



WISDOT SE REGION OFFICE
141 N.W. BARSTOW STREET, STE 218
WAUKESHA, WI 53188

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I-43 North-South

BROWN STREET TO CAPITOL DRIVE

Summer 2021

PROJECT TIMELINE

ANTICIPATED TIMELINE FOR I-43 FROM BROWN STREET TO CAPITOL DRIVE

	2021	2022	2023	2024
ACTIVITY	☀️ 🌱 ❄️ 🌿	☀️ 🌱 ❄️ 🌿	☀️ 🌱 ❄️ 🌿	☀️ 🌱 ❄️ 🌿
ENVIRONMENTAL ANALYSIS				
ENGINEERING/DESIGN				
BID PHASE & CONSTRUCTION				

PUBLIC INVOLVEMENT MEETING

WisDOT will conduct an open-house style meeting to hear your ideas regarding improvements to this I-43 project. WisDOT representatives will be on hand to engage with residents, and to share project plans. The meeting is scheduled for:



Wednesday, September 15, 2021
5:00pm-7:00pm
Carver Park – Shelter area*
911 W. Brown Street

*Please watch the project website for any updates if the weather prevents meeting.

Project information will also be available on the project website: wisconsindot.gov/pages/projects/by-region/se. Any questions may be directed to the project contacts listed on the front page.

Thank you for your participation!

INTRODUCTION

The Wisconsin Department of Transportation (WisDOT) Southeast Region is evaluating alternatives and conducting an environmental analysis for the proposed rehabilitation of Interstate 43 and its service (local) interchanges between Brown Street and Capitol Drive in Milwaukee County.

PUBLIC MEETING

Your input is needed at a Public Involvement Meeting on Wednesday, September 15, 2021 from 5:00 PM-7:00 PM. See back page for meeting details.

PURPOSE AND NEED

The purpose of the project is to address deteriorating pavement and bridges, as well as substandard traffic operations. The project improvements aim to maintain safe and efficient vehicular movement along the I-43 corridor.

PAVEMENT CONDITION

The original pavement in the I-43 project corridor is over 50 years old. WisDOT resurfaced the pavement in 1982, and most recently, in 2002. The proposed rehabilitation project will resurface and repair the driving surface and is anticipated to last 10 to 15 years. Each additional resurfacing after this project will last less time due to further deterioration of the original underlying base materials.

BRIDGE REHABILITATION

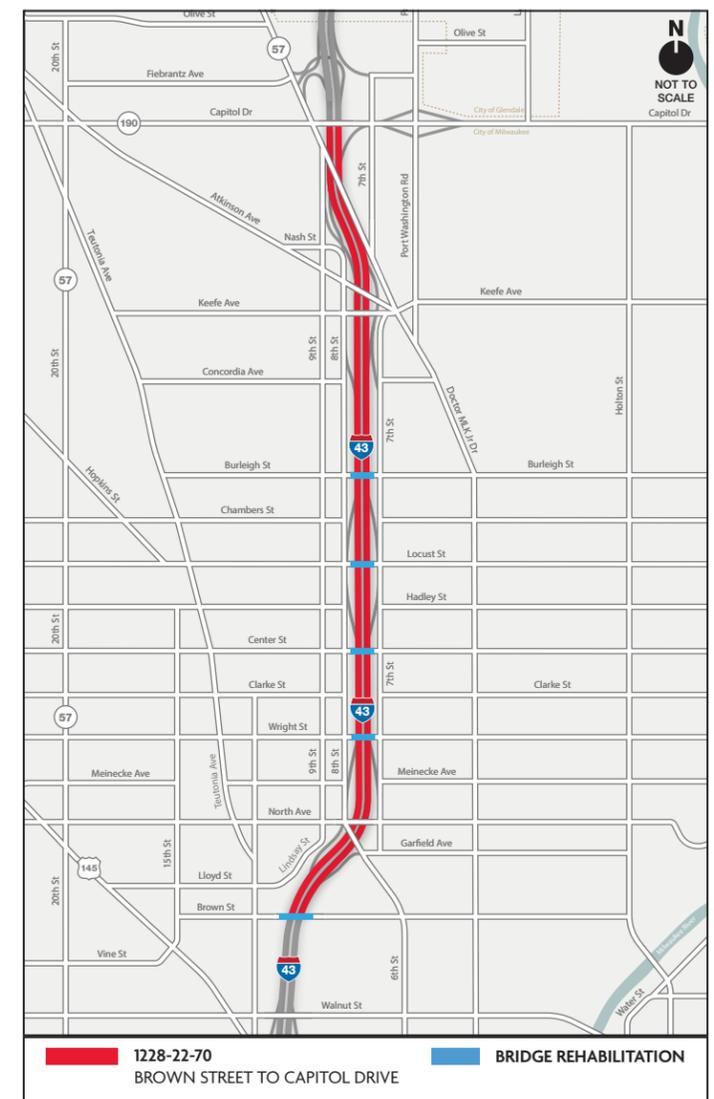
The I-43 corridor between Brown Street and Capitol Drive has bridge structures that were originally constructed between 1963 and 1967. Five of the structures have reached a point where they need routine, but significant repairs to preserve their current function:

- Brown Street – Concrete Deck Overlay and Paint
- Wright Street – Concrete Deck Overlay and Paint
- Center Street – Paint
- Locust Street – Deck Replacement and Paint
- Burleigh Street – Deck Replacement and Paint



PROJECT WEBSITE
wisconsindot.gov/pages/projects/by-region/se

PROJECT LOCATION



WISDOT CONTACT INFO

Jesse Jefferson, P.E.
Project Manager
Southeast Region Freeways
(262) 548-5942 | Jesse.Jefferson@dot.wi.gov

Dan Sellers
Southeast Region Communications Manager
(262) 548-6702 | Daniel.Sellers@dot.wi.gov

Southeast Region Office
141 N.W. Barstow Street, Ste 218
Waukesha, WI 53188



ALTERNATIVE UNDER CONSIDERATION

The proposed WisDOT project will rehabilitate the pavement on I-43 from Brown Street to Capitol Drive and making necessary repairs to five bridges.

PLANNED IMPROVEMENTS

Rehabilitate existing I-43 pavement and structures from Brown Street to Capitol Drive. Bridge improvements include Burleigh Street, Locust Street, Center Street, Wright Street, and Brown Street.

ADDITIONAL RECOMMENDED IMPROVEMENTS

Operational improvements to I-43 are being considered in addition to the planned improvements, including:

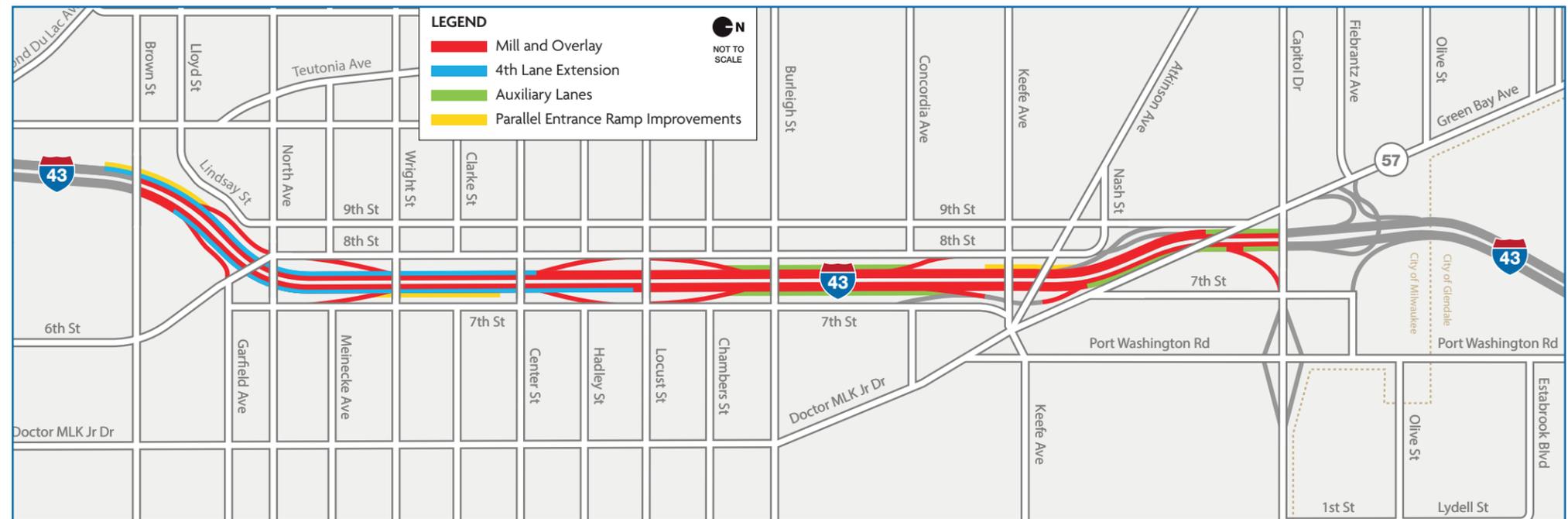
Extend the length of the merge transition lane on the south end of the project in both directions. This modification provides more time for vehicles to merge into traffic and moves the outside lane merge point from a curve to a straighter section of roadway.

Include auxiliary lanes between entrance and exit ramps to provide more merging distance for vehicles entering and exiting the freeway at the local interchanges.

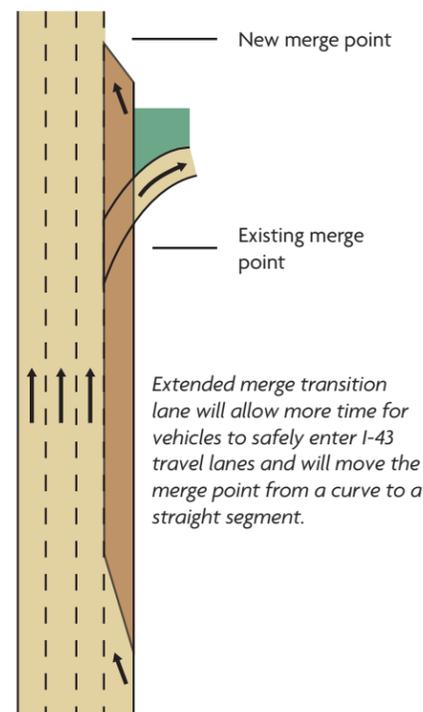
The additional recommended improvements will require a separate noise impact study that will determine the feasibility of adding potential noise barriers. A separate public process will occur.

ALL PLANNED AND RECOMMENDED MODIFICATIONS WILL STAY WITHIN THE EXISTING FREEWAY RIGHT-OF-WAY.

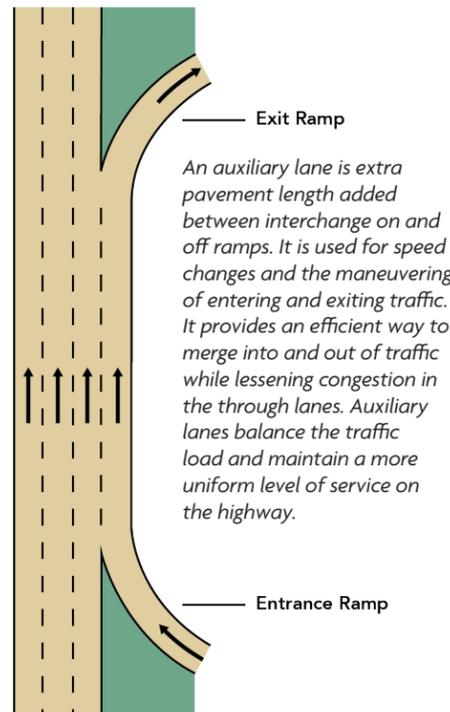
Project construction is planned for 2023 and 2024. This project is consistent with WisDOT's bridge preservation policy and the recommendations in the Southeastern Wisconsin Regional Planning Commission's Vision 2050 Land Use and Transportation Plan.



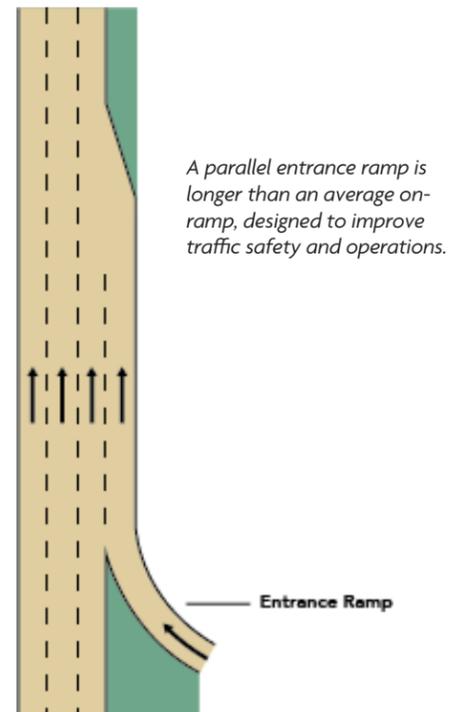
MERGE TRANSITION



AUXILIARY LANE

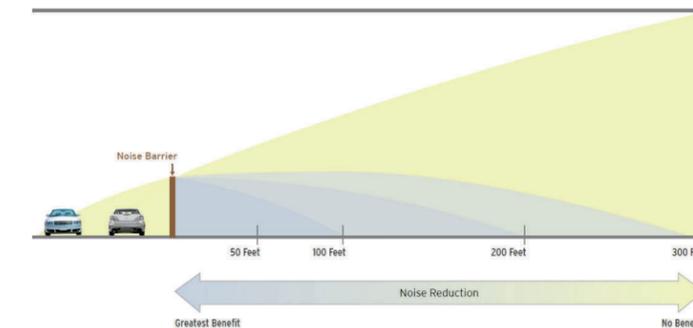


PARALLEL ENTRANCE RAMP



NOISE BARRIER PROCESS

At the start of certain state highway projects, WisDOT determines noise impacts and evaluates possible mitigation measures, such as noise barriers. Noise barriers are solid obstructions built between the highway and the homes along a highway to help alleviate noise impacts to nearby residents. For this project, noise impacts are being studied within the project limits, near the residential areas. Later this year, a separate noise meeting and process will be conducted with the potentially impacted residents and owners.



POTENTIAL IMPACTS DURING CONSTRUCTION

Freeway construction will bring temporary changes, though WisDOT and the City of Milwaukee will work to minimize the construction impacts to local residents.

Long-term traffic shifts, lane closures and ramp closures on I-43 will be necessary to complete the mainline work.

Nighttime mainline full freeway closures will be necessary to facilitate bridge painting and bridge deck removal.

The overpasses at Brown, Wright, and Burleigh will be closed to through traffic during the bridge work. Traffic at Locust will be closed in the eastbound direction during bridge work. Pedestrian traffic will be safely directed through or around work zones. The periodic closures are anticipated to last 2 to 4 months depending on the work. Adjacent overpasses can be utilized as alternate routes. Detours will be marked.

Milwaukee County Transit System (MCTS) bus routes in the work area will be impacted through delays or stop closures. WisDOT will coordinate with MCTS to accommodate existing transit during the project, including installing temporary bus stops if needed.



Sample noise barrier illustration - near Capitol Drive