

## **CTH R (Rapids Road) SPEED LIMIT**

- Current Conditions:
  - Current Northbound Continuity:
    - 40 MPH from STH 151 to Leonard Court. (4 LANES)
    - Transition into a 45 MPH higher speed to the bridge (2 LANES)
    - 4,400 feet 8/10 of a MILE
    - 35 MPH from bridge to City Limits (4 Lanes to Wildwood)
- Other Comparable City Streets:
  - Dewey Street: 35 MPH (4 Lanes)
  - Waldo Blvd: 35 MPH (4 Lanes)
  - Calumet Ave: 35 MPH (4 Lanes)
- Reasons for reduction:
  - Proposed Final Decision of the Administrative Law Judge has been presented to the Commissioner of Railroads as in pending final approval. (This information has been relayed multiple times to the City of Manitowoc (Various meetings, emails, public meetings, etc...documentation provided upon request)
    - This would result in a resubmittal to the OCR in which is an extremely lengthy process and would require another hearing due to a redesign.
- Design Issues (*WisDOT Facilities Development Manual Chapter 11*)
  - Sight distances inadequate
  - Extra R/W purchases (to include additional environmental, wetland and historical studies)
  - Wetland Impacts would result in exceeding the 10,000 SQ./FT. threshold and require mitigation.
  - Need for crossing gates and signal upgrades.
  - Need for historic box culvert extension as part of old non-operating mill.
  - Design Class changed to UA3 Typical Section (divided highway)
    - 30' Median
    - Curb Offset Width as Pavement would need to be 16' wider

- Additional R/W as roadway would need additional 46' wider
  - Design Speed:
    - Horizontal Alignment-Redesign curvature at bridge (Sta 53+00)
    - Vertical Alignment (Sta 39+00) (sta 52+50)
  - Extra Compensation for a re-design by two firms (Ayres & Robert E. Lee \$95,000)
    - Ayres structure design is an 80% Fed/State funded in the Local Bridge Program cycle Progress compensation has been occurring since early 2016 (County would be responsible for paying back \$80,000 of \$170,000 contract to date with funding loss).
  - High risk of jeopardizing already delayed scheduled.
    - If presented this project may require re-applying for federal funds and forecasted out to a 2026 construction (if accepted in the next cycle with no guarantee).
  - The current bridge rating (13.6/100) presents near future load postings/potential closure. (FHWA is implementing new calculations and will most likely reduce this rating by mid-summer of 2017).
  - High risk of jeopardizing Fed/State funding which has already been under-funded.
  - WisDOT rescheduled Waldo Blvd. (STH 42) two-phase project around this project to reduce traffic impacts within the City.
- Safety
  - Existing Crash Rate is double than the Statewide Average.
- Financial Impacts:
  - Please see attachment (\$1,572,000)
  - \*\*\*\*\*Does not allocate for the recommended WisDOT 3.1% annual inflation.