



Milwaukee Historic Preservation Commission Staff Report

LIVING WITH HISTORY

HPC meeting date: 10/12/2020
Ald. Nik Kovac District: 3
Staff reviewer: Tim Askin
PTS #115008 CCF #200521

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|----------------------------|--|---|
| Property | 3133 E. NEWBERRY BL. | Lake Park Ravine Road Bridge in North Point North |
| Owner/Applicant | MILWAUKEE COUNTY PARK DEPARTMENT 9480 WATERTOWN PLANK RD WAUWATOSA WI 53226 | Mead & Hunt, Inc. 2440 Deming Way Middleton, WI 53562 |
| Proposal | <ol style="list-style-type: none">1. Reconstruct 50% of each abutment. Reconstruct 100% of wing walls. Use new concrete to match the board-formed appearance2. Repair superstructure cracks with elastomeric coating and coat all original structural pieces with elastomeric coating (TexCote)3. Replace deck with new concrete4. Replace railings to be similar to original baluster design, but built with tighter spacing baluster-spacing and a safer height (44")5. Rebuild asphalt approaches for better drainage6. Grade ravine slopes and remove excess vegetation (including 8 volunteer trees).7. Rebuild stone staircase at northwest corner of bridge | |
| Staff comments | <p>Overall, this is an excellent project and the preservation result that the citizens of the County have been long awaiting. The major character-defining features are preserved or rebuilt. The abutments and wing walls visually appear to have failed. Staff does not have the engineering expertise to question this conclusion. The dispute amongst the engineering reports conducted are related to the structural capacity of the arches and this plan keeps and repairs the existing arches. The plan also brings back the balusters for the railings that were part of the original design.</p> <p>Staff has concerns primarily with the proposed coating material of TexCote XL 70 Bridge Cote with Silane. Staff consulted the cultural resources departments of various state departments of transportation and was also provided with information from other state DOTs and SHPOs by Lake Park Friends. The conclusion is that some sort of coating is appropriate and probably necessary, particularly something containing silane or siloxane. Concrete, particularly for bridges, is different from our usual policy of no coatings or sealants on masonry materials. There are substantial exposed horizontal surfaces and preventing infiltration of water and salt is vital to protect the embedded steel from rusting.</p> <p>There appear to be no good solutions to the bridge's problems with cracking and maintenance. We are being presented with a viable option and strong alternatives have been proffered and the preservation staff at Wisconsin DOT and WHS have both approved the proposal. The result will still be some degree of paint-like finish, but the product will not hide texture and is designed to be color-matched to natural concrete.</p> | |
| Recommendation | Recommend HPC Approval with conditions | |
| Conditions | Tighter spacing of entry bollards to prevent use by standard cars and trucks (accepted by county prior to last meeting) | |
| Previous HPC action | September 2020: substantially approved, but held for further discussion of coating. | |