

Project Status Report – September 18, 2003

Introduction

The State Street Design Project has progressed to a point where it is not possible to cover all aspects during a single meeting. The State Street Design Team is issuing this summary report to serve as a benchmark in the project process indicating decisions, design direction and areas of continued study and detailed development.

We would like to hold a section of the Oversight Committee Meeting for questions from Committee Members.

Process

We have had numerous meetings and made presentations to many organizations and interest groups. Most of these organizations have been contacted more than once. They include:

- State Street Design Project Oversight Committee
- City Department Staff
- Madison Parks Maintenance Personnel
- Madison Metro Staff
- Overture Center Representatives
- Landmarks Commission
- CITIarts
- Downtown Coordinating Committee
- Downtown Madison, Inc. Executive Committee and Board of Directors
- Greater State Street Business Association
- Steve Fleischman, Madison Art Center Director
- Madison Police Department Representatives
- Cathy Sullivan, Jazz at Five Coordinator

In addition, we have had the first of two Public Informational Meetings. At all meetings and presentations we have received general support and agreement for the developing concept and details. Issues that have been raised repeatedly tend to be outside the specific scope of our contract, i.e., the bus shelter design.

We have circulated a construction mitigation survey to business owners and operators in the 100 and 200 blocks. We have received a reasonable return of those surveys and are seeking a higher rate of response.

Initial concepts and details have been posted to the State Street Design Project Web Site. We have had minimal coverage from the media, although the two campus papers covered the Public Informational Meeting.

We are confident that the general themes, concepts and the developing details have been well received across the wide spectrum of our audience to-date.

Historic Survey

The historical survey has been completed by Elizabeth Miller. The survey and analysis of the impacts have been submitted to the WisDOT Bureau of Environment with a recommendation of "No Adverse Effect" to the historical district and buildings. This submittal should be approved soon.

Environmental Document

The environmental document will be submitted in the next couple of weeks.

Utilities

State Street reconstruction will involve replacement and addition of underground utilities. This includes storm sewer, water main, water service for irrigation/maintenance, sanitary sewer main and laterals, electrical service including service for events/vendors and traffic signal control. Work is proceeding to establish exact location of sanitary sewer laterals building-by-building. Study of incorporating above ground utility components, i.e. traffic control boxes into amenity elements will be forthcoming.

Street Reconstruction/Geometrics:

The street will be rebuilt entirely. The new street will be 24' from face of curb to face of curb. The street will be approximately centered in the right-of-way in the 100 block. In the 200 block the street will be slightly off-center to preserve four existing trees in the block. The proposed offset will be less than the existing in that block, and will still result in increasing the sidewalk width on the north side of the street. Changes have been incorporated in the curb radii at the intersection of State and Dayton/Fairchild to accommodate bus-turning movements from Dayton, westerly onto State St. and to shorten the crossing distance on the south side of State St.

The design proposes a modification to the Mifflin St. cul-de-sac and parking area. The objective is to create a more pedestrian friendly aspect to what will become an actively used space and pedestrian corridor. The details of circulation, parking location, separation of pedestrian and vehicles, drainage and lighting are still developing.

The intersection of State St and the Capitol Square will include a "table top" plaza development. The "table top" will eliminate the vertical curb for a length of 120'. Metal bollards will separate pedestrians and vehicles. The concept is to have a continuous pavement pattern extend through the plaza space, linking the Bower Hatcher sculpture site across State St. to the cul-de-sac on Mifflin St. The details of lighting, pavement selection, drainage, site furniture and other elements are still developing.

Streetscape

Streetscape design will build on the success of the original Friedburg design and will maintain a level of consistency with State St. blocks and the Capitol Concourse, which will be reconstructed in the future. Fundamental to this theme is the preservation of existing trees and initiating a sustainable approach to tree planting on State St. The design proposes a number of measures directed at this objective. A continuous soil trench will be installed running parallel to the street. Excavations required for utility laterals and other purposes will be backfilled in the upper two feet with an appropriate soil mixture for tree growth. Pavement over the soil trench will be reinforced structural concrete. This will span the soil trench and eliminate the severe compaction of the root zone. Tree grates will be used to allow for ample water and air. They will be expandable and ADA compliant. As trees die or become diseased, the tree grates will accommodate removal and replanting. If necessary, the structural concrete slab could also be removed. Slabs will be arranged to provide logical joints to facilitate removal for tree replacement or pavement repair.

We are continuing to study pre-construction measures to fortify existing trees for construction disturbance. In addition, we will specify specific construction means and methods to protect existing trees including on-site evaluation following removals, design modifications during construction, equipment provision, care of trees and root zones during construction, post construction measures and long term maintenance and care recommendations. We believe that the existing investment in this resource justifies the extraordinary measures for preservation.

Special places will be part of the project design. We are exploring spatial modifications to the Mifflin St. and Carroll St. street ends that will open the area to State St. and create

a more welcoming environment. We are also studying minor variations to the streetscape pattern along the Overture Center building State St. façade. This area will not have the same kind of pressure for outdoor cafes and merchandising, and has the opportunity to introduce a “greener” aspect to the street. We are currently studying concepts for this area.

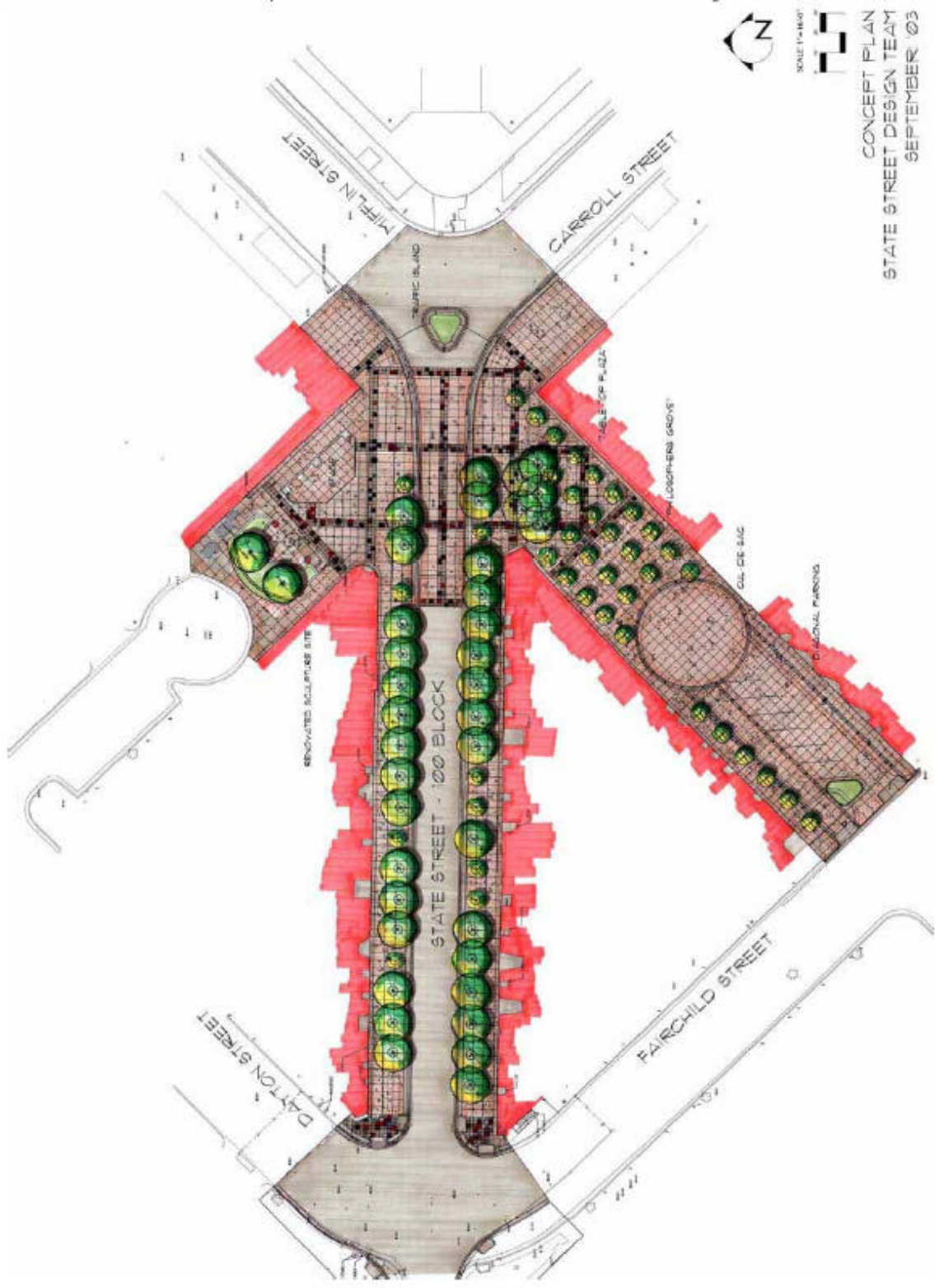




photo of C-1 paving sample

Pavement sample C-1, an exposed aggregate concrete pavement has been selected as the primary pedestrian pavement for the State St. design. It is a plain concrete mix (not colored) with aggregates primarily in the black and red ranges. The final selection of aggregate size will be slightly larger than shown to better camouflage gum residue. The pavement is complimentary to the existing exposed aggregate pavement on State St. so it will maintain a level of continuity as reconstruction is phased. Pavement repairs will be less noticeable because the color is created by the aggregates rather than coloring admixtures.

Areas of and construction details for special pavement are being studied. Granite or pre-cast concrete pavers are being considered for these areas. If pavers are used, they will be installed on a cast concrete base to eliminate settling and shifting of pavers. This detail has been used successfully, notably in the Pearl Street Mall in Boulder, CO (20 years) and Jefferson St. in Wausau, WI (10 years). We propose that this special pavement be conceived as a multi-colored “mosaic”. This reflects the diversity of the street, city and community.

Other aspects and components of the streetscape, i.e. benches, trash containers, etc., selections and locations are forthcoming.

Lighting

The overall lighting concept is to build on and improve the existing lighting system. The design team proposes lighting color, illumination levels and distribution that create an effect similar to the existing system, while improving maintenance and operation conditions. The proposed lighting system includes multiple sources. Area lighting will be provided with High Pressure Sodium city standard luminaires mounted at 30’. This will provide “amber glow” to the general area lighting. It will produce a dappled light through tree canopy and extend the sense of space vertically, much as is the case presently.

Pedestrian level lighting will be provided with a decorative custom fixture mounted at 14’. The fixture will utilize a 35-Watt Metal Halide lamp that will provide a white light for good color rendition. The fixture will focus light downward; the entire lighting system is fully compliant with guidelines established by the Dark Sky Organization for Zone E4 Class 1; urban areas that have both commercial and residential uses with a high level of night time activity. Pedestrian lights are arranged generally along the line of the existing “glitter” lights in the 100 and 200 blocks for consistency in the enforcement of existing city ordinances and for best light distribution. Pedestrian lights are loosely grouped to provide a slight variation in lighting levels along the corridor to accentuate the existing visual activity of the street.

Accent lighting is provided in conjunction with a pedestrian banner system mounted on the pedestrian lights. A curved banner arm is illuminated with a row of small LED lights. Banner and pedestrian signs will be illuminated with fluorescent or neon tubes. The State St. mark medallion will be internally illuminated. These accent lights will not add appreciably to the light levels, but are intended to provide visual activity, capturing the “soul of the glitter lights”.

We are exploring a more permanent tree lighting system. This system would follow the tree branching and would eliminate the seasonal installation of twinkle lights. The area lights will be mounted on steel poles. The pedestrian lights are mounted on decorative cast aluminum poles. All metals will be finished in matte black for maintenance and anti-graffiti purposes.





Identity

We have developed a “mark” for the State St. District. This is intended to be a signature or thumbprint that will accompany promotion, identification and wayfinding systems for State St. The mark incorporates a sense of permanence and stability with the activity and life of the street and the district. It is shown as a part of the proposed banner system, and will find it’s way into other streetscape and sign elements. We have also studied color and material variations and applications to offer the mark to a number of uses and media.

This mark has been presented to much of the State St. and downtown community through organizations and their representatives. It has received very positive response at all venues.

We request an endorsement, specifically, of this element of the design at this time.

The banner system is part of identity and wayfinding. Banners will be made from a synthetic rigid material that will be a substrate for an adhesive backed graphic. The graphic is printed from digital data, at a high-resolution level and can display detailed and colorful information. It is UV protected and will have a relatively long life, longer than silk-screened fabric banners.

The pedestrian banners can announce events and can be integrated into the individual banner identity system currently available on State St.

We have developed a proposal for the promotional kiosks for the Overture Center incorporating the State St. mark and integrating the kiosks into the overall State St. design.

Wayfinding and Regulatory Signs

We are in the process of prioritizing pedestrian wayfinding destinations and working with Madison Police and Traffic Engineering on organizing and minimizing regulatory signs on State St. We've proposed a regulatory sign frame that will be used in this effort. We are exploring block identity as part of the banner system on the area light poles. Number and color can be used to identify the 100 and 200 blocks and subsequent blocks as they are reconstructed. We've received positive feedback on the need to establish block identity and the application of this method.

Public Art

The integration of public art into the State Street project has many aspects. First is the renovation of the Brower Hatcher sculpture site at the end of Carroll St. Presently the sculpture is separated from both Carroll St. and State St. by a series of plantings and short retaining walls. We believe that the sculpture should be more of a focal element.

The plan opens views from State St. by removing walls and plantings. On the north side a new curved planter wall will present a welcoming approach to State St, and the square from the parking ramp to the north. The donor recognition tiles are in disrepair. New metal medallions in a new paved surface will replace the existing tiles. These will be arranged in a spiral, more sympathetic to the form of the sculpture.

We are developing a multi-tiered program for a continuum of public art participation in the future of State St. This program will have opportunities for established artists, competition based projects, mentoring of young artists, temporary exhibits, public/private partnerships and the long-term maintenance of installations. This program will be presented to CITIarts for implementation in the future. We will further identify public art opportunities within the component parts of this and future phases of State St. reconstruction.

Construction Cost

We are on the verge of looking at construction cost for the project. If design direction can be affirmed we can begin to study cost and be able to evaluate materials selections on a cost/benefit basis. We will have initial estimates to review at the October Oversight Committee meeting.

Construction Schedule

We will be working on a comprehensive construction schedule. We have received a calendar of events for 2004 and will fine tune construction processes to minimize disruption while maximizing the efficacy of construction. We hope to receive more data from the construction mitigation survey to assist with scheduling construction activities





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SATURDAY NIGHT FEVER

THE BROADWAY MUSICAL

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"A musical that lights up the stage. This show is a blast."

-Time Magazine

