

Chicago-Milwaukee
Amtrak Hiawatha Service
Draft Environmental Assessment

Appendix C
Wisconsin SHPO Concurrence Letter



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

16-0027/MI

SHPO

For instructions, see [FDM Chapter 26](#).

I. PROJECT INFORMATION

Amended Submittal (include new information only)

Project ID 0385-57-01	Highway - Street various	County various
Project Termini various	Region - Office SE	RECEIVED JAN 15 2016
Regional Project Engineer - Project Manager Arun Rao	(Area Code) Telephone Number 608.266.3015	
Consultant Project Engineer - Project Manager Melanie Johnson - Quandel Consultants	(Area Code) Telephone Number 216.378.7701	BY:
Archaeological Consultant On screening list	(Area Code) Telephone Number	
Architecture/History Consultant WHS - Kelly Hamilton	(Area Code) Telephone Number 608.264.6560	
Date of Need	SHSW Number	
Return a Signed Copy of This Form to		

II. PROJECT DESCRIPTION

Project Length N/A miles	Land to be Acquired: Fee Simple acres	Land to be Acquired: Easement acres
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Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width			Terrace Width		
Shoulder			Sidewalk Width		
Slope Intercept			Number of Lanes		
Edge of Pavement			Grade Separated Crossing		
Back of Curb Line			Vision Triangle acres		
Realignment			Temporary Bypass acres		
Other - List:			Stream Channel Change	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

Three projects are proposed in Wisconsin to support the increase of Amtrak's Hiawatha Service from 7 round trips to 10 round trips per day. The Milwaukee Airport Rail Station project includes constructing a platform and elevator tower on the west side of the tracks, an overhead pedestrian bridge, and an elevator tower on the east side of the tracks. Track renewal and inter-track fencing will also occur. Land acquisition of 0.07 acres is required to construct the elevator tower on the west side. The Muskego Yard Signal Installation project involves upgrading of tracks and replacement of ties, installation of signals, and construction of turnouts and crossovers to allow for 25 MPH speeds through the yard. The MKE-Cut-Off CTC project includes upgrading signals and track circuits in a 1.8 mile segment of track.

Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

- Property Owners
 - Public Information Meeting Notice
 - Letter - Required for Archaeology
 - Telephone Call
 - Other: Canadian Pacific continued coordination
- Historical Societies/Organizations
 - Public Information Meeting Notice
 - Letter
 - Telephone Call
 - Other:
- Native American Tribes
 - Public Info. Mtg. Notice
 - Letter
 - Telephone Call
 - Other:

Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS – APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input type="checkbox"/> Archaeological survey is needed <input checked="" type="checkbox"/> Archaeological survey is not needed <input checked="" type="checkbox"/> Screening list 5/21/2015 (date) <input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input checked="" type="checkbox"/> Architecture/History survey is needed <input type="checkbox"/> Architecture/History survey is not needed <input type="checkbox"/> Screening list (date) <input type="checkbox"/> No structures or buildings of any kind within APE <input type="checkbox"/> Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
<input type="checkbox"/> NO archaeological sites(s) identified – ASFR attached <input type="checkbox"/> NO potentially eligible site(s) in project area – Phase I Report attached <input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached <input type="checkbox"/> Avoided through redesign <input type="checkbox"/> Phase II conducted – go to VII (Evaluation) <input type="checkbox"/> Phase I Report – Cemetery/cataloged burial documentation	<input type="checkbox"/> NO buildings/structures identified – Report attached <input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE – Report attached <input type="checkbox"/> Avoided through redesign <input type="checkbox"/> Previously listed/eligible property identified in the APE – Report attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

<input type="checkbox"/> No arch site(s) eligible for NRHP – Phase II Report attached <input type="checkbox"/> Arch site(s) eligible for NRHP – Phase II Report attached <input type="checkbox"/> Site(s) eligible for NRHP – DOE attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP – DOE attached <input type="checkbox"/> Building/structure(s) eligible for NRHP – DOE attached
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VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.
 A qualified archaeologist to monitor the construction-related ground disturbing activities @ 47MI207 (see attached)
 Site should not be used for borrow or waste disposal
 Site should not be used for borrow or waste disposal, and the site area not currently capped by asphalt/concrete should not be used for the staging of personnel, equipment and/or supplies.

IX. PROJECT DECISION

- No historic properties (historical or archaeological) in the APE.
- No historic properties (historical or archaeological) affected.
- Historic properties (historical and/or archaeological) may be affected by project;
 - Go to Step 4: Assess affects and begin consultation on affects.
 - Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

X. SIGNATURES

X  (Regional Project Manager Signature)	1/8/16 (Date – m/d/yy)	X  (WisDOT Historic Preservation Officer Signature)	1/14/16 (Date – m/d/yy)	X  (State Preservation Officer Signature)	(Date – m/d/yy)
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Feb 25 2016

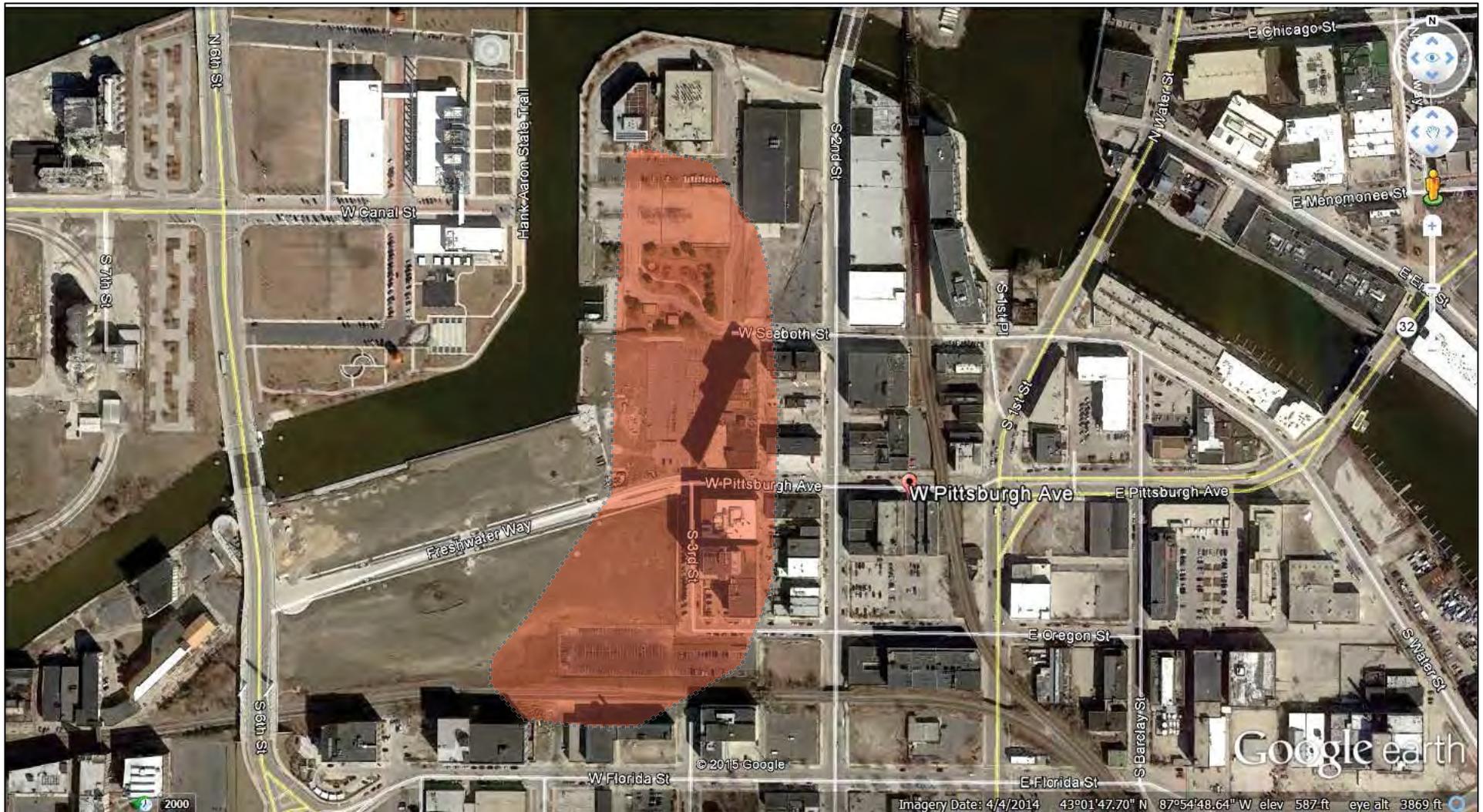
X *Melanie H. Johnson*

1/8/16

(Consultant Project Manager
Signature)

(Date –
m/d/yy)

47MI207 (The Runners Village) location as currently mapped in WHPD



Google Earth accessed on 05/06/2015

2014 aerial photograph



47MI207 (The Runner's Village) as currently mapped in WHPD



Legend

- PLSS Corners
- PLSS Grid
- AERIAL PHOTO 2010 HIGH R
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- Structure

2010
aerial photo

1:8,000



1,333 0 667 1,333 Feet

NAD_1927_StatePlane_Wisconsin_South_FIPS_4803

© MCAMLIS

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

<http://lio.milwaukeecounty.org/mcamlis/> accessed on 05-06-2015

Notes

MILWAUKEE COUNTY INTERACTIVE
MAPPING SERVICE
2010 aerial photo



DATE: May 26, 2015

TO: Kelly Hamilton - WHS

FROM: Timothy F. Heggland -WHS

SUBJECT: WisDOT 0385-57-01 Chicago-Milwaukee: Historic/Cultural Resources (Cut-off CTC Installation; Muskego Yard Signalization; MARS Second Platform)

Dear Kelly:

As requested, I visited the three railroad corridor project areas in Milwaukee that are listed above on May 19, 2015, in order to ascertain whether or not the proposed scope of work program for each of these areas has any potential to effect the several NRHP-listed historic districts and/or other potentially eligible historic resources that are either located within or immediately adjacent to these three areas. My conclusion is that none of these three replacement-in-kind projects will have an effect on these historic resources and the following discussions are intended to document this conclusion.

Cut-off CTC Installation Project:

The west limit of this project is the Cut Off point, which is the intersection of the east-west running railroad tracks and S. 35th Street, and the east limit is the east end of the Milwaukee Intermodal Station.

The purpose of the Milwaukee Intermodal Station to Cut Off project is to increase running speeds in the segment to timetable speeds for freight and passenger traffic and to improve operations within the Milwaukee Intermodal Station. Two main tracks operate between Milwaukee Station and Cut Off. Four depot tracks serve the Milwaukee Station. According to Canadian Pacific (CP) timetables, freight and passenger mainline speeds in the segment are 30 MPH and 40 MPH, respectively. Speeds through the interlockings and on the Depot tracks are 10 MPH and 15 MPH for freight and passenger rail, respectively. However, CP reported that trains operate at a maximum of 15 MPH throughout the segment due to signal limitations and geometry restrictions.

Additionally, dwarf signals are employed throughout the Station due to slow train speeds and possible sightline obstructions. The dwarf signals only provide stop or restricting aspects. Signals at Cut Off; MP 86.1; the entrances to the Station; and Plankinton Avenue provide approach indications at their least restrictive aspect. This means that

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trains approaching these signals either must stop or, in the best scenarios, stop at the next signal. This prohibits trains from traveling more than 15 MPH throughout this segment.

The timetable states that the manual interlockings at Milwaukee are controlled by the CP Chicago & Milwaukee (C&M) train dispatcher. Trains must not occupy a main track without a proper signal indication or verbal authority from the C&M train dispatcher. Currently, when a train enters the manual interlocking, the CP dispatcher has to manually release the signal and set it to the most restrictive signal indication. In the best scenario, the signal would automatically change to the most restrictive signal, but in this case, the CP dispatcher must do it. This activity is very inefficient and can take a lot of time if there are several operations occurring at the same time in the Station.

The implementation of [Centralized Track Control] CTC between Milwaukee Station and Cut Off is expected to increase train speeds in the segment for freight and passenger trains. West bound freight trains traveling from Plankinton Avenue through the Station will still travel at reduced speeds until the end of the train leaves the 10 MPH territory around the curve just east of the Station. It is anticipated that East bound trains traveling from the Cut Off will be able to attain higher speeds because of the upgraded signal aspects. It is unknown whether trains will actually reach timetable speeds.

Proposed improvements include replacing old signals, crossovers, turnout, bungalows, and warning devices for grade crossings; constructing a radio repeater tower to bolster communications with St. Paul [MN]; installing GPS coordination at certain infrastructure elements; and upgrading the wiring between signals and bungalows.¹ All work will be contained within the right-of-way.²

The existing double railroad tracks in the west end of this segment pass adjacent to and just to the north of the historic Grant Marble Co. works building (AHI# 78309), which has been evaluated in the AHI as being potentially eligible for NRHP listing.³ Located between the railroad tracks and this building, however, is the crushed stone-covered railroad track bed itself and also a blacktopped employee parking lot, both of which extend along the full length of the north-facing elevation of this building (See photos 1-5). Consequently, there is ample room to accommodate any improvements that will be made as a result of this project without affecting the Marble Co. building.

¹ A bungalow, in this usage, refers to the housing for signals & communications computers that control switches, crossings, and other such controls, relaying information to and from the RTC (rail traffic control).

² Project Description Document. Quandel Consultants, LLC. May, 8, 2015.

³ Shortly after the field survey for this project was completed, the surveyor noted that the comments about the Grant Marble Co. works (today's D. R. Diedrich & Co. Tannery) in the AHI were greatly at odds with its evaluation as being potential eligibility for NRHP listing. The DHP has since revised this evaluation and it is now listed in the AHI as being "Not Eligible."

In addition, the west end of the existing railroad tracks in this segment also pass just to the north of and adjacent to the land that is associated with the historic Milwaukee Gas Light Co.'s West Side Plant (AHI# 16452). This architect-designed complex is currently unevaluated but I believe that it is potentially eligible for NRHP listing. However, this complex is set back some distance from the railroad tracks and its associated right-of-way (See photos 6-9) and it is believed that there is ample room to accommodate any improvements that will be made as a result of this project without affecting the Gas Light Co. Complex or its setting.

Muskego Yard Signalization:

This project contains both a north-south segment and an east-west segment. What is being discussed in this document represents only those portions of this project that run through or lie adjacent to NRHP-listed historic districts and/or other potentially eligible historic resources.

The Muskego Yard signalization project was identified by Canadian Pacific as an improvement that will provide operational flexibility for Canadian Pacific trains. Canadian Pacific currently travels through the Milwaukee Intermodal Station when connecting from the Watertown Subdivision to the Chicago & Milwaukee (C&M) Subdivision. By providing two signalized yard tracks, Canadian Pacific will be able to divert some freight through Muskego Yard instead of through the station. In addition, Canadian Pacific freight trains can be held in Muskego Yard rather than on the C&M mainline if necessary.

One signalized track will be provided to the east end of Muskego Yard and two signalized tracks will be provided through the yard. Two existing yard tracks will be converted to mainline yard tracks. The existing single track connections to the C&M Subdivision and Cut Off will be maintained.

Work to implement the project includes refurbishment of the east end connecting track to the yard and two through tracks within the yard as well as 1/3 tie replacement. Turnout and crossover installation; signal installation; and interlocking establishment is also included. All work will be constructed within existing rights-of-way.⁴

North-South Segment

For the purposes of this discussion, the north end of the north-south segment of this project begins at the east end of the Milwaukee Intermodal Station and it continues south as far as West Virginia Street. The curving double tracks of this segment exit the east end of the Milwaukee Intermodal Station and continue south across the Menomonee River. As they do so they pass close by the NRHP-listed John Pritzlaff Hardware Company building (AHI# 16132) but are separated from it by the crushed stone aggregate-covered railroad track bed itself and also by a

⁴ Project Description Document. Quandel Consultants, LLC. April 15, 2015.

gravel-surfaced parking lot, both of which extend along the full width of the south-facing elevation of this building (See photos 11-12). Once these tracks cross the Menomonee River they run south along the east-facing elevations of the buildings that comprise 100, 126, and 160 S. 2nd Street; 131 W. Seeboth St.; and 117 W. Pittsburg Ave., and along the west-facing elevations of 115 W. Seeboth St. and 145, 149-53, 157-59, 161-63, and 165-69 S. 1st Street, all of these, except for 145 S. 1st St., being contributing buildings that are located within the boundaries of the NRHP-listed South 1st and 2nd Street Historic District. These double tracks run along the rear elevations of most of these buildings. A narrow strip of land of varying width that belongs to these buildings is located between the buildings themselves and the adjacent, raised railroad track bed, and this track bed is covered in crushed stone ballast (See photos 13-24). Although this railroad corridor is narrow in places, any work that will take place within it as a result of this project will occur within the historic railroad right-of-way's boundaries and the kinds of work that will be undertaken will not affect the historic resources that lie adjacent to this corridor.

As the double tracks continue further south and leaves the South 1st and 2nd Street Historic District they run alongside the NRHP-listed Lindsay-Bostrom Building (AHI# 113458), which fronts on W. Oregon St. At this point, however, the track bed is elevated a full story above W. Oregon St., which it crosses immediately adjacent to the Lindsay-Bostrom Building (see photos 22 and 24). No work is planned at this location and this building will be unaffected by any work associated with this project.

Just a block further south, the tracks also run alongside the southwest boundary of the NRHP-listed East Oregon and South Barclay Industrial Historic District as well. One of this district's contributing buildings, known in the AHI as Building No. 35, is located immediately adjacent to the railroad tracks (AHI# 118494), but it is located a full-story lower than the track bed and is positioned next to the viaduct that carries the railroad tracks across E. Florida St. (See photos 25 & 26). This building will also be unaffected by any work associated with this project.

East-West Segment

For the purposes of this discussion, the east end of the railroad tracks associated with the east-west segment of this project begin at the point where these railroad tracks join with the north-south tracks just described, this location being at the point where the tracks cross S. 1st Street, and these tracks continue west as far as the IH-94 overpass.

Beginning at the easternmost point of this segment, what is currently a single track curves to the west from its point of junction with the north-south double tracks and it continues west from this point. As it does so the track first passes directly behind the NRHP-listed Lindsay-Bostrom Building mentioned above, but here too this track is separated from this building by a narrow strip of land belonging to the building itself and by the raised, crushed stone-covered track bed that is associated with the railroad track. While, this track bed now carries just a single pair of tracks it originally carried another set of tracks that ran parallel to it located closer to the Lindsay-Bostrom Building. This second pair of tracks was discontinued some years ago and

removed and the current project intends to rebuild this track in its original location within the historic railroad right-of-way. Even so, the replacement in kind of this track should have no effect on the adjacent listed building.

As this track continues on its way westward it becomes a double track and they next pass through the NRHP-listed Florida and Third Industrial Historic District. In the process the tracks run along the north-facing elevations of 234 W. Florida Street, 331 S. 3rd Street, and 326, 332, 408, and 500 W. Florida Street, all but 234 W. Florida Street being contributing buildings within this District.⁵ These double tracks run along the rear elevations of most of these buildings and a strip of land of varying width that belongs to these buildings is located between the buildings themselves and the adjacent railroad track bed, which is covered in crushed stone ballast (See photos 27-36). Although the strip of land belonging to these buildings is narrow in places, any work that will take place as a result of this project will occur within the historic railroad right-of-way's boundaries and the kinds of work that will be undertaken will not affect the historic resources that lie adjacent to this corridor.

As these tracks continue on their way westward they next pass through the NRHP-listed Walker's Point Historic District. In the process the tracks run along the rear north-facing elevations of 700, 748, and 754 W. Virginia Street, and the south-facing elevations of 624, 706, 710, 720, and 730 W. Oregon Street. Here too, a strip of land of varying width that belongs to the buildings on both sides of the right-of-way is located between the buildings themselves and the adjacent railroad track bed, which is covered in crushed stone ballast (See photos 38-42), and most of this land is hard surfaced and is used for automobile parking. Any work that will take place within the adjacent track bed as a result of this project will occur within the historic railroad right-of-way's boundaries and the kinds of work that will be undertaken here will also not affect the historic resources that lie adjacent to this corridor.

As the tracks continue westward they next cross a metal truss swing bridge, this being the Chicago, Milwaukee, St. Paul & Pacific Railroad Bridge (aka: Burnham Canal Bridge-Milwaukee Road Bridge B-4), which has been evaluated as being potentially eligible for NRHP-listing (AHI# 106686). No work is planned at this location and this bridge will be unaffected by any work associated with this project (See photo 37).

Milwaukee Airport Rail Station (MARS) Second Platform:

The MARS Second Platform project proposes to install a second platform on the west side of the Canadian Pacific (CP) tracks and a pedestrian bridge to cross from the east side platform to the west side at the existing Milwaukee Airport Rail Station in Milwaukee, WI.

⁵ Originally there were two other buildings located in the district on the north side of and immediately adjacent to the railroad tracks, 233 W. Oregon Street and 305 S. Third Street, but these buildings have both now been demolished.

No previously surveyed or listed historic resources were found within or adjacent to this project area. As a result, this area was not field surveyed and no photographs were taken.

Summary:

The first two of these three projects are located within historic railroad corridors and rail yards that were actually put in place before most of the individually eligible and listed buildings and bridges, and listed historic districts that they cross or adjoin were built. The various railroads that have owned these tracks have continuously maintained and upgraded them and the proposed projects are the latest examples of the ongoing maintenance that resources such as these require. The information provided by Quandel Consultants regarding these project areas indicates that no work is being proposed that would occur outside the historic railroad right-of-ways and inside the boundaries of any of the listed or potentially eligible resources enumerated above. Consequently, it is believed that a finding of no effect for these projects is justified; in-so-far-as historic resources are concerned.

Sincerely,

Timothy F. Heggland
Staff Architectural Historian
Museum Archaeology Program



MAP CODE 1

MAP May 19, 2015

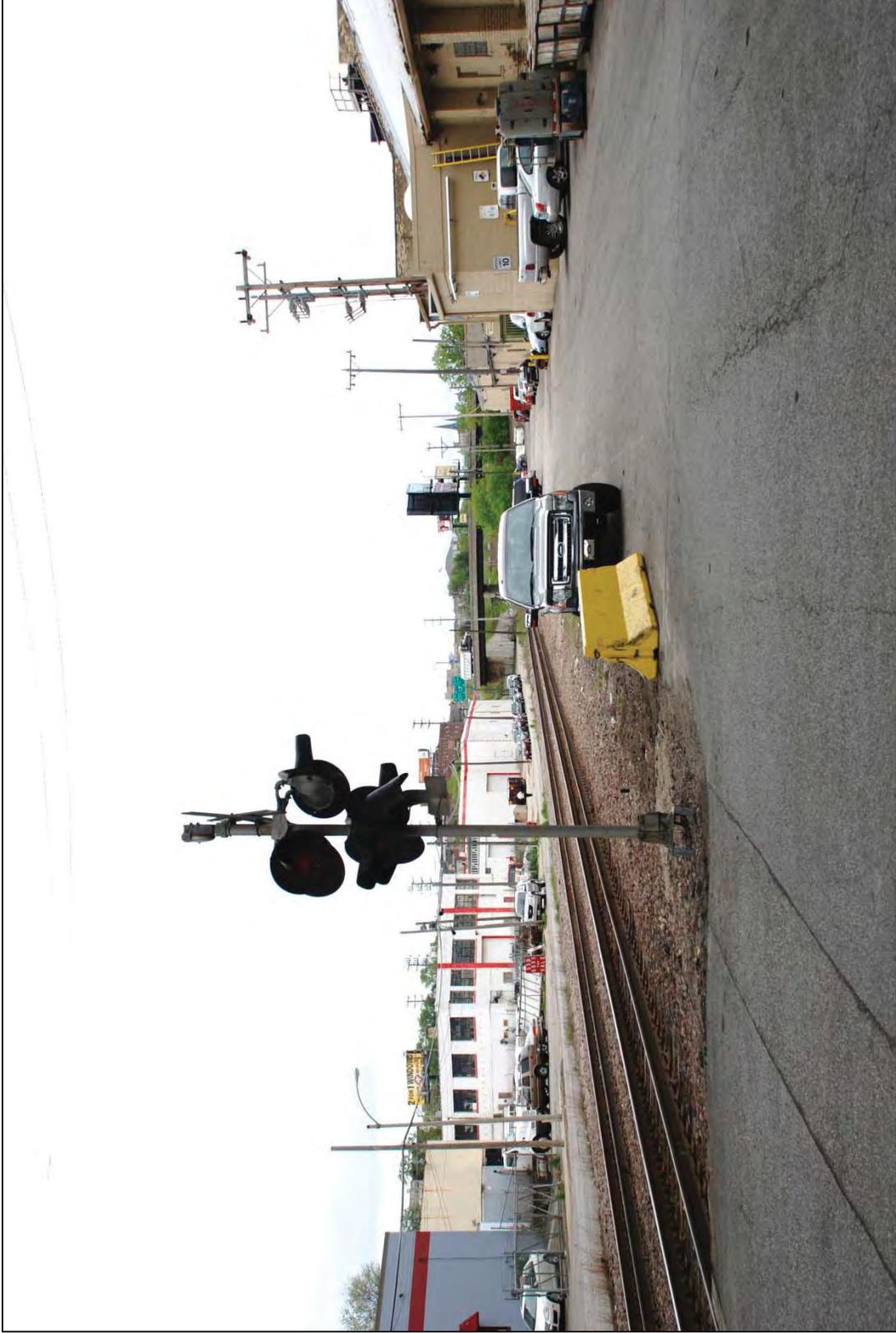
WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Milwaukee Station to Cut-Off CTC Installation
Milwaukee County



MAP CODE 2

MAP May 19, 2015

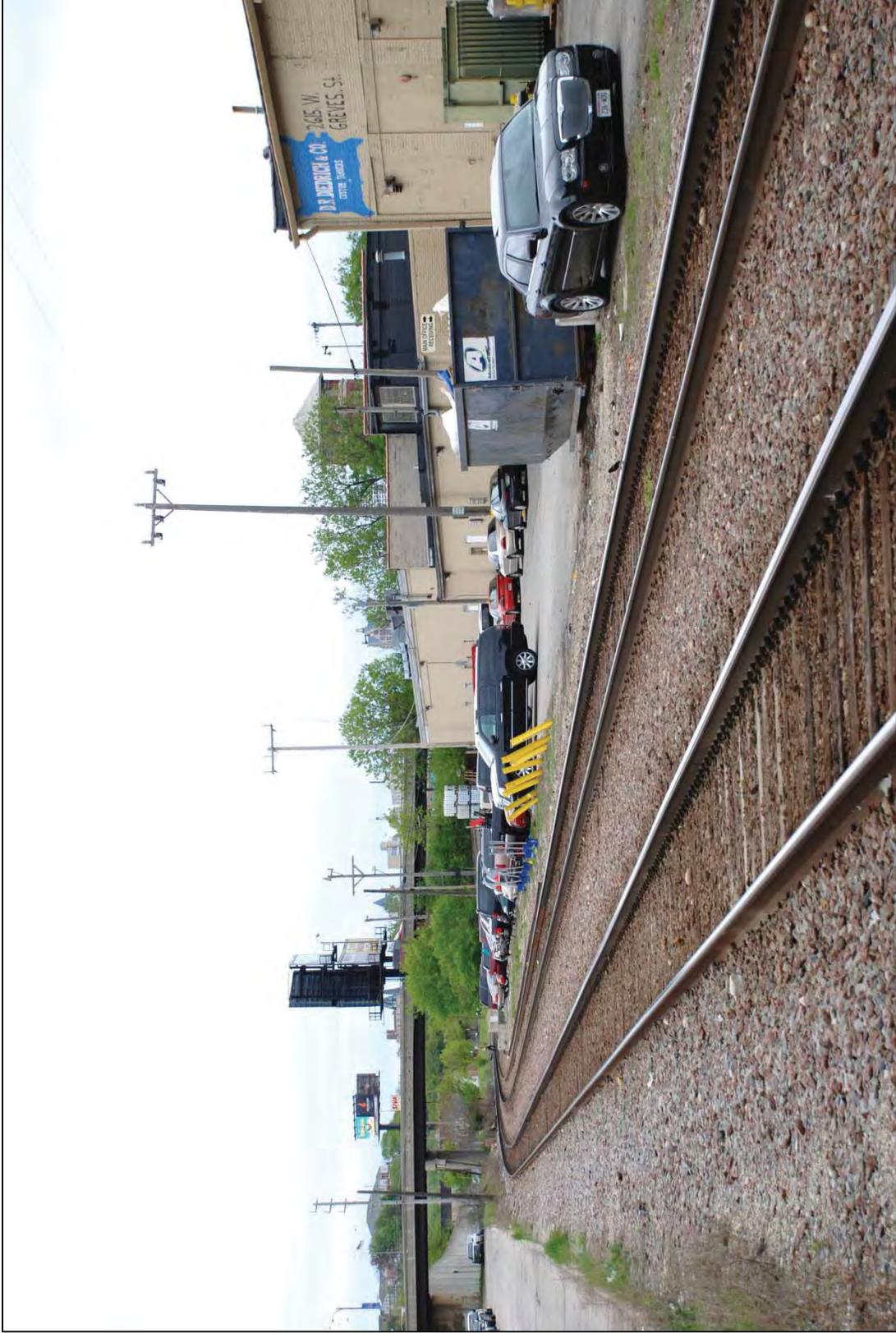
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Milwaukee County



MAP CODE 3

MAP May 19, 2015

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MAP CODE 4

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MAP CODE 5

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MAP CODE 6

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Milwaukee County



MAP CODE 7

MAP May 19, 2015

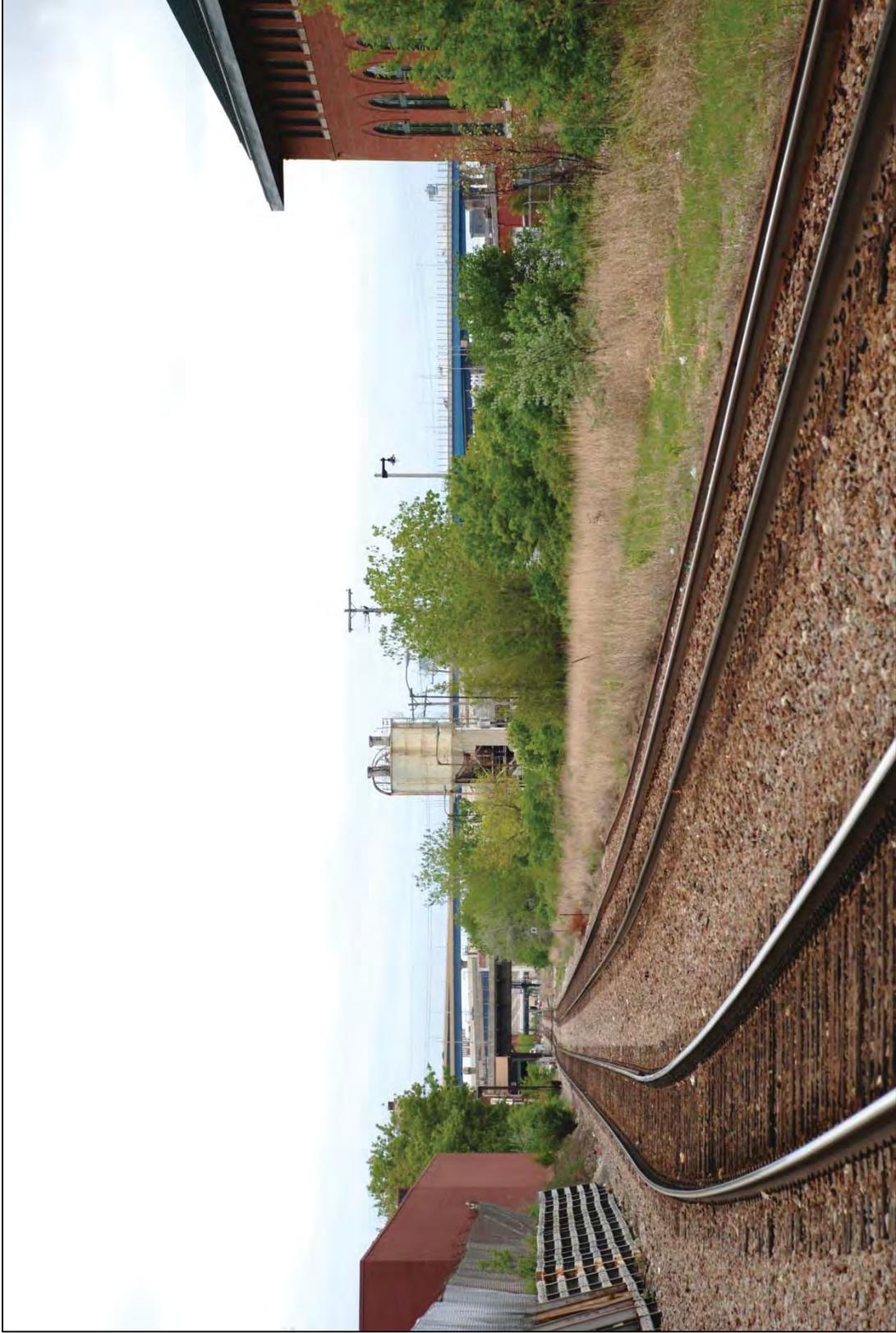
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Chicago-Milwaukee Intercity, Milwaukee Station to Cut-Off CTC Installation
Milwaukee County



MAP CODE 8

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Milwaukee Station to Cut-Off CTC Installation
Milwaukee County



MAP CODE 9

MAP May 19, 2015

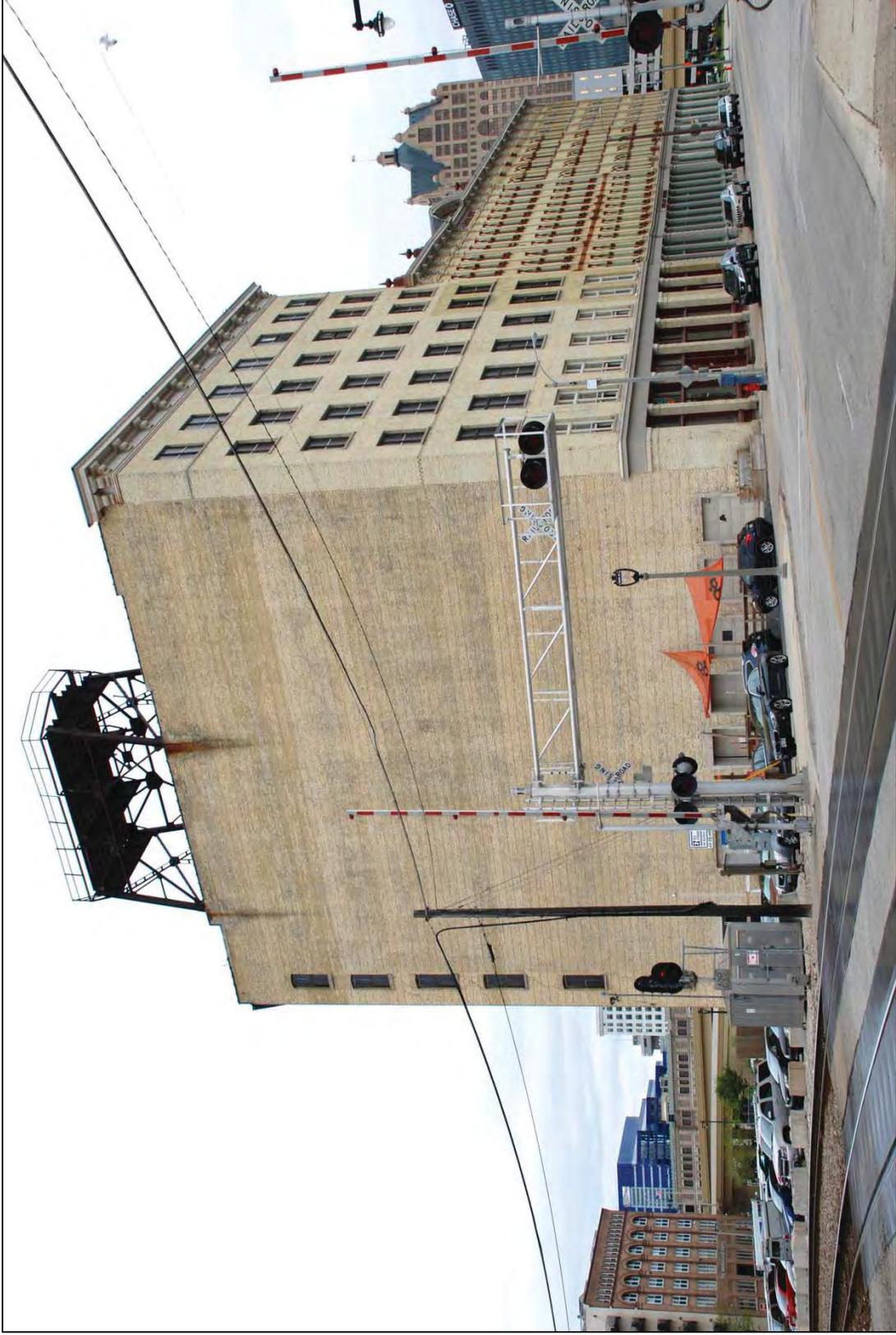
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MAP CODE 10

MAP May 19, 2015

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MAP CODE 11

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MAP CODE 12

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MAP CODE 13

MAP May 19, 2015

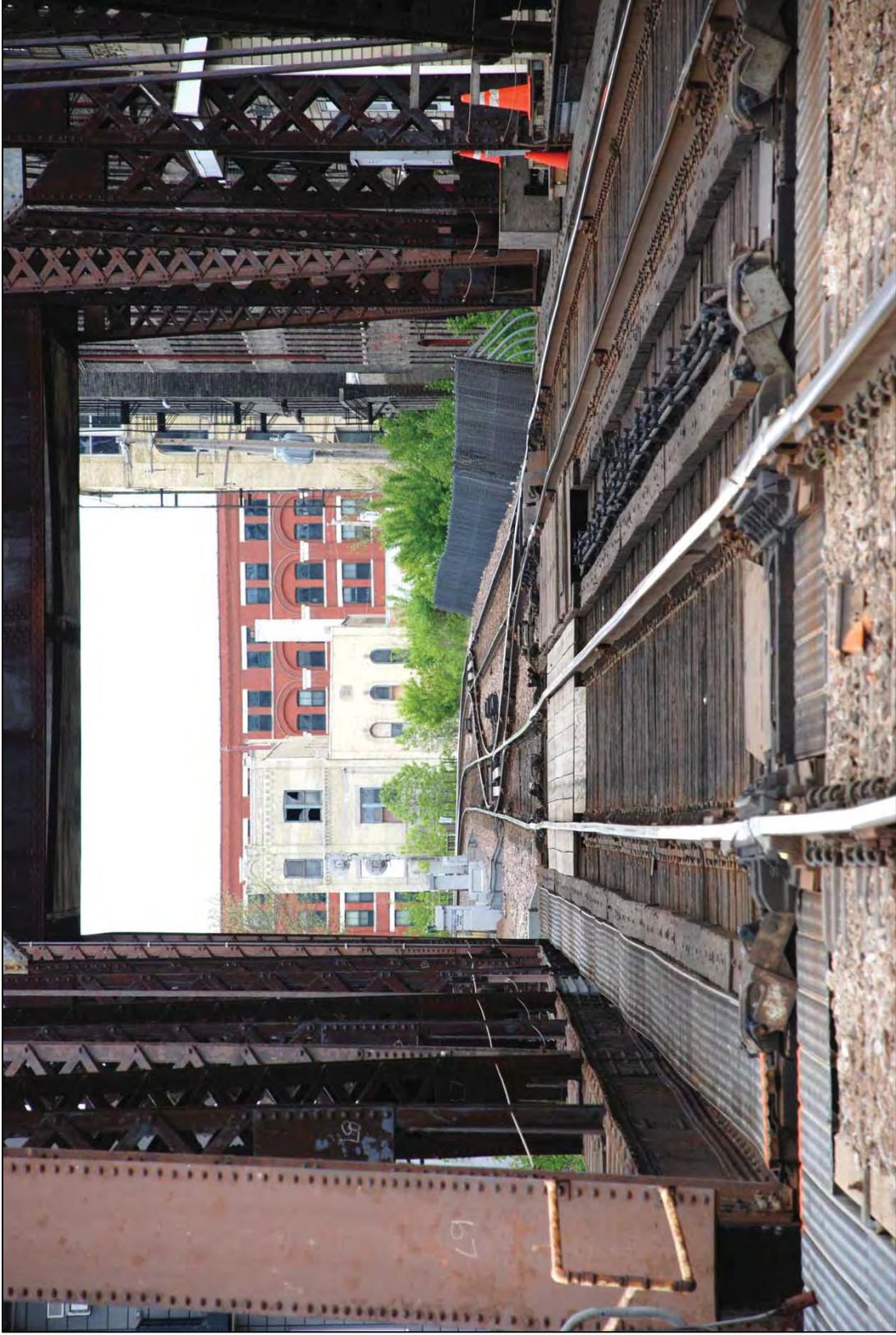
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MAP CODE 16

MAP May 19, 2015

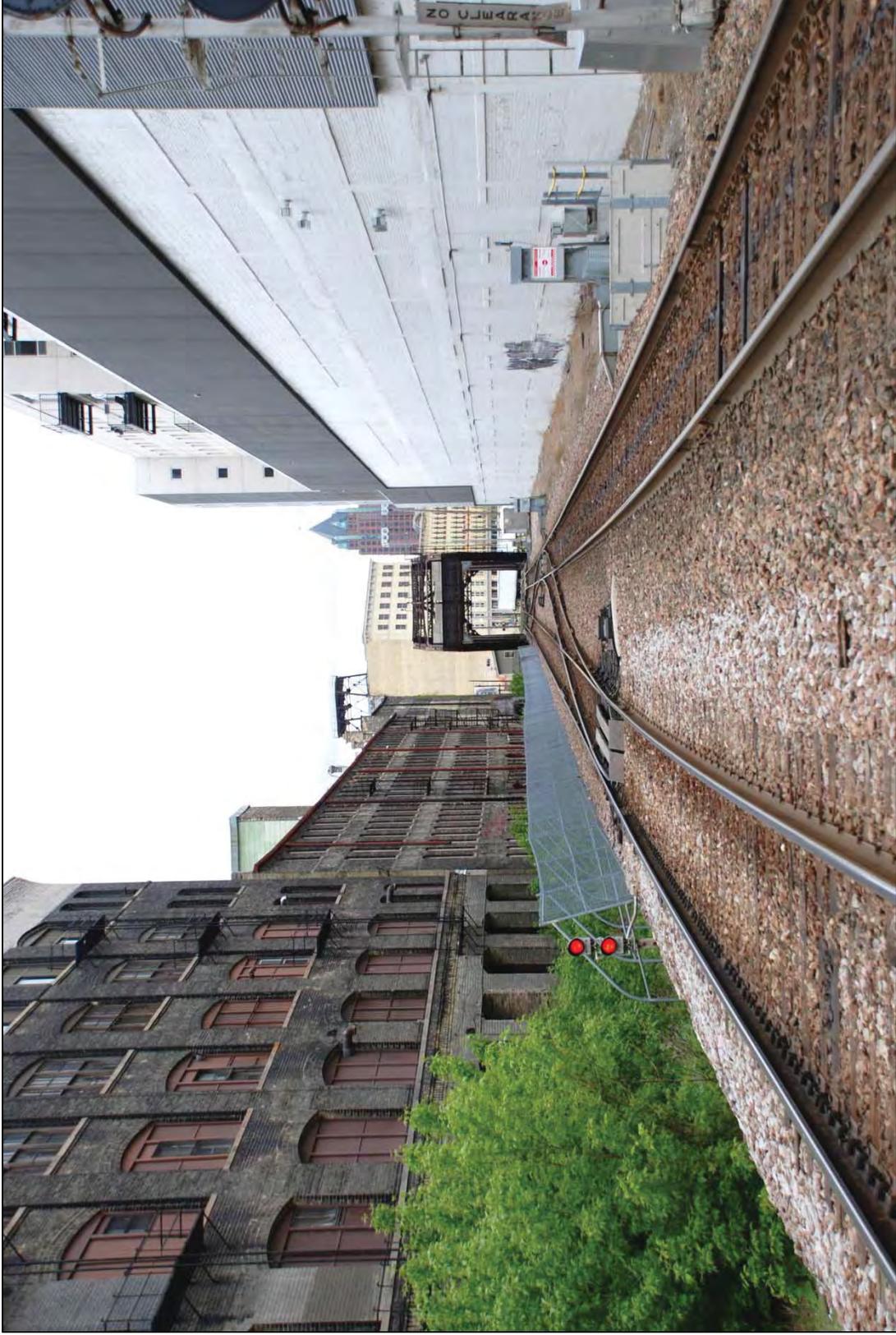
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Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 17

MAP May 19, 2015

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Milwaukee County



MAP CODE 18

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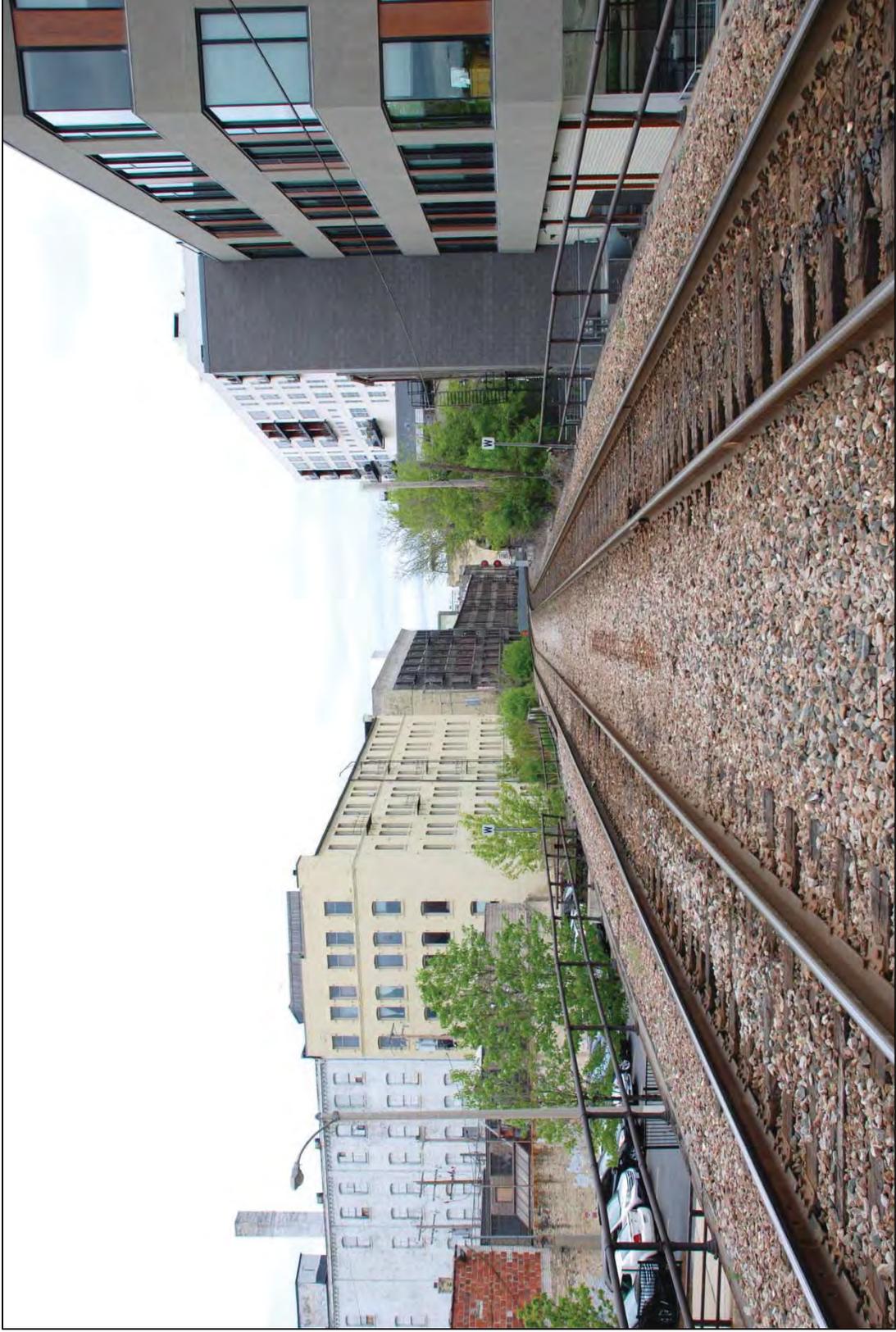
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MAP CODE 19

MAP May 19, 2015

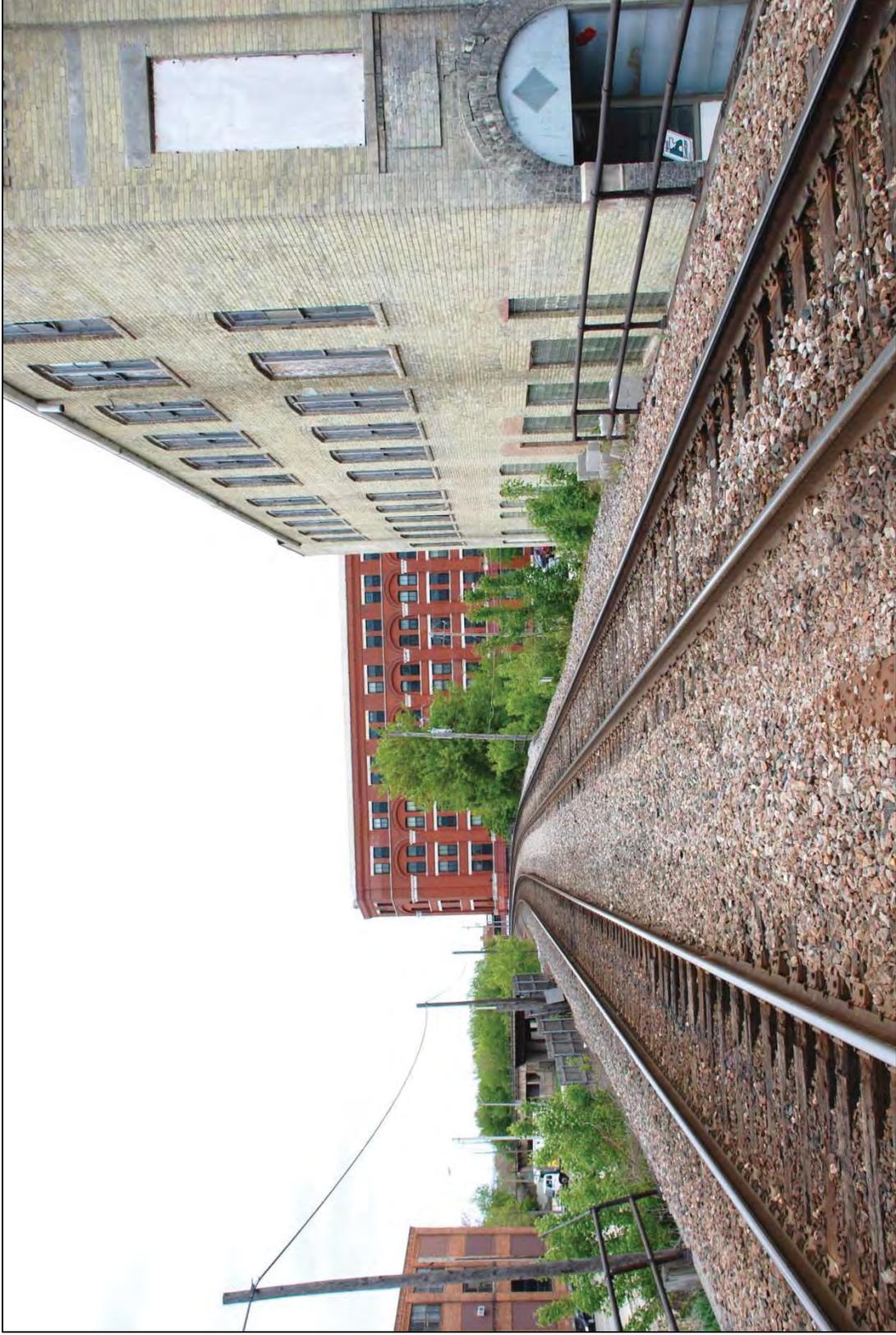
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Milwaukee County



MAP CODE 20

MAP May 19, 2015

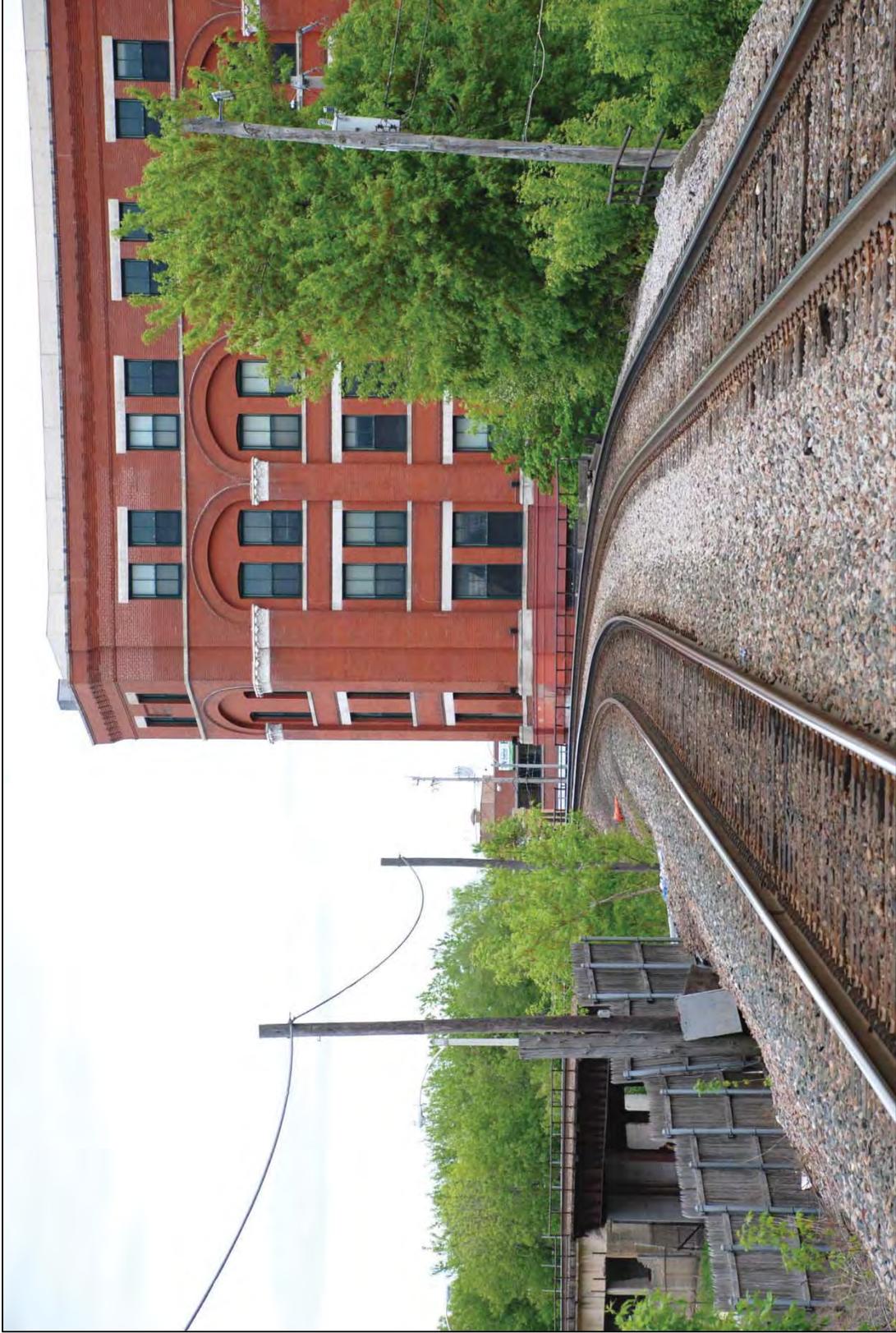
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MAP CODE 21

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Milwaukee County



MAP CODE 22

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MAP CODE 23

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MAP CODE 24

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MAP CODE 27

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MAP CODE 28

MAP May 19, 2015

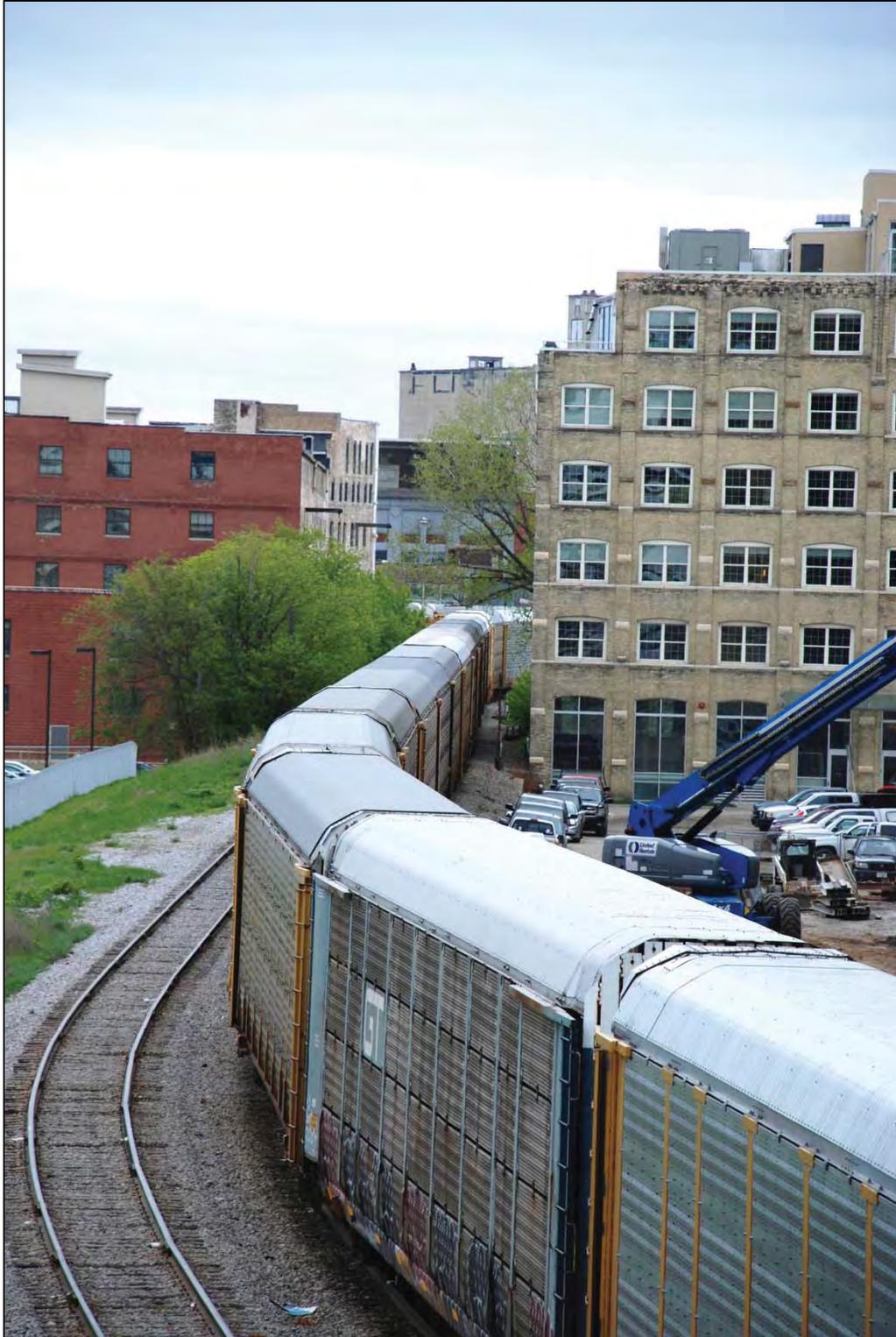
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Milwaukee County



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MAP May 19, 2015

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MAP CODE 30

MAP May 19, 2015

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MAP CODE 31

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MAP CODE 32

MAP May 19, 2015

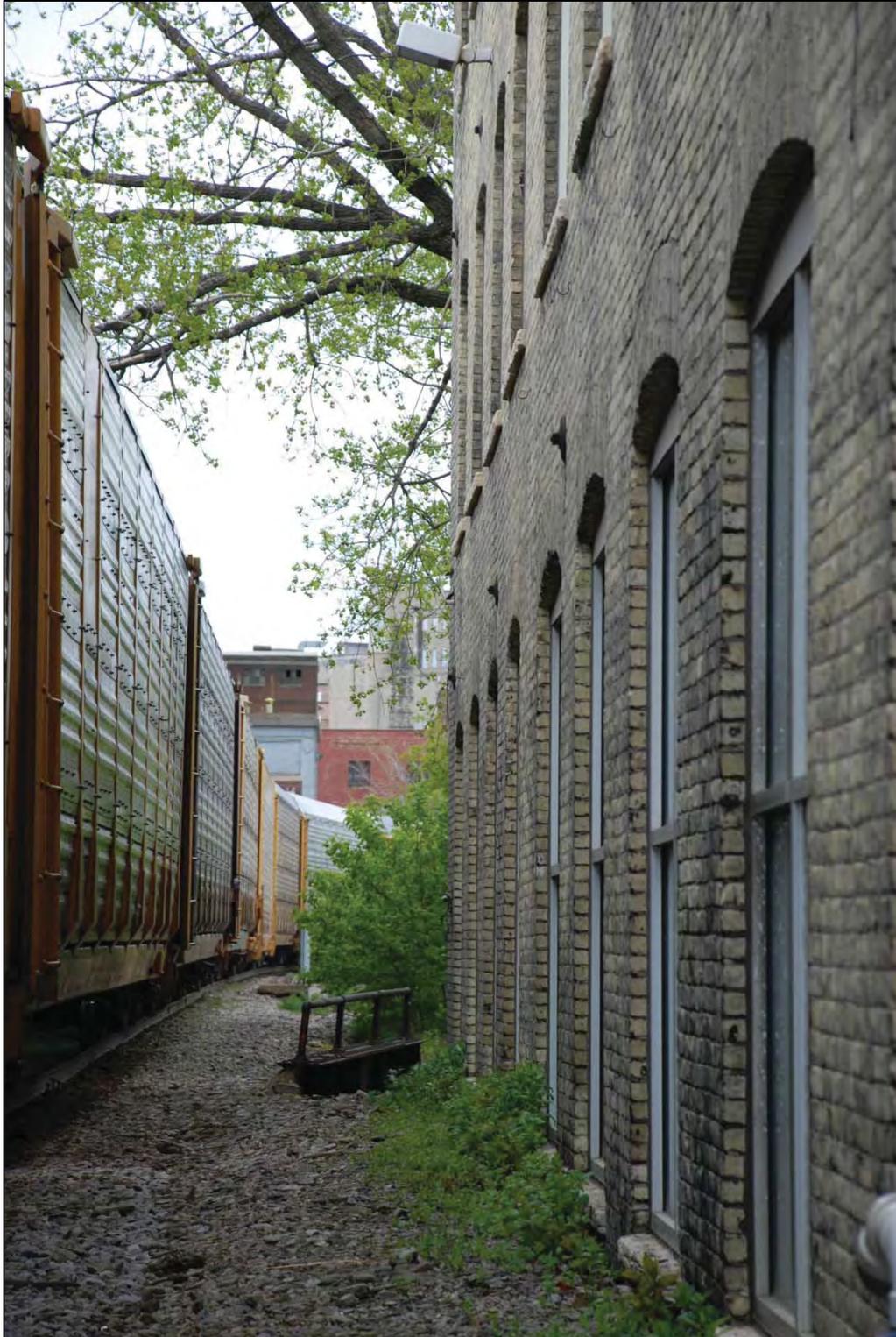
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Milwaukee County



MAP CODE 33

MAP May 19, 2015

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Milwaukee County



MAP CODE 34

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 35

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 36

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 37

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 38

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 39

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 40

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



MAP CODE 41

MAP May 19, 2015

WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County



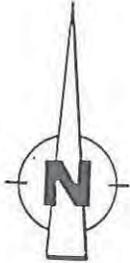
MAP CODE 42

MAP May 19, 2015

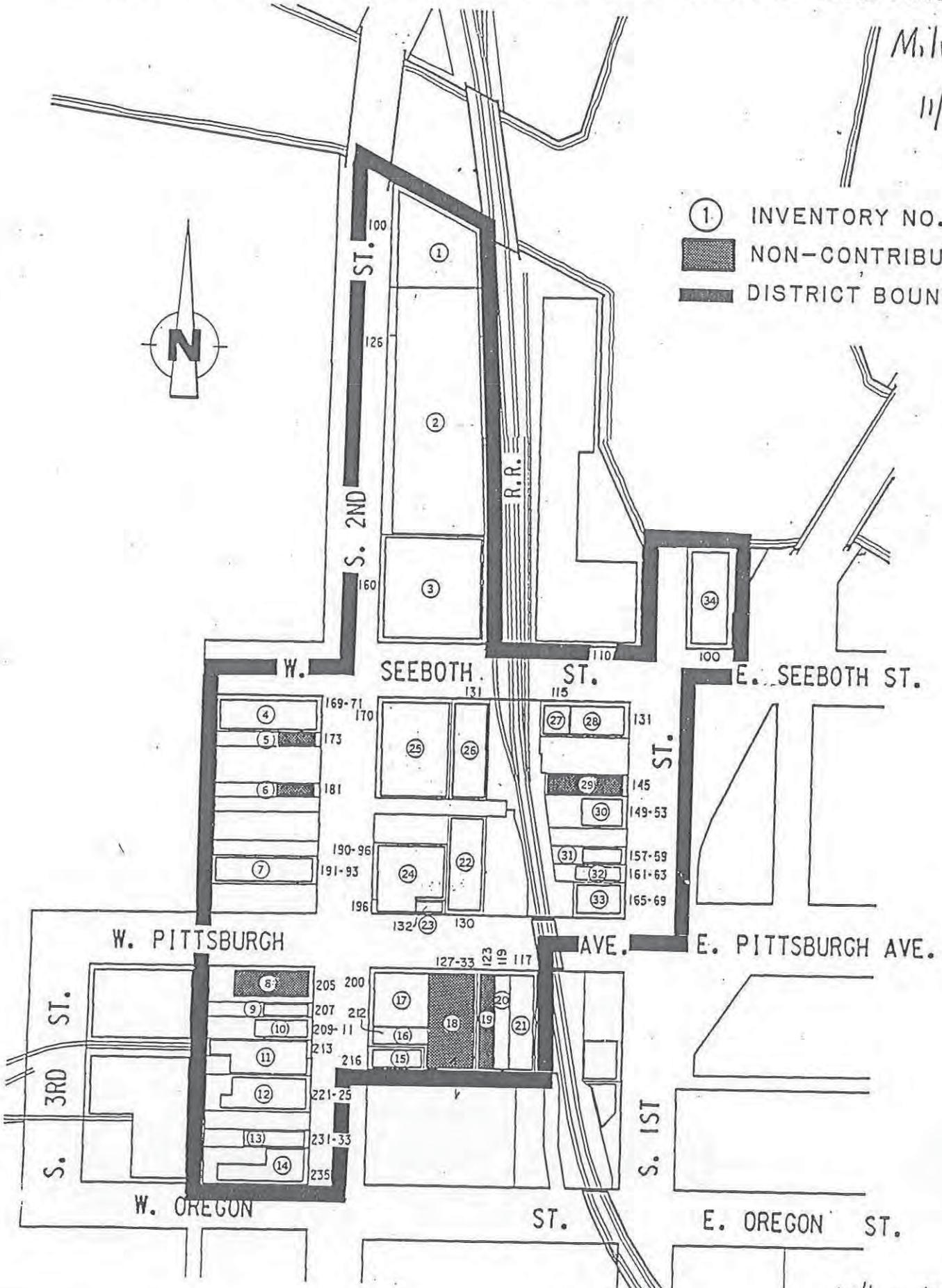
WisDOT project ID: 0385-57-01
Chicago-Milwaukee Intercity, Muskego Yard Signalization
Milwaukee County

SOUTH 1ST & 2ND STREET HISTORIC DISTRICT

Milwaukee
11/30/87

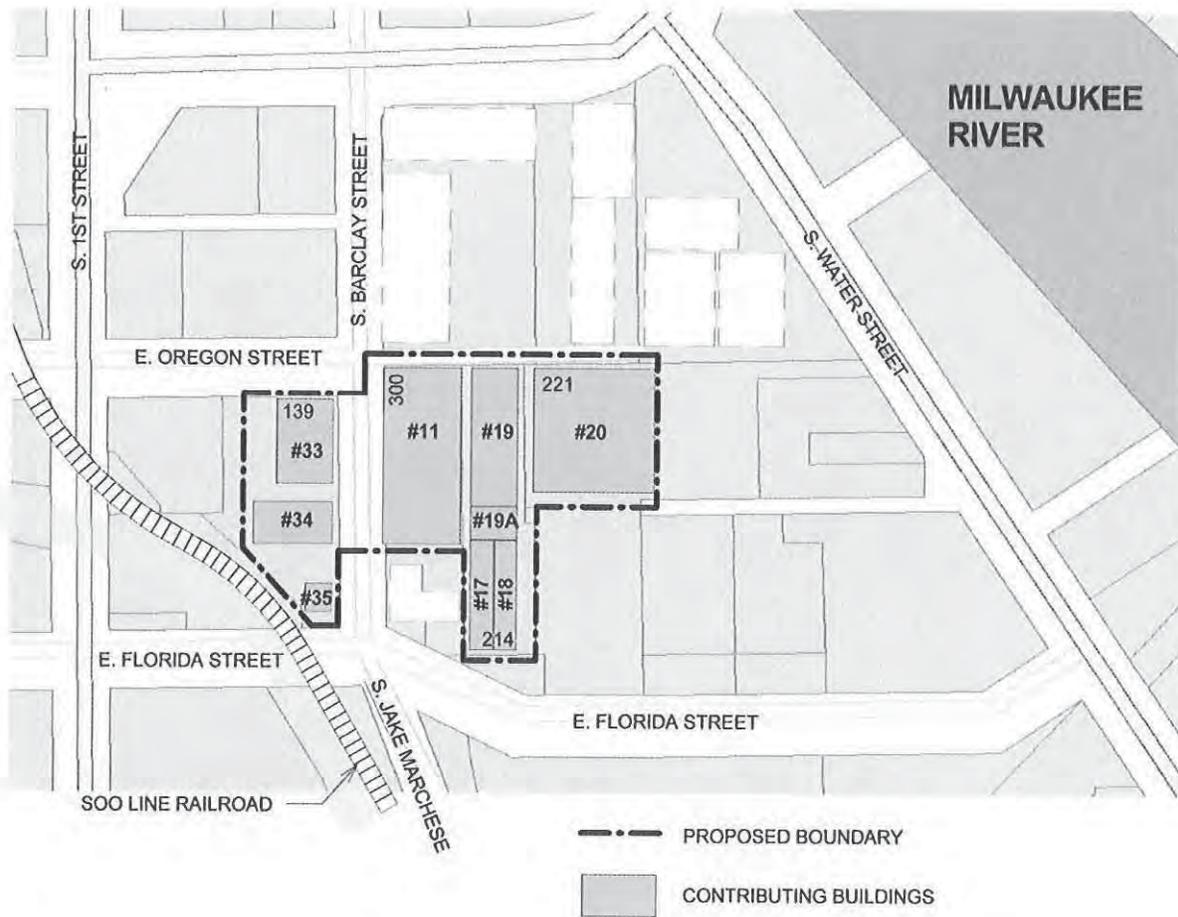


- ① INVENTORY NO.
- NON-CONTRIBUTING
- ▬ DISTRICT BOUNDARY



Milwaukee
MILWAUKEE

East Oregon & South Barclay Industrial Historic District
 Milwaukee, Milwaukee County, Wisconsin
 Boundary Map



REFERENCE MAP

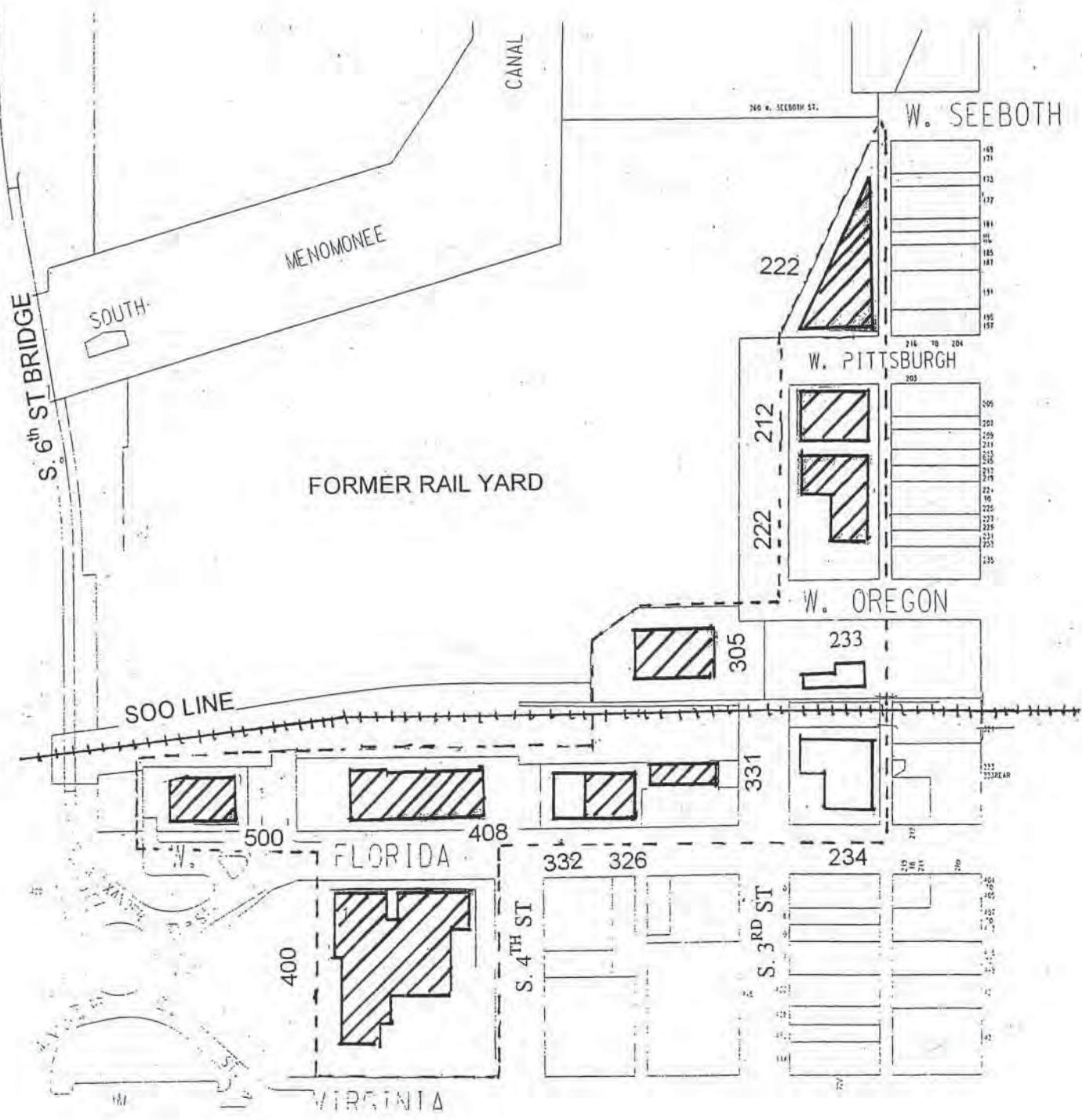
SCALE: 1:200



KEY: Florida & Third Industrial Historic District
Milwaukee, Milwaukee County, WI

-  Contributing
-  Non-contributing
-  Boundary

Scale: 1" = 200'

Walker's Point Historic District, Milwaukee, Milwaukee County, WI

STREET ADDRESSES
OF
BUILDINGS IN THE HISTORIC DISTRICT



WALKER'S POINT HISTORIC DISTRICT
MILWAUKEE, WISCONSIN
Scale one inch equals 200 feet





MATCHLINE SHEET 1

⊕ = MAP CODE #

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		<input checked="" type="checkbox"/>
PROPOSED		<input checked="" type="checkbox"/>
EXISTING		<input type="checkbox"/>
ROW		<input checked="" type="checkbox"/>
REMOVAL		<input checked="" type="checkbox"/>
MODIFY		<input checked="" type="checkbox"/>

PROJECT ID: 0365-57-01
 DRAWING NO.:
 SCALE:
 SHEET NO.: 1 OF 4

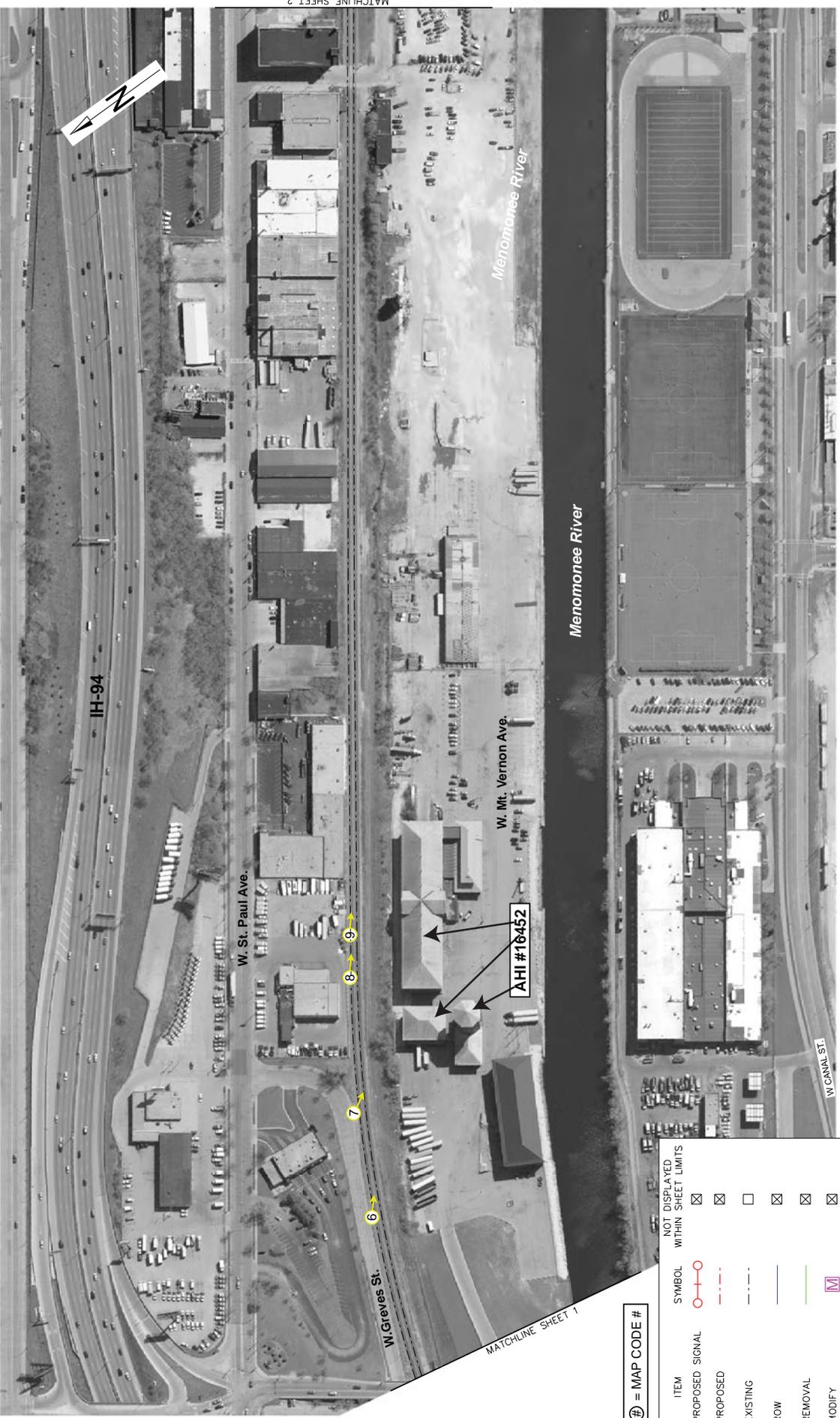
CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MILWAUKEE STATION TO CUT-OFF CTC INSTALLATION



DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
				5/8/2015

REV	DATE	BY	APP	DESCRIPTION





MATCHLINE SHEET 2

MATCHLINE SHEET 1

⊕ = MAP CODE #

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		<input checked="" type="checkbox"/>
PROPOSED		<input checked="" type="checkbox"/>
EXISTING		<input type="checkbox"/>
ROW		<input checked="" type="checkbox"/>
REMOVAL		<input checked="" type="checkbox"/>
MODIFY		<input checked="" type="checkbox"/>





DESIGNED: _____

DRAWN: _____

CHECKED: _____

APPROVED: _____

DATE: 5/8/2015



PROJECT ID: 0385-57-01

DRAWING NO. _____

SCALE: _____

SHEET NO. 2 OF 4

CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MILWAUKEE STATION TO CUT-OFF CTC INSTALLATION

REV	DATE	BY	APP.	DESCRIPTION



MATCHLINE SHEET 3

IH-94

Menomonee River

MATCHLINE SHEET 2

⊕ = MAP CODE #

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		<input checked="" type="checkbox"/>
PROPOSED		<input checked="" type="checkbox"/>
EXISTING		<input type="checkbox"/>
ROW		<input checked="" type="checkbox"/>
REMOVAL		<input checked="" type="checkbox"/>
MODIFY		<input checked="" type="checkbox"/>

REV	DATE	BY	APP.	DESCRIPTION



Wisconsin Department of Transportation

CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MILWAUKEE STATION TO CUT-OFF CTC INSTALLATION

PROJECT ID: 0.385-57-01
 DRAWING NO.:
 SCALE:
 SHEET NO.: 3 OF 4

DESIGNED:
 DRAWN:
 CHECKED:
 APPROVED:
 DATE: 5/8/2015



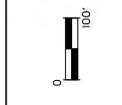


MATCHLINE SHEET 3

⊕ = MAP CODE #

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EXISTING	EXISTING		<input checked="" type="checkbox"/>
ROW	ROW		<input type="checkbox"/>
REMOVAL	REMOVAL		<input checked="" type="checkbox"/>
MODIFY	MODIFY		<input checked="" type="checkbox"/>

REV	DATE	BY	APP	DESCRIPTION



Illinois Department of Transportation

CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MILWAUKEE STATION TO CUT-OFF CTC INSTALLATION

PROJECT ID: 0385-57-01
 DRAWING NO.:
 SCALE:
 SHEET NO. 4 OF 4



= MAP CODE

Menomonee River

N. Plankinton Ave.

Milwaukee River

W. Seeboth St.

E. Seeboth St.

S. 2nd St.

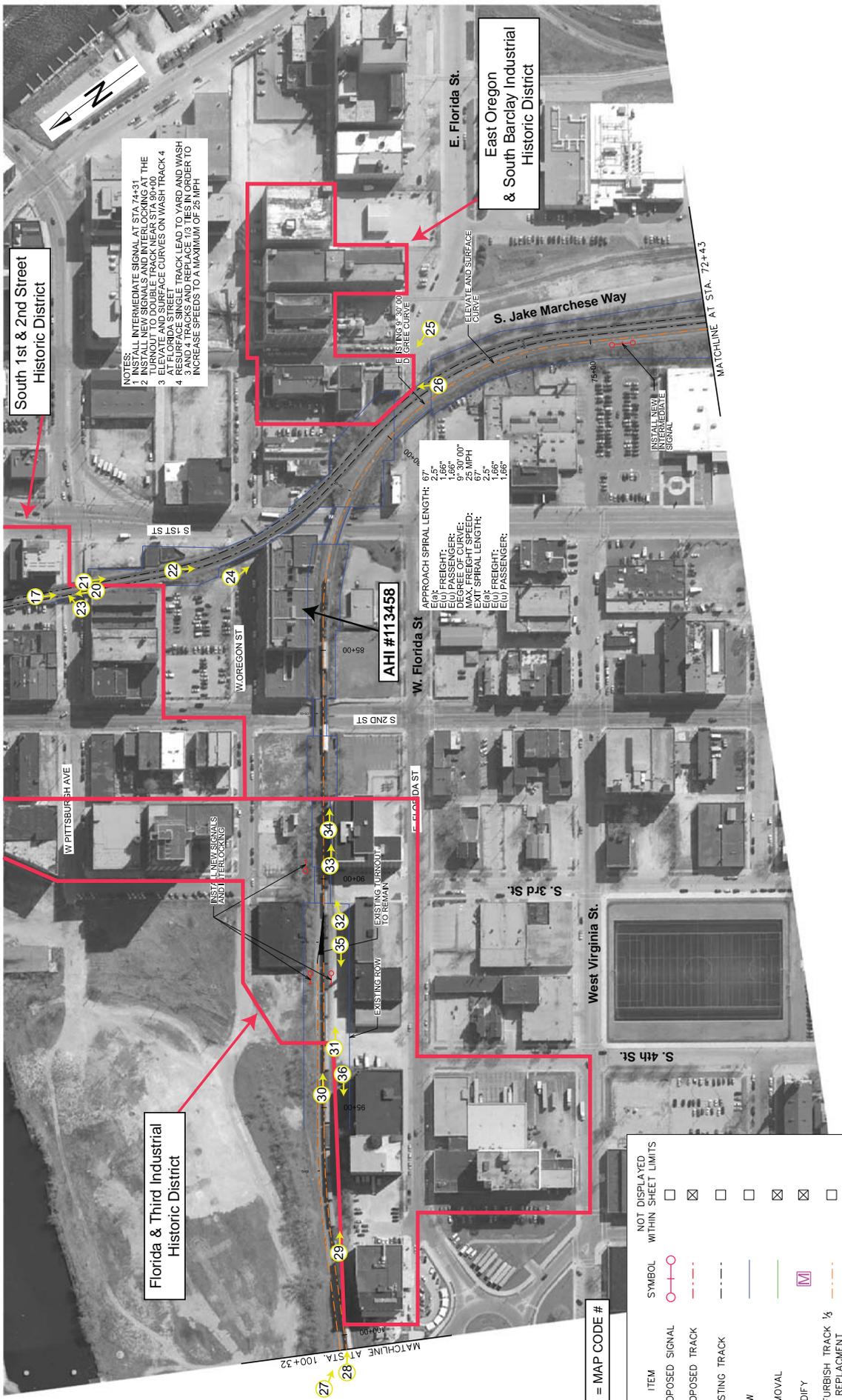
E. Pittsburgh Ave.

W. Oregon St

E. Oregon St

South 1st & 2nd Street
Historic District





South 1st & 2nd Street Historic District

NOTES:
 1. ALL INTERMEDIATE SIGNALS AT STA. 74+51
 2. INSTALL NEW SIGNALS AND INTERLOCKING AT THE TURNOUT TO DOUBLE TRACK NEAR STA. 90+00
 3. ELEVATE AND SURFACE CURVES ON WASH TRACK 4
 4. RESURFACE SINGLE TRACK LEAD TO YARD AND WASH TRACKS
 5. 3 AND 4 TRACKS AND REPLACE 1/3 TIES IN ORDER TO INCREASE SPEEDS TO A MAXIMUM OF 25 MPH

APPROACH SPIRAL LENGTH: 67'
 ELEVATE AND SURFACE CURVE
 ELEVATION: 2.5'
 DEGREE OF CURVE: 9° 30' 00"
 MAX. FRICTION: 0.15
 MAX. FRICTION SPEED: 25 MPH
 MAX. SPIRAL LENGTH: 5/4'
 ELEVATE AND SURFACE CURVE
 ELEVATION: 1.66'
 DEGREE OF CURVE: 9° 30' 00"
 MAX. FRICTION: 0.15
 MAX. FRICTION SPEED: 25 MPH
 MAX. SPIRAL LENGTH: 5/4'

Ⓢ = MAP CODE #

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		<input type="checkbox"/>
PROPOSED TRACK		<input checked="" type="checkbox"/>
EXISTING TRACK		<input type="checkbox"/>
ROW		<input type="checkbox"/>
REMOVAL		<input checked="" type="checkbox"/>
MODIFY		<input checked="" type="checkbox"/>
REFURBISH TRACK 1/3 TIE REPLACEMENT		<input type="checkbox"/>

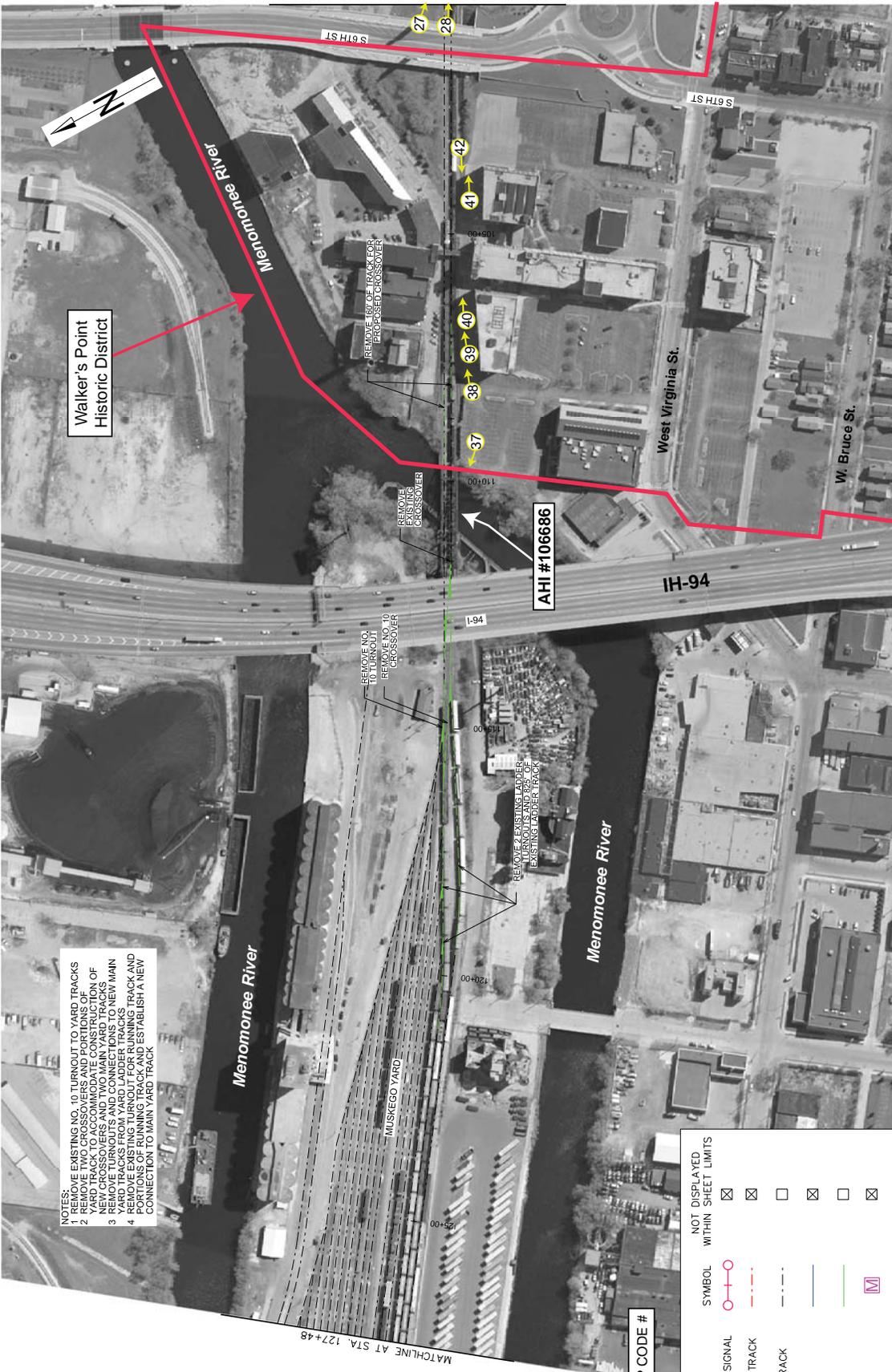
CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MUSKIEGO YARD SIGNALIZATION

Illinois Department of Transportation

DESIGNED: CWH
 DRAWN: CWH
 CHECKED: WRM
 APPROVED: WRM
 DATE: 2/3/2015

PROJECT ID: 0385-57-01
 DRAWING NO.:
 SCALE:
 SHEET NO.: 3 OF 7

- NOTES:
- 1 REMOVE EXISTING NO. 10 TURNOUT TO YARD TRACKS
 - 2 REMOVE TWO CROSSEVERS AND PORTIONS OF YARD TRACK TO ACCOMMODATE CONSTRUCTION OF NEW CROSSEVERS AND TWO MAIN YARD TRACKS
 - 3 REMOVE EXISTING TURNOUT FOR RUNNING TRACK AND YARD TRACKS FROM YARD LADDER TRACKS
 - 4 REMOVE EXISTING TURNOUT FOR RUNNING TRACK AND YARD TRACKS FROM YARD LADDER TRACKS AND ESTABLISH A NEW CONNECTION TO MAIN YARD TRACK

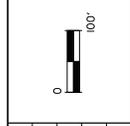


⊕ = MAP CODE #

ITEM	SYMBOL	NOT DISPLAYED WITHIN SHEET LIMITS
PROPOSED SIGNAL		<input checked="" type="checkbox"/>
PROPOSED TRACK		<input checked="" type="checkbox"/>
EXISTING TRACK		<input type="checkbox"/>
ROW		<input checked="" type="checkbox"/>
REMOVAL		<input type="checkbox"/>
MODIFY		<input checked="" type="checkbox"/>
REFURBISH TRACK 1/2 TIE REPLACEMENT		<input checked="" type="checkbox"/>

PROJECT ID: 0385-57-01
 DRAWING NO.
 SCALE:
 SHEET NO. 4 OF 7

CHICAGO - MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR ENVIRONMENTAL ASSESSMENT MUSKEGO YARD SIGNALIZATION REMOVAL



DESIGNED: CWH
 DRAWN: CWH
 CHECKED: WRM
 APPROVED: WRM
 DATE: 2/3/2015

REV	DATE	BY	APP.	DESCRIPTION

