecilia Gilbert - (414) 286-3318 - Cecilia.Gilbert@milwaukee.gov

Project Manager - Chad Chrisbaum - (414) 286-0470 - Chad.Chrisbaum@milwaukee.gov

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