

Glenview Park Underpass

Project is to construct a structure which the railroad will approve to allow pedestrian and stormwater access through the right-of-way.

This project is required due to the fact that the railroad & Wisconsin Department of Transportation are eliminating the current underpass. This rail crossing was constructed in 1888 and the foundation doesn't meet current railroad requirements. The railroad is removing the crossing and plans to install a culvert sized to accommodate stormwater flow only. This is a substantial impact to the residents of the adjacent neighborhoods and park.

City of Lodi is willing to work with the railroad to engineer a solution which allows the pedestrian usage and accommodate the stormwater flow and support the rail tracks. This crossing is utilized by the residents of the adjacent neighborhoods traveling to the retail establishments using bicycles or on foot all year long. Residents also utilize the crossing to access the park from those living across the state highway (N. Main Street).

Preliminary talks with both railroad and WDOT suggest that engineering designs may accomplish the criteria for stormwater and pedestrian usage.

If not for this underpass residents would have to drive their vehicles approximately 1.5 miles to gain access to the retail businesses of which they current walk or ride bicycles to and from.

The nearest bridge crossing used for pedestrian/bicycle usage will be removed by the County in a few years. This will eliminate all available railroad crossings for the residents and students walking to school and businesses in this area.

This is why this underpass is so important to the neighborhood and the City as the city tries to promote more outdoor activities by biking or walking instead of using petroleum powered vehicles.

This project has the support of the residential neighborhood as a sidewalk was installed several years ago to accommodate access to the park and businesses. The Railroad is looking to revoke the access easement and remove the current 1888 structure and install a culvert to accommodate stormwater only. The city has had meetings to discuss design options with WDOT and Railroad.

The stormwater from that drainage basin flows in pipe under the sidewalk through the underpass, which will also be eliminated by the railroad project.

Access to the newly named State bike route (STH 113) will require residents to travel an additional 1.5 miles to access the bike route if this structure is not installed under the railroad tracks.