

Design Refinement/Environmental Re-Evaluation Memo

For

**I-43: Brown Street to Capitol Drive
City of Milwaukee
Milwaukee County**

**Project ID: 1228-22-00
September 13, 2022**

Amanda Johansen

WisDOT Southeast Region
Project Manager

9/16/2022

Date

9/16/2022

Federal Highway Administration
Program Delivery Engineer

Date

CC:

WisDOT Bureau of Technical Services – EPDS Region Liaison – Mike Helmrick

WisDOT Southeast Region Environmental Coordinator – Brenda Ruenger

WISCONSIN DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION SYSTEM DEVELOPMENT
SOUTHEAST REGION PROJECTS

Design Refinement/Re-Evaluation Memo

Date: September 13, 2022

From: Amanda Johansen, PDS Project Manager

Subject: I-43: Brown Street to Capitol Drive, Project Design ID: 1228-22-00

The purpose of this memo is to clarify the scope of the subject project and add bridge repair work to two bridges within the termini of this project. Elements of the project's proposed scope were inadvertently not clearly defined in the narrative portion of the Environmental Report (ER) that was approved on 6/14/2022. These elements are related to work proposed within the bridge approaches and adjoining intersections of Locust Street and Burleigh Street. While these scope elements were illustrated in the project plan sheets, their full scope was not represented completely. As a result of this scope clarification and addition, this document also serves as an environmental re-evaluation.

The purpose and need from the ER states that the purpose of the project is to rehabilitate the pavement and service interchanges in this section of I-43 due to degraded conditions. This has not changed with these clarifications and additions.

Scope Clarification - Intersection work

Traffic signals and curb ramps will be replaced as part of the bridge deck replacement work that is being completed on Locust Street and Burleigh Street at N. 7th Street and N. 8th Street. The deck replacement impacts lighting, traffic signals and interconnection at and between the intersections. Preliminary design coordination with the City of Milwaukee removed the raised medians over the bridges which impacted the median signal poles. The roadway profiles at Locust Street and Burleigh Street will need to be raised as part of the deck replacement.

Installation of the traffic signals will impact the existing curb ramps at the intersections, which will be upgraded to Americans with Disabilities Act (ADA)-compliant curb ramps. Five of the eight curb ramps were initially shown in the plans. The three curb ramps not

shown were also intended to be included in the scope but were missing pending additional survey required to complete the design. Lighting/conduit will be installed along Locust Street and Burleigh Street from N. 8th Street to N. 7th Street.

Bridge Damage Repair Added Scope

Two bridges (B-40-207; Locust Street over I-43 and B-40-208; Center Street over I-43) located within the project limits were struck by vehicles in 2020, causing damage to the bridges. One vehicle struck both bridges on the southbound side of I-43 and another vehicle struck B-40-208 on the northbound side of I-43. WisDOT Bureau of Structures (BOS) had determined that no immediate repairs needed to be done at the time but recommended that gouges get ground out and heat straightening be performed on the bridges. With other work being performed on both structures, WisDOT is proposing to include this work as two separate construction IDs (1228-22-80 and 1228-22-81) under this project's design ID. This bridge damage repair project is 100% state-funded and will be reimbursed by the damaging vehicles' insurance claims.

The original plan set overview sheet from the ER and a revised version with the complete scope are attached as Exhibit 1. More detailed plan sheets, consisting of the original provided in the Section 106 amendment and revised plan sheet, are attached in Exhibit 2.

Environmental Re-Evaluation

Regarding the Section 106, the plan sheets in the original request for the project to be placed on the Screening List for archeology on September 11, 2020 include work within the subject intersections. Furthermore, the amended Section 106 plan sheets sent to Cultural Resources on February 21, 2022 further defines the intersection work.

On August 30, 2022, John Vogel, Historian with Heritage Research, Ltd., determined that the intersections adjacent to the Burleigh Street and Locust Street bridges at N. 7th and N. 8th Streets were within the previously defined Area of Potential Effect (APE). Therefore, no further historical survey is needed to address the intersection work. His email confirming this finding is attached as Exhibit 3. A memo will be prepared and sent to WisDOT Cultural Resources and the State Historic Preservation Officer (SHPO) to document the scope clarification.

Pedestrian accommodations, detours and Milwaukee County Transit System (MCTS) coordination for the bridge work are discussed in the ER. However, further clarification for the intersection work is described below.

Burleigh Street will be closed during bridge construction and pedestrians will be detoured while the NE and SE curb ramps on N. 8th Street and the NW and SW curb ramps on N. 7th Street are being constructed. The detour will send pedestrians south on

either N. 7th Street or N. 8th Street where they will cross I-43 along the Locust Street bridge and then travel north on either N. 7th Street or N. 8th Street. See the attached pedestrian detour map in Exhibit 4.

After those ramps are constructed, temporary pedestrian accommodations will be provided while the NW curb ramp on N. 8th Street and the NE curb ramp on N. 7th Street are being constructed. After those ramps are constructed, temporary pedestrian accommodations will be provided while the SW curb ramp on N. 8th Street and the SE curb ramp on N. 7th Street are being constructed.

Locust Street will be staged during bridge construction. The first stage includes the construction of the south half (eastbound direction). This includes the SE and SW curb ramps on N. 8th Street and N. 7th Street. Sidewalk on the southside of Locust Street from N. 10th Street to N. 6th Street will be closed, and pedestrians will use the sidewalk on the northside of Locust Street. The second stage includes the construction of the north half (westbound direction). This includes the NE and NW curb ramps on N. 8th Street and N. 7th Street. Sidewalk on the northside of Locust Street from N. 10th Street to N. 5th Street will be closed and pedestrians will use the sidewalk on the southside of Locust Street.

Burleigh Street bridge work will impact bus route 66. This bus route will be detoured using N. 7th Street and N. 8th Street to detour to the nearest cross street. Locust Street bridge work will impact bus route 40U and bus route 34. Bus route 40U is only run during the spring and fall semesters. Construction will start after the spring local colleges' semester is complete, and the work will be completed before the fall semester begins. Bus route 34 can be temporarily detoured to North Avenue while Locust Street is under construction.

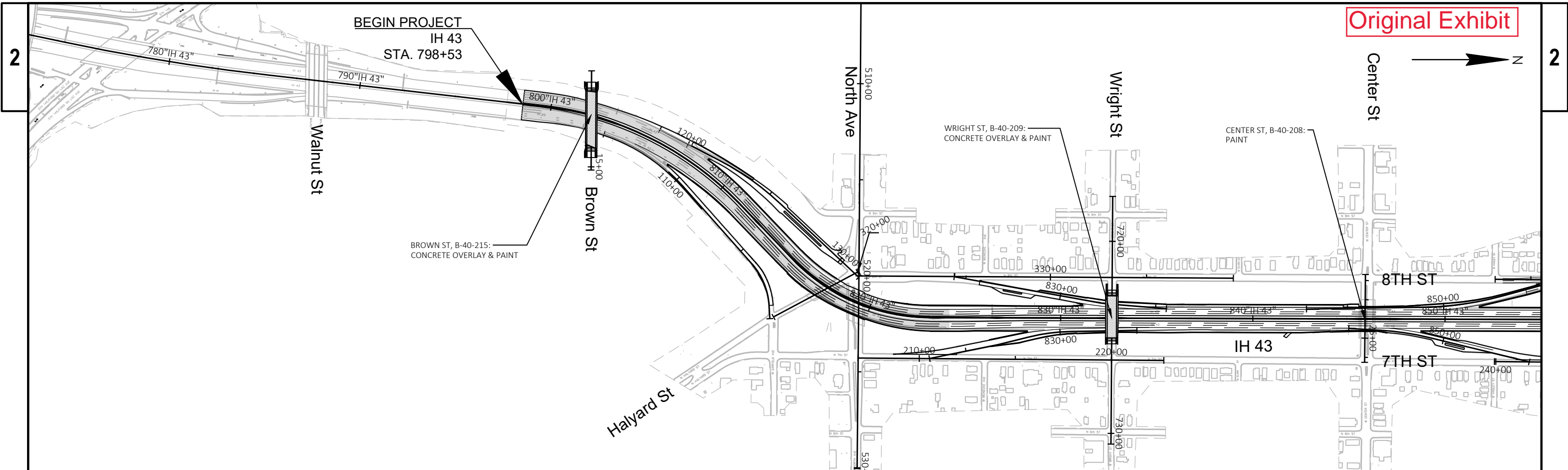
The additional bridge repair work does not need to be included in the STIP to show fiscal constraint because the project is 100% state funded. It does not need to be in the TIP either for air conformity since it is not considered a regionally significant project.

This scope clarification and addition do not change the environmental impact conclusions previously reached in the ER. No other substantial changes to the project or environmental impacts have occurred since the ER approval. The proposed project still meets the stated purpose and need. With the above/attached considered, the WisDOT Southeast Region has determined that none of the project changes described above will result in a new significant impact, no further coordination or documentation of impacts is necessary for the project at this time, and the previously approved ER remains valid. Furthermore, WisDOT remains committed to fulfilling the avoidance, minimization and mitigation measures previously described.

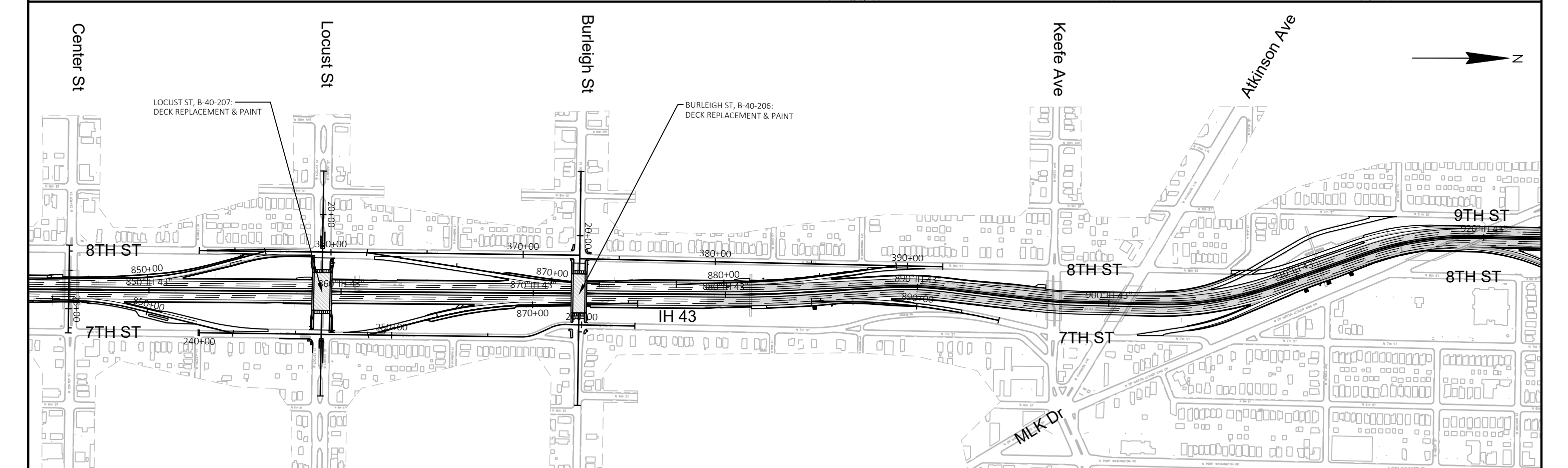
The region discussed the appropriate documentation of this design refinement with Federal Highway Administration (FHWA) staff on August 31, 2022 per 23 CFR 771.129, and both parties agreed upon this format.

List of Exhibits:

- Exhibit 1 Plan Sheet Overview – Original and Revised
- Exhibit 2 Section 106 Overview – Original and Revised
- Exhibit 3 Email from John Vogel (8/30/2022)
- Exhibit 4 Pedestrian detour route for Burleigh Street

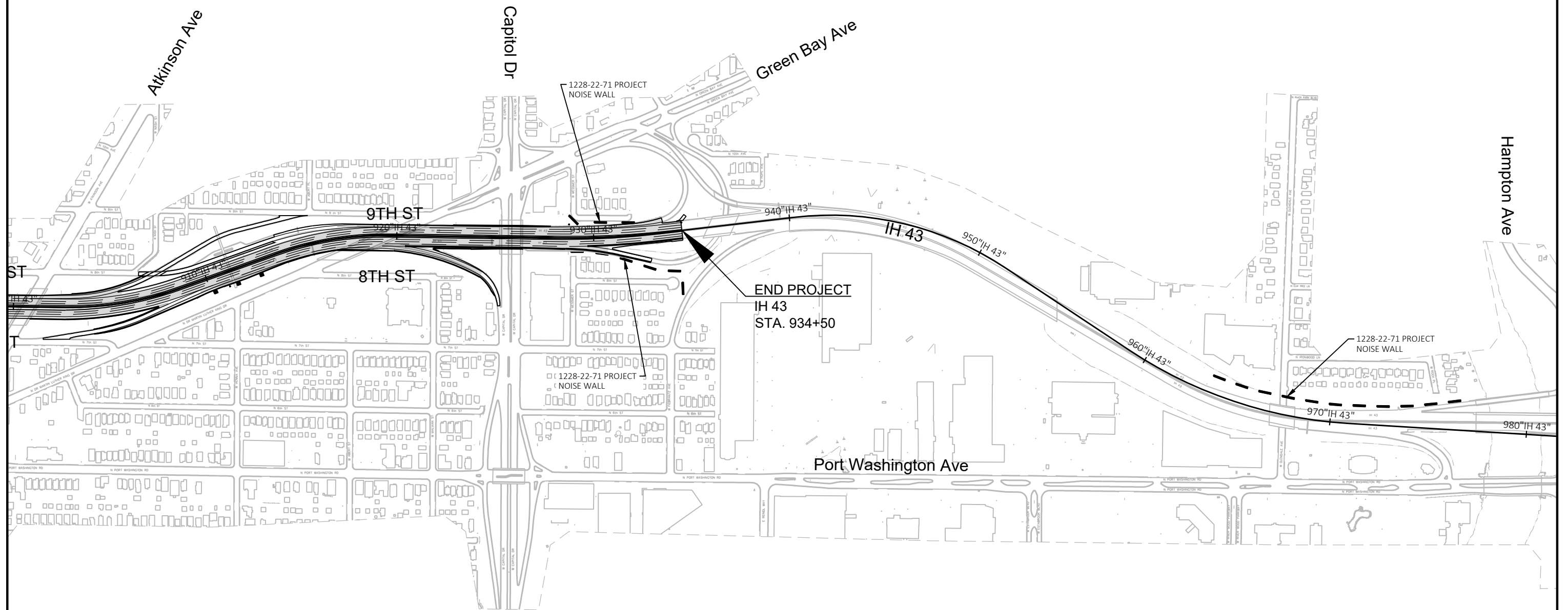
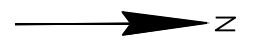


Original Exhibit



PROJECT NO: 1228-22-70	HWY: IH 3	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET	E
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PROJECT NO: 1228-22-70	HWY: IH 43	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET	E
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 LAYOUT NAME - 020202-po

PLOT DATE : 5/4/2022 11:34 AM

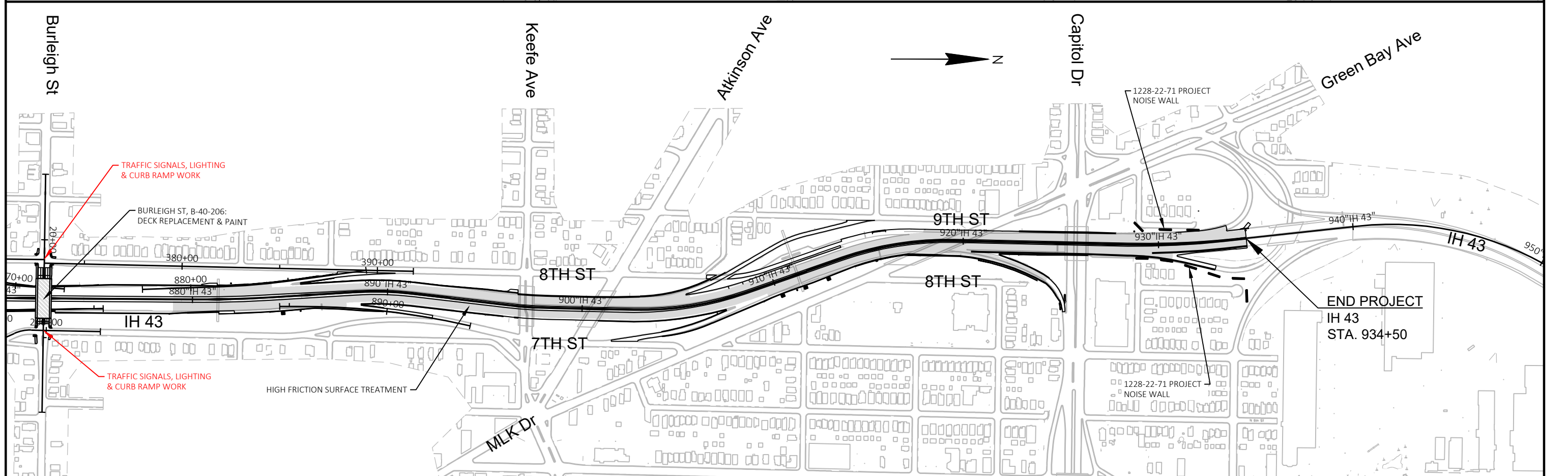
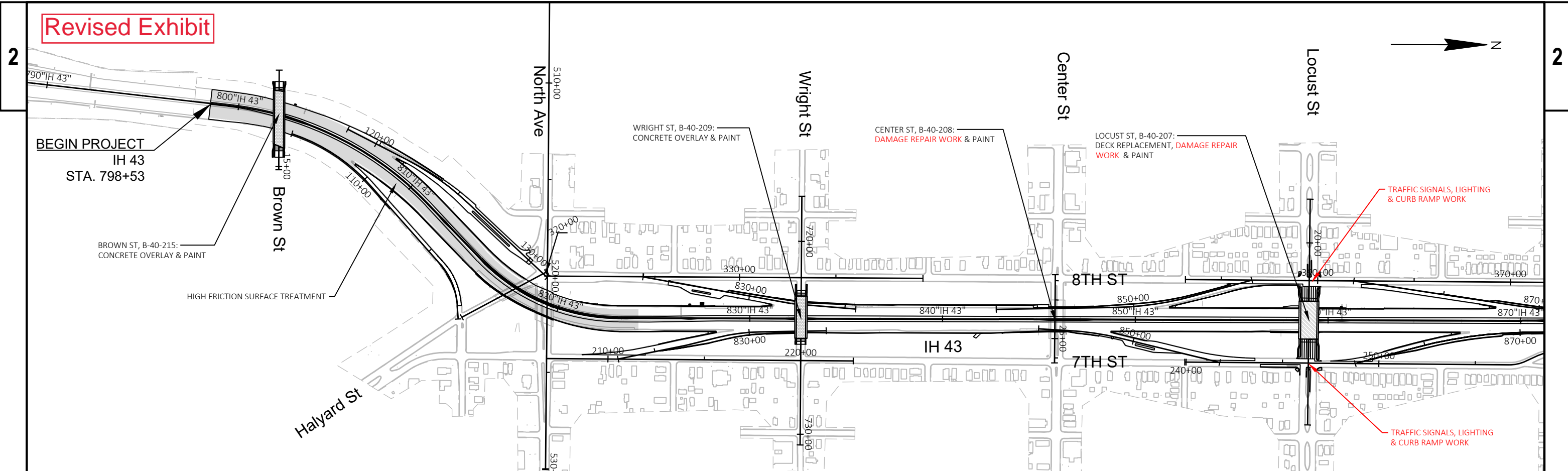
PLOT BY : RING, STEVEN M

PLOT NAME :

PLOT SCALE : 1 IN:500 FT

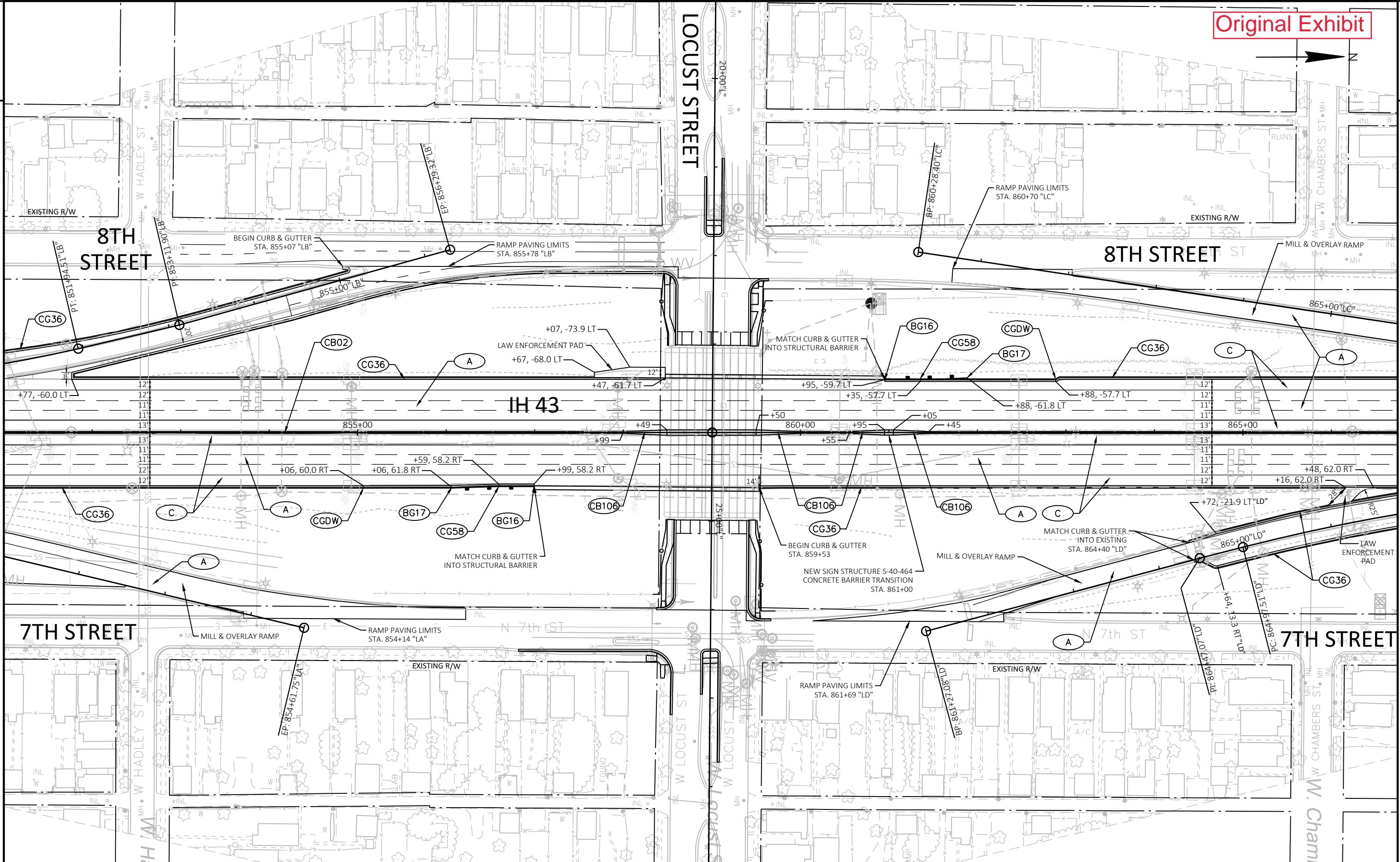
WISDOT/CADD SHEET 42

Revised Exhibit



PROJECT NO: 1228-22-70	HWY: IH 43	COUNTY: MILWAUKEE	PROJECT OVERVIEW - REVISED	SHEET	E
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Original Exhibit



PROJECT NO: 1228-22-70

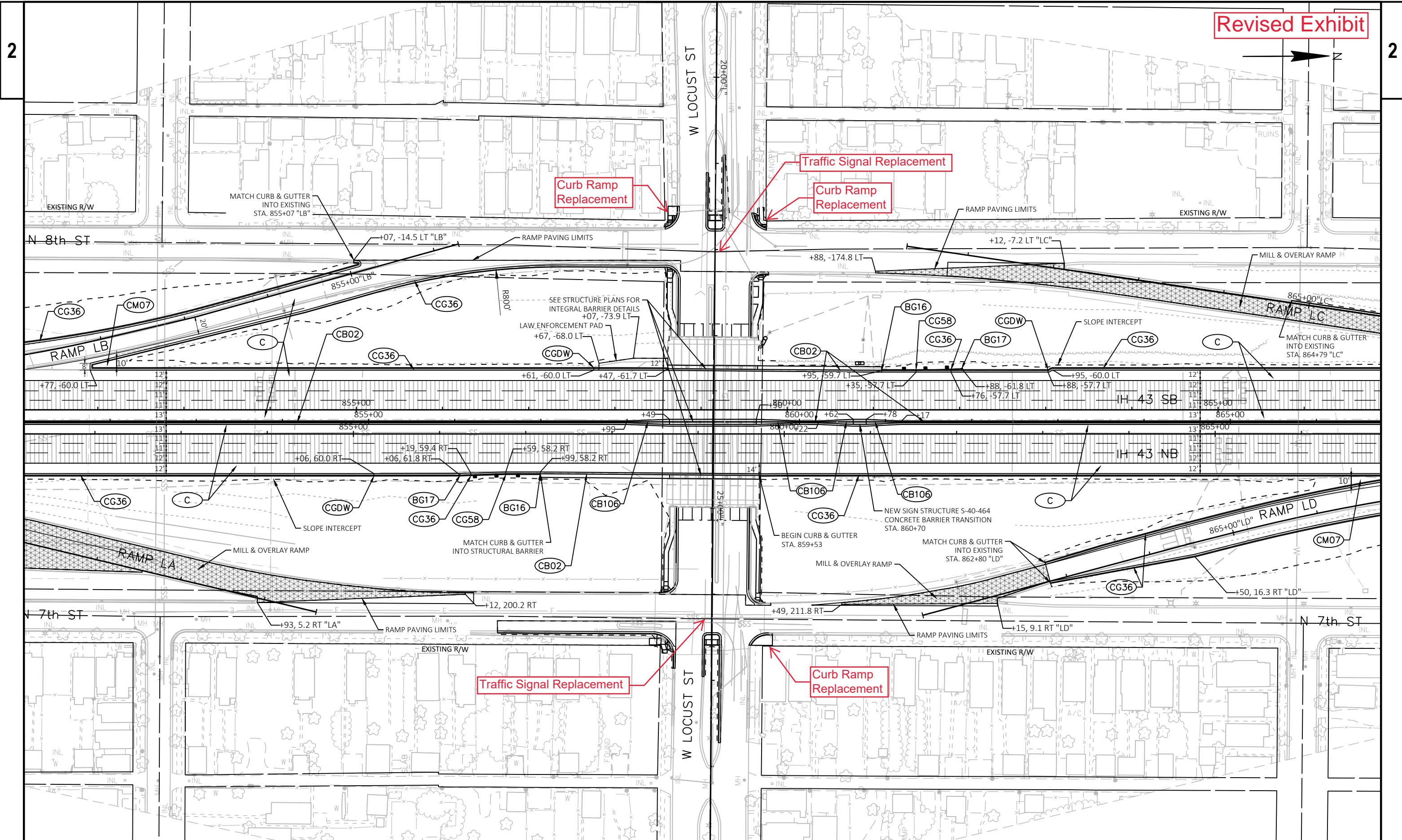
HWY: IH 43

COUNTY: MILWAUKEE

PLAN DETAILS

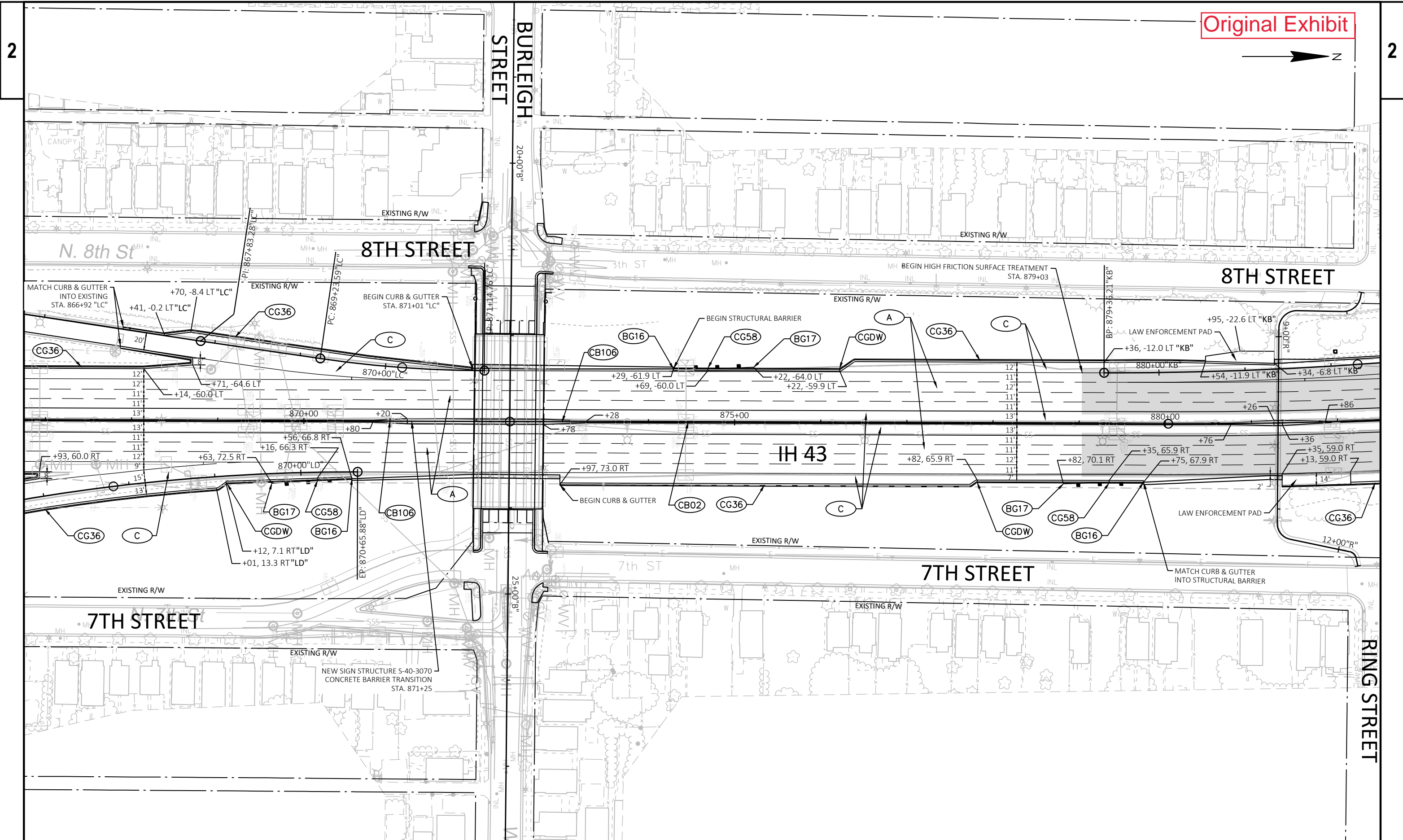
SHEET

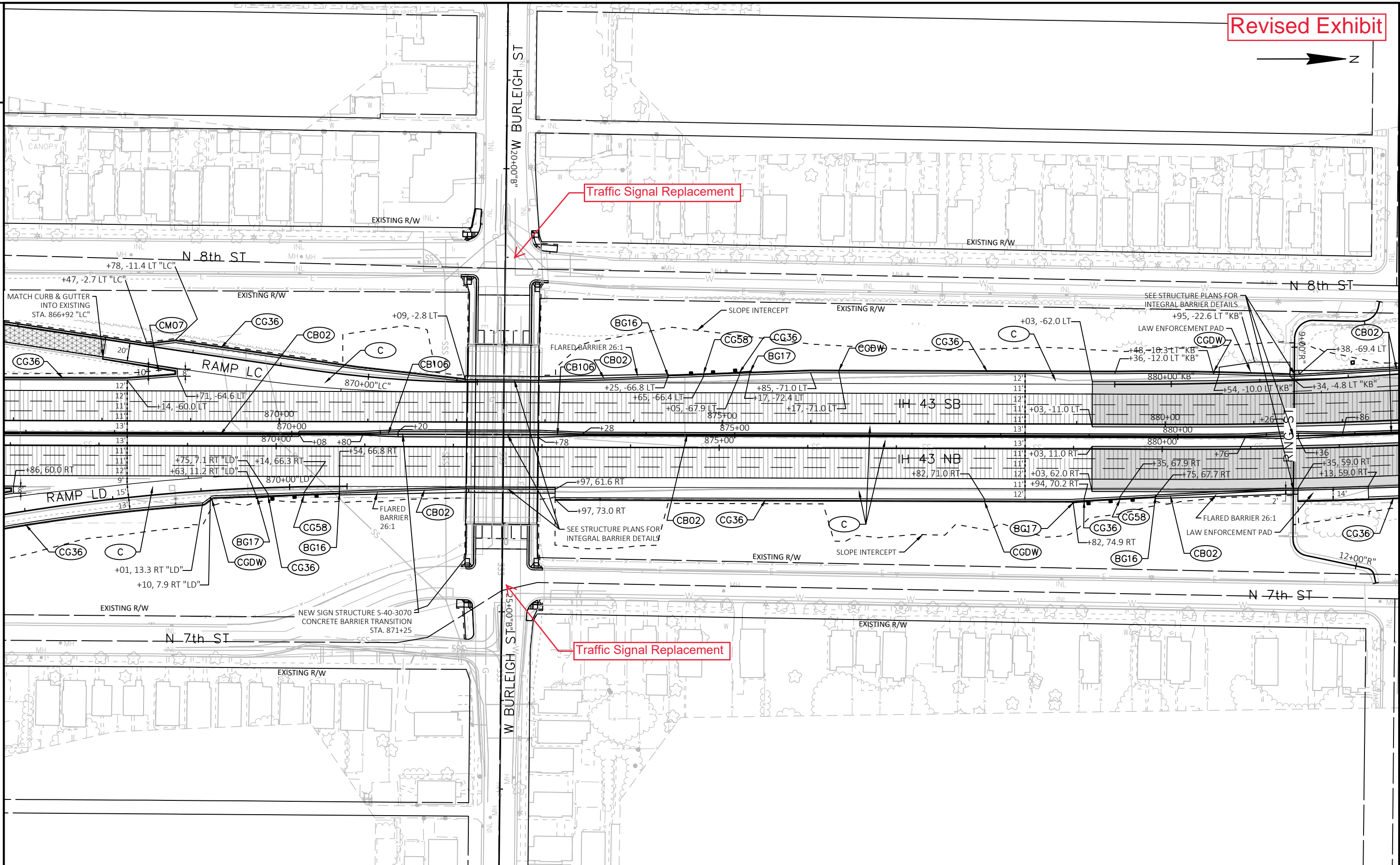
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PROJECT NO: 1228-22-70 HWY: IH 43 COUNTY: MILWAUKEE PLAN DETAILS SHEET E

FILE NAME: S:\DOT\DOT_SE\190224_143_N-5_FREEWAY_NORTH-HAMPTON\DESIGN\12282270\SHEETSPLAN\021201_PD.DWG PLOT DATE: 7/20/2022 11:34 AM PLOT BY: DANIEL VOLK PLOT NAME: PLOT SCALE: 1 IN:100 FT WISDOT/CADD SHEET 42





From: jvogel@hrltd.org
To: "Caron Kloser"
Cc: ["Paul G. Stankevich, PE"](#); [Beuthling, Rob](#); [Ruenger, Brenda H - DOT](#); [Gallamore, Joe D - DOT](#); [Johansen, Amanda A - DOT](#)
Subject: RE: 1228-22-70 I-43 ER Memo to File
Date: Tuesday, August 30, 2022 12:16:52 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good Afternoon, Caron & Brenda—

In response to your email of 4:26 PM last Saturday, Caron, which was driven by Brenda's email to you of 7:16 AM last Saturday, I field reviewed this morning the Locust and Burleigh street intersections with 7th and 8th streets. As noted in the completed 2021 survey, there were no surveyed properties adjacent to either intersection. There was a surveyed property about four houses to the south of each intersection on the 7th Street side. But that was it. Neither required a DOE.

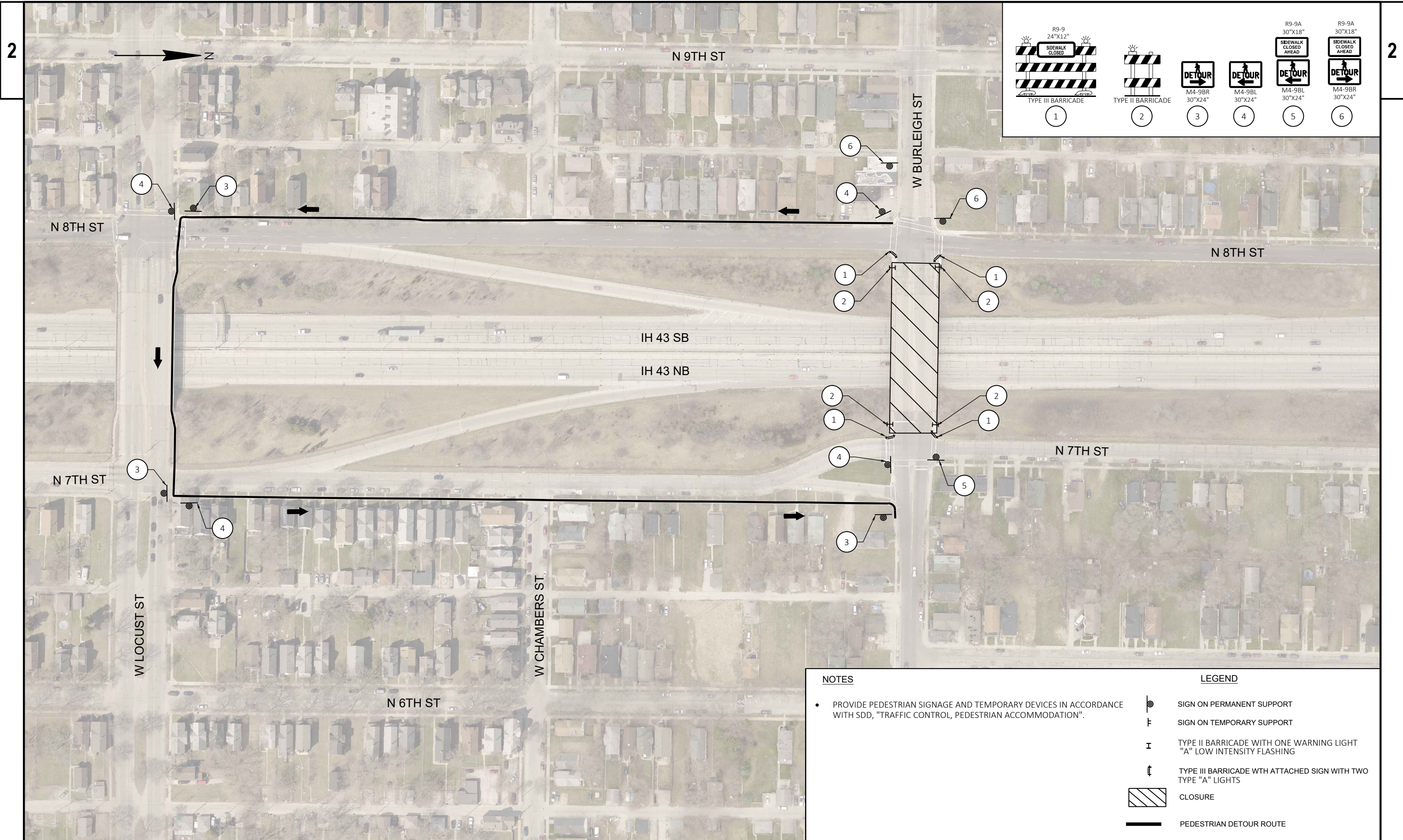
Bottom line, and given the definition of the APE which included all buildings and structures immediately adjacent to I-43, the area in which the proposed additional work will occur was surveyed with none of the adjacent buildings having any potential for National Register eligibility.

Feel free to holler if there are any final questions.

John

John N. Vogel, Ph.D.
Heritage Research, Ltd.
Historical/Environmental Consultants

From: Caron Kloser <CKloser@HNTB.com>
Sent: Monday, August 29, 2022 10:03 AM
To: jvogel@hrltd.org
Cc: 'Paul G. Stankevich, PE' <pstankevich@kapurinc.com>; Rob Beuthling <RBeuthling@HNTB.com>; 'Ruenger, Brenda H - DOT' <Brenda.Ruenger@dot.wi.gov>; joe.gallamore <joe.gallamore@dot.wi.gov>; 'Johansen, Amanda A - DOT' <Amanda.Johansen@dot.wi.gov>
Subject: RE: 1228-22-70 I-43 ER Memo to File



 TYPE III BARRICADE 1	 TYPE II BARRICADE 2	 M4-9BR 30\"X24\" 3	 M4-9BL 30\"X24\" 4	 R9-9A 30\"X18\" SIDEWALK CLOSED AHEAD 5	 R9-9A 30\"X18\" SIDEWALK CLOSED AHEAD 6
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NOTES

- PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE II BARRICADE WITH ONE WARNING LIGHT "A" LOW INTENSITY FLASHING
- TYPE III BARRICADE WITH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- CLOSURE
- PEDESTRIAN DETOUR ROUTE