PROGRAMMATIC CATEGORICAL EXCLUSION

FOR STATE AND FEDERALLY FUNDED ACTIONS

Wisconsin Department of Transportation

Revised July 2015

WisDOT Design and Construction IDs	Federal Project IDs (if available)	Legal Description (Township, Range, Section)	County
3832-03-73	N/A	T2N, R22E, Section 31 & 32	Kenosha

Project Name	Project Termini/ Location
104th Avenue	60th Street (CTH K) to 52nd Street (STH 158)

Name of Route or Facility to be Improved	Facility Classification	Improvement Type
104th Avenue	Collector	Reconstruction

Estimated Project Cost in Year of Expenditure $ (include R/W Cost)	Funding Source(s) (check all that apply)
$ 2.0 M	☒ State ☐ Federal ☒ Local

23 CFR 771.117(d) Project Type Number and Text (see Table 1 below)

WI Trans 400.08(1)(c)1.a. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes, including lanes for parking, weaving, turning or climbing.

Section 4(f)

☒ None ☐ *De Minimis* ☐ Bikeway/ Walkway ☐ Minor Park/ Rec ☐ Minor Historic ☐ Net Benefit ☐ Exception

Right of Way Acquisition

0.92 Total Acres 0 Fee Simple Acres 0.61 Permanent Easement Acres 0.31 Temporary Easement Acres

Number of Buildings Acquired

☒ None Vacant Buildings Occupied Buildings

Name of Individual/ Firm Preparing this Form	CE Preparation Date	Project Start Date
Mary Beth Pettit/GRAEF	6/26/2018	2/16/2018

WisDOT Region Environmental Coordinator or Local Program Management Consultant

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b), and will not result in significant environmental impacts. I recommend this CE for approval.

(Signature) Scott A. Lee

(Print Name) 7-3-18

(Date)

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature)

Robert T. Schmidt

(Print Name) 7/2/18

(Date)

Section One: Introduction & Regulatory Requirements

1.1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

The actions described in Table 1 are eligible for PCE consideration if (1) they meet the definitions of an action, (2) they do not include significant impacts, (3) they do not include unusual circumstances that warrant the preparation of an Environmental Report (ER), Environmental Assessment (EA), or Environmental Impact Statement (EIS), and (4) they do not exceed the environmental impact thresholds specified in the Agreement. Any project that does not meet these criteria or that has been determined to have substantial controversy based on environmental grounds is not eligible for PCE consideration.

A determination that this project satisfies the criteria for a PCE does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a PCE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with federal, state, or local laws or regulations should be maintained in the project file and provided with this checklist upon request.

23 CFR 771.117(d)(13) allows the actions described in 23 CFR 771.117(c)(26-28) to be processed as (d)-list actions if they do not meet the criteria in 23 CFR 771.117(e). An action that does not meet the criteria in paragraph (e) may be documented with a PCE *unless* it is disqualified by the environmental impact criteria of Section VII.A. of the Agreement, which are reflected on this PCE form. If an action fails to meet both sets of criteria, it must be documented with an ER, EA, or EIS, as applicable.

Table 1: Eligible Categorical Exclusion Project Types

23 CFR 771.117(d)
(1-3) Reserved
(4) Transportation corridor fringe parking facilities.
(5) Construction of new truck weigh stations or rest areas.
(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
(7) Approvals for changes in access control.
(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]
(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*
**23 CFR 771.117(c)(26-28) appear below. If processing a project of this type with the PCE, use number (d)(13) and the appropriate CE type description where necessary.*
(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).
(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.
(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

1.2 Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check all boxes.

23 CFR 771.111(f) In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

(1) 104th Ave between CTH K and STH 158 is a critical first mile/last mile freight connection to the STH system. Industrial and manufacturing development adjacent to 104th Ave between CTH K and STH 158 rely heavily on this initial/final freight linkage for shipping goods to/from their plants and providing access for employees. The function and use of this roadway segment is substantially independent from the segment of 104th Ave south of CTH K, which primarily provides access to adjacent residential development.

The Southeastern Wisconsin Regional Planning Commission's (SEWRPC) long range plan, Vision 2050 recommends a 4-lane facility from south of CTH K to STH 158. This project will be consistent with the plan. The portion of 104th Avenue between 64th Street and 60th Street, which is not part of this project, is planned for expansion to 4 lanes post-2035 when the adjacent residential properties are annexed to the City of Kenosha.

1.3 Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds – project is ineligible for PCE
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
  (*In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project*.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:
N/A

1.4 Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT Central Office Environmental Staff prior to preparing PCE documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of PCE) than what is normally required by the FHWA – WisDOT CE Agreement. WisDOT Central Office Environmental Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:
Native Tribal Notification letters were sent on 2/14/2018 (see Appendix 11 for letter and list of tribes who received notice of the project). Michael LaRonge, Tribal Historic Preservation Officer for Forest County Potawatomi Community responded requesting a copy of the arch\historical review of the project. This was sent to their attention on 4/30/2019.

1.5 Preparing the Programmatic Categorical Exclusion

Once eligibility has been determined for a project, the PCE and associated documentation can be assembled. Each PCE document must include the following:

- ✓ Project Map (with title, cardinal directions, legend, scale, and state locator)
  - o Aerial photograph (preferred)
  - o Project boundaries/limits
  - o Identify any public lands, waterways, and water bodies within or adjacent to the project boundary
  - o Identify existing and new conditions if the project includes additional right of way (ROW)
  - o Additional maps as needed to demonstrate project eligibility
- ✓ Appendices
  - o Studies
  - o Reports
  - o *De Minimis* or Programmatic Section 4(f) documentation
  - o Agency coordination/documentation
- ✓ Other documentation as necessary

Section Two: Description of the Project and Alternatives

2.1 Project Description

Provide a brief description of the proposed action. Include a discussion of the purpose and need (e.g. system linkage(s), transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies as applicable).

The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street (CTH K) and 52nd Street (STH 158). The existing 2 lane roadway will be reconstructed with continuous auxiliary lanes in each direction to facilitate turning movements at six closely spaced intersections. The addition of auxiliary lanes will improve intersection operation and ingress/egress of freight vehicles accessing the adjacent industrial complex. A project location map has been included in **Appendix 1**.

Project Status:

104th Avenue is classified as an urban two-lane collector roadway in the City of Kenosha with an existing AADT (Year 2011) of 5,800 vehicles per day (vpd). Existing surface drainage is provided by shallow roadside ditches. 104th Ave is not part of the National Highway System. (See **Appendix 2** for a WEPA Limits Map.) Access to the adjacent industrial complex begins/end with 104th Ave and it is a critical first mile/last mile freight distribution linkage to the STH and Interstate system. Six closely spaced intersections are located within the 0.5 mile segment and each intersection includes turning and/or bypass lanes with associated lane tapers.

Purpose:

The purpose of the project is to accommodate projected traffic volumes and improve traffic operations associated with this first mile/last mile collector that will facilitate heavy truck traffic due to abutting land uses. It will support existing and future economic development within the 104th Ave corridor and will provide first mile/last mile freight access between adjacent businesses and the STH/Interstate system.

Need:

The project needs are:

- Poor traffic operations

- Economic development – Two new developments are planned within the project limits:

  Zilber Development

  The proposed development is expected to result in approximately 100 new trips during a typical weekday morning peak hour, 100 new trips during a typical weekday evening peak hour, and 1,510 new trips during a typical weekday (24-hour period).

Dairyland Development

The Dairyland Development Initial Development Review Memorandum identified that the new business park development included General Office – 310,320 sf and Warehousing/Distribution – 1,882,740 sf. In total, the development is expected to result in approximately 675 new trips during a typical weekday morning peak hour, 665 new trips during a typical weekday evening peak hour and 5,630 new trips during a typical weekday (24-hour period).

- Pavement deficiencies

Improved Traffic Operations

Existing bypass lanes are located along 104th Avenue southbound at 55th Street and 58th Street and northbound at the existing south driveway to the Dairyland Development parcel. Parcels adjacent to 104th Avenue are being redeveloped and the existing roadway facility does not provide for a LOS that facilitates efficient shipping and receiving to/from current and future businesses. The bypass lanes create a degradation in the roadway level of service performance due to the offset intersections and frequency of turning vehicles. Table 1 summarizes the roadway level of service for the design year AADT for the no-build and build alternatives. A traffic study for the project is included as **Appendix 3**.

Table 1
104th Avenue Highway Capacity Analysis

Location	Existing Level of Service	Design Year Level of Service Under Existing Roadway	Design Year Level of Service Under Proposed Roadway
104th Avenue (60th St to 52nd St)	LOS D	LOS D/E	LOS C

Note: Segment LOS is based on through volumes using the 2000 Highway Capacity Manual assumptions described in WisDOT Facilities Development Manual (FDM) 11-20 Attachment 1.1

Economic Development Support

104th Avenue runs along the west side of the Business Park of Kenosha and the east side of the former Dairyland Greyhound Park. The last several years have seen new business development within The Business Park of Kenosha and additional future development is anticipated. It is anticipated that the Greyhound Park will also be redeveloped within the next 3 years. These developments will depend on a reliable and efficient last mile/first mile freight linkage. Improvement of 104th Ave will support the existing and future economic development. Although the project has economic development ties, the approach is more reactionary and an indirect and cumulative effects analysis is not needed per results of the prescreening worksheet included as **Appendix 4**.

Pavement Condition

The existing roadway's pavement structure is in poor condition and needs rehabilitation. The extensive rutting, cracking, and settling has resulted in a rough ride and ponding of water during rain events and snow melt causing potentially unsafe conditions and increased maintenance effort and cost. The pavement condition continues to rapidly deteriorate.

The PASER scale is a 1-10 rating system for road pavement condition developed by the University of Wisconsin-Madison Transportation Information Center. PASER uses visual inspection to evaluate pavement surface conditions. When assessed correctly, PASER ratings provide a basis for comparing the quality of roadway segments. The existing pavement structure is showing signs of severe distress. Large longitudinal and lateral cracking is present throughout the project limits and numerous joints are showing signs of heaving and failure. The Wisconsin Information System for Local Roads (WISLR) indicates the 2017 PASER rating for this stretch of roadway to be a rating of 1 which indicates the roadway is in a failed condition showing severe distress and extensive loss of surface integrity requiring reconstruction.

Description of Proposed Action

The proposed action consists of the complete roadway reconstruction of 104th Avenue from 60th Street (CTH K) to 52nd Street (STH 158); a length of approximately 0.50 miles. The project includes:

- Reconstructing the roadway pavement from a two-lane rural facility to a two-lane urban roadway and adding an auxiliary lane in each direction.
- Replacing existing roadside ditches with curb and gutter and storm sewer system.
- Grading for future sidewalk for pedestrian accommodations
- Laying out the entire intersection of 104th Avenue and 60th Street for future construction (the north leg of this intersection will be constructed as part of the project)
- Replacing impacted signal equipment on the south side of the 104th Avenue and 52nd Street intersection
- Incorporating a drainage pond to ensure storm water is treated
- Minor right-of-way acquisition is required throughout the project for grading purposes. 0.61 acres of permanent limited easement will be acquired to accommodate the proposed storm water pond.

Appendix 5 includes existing typical sections, typical sections for the preferred alternative, and preliminary plans for the preferred alternative.

Transportation Management Plan Elements:

- The roadway will be closed to through vehicle traffic during construction. Through traffic will be temporarily detoured. Access will be maintained to businesses, residents and emergency vehicles during construction. A Type II transportation management plan has been prepared for the project.

2.2 Improvement Type

Identify the number and text of the 23 CFR 771.117 (d)-List project type (see Table 1) and provide a brief description of how the project fits this CE.

The 104th Avenue project type is described as Trans 400.08(1)(c)1.a Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes). The preferred alternative is to reconstruct this two-lane roadway and add an auxiliary lane in each direction.

2.3 Alternatives

Provide a brief description of any alternatives considered for this project, if multiple alternatives were considered.

No Build Alternative:

- The No-Build alternative would leave the existing pavement as is, with only routine maintenance.
- Reliability and efficiency of this critical freight linkage will continue to decline as the structural integrity of the roadway pavement continues to deteriorate to a point the roadway becomes hazardous to vehicles and motorists.
- Routine maintenance effort and costs will dramatically increase with the No Build alternative in order to patch poor pavement conditions.
- Traffic operations will be further compromised and LOS will decrease below desirable levels for this critical freight transportation link. Economic development may be negatively impacted by the compromised access to adjacent business and industry.

This is not the preferred alternative because it does not meet the purpose and need of this proposed action. However, this alternative does serve as a baseline for comparison of impacts related to the proposed action.

Build Alternative - Reconstruction **(Preferred Alternative)**: The existing roadway would be reconstructed as a two-lane facility with an auxiliary lane in each direction. Proposed improvements would include:

- Reconstructing the existing pavement to address the deteriorating pavement surface
- An auxiliary lane will be added in each direction to improve traffic operation.
- The existing traffic signals in the project limits would be upgraded to improve operations and safety.

- This alternative requires acquisition or 0.61 acres of permanent limited easement to accommodate the proposed storm water pond and right-of-entry easements to accommodate final grading.

The Build Alternative is the preferred alternative for the project. Based on the information identified above, this alternative is proposed for adoption because it is prudent and feasible and does meet the proposed action's purpose and need.

2.4 Agency/Local Unit of Government Coordination and Public Involvement

Provide a brief description of coordination conducted with agencies and local unit(s) of government. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit of government coordination as applicable.

WisDOT Cultural Resources Team (CRT): An archaeological and historical review was performed in accordance with state law (Wis Stats. S. 44.40) and found no historical or archaeological properties in the APE. See **Appendix 6** for Archaeological\Historical Documentation.

U.S. Army Corps of Engineers: An initial notification letter was sent out on 3/14/2018. Comments received on 6/28/2018. The project falls within the Transportation General Permit, Category 2 and does not require pre-construction notification (PCN). No permit application to the Corps will be required. (see **Appendix 7**).

Bureau of Aeronautics (BOA): A notification letter was sent out on 2/15/2018. Comments received on 3/8/2018 (see **Appendix 8**).

Department of Agriculture, Trade and Consumer Protection (DATCP): A notification letter was sent out on 2/15/2018. Comments received on 2/22/2018 (see **Appendix 9**).

Wisconsin Department of Natural Resources (WDNR): Initial Review was received from WDNR on 3/2/2018 (see **Appendix 10**). Coordination with WDNR has indicated that two permits will be required to construct the project. The fill of existing wetland ditches will require a GP-2 permit. Due to the total land disturbance area exceeding 1 acre, a DNR construction site storm water permit will also be required.

Native Tribes: Native Tribal Notification letters were sent on 2/14/2018 (see **Appendix 11** for letter and list of tribes who received notice of the project). Michael LaRonge, Tribal Historic Preservation Officer for Forest County Potawatomi Community responded requesting a copy of the arch\historical review of the project. This was sent to their attention on 4/30/2019.

U.S. Fish & Wildlife Service (USFWS): A listing of the threatened and endangered species was received from USFWS on 2/28/2018 as seen in **Appendix 12**. It was determined that the proposed action is not likely to adversely affect any of the threatened or endangered species since there is either no suitable habitat within the project area or the habitat will not be effected with the project. No commitments are necessary (see **Appendix 12**).

Hazardous Materials: A Phase I Hazardous Materials Assessment was completed to satisfy environmental documentation requirements, to limit environmental liabilities, avoid costly construction emergencies and delays and address worker safety during construction. The work was performed in compliance with procedures specified in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual, Chapter 21. No sites were identified in proximity to the Project Corridor with environmental conditions that could affect the project. Further investigations were not recommended and the Department concurred on June 18, 2018.

Factor Sheets

Factor Sheet A-1 General Economics Evaluation
Factor Sheet B-1 Community or Residential Evaluation
Factor Sheet D-2 Construction Stage Sound Quality Evaluation
Factor Sheet D-3 Traffic Noise Evaluation
Factor Sheet D-5 Storm water Evaluation

Appendices

Appendix 1: Project Location Maps
Appendix 2: WEPA Map
Appendix 3: Traffic Study
Appendix 4: WisDOT's Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis
Appendix 5: Preliminary Plans
Appendix 6: Archaeology\Historical Check-list
Appendix 7: U.S. Army Corps of Engineers Correspondence
Appendix 8: BOA Correspondence
Appendix 9: DATCP Correspondence
Appendix 10: WDNR Correspondence
Appendix 11: Native American Tribe Correspondence
Appendix 12: U.S. Fish & Wildlife Service Correspondence & Northern Long-Eared Bat Take Determination under the Final 4(d) Rule for non-federal WisDOT projects.

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved.

A public involvement meeting was held for the project on April 10, 2018 at the Kenosha Regional Airport Terminal. The meeting was held in a location that was handicap accessible. A summary of comments is included below:

C: A resident owns property on the SE quadrant of the intersection of 60th Street & 104th Avenue. He indicated that there is a pipe that crosses 60th Street that drains the pond into the ditch along his property causing flooding concerns during certain events. He believes this water should be rerouted along the north side of 60th Street to travel through the storm sewer on the north side of the intersection potentially to our new pond. He also indicated that the pipe that crosses under 104th Avenue from his property and drains to the west is partially clogged and needs to be cleaned. He requested electronic copies of the displays. GRAEF followed up with the display via email.

C: A resident commented that the left turns out of the business park on to STH 158 and 88th Avenue will be very difficult during construction. There are no signals at these location, and left turns are difficult today. STH 158 does not provide gaps to allow left turning vehicles and speeds are 55 mph. GRAEF has worked with DOT as part of the TMP preparation to adjust signal timings during construction with WisDOT to allow gaps for traffic leaving business park. Kenosha County operates the signal at 60th Street & 88th Avenue.

C: A resident commented that the condition of the pavement in the intersection of 60th Street & 104th Avenue is very poor and should be addressed with the project, even it is only an asphalt overlay.

C: Kenosha News was present and wrote the article (attached for reference) on the project.

C: AWSC (Association of Wisconsin Snowmobile Clubs) indicated that they need 12-15' for the trail. GRAEF will review the design to see how this can be accommodated.

C: Multiple businesses expressed concern about access to properties during construction. Staff provided displays and explanations regarding access to the Business Park on the east side of 104th Avenue..

A second meeting will be scheduled prior to construction in summer or fall 2018.

Section Three: WisDOT Programmatic Categorical Exclusion Criteria

3.1 Right-of-Way Acquisition

Right of way (ROW) for the proposed action may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other means.

Will additional ROW be acquired?

- ☐ No
- ☒ Yes

If yes, provide the number of ROW acres to be acquired below and identify the acquisition(s) on the project map. The acquisition is shown on the plans included in Appendix 5.

- ☐ Fee simple purchase – 0 acres
- ☒ Permanent easement – 0.61 acres
- ☒ Temporary easement – 0.31 acres
- ☐ Right of Entry – 0 acres
- ☐ Gift - acres
- ☐ Other, additional description:

3.2 Displacement or Relocation

A project is ineligible to use the PCE if any displacements or relocations occur as a result of the project. Vacant buildings that are not significant historic resources may be acquired.

Does the project require any displacements?

- ☒ No
- ☐ Yes – project is ineligible for PCE unless building is vacant

3.3 Burial Sites

A project is ineligible to use the PCE if it adversely affects burial sites.

Does the project adversely affect a burial site?

- ☒ No burial sites are affected by proposed actions.
- ☐ Proposed actions occur within a burial site without adverse effects. Wisconsin Statute 157.70 burial authorization is required prior to commencing proposed project actions.
- ☐ Proposed actions adversely affect a burial site – project is ineligible for PCE

3.4 Historic Properties (cultural resources) [Note: For projects with no federal participation, complete this section. For projects with federal participation, skip this section and complete Section 4.5 of this form.]

The state register of historic places includes districts, sites, buildings, structures, and objects which are significant in national, state, or local history, architecture, archaeology, engineering, and culture. A project is ineligible to use the PCE if it will affect a property listed on the state register.

Does the project affect any historic properties on the state register?

- ☐ There is, or will be, federal participation in this proposed project and this section does not apply. Section 4.5 will be completed.
- ☒ WisDOT has determined the proposed action will not affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45.
- ☐ WisDOT has determined its proposed action will affect a historic property – project is ineligible for PCE.

3.5 Wetlands, Streams, Lakes and other Water Bodies

When a project results in placement of fill into a wetland, stream, lake, or other water of the United States below the ordinary high water mark (OHWM), a permit is required from the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE may issue a General Permit if specific criteria are met.

Will fill be added to the waters of the United States, including below the OHWM?

- ☐ No
- ☒ Yes

If yes, begin WDNR and USACE coordination and indicate type of permit under consideration for the action.

- ☒ General Permit
- ☐ Individual Permit – project is ineligible for PCE

ACOE has indicated that the project falls within the Transportation General Permit, Category 2 and does not require pre-construction notification (PCN). No permit application to the Corps will be required.
WDNR has indicated that the fill of existing wetland ditches will require a GP-2 permit. A copy of this permit will be provided to ACOE.

If a Section 404 permit is required, include the WDNR letter with the specified Section 401 action and status of Section 401 Water Quality Certification in the appendix.

- ☐ Waived
- ☒ Section 401 Action pending final plan and/or erosion control plan
- ☐ Granted
- ☐ Granted with conditions – include a copy of the permit with the PCE
- ☐ Denied – project is ineligible for PCE

3.6 Agriculture

The Department of Agriculture, Trade and Consumer Protection (DATCP) should be notified of any project which may involve the acquisition of land from a farm operation (see FDM 20-45-35).

Do land acquisitions from farm operations require preparation of an Agricultural Impact Statement (AIS)?

- ☐ Does not apply – no acquisitions from farm operations
- ☒ No – DATCP has been notified of non-significant farmland acquisitions
- ☐ No – Form DT1999, Agricultural Impact Notice has been sent to DATCP and DATCP has determined an AIS WILL NOT be prepared.
- ☐ Yes – Form DT1999 has been sent to DATCP and DATCP has determined an AIS WILL be prepared – project is ineligible for PCE

3.7 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. This criterion is met for projects in counties designated as attainment for all criteria pollutants if the project is included in the State Transportation Improvement Program (STIP).

Regional conformity is required for counties designated as nonattainment or maintenance for ozone or $PM_{2.5}$. If the project occurs in a nonattainment county, check the appropriate box and include appropriate documentation in the appendix (if needed).

- ☐ The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was determined to conform by the Federal Highway Administration and the Federal Transit Administration.

  Provide RTP name, TIP name, MPO name and TIP number:

- ☐ The project is located outside of a Metropolitan Planning Organization's boundaries and has received conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement.

  Provide conformity finding date(s):

- ☐ The project is exempt per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128.
- ☐ The project has been determined to be Not Regionally Significant per 40 CFR 93.101.
- ☐ The project is non-conforming – project is ineligible for PCE

WisDOT and FHWA have also determined that the project types included in this Programmatic Categorical Exclusion agreement , as defined under 23 CFR 771.117(d), would not meet or exceed the criteria that would require a qualitative or quantitative hot-spot analysis for mobile source air toxics or fine particulate matter ($PM_{2.5}$). This determination must be made in consultation with FHWA for auxiliary lane construction and new or expanded bus and rail terminals and transfer points.

Is the proposed action an auxiliary lane or new or expanded bus/rail terminal or transfer point project?

- ☐ No
- ☐ Yes – Consultation with FHWA has resulted in a determination that the action IS NOT a project of local air quality concern
- ☐ Yes – Consultation with FHWA has resulted in a determination that the action IS a project of local air quality concern – project is ineligible for PCE

Project I.D. 3832-03-73 is being constructed through the WisDOT TEA Grant program and does not involve federal funding and is not required to be included in the TIP. However, as a result of discussion with the Region MPO (SEWRPC), the project will be included in a future TIP amendment for the purpose of tracking transportation expenditures in SE Wisconsin.

3.8 Noise

Is this a Type I project (see FDM 23-10-1.1) for noise, thus requiring a noise analysis?

- ☐ No – the project does not meet the Type I project criteria
- ☒ Yes – a noise analysis has been performed and no impacts have been identified (attach Factor Sheet D-3, Traffic Noise Evaluation)
- ☐ Yes – a noise analysis has been performed and impacts will occur – project is ineligible for PCE

Sections 107.8 (6) and 108.7.1 of the WisDOT Standard Specifications for Highway and Structure Construction provide standard specifications for construction noise including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction noise impacts?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.9 Contaminated Sites

Acquisition of contaminated sites with hazardous materials or waste is the responsibility of the acquiring agency.

Will properties with hazardous materials or wastes be acquired for this project? If yes, contact the regional environmental coordinator for guidance on how to proceed.

- ☒ No
- ☐ Yes

Will a utility or other infrastructure be installed in, or adjacent to a contaminated property?

- ☒ No
- ☐ Yes

Are there conflicts with project construction according to the Utility Accommodation Policy (UAP)?

- ☒ No
- ☐ Yes

If yes, describe how conflicts with the UAP be managed.

Will the project include rehabilitation, reconstruction, or replacement of an existing bridge structure?

- ☒ No
- ☐ Yes

Is asbestos present? If yes, include any required special provisions in the appendix.

- ☒ No
- ☐ Yes

Include any special provisions in the appendix to address contamination that may be encountered within the right of way during construction, e.g., contaminated soil disposal, installation of contaminant migration barriers, or management of contaminated groundwater during construction dewatering.

3.10 Threatened and Endangered Species

Threatened and endangered species and their critical habitat are protected by both state and federal laws. The Wisconsin Department of Natural Resources (WDNR) can provide information on these species. Include a copy of the WDNR coordination in the appendix. The United States Fish and Wildlife Service (USFWS) is responsible for federally listed threatened and endangered species. Include any coordination with USFWS in the appendix.

Will the project result in a determination of "may affect, likely to adversely affect" for any threatened or endangered species or critical habitat?

- ☒ No
- ☐ Yes – project is ineligible for PCE

Describe species considered and coordination with WDNR and USFWS:

Initial Review was received from WDNR on 3/2/2018 (see **Appendix 10**). It was determined that the proposed action is not likely to adversely affect any of the threatened or endangered species since there is either no suitable habitat within the project area or the habitat will not be effected with the project.

WDNR stated "Northern long eared bats nor Rusty Patched Bumble Bees are within two miles of this project. Whooping Crane is not a concern, its listed as status: non-essential. The eastern prairie fringed orchid has not been reported in the project area and will not be impacted."

3.11 Bald and Golden Eagle Protection Act (BGEPA)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. WisDOT will coordinate with WDNR to identify known eagle nesting areas near the project prior to commencing construction. More information can be found at http://www.fws.gov/midwest/midwestbird/eaglepermits/bagepa.html

Has eagle habitat and a nesting site(s) been identified in the project area?

- ☒ No
- ☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project WILL NOT result in a take or disturbance of the habitat or nest(s)
- ☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project WILL result in a take or disturbance of the habitat or nest(s) – project is ineligible for PCE

3.12 Access Control

Access controls are used to maintain traffic operations, facilitate orderly development, and promote safety along a highway system. Under the PCE, minor adjustments in access for individual parcels are acceptable, but may require additional consultation prior to proceeding with the PCE.

Does the project include any access modifications?

- ☒ No
- ☐ Yes – check all boxes that apply and provide a brief description of the access changes below. Attach an aerial photograph of the project clearly showing access modifications.

    - ☐ Existing access will be changed through minor regrading or minor longitudinal shifts along the same alignment. The number of access points will not change.
    - ☐ Existing access points will be consolidated or relocated to a different road, but access to all parcels will be provided. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded and the access modification is controversial (document below).
    - ☐ New access will be provided where none currently exists. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded or with the REC, LPMC or EPDS liaison is the project is state-funded only (document below).
    - ☐ The access modification will occur on the Interstate Highway System – project is ineligible for PCE.
    - ☐ All access to a parcel will be removed and will not be replaced – project is ineligible for PCE.

Describe project access changes and required consultation:
N/A

3.13 Consistency with Existing Plans

Projects must be included in and consistent with the most recent version of Statewide Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP) if the project is located within the boundaries of one of Wisconsin's fourteen Metropolitan Planning Organizations (MPO). Projects must also be compatible with other plans approved at the region, county and local level.

Describe the applicable plans (e.g. State Transportation Improvement Program, Regional Transportation Plan, Transportation Improvement Program (TIP), local land use plan, bike/ walkway plan, etc.) for the area in which the action is proposed. Include the plan name, approval date(s), TIP number and other plan information as applicable. Identify whether or not the proposed action is consistent with the identified plan. If the proposed action is not consistent with an identified plan, the project is ineligible for PCE.

The Southeastern Wisconsin Regional Planning Commission's (SEWRPC) long range plan, Vision 2050 recommends a 4-lane facility from south of CTH K to STH 158. This project will be consistent with the plan. Project I.D. 3832-03-73 is being constructed through the WisDOT TEA Grant program and does not involve federal funding and is not required to be included in the TIP. However, as a result of discussion with the Region MPO (SEWRPC), the project will be included in a future TIP amendment for the purpose of tracking transportation expenditures in SE Wisconsin.

3.14 Coastal Zone

The Coastal Zone Management Plan guides development in the counties that have coastline on Lake Michigan or Lake Superior. Consistency with the Coastal Zone Management Plan requires project coordination and agreement from WDNR.

Is the proposed action consistent with the goals of the Coastal Zone Management Program?

- ☒ Yes
- ☐ No – project is ineligible for PCE

3.15 Flood Plains

Projects that require work encroaching on a regulatory floodway or any work affecting the base floodplain (100-year flood) elevations of a water course or lake are ineligible to use the PCE.

Will the proposed action cause changes to the floodplain?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.16 Public Lands

Special protections exist for public lands, including, parks, fishing access areas, and wildlife management areas purchased or improved using federal funding sources under Section 6(f) of the Land and Water Conservation Act of 1965 (LAWCON or LWCF), Dingle/Johnson funds (Federal Aid in Fish Restoration Act), or Pittman/Robertson funds (Federal Aid in Wildlife Restoration Act). Special protections may also apply to other uniquely-funded lands such as those purchased under the Knowles-Nelson Stewardship Program, Wetland Reserve Program and the North American Wetlands Conservation Act. The Regional WDNR Liaison can determine if these funding sources were used to acquire the property. Projects that acquire property from Pittman/Robertson, Dingle/Johnson, LWCF or other uniquely-funded lands are not eligible for a PCE.

Will the project acquire any lands purchased or improved with LWCF, Dingle/Johnson, or Pittman/Robertson funds or other uniquely-funded lands?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.17 Groundwater, Wells, and Springs

Is there potential for the project to have an impact on groundwater (including dewatering), springs, or wells (including groundwater monitoring wells from remediation projects) located in the project area?

- ☒ No
- ☐ Yes – Contact the region environmental coordinator, local program management consultant, or EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:
N/A

3.18 Environmental Justice

The President's Executive Order 12898 on Environmental Justice requires each Federal agency, to the greatest extent practicable and permitted by law, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects or economic effects, of its programs, policies, and activities on minority populations and low-income populations.

Will this project result in a disproportionately high adverse effect to a low-income population or a minority population?

- ☒ No
- ☐ Yes – project is ineligible for PCE

Describe steps taken to identify minority and low-income populations:
N/A

Section Four: Federal-Aid Criteria

4.1 Federal-Aid Criteria

Projects that receive funding or require an approval from FHWA must meet additional federal-aid criteria. In certain circumstances, projects with no FHWA funding or approvals, may still need to meet selected criteria below depending on whether another federal agency is involved and the scope of its involvement.

Will the project require funding and/or an approval from FHWA?

- ☒ No – checklist is complete
- ☐ Yes – proceed with Section 4

4.2 Section 4(f)

Section 4(f) of the US DOT Act of 1966 protects significant historic sites, parks and recreation areas, and waterfowl and wildlife refuges. Section 4(f) prohibits the "use" of these resources by a transportation project unless there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm, or FHWA determines that the use will have a *de minimis* (minor) impact. Use of Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy that is adverse; or (3) there is a constructive use of the Section 4(f) property. Projects may include a use of Section 4(f) property only if it is *de minimis* or meets the criteria of one of the Section 4(f) programmatic evaluations (except the Programmatic Evaluation for Historic Bridges).

Does this project result in a use of Section 4(f) property?

- ☐ No – Section 4(f) resources are not present in the project area.
- ☐ No – Section 4(f) resources are present, but the project does not result in use of Section 4(f) resources.
- ☐ No – a Section 4(f) exception applies (see 23 CFR 774.13). Provide a description of the exception below.
- ☐ Yes – type of Section 4(f) documentation is indicated below.

Description of Section 4(f) exception:

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Include the Section 4(f) documentation in the appendix. The Section 4(f) evaluation or determination will require review and approval by FHWA prior to the WisDOT approval of the PCE. A draft of the PCE should be sent to FHWA as supporting documentation for their Section 4(f) review.

- ☐ *De Minimis* impact determination
- ☐ Programmatic for Independent Walkway and Bikeway Construction Projects
- ☐ Programmatic for Minor Involvement with Historic Sites
- ☐ Programmatic for Minor Involvement with Parks, Recreation Areas, and Waterfowl and Wildlife Refuges
- ☐ Programmatic for Net Benefits to a Section 4(f) Property
- ☐ An Individual Section 4(f) Evaluation is required – project is ineligible for PCE

4.3 FHWA Statewide Wetland Finding

The FHWA Statewide Wetland Finding applies to bridge replacement or highway reconstruction projects which meet the following standards:
(1) on existing location (i.e. within 0.3 mi of the existing),
(2) affect a total of less than 7.4 acres of wetlands, and
(3) have been coordinated with WDNR and WDNR has expressed no significant concerns over the proposed use of the wetlands.

Does the project meet the above standards for FHWA Statewide Wetland Finding? If no, include the FHWA wetland finding in the appendix.

- ☐ Does Not Apply – no wetlands impacted
- ☐ Yes
- ☐ No – FHWA individual wetland finding required – project is ineligible for PCE

4.4 Farmland

The U.S. Farmland Protection Policy Act requires coordination with the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) whenever a project receives a score 60 or more points in Part VI of form AD-1006, Farmland Conversion Impact Rating or form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. If additional coordination with NRCS and final completion of either form results in a score of more than 160 points, there is potential for adverse impacts to farmland

Does the completion of either NRCS form identified above result in a score greater than 160 points?

- ☐ Does not apply – the project does not impact farmland
- ☐ No
- ☐ Yes – project is ineligible for PCE

4.5 Historic Properties (cultural resources)

Historic properties (cultural resources) are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the National Park Service.

Does the project affect any historic properties?

- ☐ There are no historic properties in the area of potential effect (APE).
- ☐ A determination of "no potential to effect historic properties" or "no adverse effects to historic properties" has been reached. Documentation may include WisDOT form DT1635 or a "screening list" decision and commitments.
- ☐ The proposed project will have adverse effects to historic properties – project is ineligible for PCE.

4.6 Wild and Scenic Rivers

Lands and waters of rivers designated as Wild and Scenic Rivers by the U.S. Government have special protections.

Does the project require construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/ U.S. Department of Agriculture?

- ☐ No
- ☐ Yes – project is ineligible for PCE

4.7 U.S. Coast Guard Permits

Under Section 9 of the Rivers and Harbors Act of 1899, the United States Coast Guard requires permits be obtained for bridge projects over navigable waters which are generally tributary to the Great Lakes or the Mississippi River. See Procedure 20-50-1.3 and 20-50-1.4 of the WisDOT Facilities Development Manual for a list of waters covered by Section 9.

Will the project require a permit from the United States Coast Guard (USCG)?

- ☐ No
- ☐ Yes – project is ineligible for PCE

Section Five: Environmental Commitments

List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	Access to local properties will be maintained during construction. The designer will assure that the Prosecution and Progress special provision includes the requirement that access to local properties and businesses shall be maintained at all times throughout construction. The project engineer will assure the contractor's traffic control and construction staging maintains local access throughout construction. See Factor Sheet A-1 for additional information.
Business	Access to local properties will be maintained during construction. The designer will assure that the Prosecution and Progress special provision includes the requirement that access to local properties and businesses shall be maintained at all times throughout construction. The project engineer will assure the contractors traffic control and construction staging maintains local access throughout construction.
Agriculture	No special or supplemental commitments required.
Community or Residential	Through traffic for emergency vehicles and access to local properties will be maintained during construction. The designer will assure that the Prosecution and Progress special provision includes the requirement that assess to local properties and business shall be maintained at all times throughout construction. The project engineer will assure the contractors traffic control and construction staging maintains local access throughout construction.
Indirect Effects	No special or supplemental commitments required.
Cumulative Effects	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required.
Archaeological/Burial Sites	If human remains or other archaeology resources are discovered during excavation to stop project activities and contact the WisDOT Regional Environmental Coordinator.
Tribal Coordination/Consultation	No special or supplemental commitments required. Notification letters were sent to all required Native American Tribes on February 14, 2018. No responses have been received. A copy of the correspondence letter is presented in Appendix 11.
Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
Aesthetics	No special or supplemental commitments required.
Wetlands	No special or supplemental commitments required.
Rivers, Streams and Floodplains	No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Upland Wildlife and Habitat	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.

Threatened and Endangered Species	All correspondence with the United States Department of the Interior Fish and Wildlife Service regarding the Northern Long-Eared Bat (Myotis septentrionalis), including 4(d) correspondence, and the rusty patched bumble bee (Bombus affinis) is attached in Appendix 12. No clearing and grubbing is anticipated on this project. The Department will determine, based on the schedule and scope of work, what erosion control shall be implemented prior to the start of Clearing operations. The project engineer will assure the contractor is performing clearing and grubbing operations in line with recommendations from coordination with USFWS and that the contractor is implementing the appropriate erosion control measures.
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed from 7:00 P.M. until 7:00 A.M. All operations shall be conducted only between the hours of 7:00 A.M. and 7:00 P.M. unless otherwise approved by the City of Kenosha. The designer will include the Public Convenience and Safety specification which specifies the construction hours. The project engineer will assure the contractor is following public convenience and safety specification modifying the allowed hours of construction.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	Findings indicated no sites of concern; construction should proceed with this project while adhering to WisDOT Standard Specification 107.24.
Storm Water	A storm water analysis was completed for the project due to the proposed expansion from a two-lane to a four-lane facility. Best management practices (BMPs) to be included in the project special provisions. See factor sheet D-5 for additional information.
Erosion Control	Erosion control will be implemented in accordance with standard erosion control practices, TRANS 401, and the WisDOT/DNR Cooperative Agreement. All waste and demolition material from the project must be disposed of properly. The designer will prepare erosion control plans in accordance with standard erosion control practices, TRANS 401, and the WisDOT/DNR Cooperative Agreement. WisDOT project engineer will assure the contractor is following the approved Erosion Control Implementation Plan during construction
Other	

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A -1

Alternative Build Alternative - Reconstruction	Total Length of Center Line of Existing Roadway 0.50 mi Length of This Alternative 0.50 mi
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	Description
a. Agriculture	None within project limits.
b. Retail business	None within project limits.
c. Wholesale business	None within project limits.
d. Heavy industry	None within project limits.
e. Light industry	Business park located on the east side of 104th Avenue.
f. Tourism	None within project limits.
g. Recreation	None within project limits.
h. Forestry	None within project limits.
i. Miscellaneous	

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

The proposed action would have the following effects on the corridor:

- Eliminate roadway deficiencies by replacing the deteriorating pavement infrastructure
- Provide increased capacity to handle the future traffic demands due to the redevelopment of adjacent properties

Advantages: The existing roadway has deteriorated to the extent that maintenance costs will continue to increase. The adjacent parcels have plans for redevelopment, which will increase traffic demands on the existing two-lane roadway facility. There are currently no pedestrian accommodations along this facility. The improvements would have a positive effect on the corridor and the surrounding neighborhood by providing a roadway facility that can handle the traffic demands from the surrounding economic development while incorporating opportunities for future improvements for pedestrians.

Disadvantages: Businesses, residents and traffic may experience temporary inconveniences due to potentially slower travel times and delays during construction. The roadway will be closed to through vehicle traffic during construction. Through traffic will be temporarily detoured. Access will be maintained to businesses and emergency vehicles during construction.

3. What effect will the proposed action have on the potential for economic development in the project area?

☐ **The proposed project will have no effect on economic development.**

☒ **The proposed project will have an effect on economic development.**

☒ Increase, describe: Plans for redevelopment of the adjacent parcels are already in the planning stages or have been completed. New infrastructure is being constructed to meet the increased capacity needs that will be generated from this redevelopment.

☐ Decrease, describe: _____

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

Alternative Build Alternative - Reconstruction	Total Length of Center Line of Existing Roadway: 0.50 mi Length of This Alternative 0.50 mi
Preferred ☒ Yes ☐ No ☐ None identified	

1. **Give a brief description of the community or neighborhood affected by the proposed action:**

Name of Community/Neighborhood
City of Kenosha
Incorporated
☒ Yes ☐ No

Total Population
99,865 (2016)

Demographic Characteristics

Census Year 2016	% of Population
Group A - Minority	15.0%
Group B - Persons 65 years and over	11.9%
Group C - Persons in Poverty	19.3%

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

Automobiles are the main method of transportation in the community and 104th Ave is a critical first mile/last mile freight transportation connection to the STH and Interstate systems. Trucks utilize 104th Avenue to access local businesses located near the project. Providing an opportunity for future pedestrian accommodations along the project will give residents/employees an option to walk to their destination.

3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

No changes to the existing modes of transportation will occur due to the proposed project. Vehicle operatoins will be improved with the construction of new pavement, and the project will provide a future opportunity to improve pedestrian accommodations.

4. Briefly discuss the proposed action's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:

The proposed improvements will improve pavement condition, extend the life of the roadway, improve traffic operations and ensure 104th Avenue will continue to efficiently and safely transport people and products within the project area.

5. Address any changes to emergency or other public services during and after construction of the proposed project:

The roadway will be closed to through traffic during construction. However, access for emergency vehicles, businesses and residents will be maintained throughout construction with any temporary closures coordinated with the local authorities and affected property owners.

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

A small amount of right-of-way and temporary limited easements will be required to grade for future sidewalk as well as tie the improvements into the abutting properties. The proposed redevelopment will modify existing access points, but the proposed roadway improvement maintains access throughout.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

The neighborhood community will not be affected by the proposed action other than having temporary delays during construction. The project does will not disproportionately affect any minority or low-income population.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Meeting attendees at the April 10th PIM expressed concerns regarding storm water and access during construction. General comments supported the need for construction due to the severe deterioration of the roadway.

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

No community sensitive design considerations were identified.

10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:

a. ☒ None identified.
b. ☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
c. ☐ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10c, above:

Total Number of Households to be Relocated.

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a. Number by Ownership

Number of Households Living in Owner Occupied Building	Number of Households Living in Rented Quarters

b. Number of households to be relocated that have.

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms

c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Rang.
Number of Multi-Family Dwellings	Price Range
Number of Apartment	Price Range

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms

b. Number of Available and Comparable Dwellings by Location

within	within
within	within

c. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
Multi-Family Dwellings	
Apartments	

13. Identify all the sources of information used to obtain the data in item 12:

☐ WisDOT Real Estate Conceptual Stage Relocation Plan ☐ Multiple Listing Service (MLS)
☐ Newspaper Listing(s) ☐ Other – Identify

14. Indicate the number of households to be relocated that have the following special characteristics:

☐ None identified.
☐ Yes - _____ total households to be relocated. Complete table below

Special Characteristics	**Number of Households with Individuals with Special Characteristics**
Elderly	
Disabled	
Low income	
Minority	
Household of large family (5 or more)	
Not Known	
No special characteristics	

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24:

☐ Residential acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

☐ Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above:

☐ None identified

☐ Yes - Describe services that will be required

18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

Alternative Build Alternative - Reconstruction	Total Length of Center Line of Existing Roadway 0.5 Length of This Alternative 0.5
Preferred ☒ Yes ☐ No ☐ None Identified	

1. **Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:**

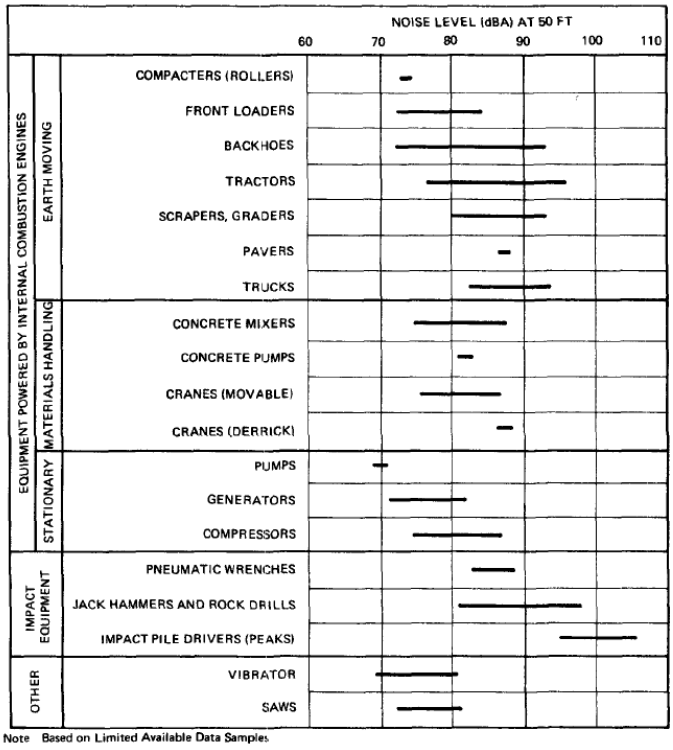
   No noise sensitive areas exist within the proposed action/project area.

2. **Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:**

   The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet.

   Figure D-2-1 below shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

Figure D-2-1
Construction Equipment Sound Levels



Source: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February 1972

3. **Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply:**
   - ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
   - ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.
   - ☐ Special construction stage noise abatement measures will be required. Describe:

TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

Alternative Build Alternative - Reconstruction	Total Length of Center Line of Existing Roadway 0.5 miles Length of This Alternative 0.5 miles
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Need for Sound Level Analysis:

Is the proposed action considered a Type I project or WisDOT Retrofit Project per FDM 23-10-1?

☐ No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Evaluation.

☒ Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Evaluation, and the rest of this sheet.

2. Traffic Data:

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix*:*

☒ No

☐ Yes – Indicate volumes and explain why they were used:

Automobiles	Veh/hr
Trucks	Veh/hr
Or Percentage (T)	%

3. Sound Level Analysis Technique

Identify and describe the noise analysis technique or program used to identify existing and future sound levels: (See attached receptor location map as Exhibit 1). A receptor location map must be included with this document.

The FHWA Highway Traffic Noise Model (TNM) 2.5) was used to predict existing and future noise levels, and was checked with the Traffic Noise Nomograph. A receptor location map is attached.

4. Sensitive Receptors

Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map – Exhibit 1).

N/A – the land use along 104th Avenue is industrial in nature.

5. Noise Impacts

If this proposal is implemented will future sound levels produce a noise impact?

☒ No

☐ Yes - The impact will occur because:

- ☐ The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded.
- ☐ Existing sound levels will increase by 15 dBA or more.

6. Abatement

Will traffic noise abatement measures be implemented?

☒ Not applicable – Traffic noise impacts will not occur.

☐ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**

☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

A noise analysis was performed for the proposed Build Alternative for this project. There is no Noise Abatement Criteria found in Wisconsin Administrative Code – Chapter Trans 405 (Trans 405) for this land use and existing sound levels will not increase by 15 dBA. Therefore, no noise abatement measures will be implemented.

			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.) Existing length (Build length)	Number of Families or People Typical of this Receptor Site	Noise Level Criteria[2] (NLC)	Future Sound Level (Build 2018)	Existing Sound Level (Existing 2018)	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Level Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	108' (96')	N/A	N/A	60.7	59.3	1.4	N/A	No Impact
R2	114' (102')	N/A	N/A	59.9	58.6	1.3	N/A	No Impact
R3	114' (102')	N/A	N/A	60.2	58.9	1.3	N/A	No Impact
R4	108' (96')	N/A	N/A	60.8	59.3	1.5	N/A	No Impact

			Sound Level L_{eq}[4] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.) Existing length (Build length)	Number of Families or People Typical of this Receptor Site	Noise Level Criteria[5] (NLC)	Future Sound Level (Build 2038)	Existing Sound Level (Existing 2038)	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Level Criteria (Col. e minus Col. d)	Impact[6] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	108' (96')	N/A	N/A	62.4	61.1	1.3	N/A	No Impact
R2	114' (102')	N/A	N/A	61.6	60.3	1.3	N/A	No Impact
R3	114' (102')	N/A	N/A	61.9	60.6	1.3	N/A	No Impact
R4	108' (96')	N/A	N/A	62.5	61.0	1.5	N/A	No Impact

[1] Use whole numbers only.
[2] Insert the actual Noise Level Criteria from FDM 23-30, Table 1.
[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is –1 dB or greater). I = Impact, N = No Impact.

[4] Use whole numbers only.
[5] Insert the actual Noise Level Criteria from FDM 23-30, Table 1.
[6] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is –1 dB or greater). I = Impact, N = No Impact.

PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	RECEPTOR LOCATIONS	SHEET	E

FILE NAME : X:\ML\2018\20180104\Project_Information\Reports\Noise\Receptor Location.dgn PLOT DATE : 5/10/2018 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

Traffic

2018 AADT **8150**
2038 AADT **12150**

Medium Trucks 2.00%
Heavy Trucks 7.00%

Design Hourly Volume (DHV) is assumed to be 10% of forecasted AADT. 50/50 directional split.

		2018 Total	Heavy Trucks	Med Trucks	Cars	2038 Total	Heavy Trucks	Med Trucks	Cars
104th Ave	Northbound	408	29	8	371	608	43	12	553
	Southbound	408	29	8	371	608	43	12	553

STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

Alternative	Preferred	Project ID:
Build Alternative - Reconstruction	☒ Yes ☐ No ☐ None Identified	3832-03-73

1. Indicate whether the proposed action may cause a discharge or will discharge to the waters of the state (Trans 401.03).

The proposed action discharges water to the Kilbourn Road Ditch, which is tributary to the Des Plaines River.

The entire project is within the Des Plaines River Watershed. Developments within the Des Plaines River Watershed are required to meet unit release rate criteria for all new impervious surfaces. The unit release rates are 0.04 cfs/ac for the 2-year event and 0.30 cfs/ac for the 100-year event.

In addition to the unit release rate requirements applied to the site as a whole, the City of Kenosha does not allow the stormwater discharge rate to increase at any outfall location from the pre-development to post-development condition.

2. Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether or not a sensitive area is present and provide specific recommendations on the level of protection needed.

☒ No water special natural resources are affected by the alternative.
☐ Yes – Water special natural resources exist in the project area.
- ☐ River/stream
- ☐ Wetland
- ☐ Lake
- ☐ Endangered species habitat
- ☐ Other – Describe:

Describe protection recommendations:

3. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

☒ No additional or special circumstances are present.
☐ Yes – Additional or special circumstances exist. Indicate all that are present.

☐ Areas of groundwater discharge	☐ Areas of groundwater recharge
☐ Stream relocations	☐ Overland flow/runoff
☐ Long or steep cut or fill slopes	☐ High velocity flows
☐ Cold water stream	☐ Impaired waterway
☐ Large quantity flows	☐ Exceptional/outstanding resource waters
☐ Increased backwater	☐ Total Maximum Daily Load (TMDL)

☐ Other – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances:

4. Describe the overall stormwater management strategy to minimize adverse and enhance beneficial effects.

Stormwater BMPs are required to maintain compliance with the City of Kenosha and WDNR requirements. There is limited surface space within the existing right of way with the expanded 104th Avenue cross section. The urban cross section also limits the use of grass swales and filter strips for water quality control. The land adjacent to the right of way on the northwest corner of 104th Avenue and 60th Street is proposed as a location for a wet pond.

A wet pond is an efficient method of meeting both water quantity and quality requirements. A wet pond was designed with 3.5 feet of active storage and a top of berm area of approximately 0.29 acres. The wet pond will require approximately 0.61 acres of additional right of way. The wet pond would discharge through an outlet control structure to the ditch on the north side of 60th Street before flowing through the existing 18"x29" culvert south under 60th Street.

5. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

This project is exempt per Trans 401.03(3)g, and Trans 401.106(4)(b)(2). However, the types of storm water management strategies listed in Item 4 above are identified in and/or consistent with TRANS 401 Construction Site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/DNR Cooperative Agreement Amendment – Memorandum of Understanding on Erosion Control and Storm Water Management.

6. Identify the stormwater management measures to be utilized.

- ☐ Swale treatment (parallel to flow) Trans 401.106(10)
- ☐ Vegetated filter strips (perpendicular to flow)
- ☐ Constructed storm water wetlands
- ☐ Buffer areas – Trans 401.106(6)
- ☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems.
- ☒ Detention/retention basins – Trans 401.106(6)(3)
- ☐ Distancing outfalls from waterway edge
- ☐ Infiltration – Trans 401.106(5)
- ☐ Other – Describe:

7. Indicate whether any Drainage District may be affected by the project.

- ☒ No – None identified
- ☐ Yes

Has initial coordination with a drainage board been completed?

- ☐ No – Explain why:
- ☐ Yes – Discuss results:

8. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance in needed to complete the following:

- ☒ No – The project is outside of WisDOT's stormwater management area.
- ☐ Yes – The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
  - ☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
  - ☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
  - ☐ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
  - ☐ A municipal separate storm sewer system serving a population less than 10,000.

9. Has the effect on downstream properties been considered?

- ☐ No – Explain why: .
- ☒ Yes – Coordination has been completed or is in process, describe: The project team coordinated with Kenosha County regarding the proposed outlet pipe for the pond. The outlet of the pond will use the existing culvert pipe under 60th Street and will reduce flows according to the following table:

Flow from 104th Ave Project Area to culvert under 60th Street west of 104th Ave

	Existing	Proposed w/ Wet Pond
2-yr	11.11 cfs	8.56 cfs
25-yr	26.97 cfs	24.08 cfs
100-yr	38.91 cfs	33.67 cfs

Appendix 1

Project Location Map

104TH AVENUE

60TH STREET (CTH - K) TO 52ND STREET (STH - 158)

CITY OF KENOSHA
KENOSHA COUNTY, WISCONSIN

FIGURE 1

GRAEF

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Date Saved: 2/14/2018 3:00:55 PM
User: 1956
Proj. Number: 2018-0104
Source: NAIP 2013

Appendix 2

WEPA Limits

THE CITY OF KENOSHA
CHART A BETTER COURSE

60TH STREET (CTH K) TO 52ND STREET (STH 158)

104TH AVENUE

KENOSHA COUNTY

GRAEF

Appendix 3

Traffic Study

104th Avenue Traffic Study

60th Street (CTH K) to 52nd Street (STH 158)
City of Kenosha, Wisconsin

Date Submitted: April 3, 2018

Prepared by:

GRAEF
One Honey Creek Corporate Center
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Contact: Andre C. Ost, PTOE
Phone: 414.266.9256
Wisconsin Registration: #41506-006
WisDOT TIA Certification # SE12-804-201

104th Avenue Traffic Study
Table of Contents

Table of Contents Continued

Introduction

The City of Kenosha plans to reconstruct 104th Avenue between 60th Street (CTH K) and 52nd Street (STH 158). GRAEF has prepared this memorandum to document the existing traffic volumes, identify the traffic generated by the adjacent developments, provide traffic forecasts, analyze the traffic impacts of the proposed developments and identify any improvements to be incorporated with the reconstruction project.

Study Area

The 104th Avenue project includes the approximately 0.5-mile section of 104th Avenue from 60th Street to 52nd Street (STH 158). 104th Avenue is a north/south collector, and the surrounding land use is primarily industrial/ manufacturing. The existing facility is a two-lane undivided rural roadway and a posted speed limit of 35 miles per hour (mph). According to the Wisconsin Department of Transportation (WisDOT), the Year 2011 annual average daily traffic (AADT) along 104th Avenue was 5,800 vehicles per day (vpd) south of STH 158.

The study area for the 104th Avenue traffic study includes the following intersections:

- 104th Avenue & 60th Street (CTH K)
- 104th Avenue & 58th Place
- 104th Avenue & South Driveway (Dairyland Development)
- 104th Avenue & 55th Street
- 104th Avenue & North Driveway (Shared Zilber & Dairyland driveway)
- 104th Avenue & 52nd Street (STH 158)

A site location map showing the study area intersections in shown in Exhibit 1.

Existing Traffic

Turning movement volumes from October 2016 were provided by WisDOT at the study area intersection. The traffic counts for the study area intersections are included in Appendix 1.

Based on the traffic counts the weekday peak hours were identified to be 7:00- 8:00 am during the morning and 4:30-5:30 pm during the evening. The existing balanced peak hour traffic volumes are shown on Exhibit 2.

Adjacent Development

As identified in the study area map, Exhibit 1, two developments are proposed adjacent to 104th Avenue. In order to identify the recommended geometry for the 104th Avenue project, both developments were included in the traffic study. A description of each development is provided below:

Zilber Development

The Zilber development located in the southwest corner of 104th Avenue and STH 158 intersection is a proposed 250,000 sf industrial/manufacturing development. The development is anticipated to begin construction in 2018. A traffic impact analysis was not required for this development, but preliminary analysis is included in this study.

Dairyland Development

The former Dairyland Greyhound Park located west of 104th Avenue between 60th Street and STH 158 is proposed to be redeveloped to become a business park with general office and warehouse/distribution center uses. A traffic impact study will be required by the Wisconsin Department of Transportation (WisDOT) for this redevelopment. An Initial Development Review memorandum was submitted by Traffic Analysis and Design (TADI) to WisDOT on December 9, 2016 which included in Appendix 2.

Trip Generation

To address any potential future traffic impacts within the study area, it is necessary to identify the traffic expected to be generated by the proposed adjacent developments.

Zilber Development

The trip generation for the proposed Zilber development are based on the size and type of proposed land uses, and on trip data published in the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual* 10th Edition and is shown in Exhibit 3A. The proposed development is expected to result in approximately 100 new trips during a typical weekday morning peak hour, 100 new trips during a typical weekday evening peak hour, and 1,510 new trips during a typical weekday (24-hour period).

Dairyland Development

The Dairyland Development Initial Development Review Memorandum identified that the new business park development included General Office – 310,320 sf and Warehousing/Distribution – 1,882,740 sf. The trip generation identified is shown in Exhibit 3B. In total, the development is expected to result in approximately 675 new trips during a typical weekday morning peak hour, 665 new trips during a typical weekday evening peak hour and 5,630 new trips during a typical weekday (24-hour period).

Trip Distribution & Assignment

The following trip distribution for both the Zilber and Daryland Developments are listed below and is based on the existing traffic counts and travel patterns of the adjacent roadway network:

- 20 percent to/from the north on IH-41/94;
- 20 percent to/from the south on IH-41/94;
- 25 percent to/from the east on 52nd Street (STH 158);
- 20 percent to/from the east on 60th Street (CTH K);
- 5 percent to/from the west on 60th Street (CTH K); and
- 10 percent to/from the south on 104th Avenue.

The development trips were assigned to the study area intersections based on the directional distributions shown above. The new trips for the proposed Zilber and Daryland Developments are shown on Exhibits 4A & 4B, respectively.

Year 2018 Total Traffic Volumes

GRAEF developed AADT forecasts for the construction year (Year 2018), Year 2028, and design year (Year 2038). Based on historic and anticipated traffic growth for this area, an annual growth rate of 2.0% was applied to the existing traffic to develop the traffic forecasts.

An additional 1,500 AADT was added at Year 2018 to account for the increased traffic from the Zilber Development. The Dairyland development is not expected to impact the traffic forecast for 104th Avenue, since it proposed the main access at STH 158 and Dairyland Drive.

The daily traffic forecasts for 104th Avenue are summarized in Table 1.

Table 1
104th Avenue Traffic Forecasts

Location	Existing AADT[1]	Annual Average Daily Traffic (AADT) Forecasts		
		Year 2018	Year 2028	Year 2038
104th Avenue – South of STH 158	5,800 (Year 2011)	8,150	9,950	12,150

[1] Source: Wisconsin Department of Transportation

The Year 2038 design year peak hour traffic volumes for the study area intersections are shown on Exhibit 6.

Recommended Number of Lanes

With the design year AADT approaching 12,000 AADT it is recommended to provide four-lanes for 104th Avenue with the reconstruction. Although not required for operations, the installation of turn lanes is desirable for a safety perspective since it will separate slowing or stopping turning traffic from through traffic. This could be accomplished by installing either exclusive left turn lanes or a two-way left turn lane (TWLT). This Warranting Criteria for left turn lane in FDM 11-25-5 is to provide at the side roads and driveways that have peak hour volumes >20 vph or AADT>400 vpd.

The recommendations for 104th Avenue to be reconstructed to become four lanes is also consistent with Southeastern Wisconsin Regional Planning Commission (SEWRPC) Vision 2050 Plan as shown below in Figure 1.

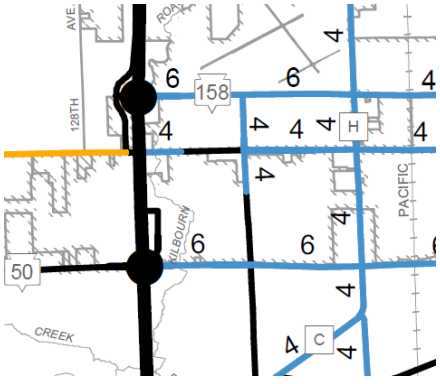

Figure 1 – SEWRPC Vision 2050 Arterial Street & Highway System: Kenosha County

Traffic Operational Analysis

Level of Service Definition

The study area intersections were analyzed using Synchro Version 9 software following procedures set forth in the *2010 Highway Capacity Manual* (HCM).

Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For analysis and design purposes, Level of Service (LOS) 'D' was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are presented below and summarized below:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized intersections, average delays are less than 10 seconds. At stop controlled intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At stop controlled intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At stop controlled intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At stop controlled intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At stop controlled intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for stop controlled intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At stop controlled intersections, average delays exceed 50 seconds.

Table 2 - Intersection Level of Service (LOS) Designations

Level of Service (LOS)	Traffic Signals Average Delay per Vehicle (sec/veh)	Stop Controlled Average Delay per Vehicle (sec/veh)
A	<10.0	<10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	>80.0	>50.0

Year 2018 Total Traffic Analysis with Recommended Improvements

The Year 2018 total traffic volumes are shown on Exhibit 5. In addition to providing four lanes on 104th Avenue, the following improvements are recommended for the Year 2018 total traffic at the study area intersections:

104th Avenue & 60th Street (CTH K)
- Install traffic signal when warranted
- Northbound
  - Restripe center through-left turn lane to be a through lane
- Southbound
  - Exclusive left turn lane with 200' of storage
  - One through lane
  - Right turn lane – continuous length

104th Avenue & 58th Place
- None

104th Avenue & South Driveway (Dairyland Development)
- None

104th Avenue & 55th Street
- None

104th Avenue & North Driveway (Shared Zilber & Dairyland driveway)
- Southbound
  - Install 200' right lane

104th Avenue & 52nd Street (STH 158)
- Northbound
  - Left turn lane – continuous length
  - Through-right lane – Continuous length

The Year 2018 recommended improvements are shown in Exhibit 7. The recommended storage lengths are based on the turn bay length for Urban Streets recommended in FDM 11-25 Table 2.6.

The Year 2018 total traffic peak hour operating conditions with recommended improvements are shown in Exhibit 8. The eastbound and westbound through-left lanes at the intersection of 104th Avenue & 60th Street (CTH K) operate unacceptably, at LOS F, under an all-way stop control. It is recommended to install a traffic signal once warrants are met. Once signalized the intersection is anticipated to operate acceptably. With the recommended improvements, all other movements at the study area intersections are expected to operate acceptably at LOS D of better. The Year 2018 total traffic operational analysis with recommended improvements is included in Appendix 3.

Year 2038 Total Traffic Analysis with Recommended Improvements

The Year 2038 total traffic volumes are shown on Exhibit 6. In addition to the 2018 recommended improvements, the following improvements are recommended for the Year 2038 total traffic at the study area intersections:

104th Avenue & 60th Street (CTH K)

- Install traffic signal
- Northbound
  - Exclusive left turn lane with 200' of storage
  - One through lane
  - Through-right lane – Continuous length
- Southbound
  - Exclusive left turn lane with 200' of storage
  - Two through lane
  - Exclusive right turn lane with 200' of storage
- Eastbound
  - Exclusive left turn lane with 200' of storage
  - One through lane
  - Through-right lane – Continuous length
- Westbound
  - Exclusive left turn lane with 200' of storage
  - One through lane
  - Through-right lane – Continuous length

104th Avenue & 58th Place

- None

104th Avenue & South Driveway (Dairyland Development)

- None

104th Avenue & 55th Street

- None

104th Avenue & North Driveway (Shared Zilber & Dairyland driveway)

- None

104th Avenue & 52nd Street (STH 158)

- Provide northbound and westbound protected permissive left turn phase

The Year 2038 recommended improvements are shown in Exhibit 9. The recommended storage lengths are based on turn bay length for Urban Streets recommended in FDM 11-25 Table 2.6.

The Year 2038 total traffic peak hour operating conditions with recommended improvements are shown in Exhibit 10. With the recommended improvements, all movements at the study area intersections are expected to operate acceptably at LOS D of better. The Year 2038 total traffic operational analysis with recommended improvements is included in Appendix 4.

Conclusions

With the recommendations provided in this study, 104th Avenue is expected to operate acceptably through Year 2038. As the adjacent developments become firm, it is recommended to confirm the trip generation with the calculations provided in this report.

NORTH
NOT TO SCALE

STUDY AREA INTERSECTIONS

GRAEF

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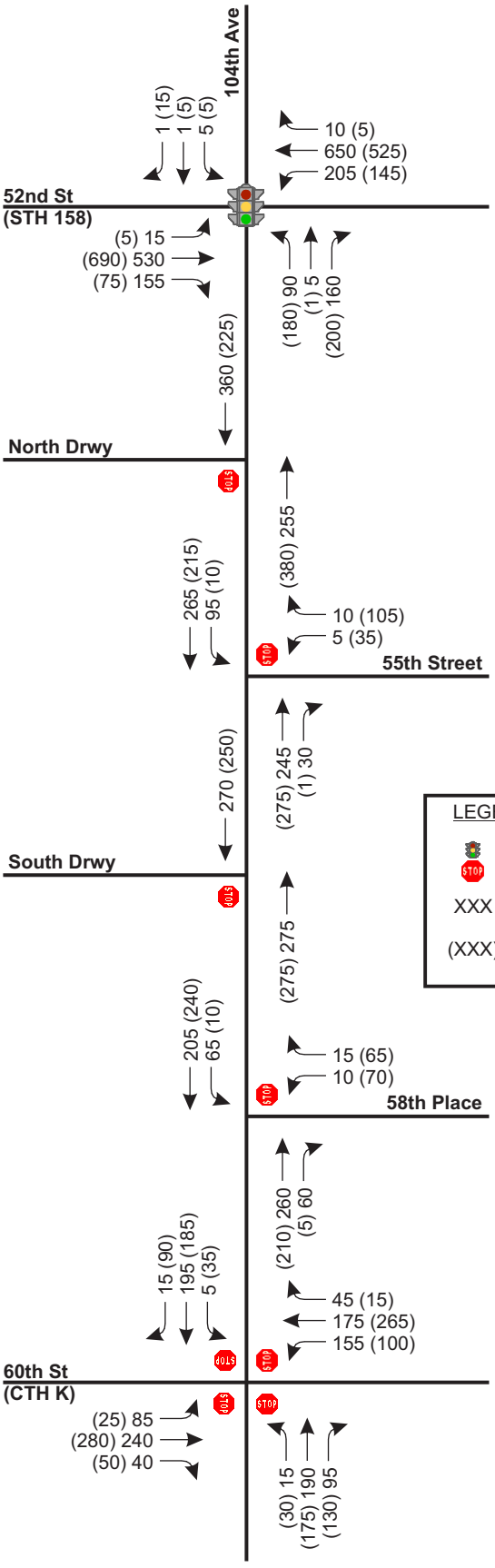
EXHIBIT 1
SITE LOCATION MAP
104TH AVENUE
KENOSHA, WISCONSIN



NORTH
NOT TO SCALE

LEGEND

	TRAFFIC SIGNAL
STOP	STOP SIGN
XXX	WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM) TRAFFIC VOLUMES
(XXX)	WEEKDAY EVENING PEAK HOUR (4:30 - 5:30 PM) TRAFFIC VOLUMES

GRAEF

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EXHIBIT 2
EXISTING TRAFFIC VOLUMES
104TH AVENUE
KENOSHA, WISCONSIN

Trip Generation

ITE Code	ITE Land Use		Weekday Daily Trips	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
130	**Industrial Park**	Trip Rates and Directional	Fitted Curve	81%	19%	0.40	21%	79%	0.40
	250,046 Square Feet	**Trips**	**1,510**	**80**	**20**	**100**	**20**	**80**	**100**
	New Trips		**1,510**	**80**	**20**	**100**	**20**	**80**	**100**

Note: Industrial Park Fitted Curve Equations
Weekday: Ln(Trips) = 0.53Ln(X) + 4.45, Where X equals Gross Floor Area per 1,000 sq ft.

GRAEF

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EXHIBIT 3A
TRIP GENERATION - ZILBER DEVELOPMENT
104TH AVENUE
KENOSHA, WISCONSIN

Exhibit 6
On-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
General Office	710	310.320 x 1,000 SF	2,470 (7.96)	435 (93%)	35 (7%)	470 (1.52)	45 (10%)	395 (90%)	440 (1.41)
High Cube Warehouse/Distribution Center	152	1882.740 x 1,000 SF	3,160 (1.68)	140 (69%)	65 (31%)	205 (0.11)	70 (31%)	155 (69%)	225 (0.12)
Total New Trips			**5,630**	**575**	**100**	**675**	**115**	**550**	**665**
TRIP DISTRIBUTION									
North on I-94	20%		1130	115	20	135	25	110	135
South on I-94	20%		1130	115	20	135	25	110	135
East on STH 158	25%		1400	140	25	165	25	135	160
East on CTH K	20%		1130	115	20	135	25	110	135
West on CTH K	5%		280	30	5	35	5	30	35
South on 104th Avenue	10%		560	60	10	70	10	55	65
	100%		***5630***	***575***	***100***	***675***	***115***	***550***	***665***

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2004: 12-9-2016

EXHIBIT 6
ON-SITE TRIP GENERATION TABLE

KENOSHA DOG TRACK REDEVELOPMENT
KENOSHA, WISCONSIN

SOURCE: DAIRYLAND DEVELOPMENT INITIAL REVIEW DECEMBER 9, 2016

GRAEF

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EXHIBIT 3B
TRIP GENERATION - DAIRYLAND DEVELOPMENT
104TH AVENUE
KENOSHA, WISCONSIN

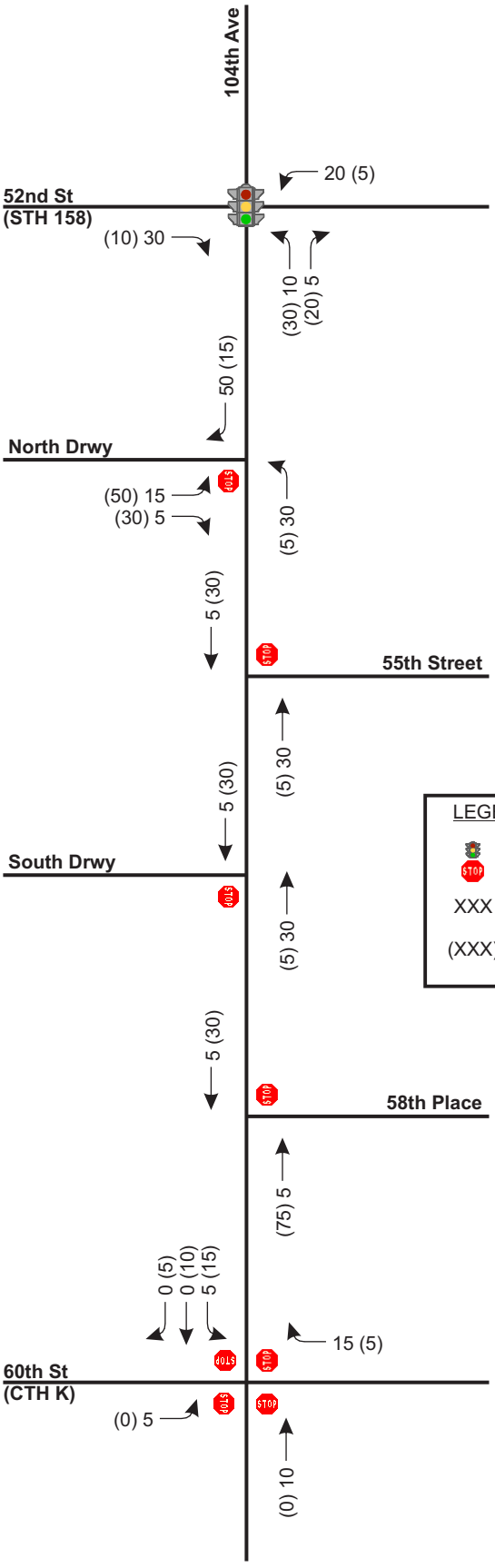

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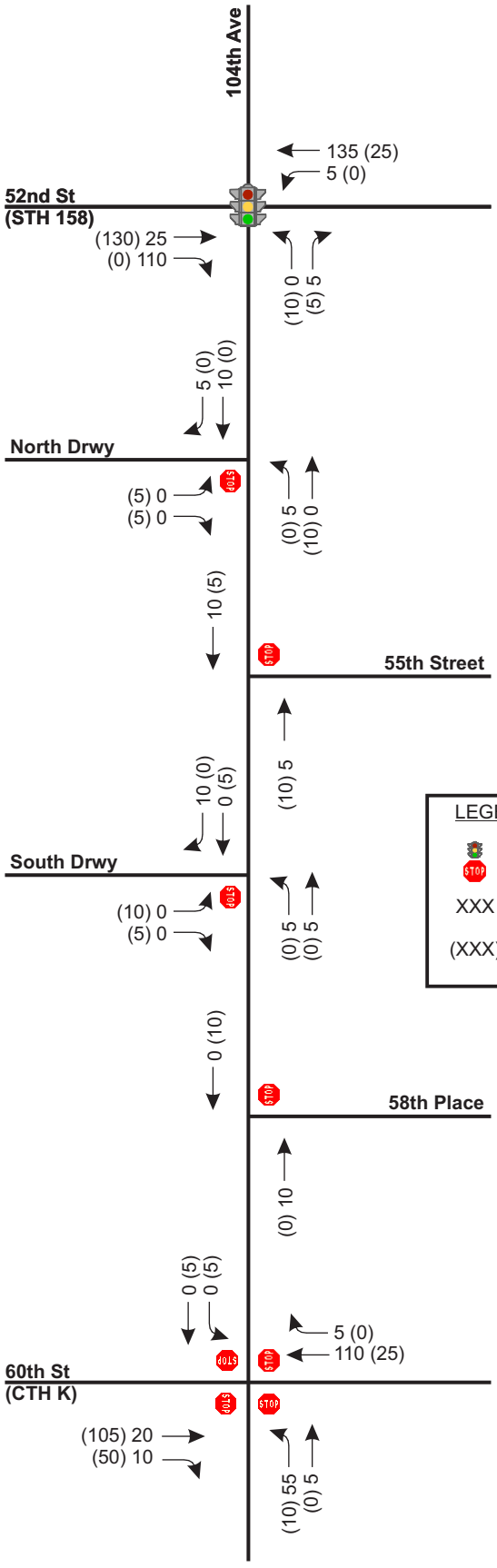
EXHIBIT 4A
NEW TRIPS - ZILBER DEVELOPMENT
104TH AVENUE
KENOSHA, WISCONSIN



GRAEF

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EXHIBIT 4B
NEW TRIPS - DAIRYLAND DEVELOPMENT
104TH AVENUE
KENOSHA, WISCONSIN

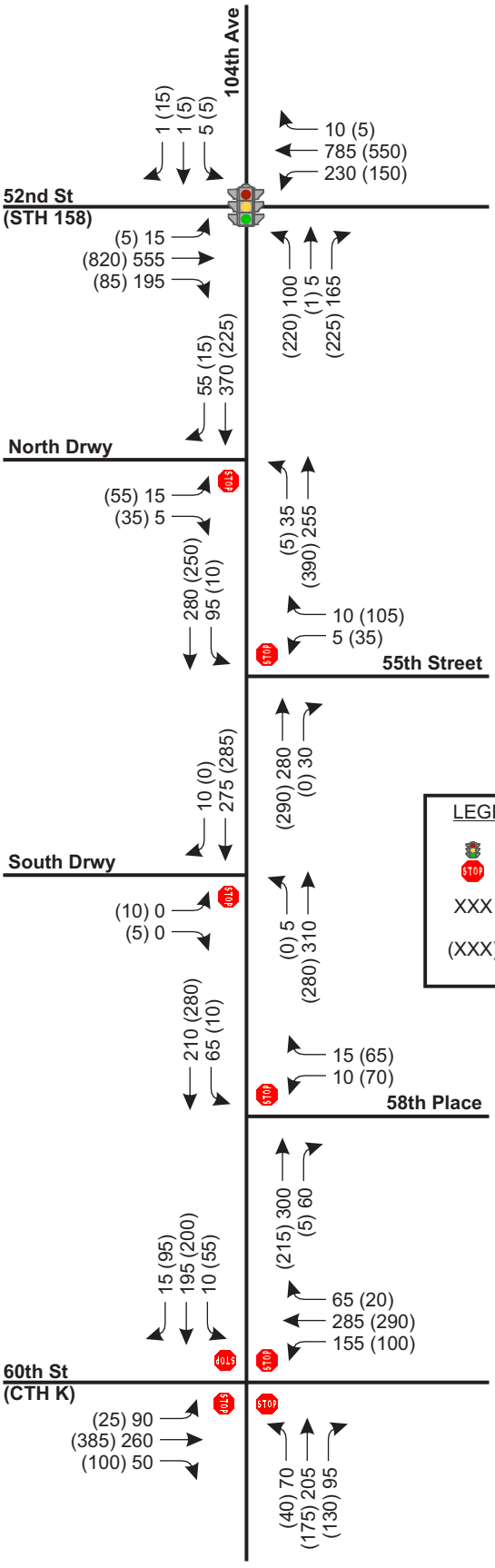

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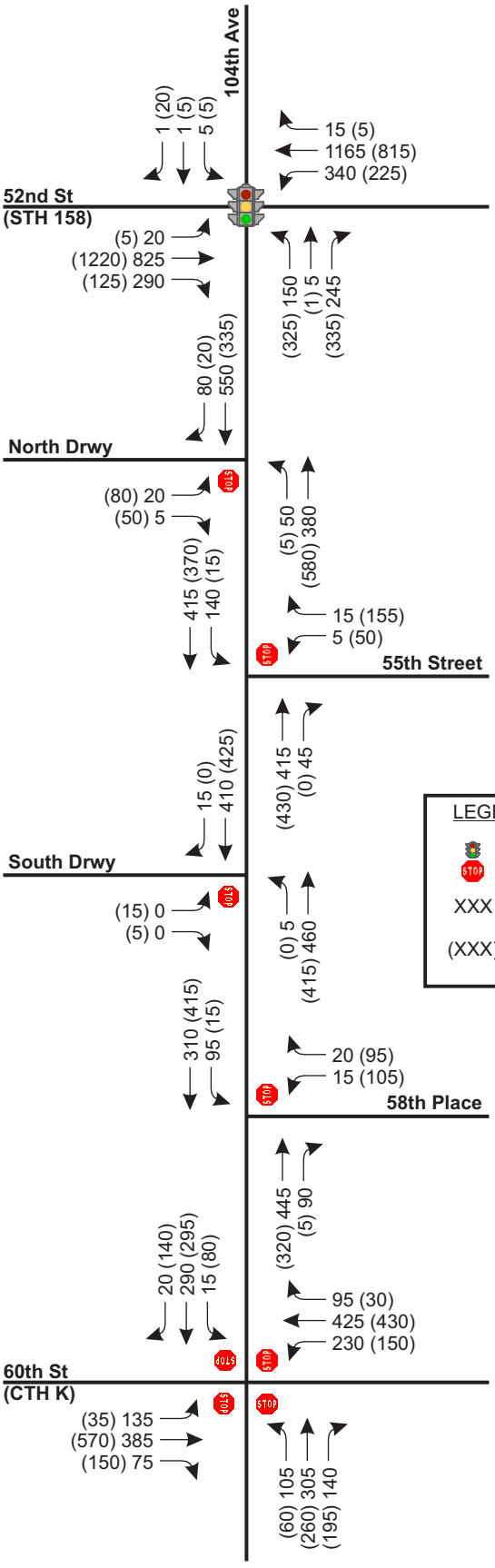
EXHIBIT 5
YEAR 2018 TOTAL TRAFFIC VOLUMES
104TH AVENUE
KENOSHA, WISCONSIN



NORTH
NOT TO SCALE

LEGEND

	TRAFFIC SIGNAL
	STOP SIGN
XXX	WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM) TRAFFIC VOLUMES
(XXX)	WEEKDAY EVENING PEAK HOUR (4:30 - 5:30 PM) TRAFFIC VOLUMES

GRAEF

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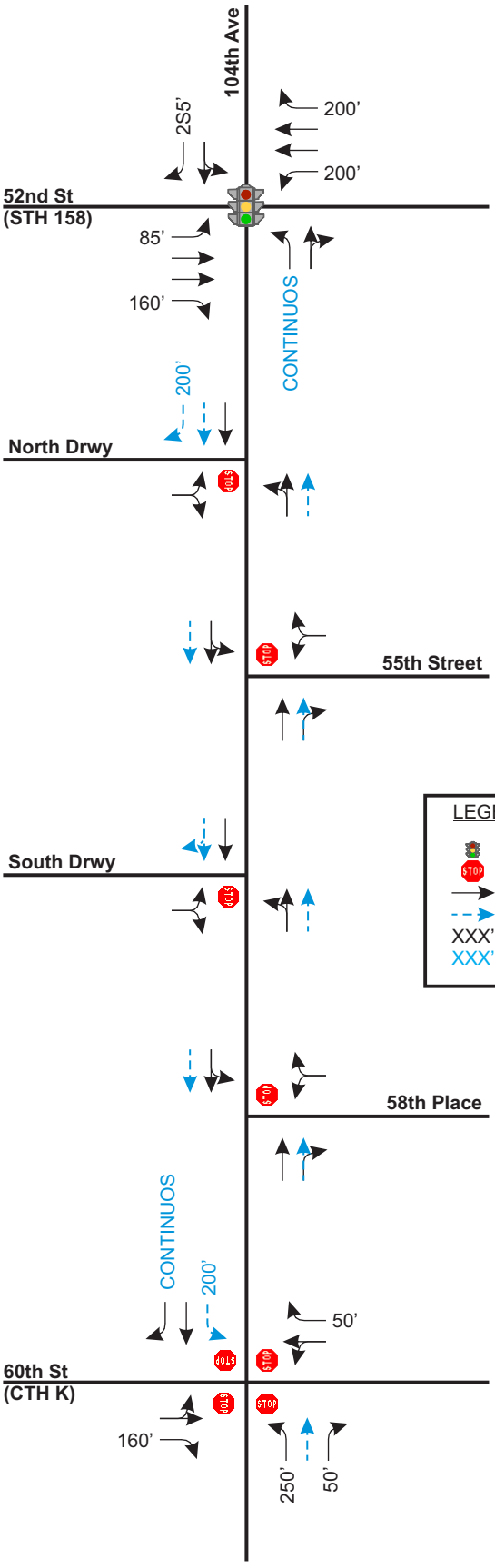
EXHIBIT 6
YEAR 2038 TOTAL TRAFFIC VOLUMES
104TH AVENUE
KENOSHA, WISCONSIN



GRAEF

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EXHIBIT 7
YEAR 2018 RECOMMENDED IMPROVEMENTS
104TH AVENUE
KENOSHA, WISCONSIN

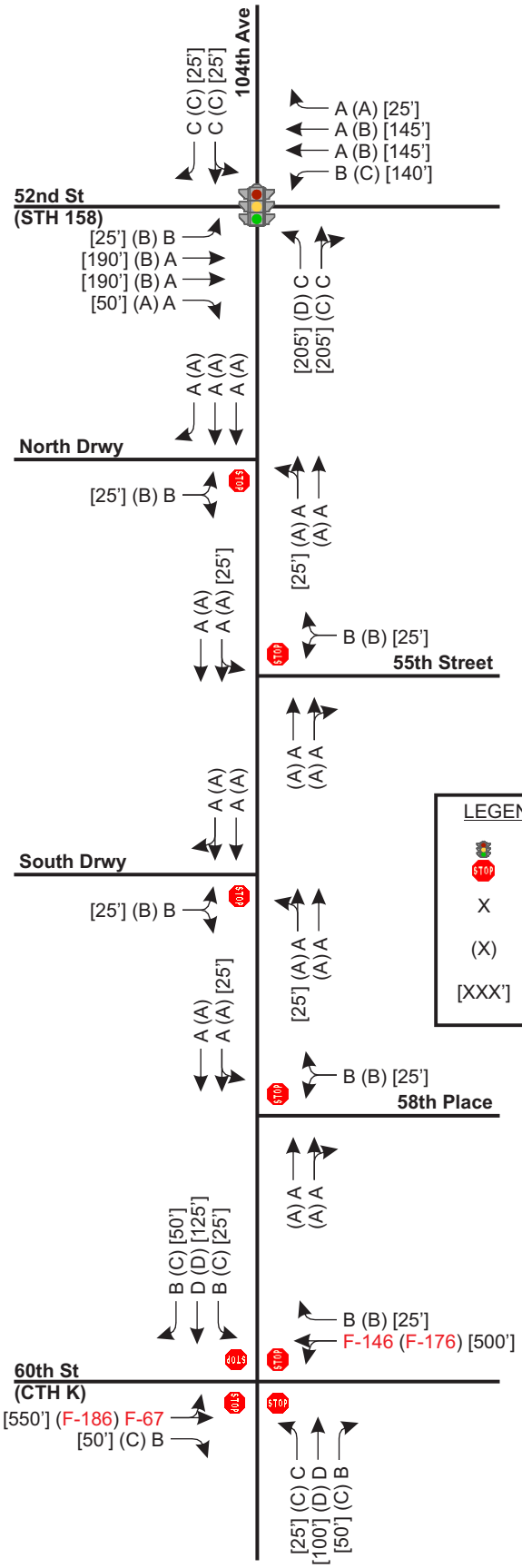

EXHIBIT 8
YEAR 2018 TRAFFIC OPERATIONAL ANALYSIS
WITH RECOMMENDED IMPROVEMENTS
104TH AVENUE
KENOSHA, WISCONSIN

GRAEF

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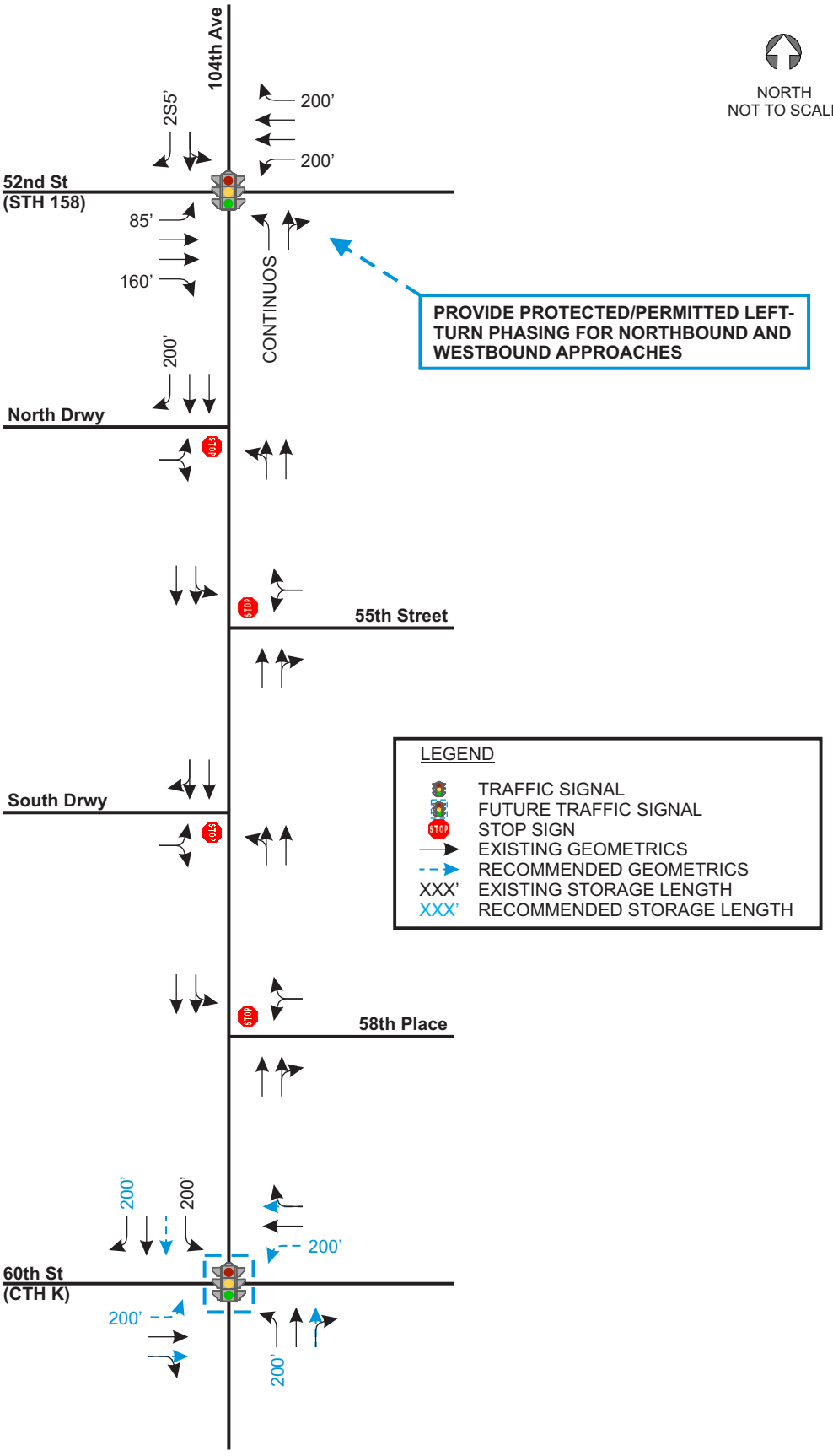

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EXHIBIT 9
YEAR 2038 RECOMMENDED IMPROVEMENTS
104TH AVENUE
KENOSHA, WISCONSIN

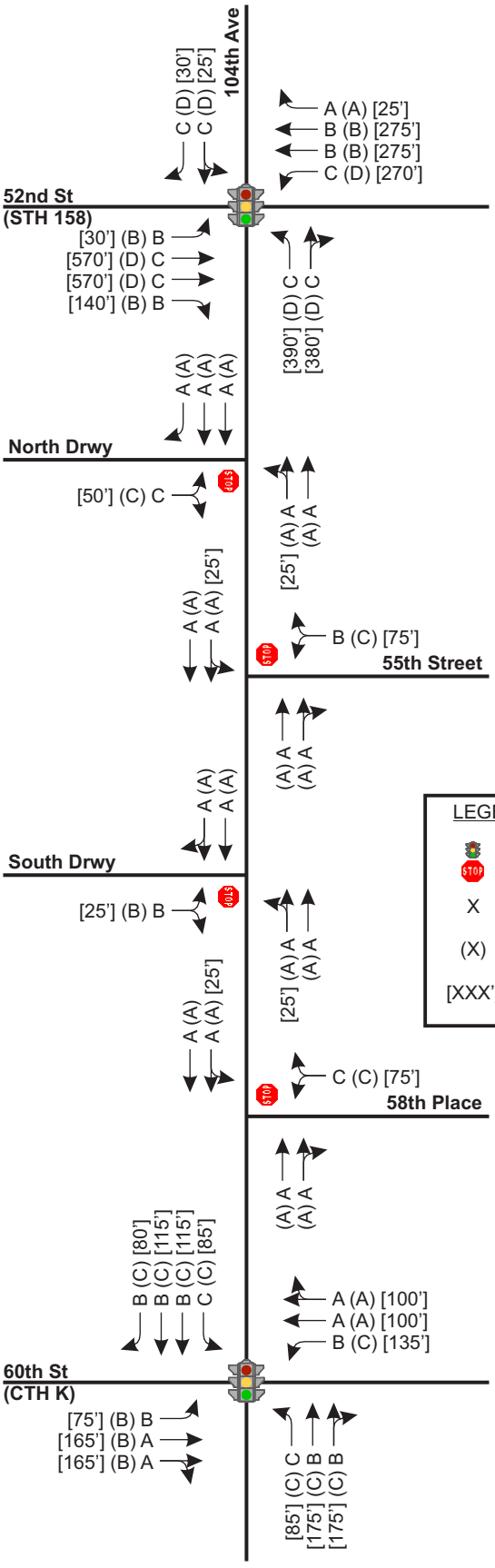

EXHIBIT 10
YEAR 2038 TRAFFIC OPERATIONAL ANALYSIS
WITH RECOMMENDED IMPROVEMENTS
104TH AVENUE
KENOSHA, WISCONSIN

GRAEF

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Appendix 4

WisDOT's Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis

APPENDIX A: WisDOT's Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a *Detailed* Indirect Effects Analysis

Prepared by Environmental Process and Documents Section
Bureau of Technical Services
Division of Transportation System Development
Wisconsin Department of Transportation

NEPA requires the assessment of indirect effects of all projects under CEQ regulations. **All EIS documents require a detailed indirect effects analysis.** However, not all, non-EIS environmental reviews for transportation projects will warrant a *detailed analysis* of indirect effects. This pre-screening guidance will assist the Study Team in determining whether a more detailed analysis is necessary in order to comply with NEPA requirements. Refer to the complete indirect effects analysis guidance document and FDM (chapter 25-5-17) for further information.

This pre-screening worksheet may be helpful in scoping for the analysis. If the Study Team is uncertain what level of analysis the project will need, do not make an assumption that the project doesn't require the analysis. Contact the Region Environmental Coordinator for assistance.

The factors listed below are not in any order of importance. Each EA and ER project needs to be examined individually to understand whether a particular factor or combination factors requires detailed analysis for indirect effects.

Factors to Consider

1. Project Design Concepts and Scope
2. Project Purpose and Need
3. Project Type (Categorical Exclusions, etc.)
4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
5. Project Location
6. Improved Travel Times to an Area
7. Local Land Use and Planning Considerations
8. Population and Demographic Considerations
9. Rate of Urbanization
10. Public Concerns

1. Project Design Concepts and Scope

Do the project design concepts include any one of the following?

- Additional thru travel lanes (expansion) – **Yes, see below**
- New alignment
- New and/or improved interchanges and access
- Bypass alternatives

The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street (CTH K) and 52nd Street (STH 158). The existing 2 lane roadway will be reconstructed with continuous auxiliary lanes in each direction to facilitate turning movements at six closely spaced intersections. The addition of auxiliary lanes will improve intersection operation and ingress/egress of freight vehicles accessing the adjacent industrial complex.

2. Project Purpose and Need
Does the project purpose and need include:

- Economic development –in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation)

The preferred alternative will provide improved vehicular access to the Business Park of Kenosha at a desirable LOS in order to facilitate efficient freight shipping and receiving. It will support existing and future economic development within the 104th Ave corridor and will provide first mile/last mile freight access between adjacent businesses and the STH/Interstate system.

3. Project Type

- What is the project document "type"? **pCE**
- EIS project—a detailed indirect effects analysis is warranted. – **Not Applicable**
- Many EA's will require a detailed indirect effects analysis (However, it also depends on the project design concepts and other factors noted here.) – **Not Applicable**
- If a Categorical Exclusion (pER or ER) applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information. **See Below**

Project 3832-03-73 is being processed as a pCE. As concluded in this worksheet, the project's location and other conditions do not warrant further detailed analysis of potential indirect effects. See the conclusion section of this worksheet for additional rationale.

4. Facility Function
What is the primary function of the existing facility? What is the proposed facility?

- Urban arterial
- Rural arterial
- **Urban collector – See Below**

104th Avenue is classified as an urban two-lane collector roadway in the City of Kenosha with an existing AADT (Year 2011) of 5,800 vehicles per day (vpd).

5. Project Location (Location can be a combination.)

- Urban (within a Metropolitan Planning Area)
- Suburban (part of larger metropolitan/regional area, may or may not be part of an metropolitan planning area) **- See below**
- Small community (population under 5000)
- Rural with scattered development
- Rural, primarily farming/agricultural area

The project location is in an urban setting. SEWRPC is the official planning agency for southeastern Wisconsin, which includes Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha counties. The City of Kenosha is within Kenosha County.

6. Improved travel times to an area or region

- Will the proposed project provide an improvement of 5 or more minutes? (Based on research, improvements in travel time can impact the attractiveness of an area for new development.)

With the design year (Year 2038) AADT reaching 12,000 AADT, the roadway Level of service will be reduced to D/E. For the design year AADT for the proposed roadway is anticipated to operation at Level of Service C. Due to the short length of the route, it is not expected that the increase of LOS along the corridor would provide an improvement in travel time of 5 or more minutes.

7. Land Use and Planning

- What are the existing land use types in project area? **Land use along the project corridor includes a mix of commercial and industrial properties.**
- What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use? **The land use along the corridor is designated M-2 Heavy Manufacturing.**
- What types of permitted uses are indicated in the local zoning? **Provides for medium and light manufacturing and industrial uses, and for warehousing and wholesaling uses of a limited nature and size that do not create appreciable nuisances or hazards.**
- Would the project potentially conflict with plans in the project area? (e.g., capacity expansion in areas in which agricultural preservation is important to local government(s)?) **No - The Southeastern Wisconsin Regional Planning Commission's (SEWRPC) long range plan, Vision 2050 recommends a 4-lane facility from south of CTH K to STH 158. This project will be consistent with the plan.**

8. Population/Demographic Changes

- Have the population changes over past 5, 10 and 20 years been high, medium, low growth rate vs. state average over same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4 %.) **Low – The population of the City of Kenosha changed -0.1% from 99,218 in 2010 to 99,116 in 2017**
- What are the projections for the future for population? (Use Wisconsin DOA projections.) **According to Wisconsin DOA Projections, the city of Kenosha is expected to grow 23.6% between 2013 and 2040.**
- Have there been considerable changes for population demographics and employment over the past 10 – 20 or more years? **The City of Kenosha's population grew 9.8% between 2000 and 2010 The 2010 census reported that the city's population are mainly newcomers, with 51 percent of Kenosha residents having moved from other cities and states. The Chamber of Commerce attributed this to the city's museums, lakeshore attractions, cultural and work opportunities, its public-school system, transportation amenities, and relatively lower costs-of-living.**

9. Rate of Urbanization

- Does the project study area contain proposed new developments? **Yes, see below.**

- What are the main changes in developed area vs. undeveloped areas over past 5, 10 and 20 years?
- Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

<u>Zilber Development</u>

The Zilber development located in the southwest corner of 104th Avenue and STH 158 intersection is a proposed 250,000 sf industrial/manufacturing development. The development is anticipated to begin construction in 2018. A traffic impact analysis was not required for this development.

Dairyland Development

The former Dairyland Greyhound Park located west of 104th Avenue between 60th Street and STH 158 is proposed to be redeveloped to become a business park with general office and warehouse/distribution center uses. A traffic impact study will be required by the Wisconsin Department of Transportation (WisDOT) for this redevelopment. An Initial Development Review memorandum was submitted by Traffic Analysis and Design (TADI) to WisDOT on December 9, 2016.

10. Public, State and/or Federal Agency Concerns

Have local officials, federal and/or state agencies, property owners, stakeholders or others raised concerns related to potential indirect effects from the project? (e.g., land use changes, "sprawl", increase traffic, loss of farmland, etc.) – **No, a public involvement meeting was held for the project on April 10, 2018 at the Kenosha Regional Airport Terminal. Comments centered on the need to reconstruct the roadway due to poor condition and drainage concerns south of the project limit.**

11. Conclusion

Identify whether or not the results of this prescreening of potential indirect effects indicates a detailed indirect effects analysis is required.

a. **No –** Through screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects. The project will not have the likelihood to result in *significant* indirect effects as defined by NEPA. This conclusion was based on the evaluation of the preceding 10 pre-screening factors including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. Therefore, further evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design and alternatives, this screening will be re-examined for sufficiency.

b. Yes – Through screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions warrant further detailed analysis of the potential for indirect effects.

Appendix 5

Preliminary Plans

PROJECT ID: 3832-03-73
WITH: N/A

COUNTY: KENOSHA

ORDER OF SHEETS

TOTAL SHEETS =

CITY OF KENOSHA
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION

PLAN OF PROPOSED IMPROVEMENT

104TH AVENUE

60TH STREET (CTH K) TO 52ND STREET (STH 158)

LOCAL ROAD
KENOSHA COUNTY

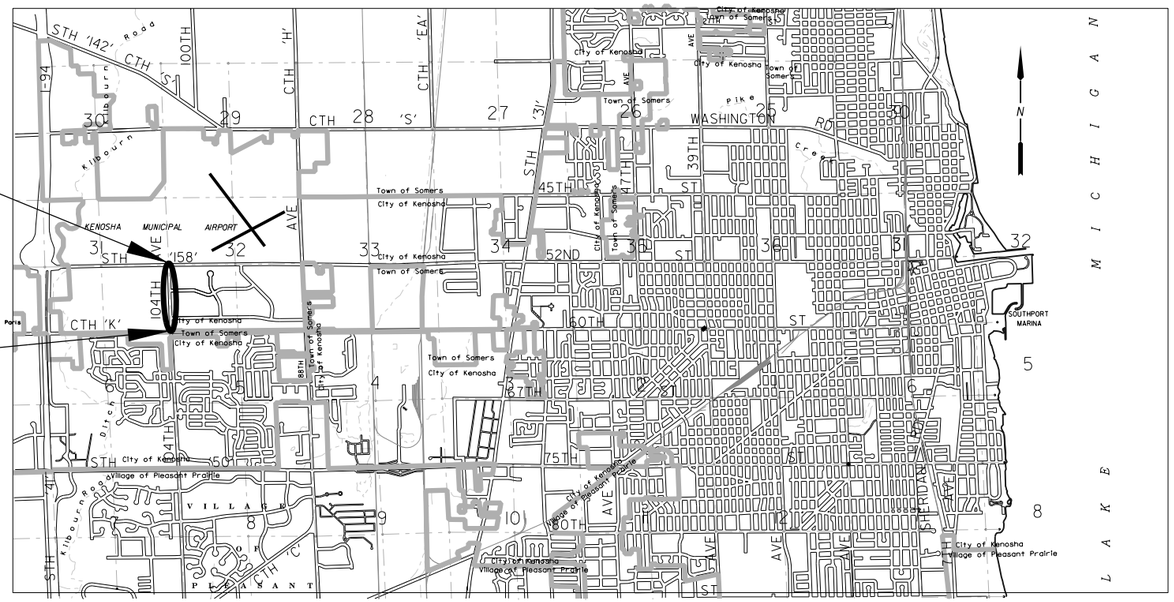
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3832-03-73		

CITY PROJECT NUMBER
3832-03-73

N

END PROJECT
STA. 126+37.44

BEGIN PROJECT
STA. 100+46.00
Y = 219,101.40
X = 2,556,306.60



DESIGN DESIGNATION

A.A.D.T.	2018	=	8,150
A.A.D.T.	2038	=	12,150
D.H.V.		=	1,215
D.D.		=	50/50
T.		=	9.0%
DESIGN SPEED		=	40 MPH
ESALS		=	2,700,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 ¼ ½ MI.

TOTAL NET LENGTH OF CENTERLINE = 0.491 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM (WSPCS), 'SOUTH' ZONE."

ORIGINAL PLANS
PREPARED BY GRAEF

(Date) (Signature)

CITY OF KENOSHA
DEPARTMENT OF PUBLIC WORKS

PREPARED BY
Surveyor: CITY OF KENOSHA
Designer: GRAEF
CITY OF KENOSHA:

APPROVED FOR THE CITY
DATE: (Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN.

HMA PAVEMENT WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

2" DEPTH 2" OF HMA PAVEMENT 5 MT 58-28 H AS THE UPPER LAYER

7" DEPTH 2" OF HMA PAVEMENT 5 MT 58-28 H AS THE UPPER LAYER
2.5" OF HMA PAVEMENT 3 MT 58-28 S AS THE LOWER LAYER
2.5" OF HMA PAVEMENT 3 MT 58-28 S AS THE LOWER LAYER

ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PIROR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM TRAFFIC CONTROL COVERING SIGNS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONCRETE JOINTS SHALL MATCH ABUTTING PAVEMENT AND CURB AND GUTTER JOINTS UNLESS OTHERWISE DESIGNATED BY THE ENGINEER.

CURB AND GUTTER SHALL NOT BE CONSTRUCTED INTEGRALLY WITH CONCRETE STREET PAVEMENT

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

CITY OF KENOSHA

CITY OF KENOSHA
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KENOSHA AREA TRANSIT
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ME1754@ATT.COM

CHARTER COMMUNICATIONS
MR. STEVE CRAMER
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MILWAUKEE, WI 53212
(414) 277-4045
WIS.ENGINEERING@CHARTER.COM

CITY OF KENOSHA - SEWER AND WATER
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ESTPETER@KENOSHA.ORG

FRONTIER OSP ENGINEERING
MR. EDWARD STIEBER
100 COMMUNICATIONS DRIVE
SUN PRAIRIE, WI 53590
EDWARD.STIEBER@FTR.COM

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A299 333 W EVERETT STREET
MILWAUKEE, WI 53203
(414) 221-5617
NICOLE.SMULLEN@WE-ENERGIES.COM

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700 S. KANE STREET
BURLINGTON, WI 53105
(262) 763-1039
JACOB.SPENCER@WE-ENERGIES.COM

WE ENERGIES (GAS)
SEND ALL CORRESPONDENCE TO:

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A299 333 W EVERETT STREET
MILWAUKEE, WI 53203
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NICOLE.SMULLEN@WE-ENERGIES.COM

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7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262) 884-6742
MICHELLE.GERDES@WE-ENERGIES.COM

WISCONSIN DEPARTMENT
OF TRANSPORTATION - SIGNALS
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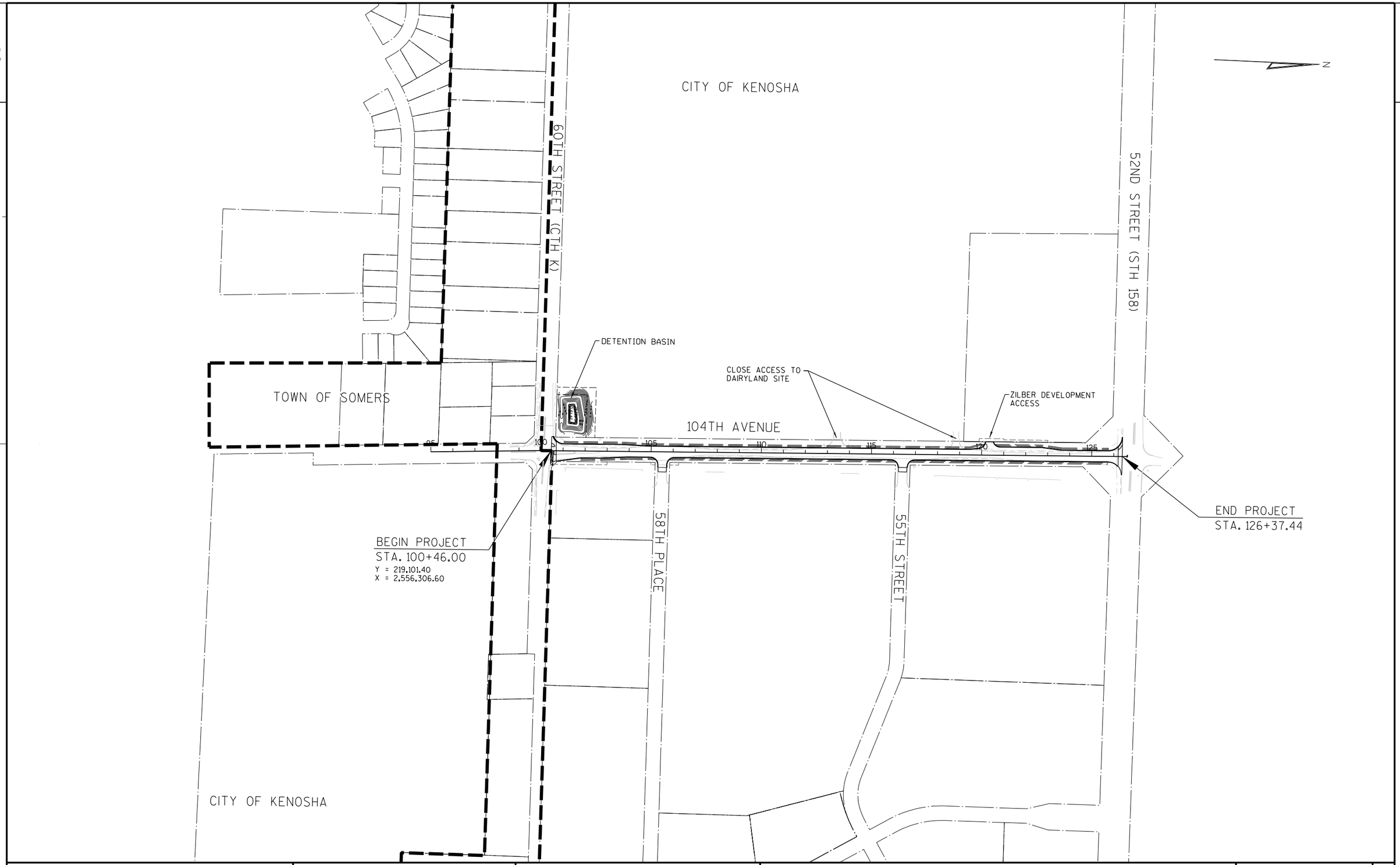
P.O. BOX 798
WAUKESHA, WI 53187
(262) 521-4404
DERRIN.WOLFORD@DOT.WI.GOV

INDEX OF DETAIL SHEETS

2



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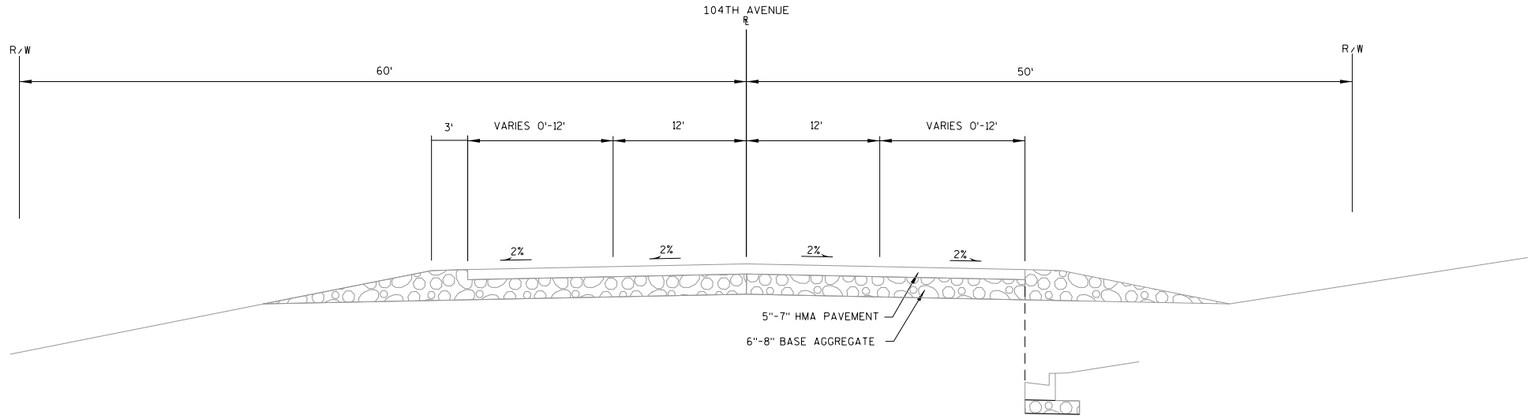
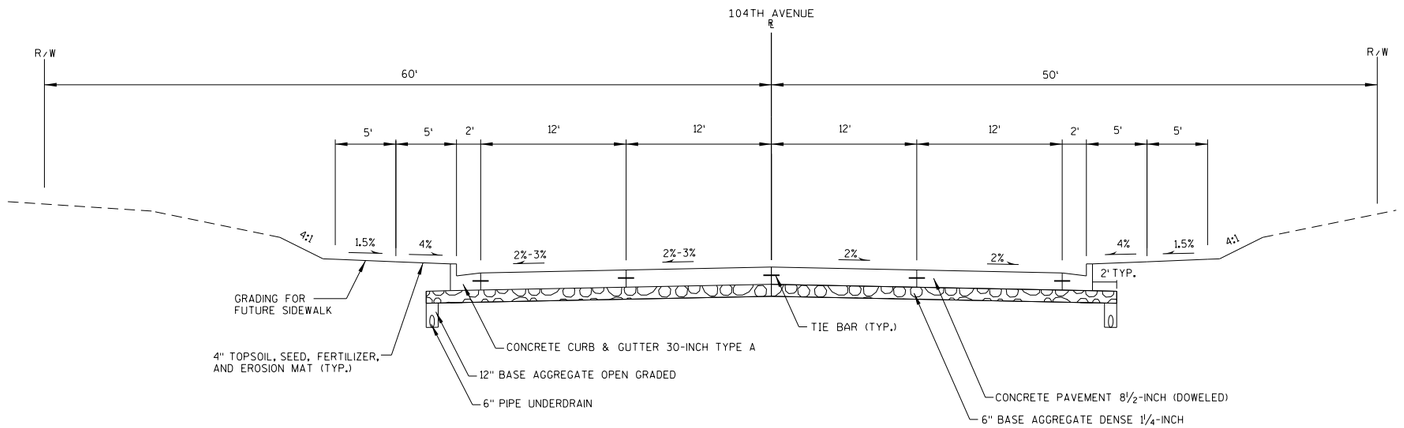


TYPICAL EXISTING SECTION

STA. 100+46 TO STA. 126+38

CURB AND GUTTER

STA. 110+00 TO STA. 116+50
STA. 123+50 TO STA. 126+38



TYPICAL FINISHED SECTION

STA. 101+00 TO STA. 125+75

PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	TYPICAL SECTIONS	SHEET	E

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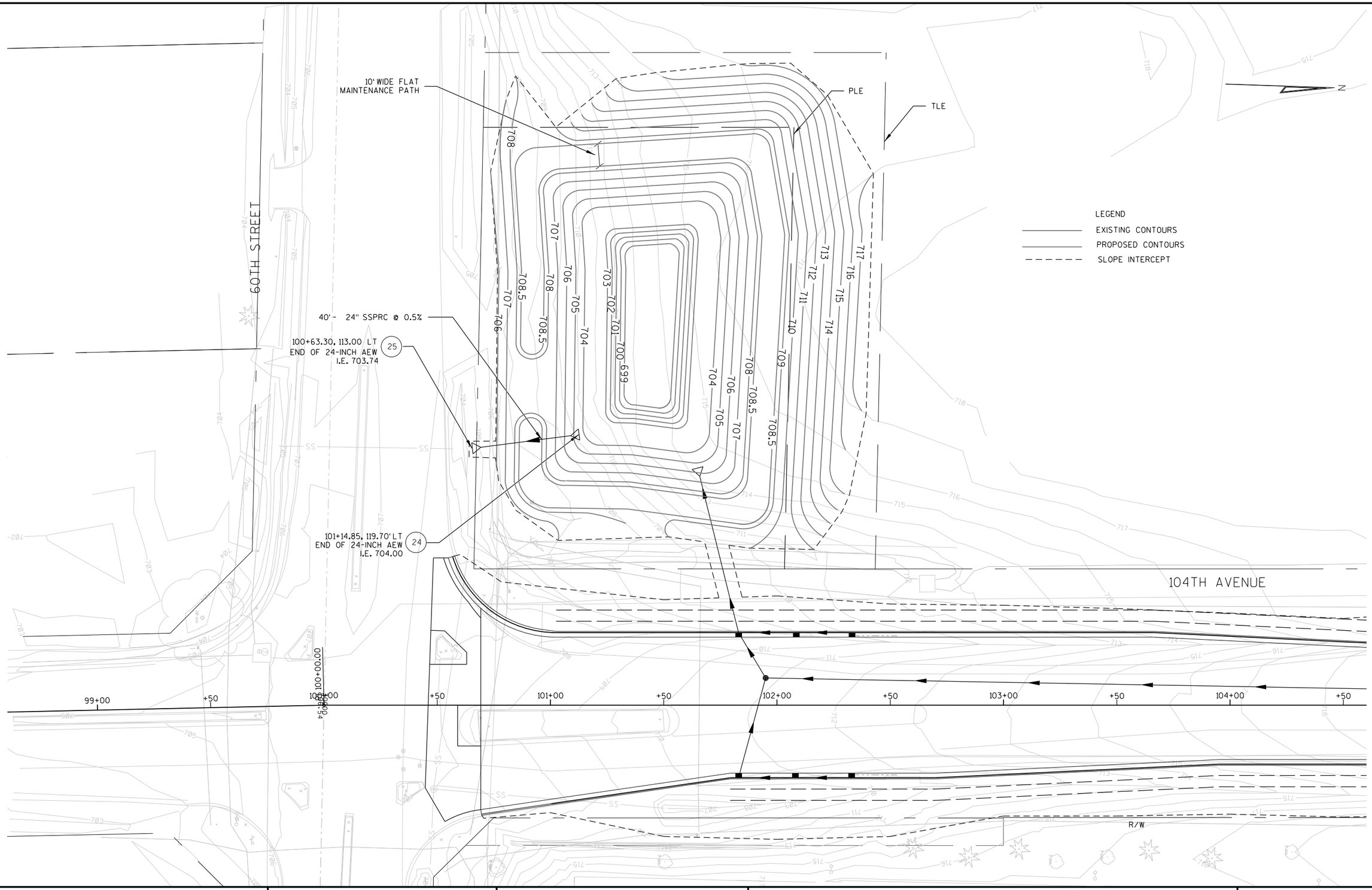
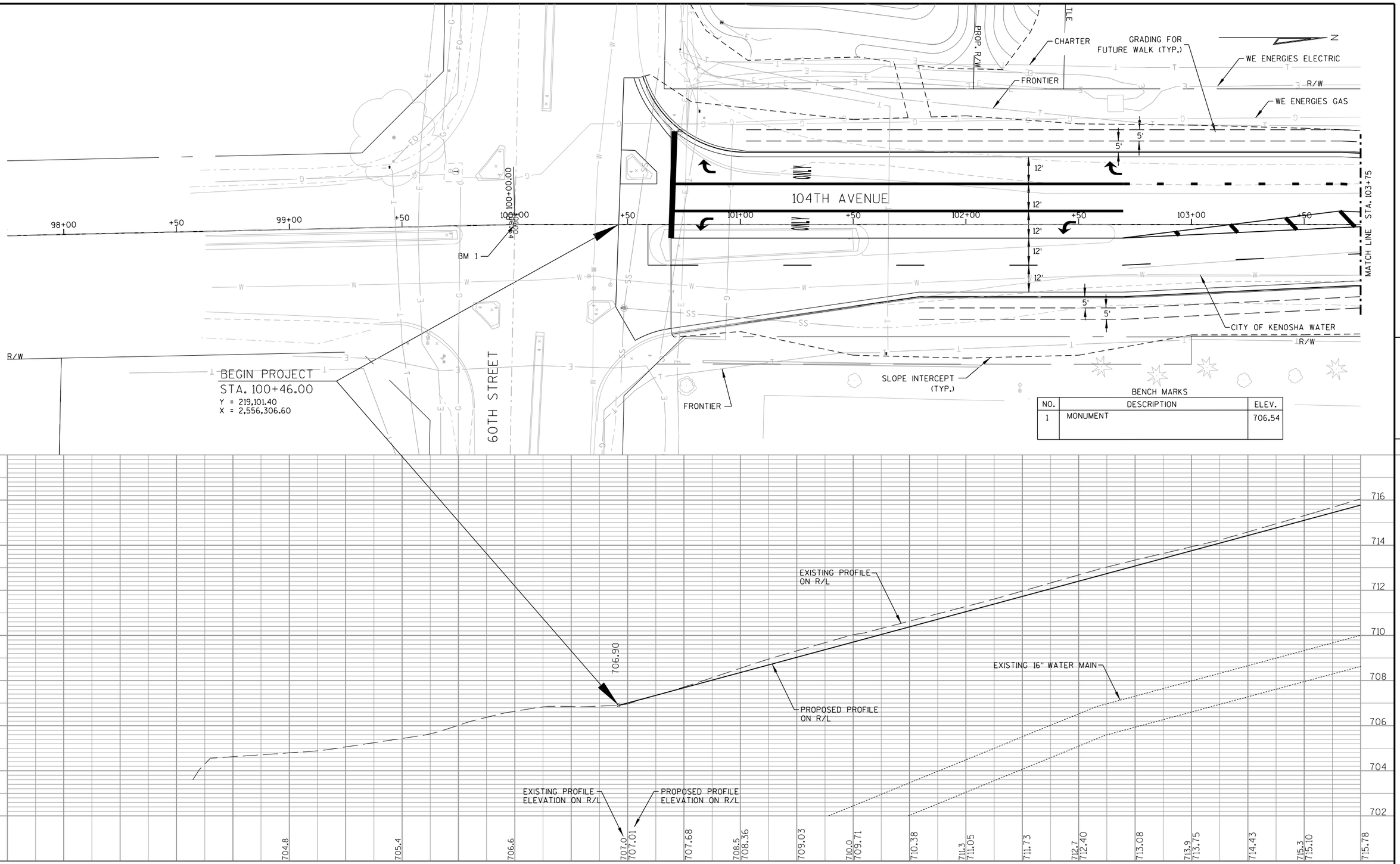


PROJECT NO: 3832-03-73	HWY: LOCAL STREET	COUNTY: KENOSHA	PLAN DETAIL - POND GRADING	SHEET	E

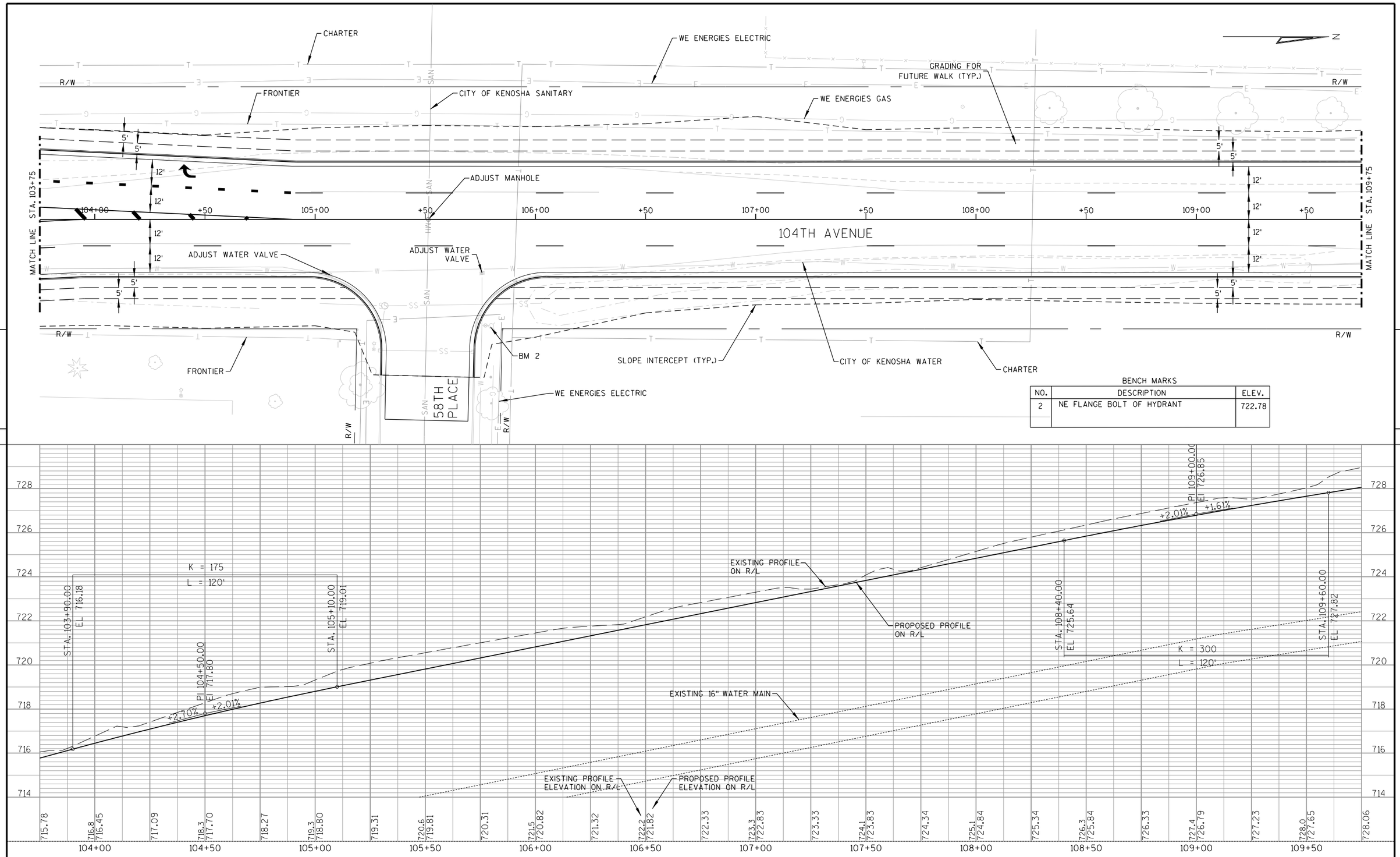


BENCH MARKS

NO.	DESCRIPTION	ELEV.
1	MONUMENT	706.54

5

PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILES	SHEET	E



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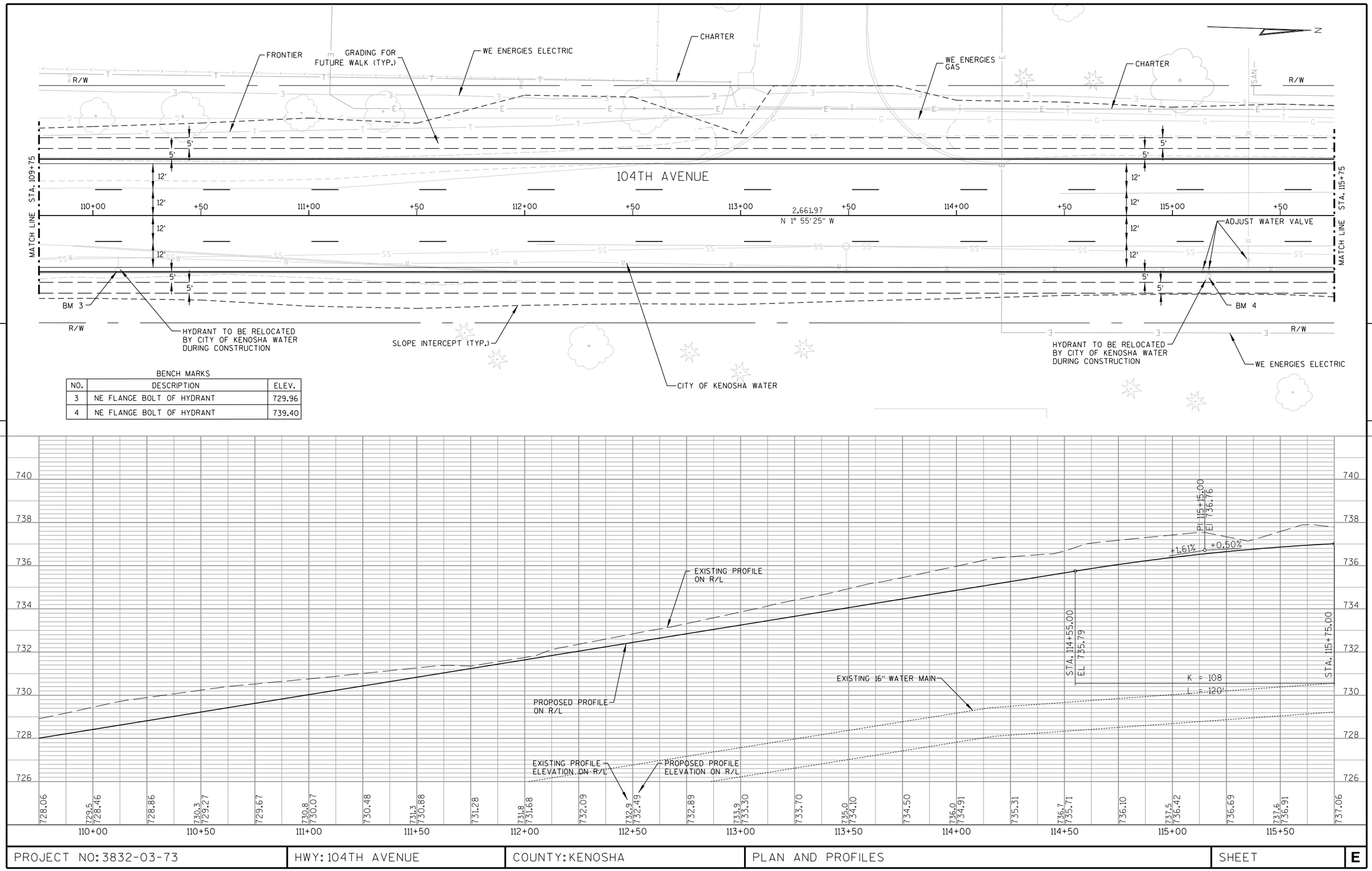


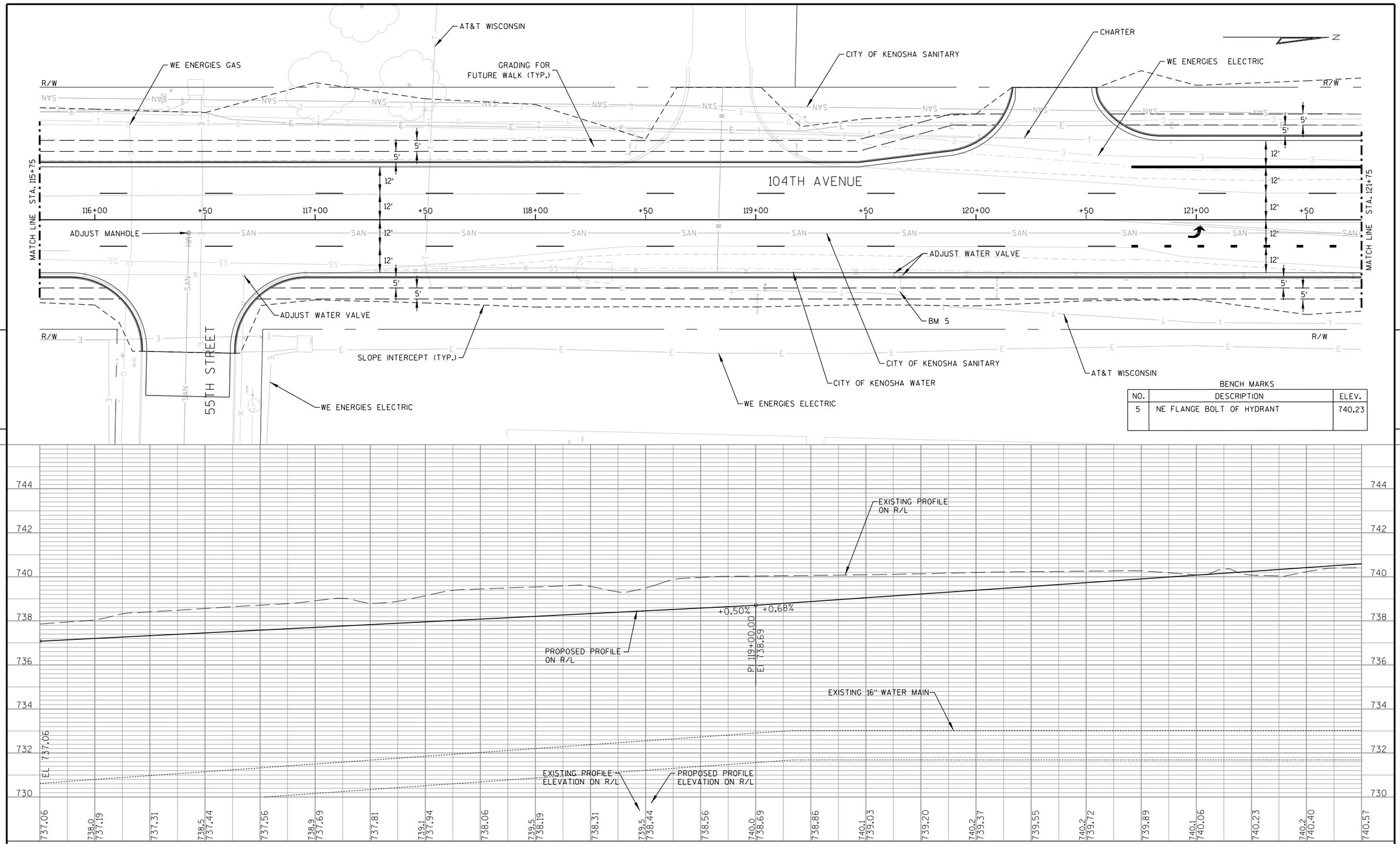
5

5

BENCH MARKS

NO.	DESCRIPTION	ELEV.
3	NE FLANGE BOLT OF HYDRANT	729.96
4	NE FLANGE BOLT OF HYDRANT	739.40

PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILES	SHEET	E



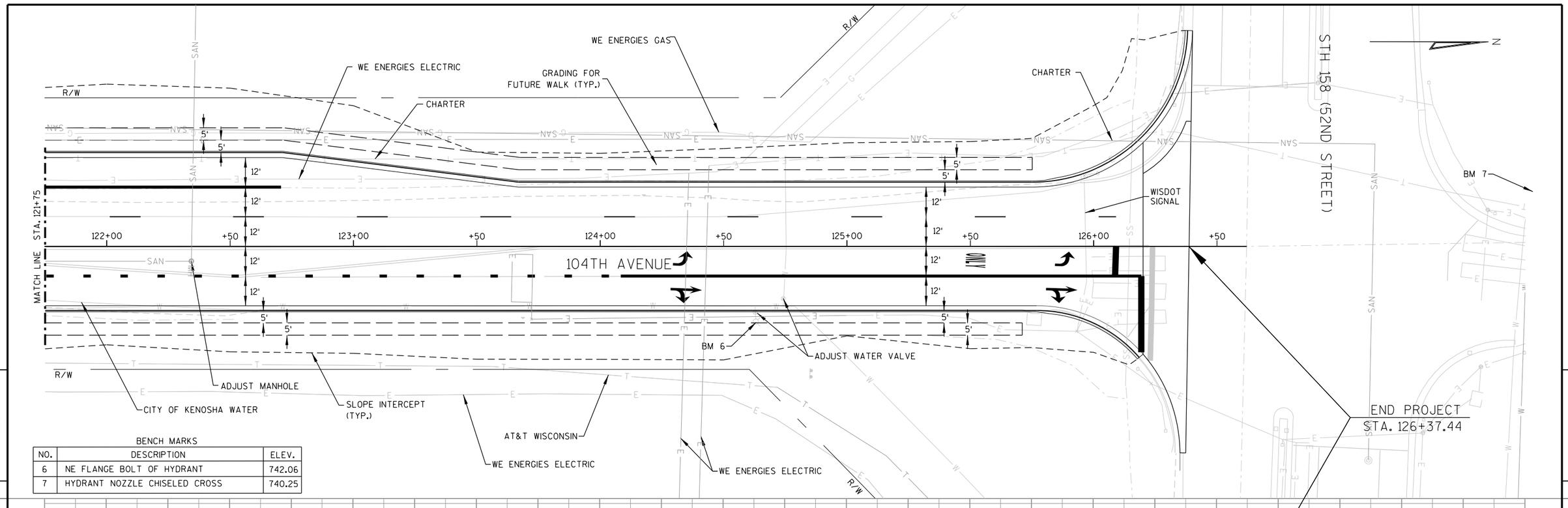
BENCH MARKS

NO.	DESCRIPTION	ELEV.
5	NE FLANGE BOLT OF HYDRANT	740.23

PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILES	SHEET	E

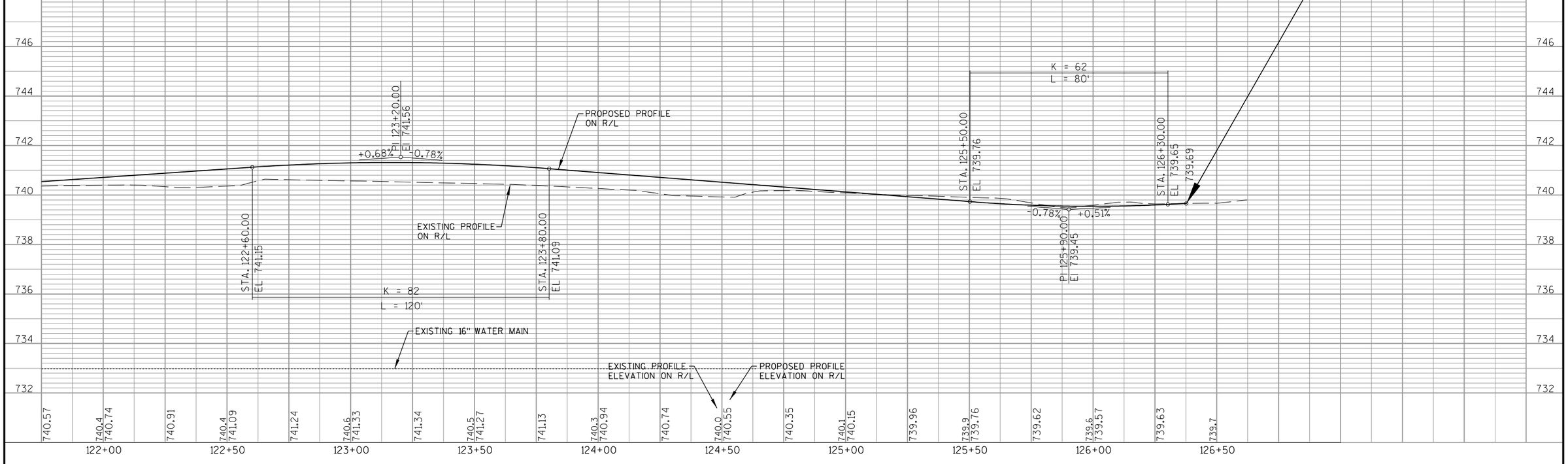
FILE NAME : X:\ML\2018\20180104\CAD\Transportation\dgn\00\050104_pp.dgn PLOT DATE : 6/28/2018 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 30



BENCH MARKS

NO.	DESCRIPTION	ELEV.
6	NE FLANGE BOLT OF HYDRANT	742.06
7	HYDRANT NOZZLE CHISELED CROSS	740.25



PROJECT NO: 3832-03-73	HWY: 104TH AVENUE	COUNTY: KENOSHA	PLAN AND PROFILES	SHEET	E

Appendix 6

Arch\Historical Check-list

ARCHAEOLOGICAL/HISTORICAL REVIEW WORKSHEET for PROJECTS MANAGED AND SUPERVISED BY WisDOT on STATE FUNDED PROJECTS

According to state law (*Wis. Stats.* s. 44.40), each state agency is required to consider whether any its proposed actions will affect any historic property (e.g., buildings/structures, historic or archaeological sites or districts) listed on the National Register of Historic Places (NRHP), the State Register of Historic Places, the inventory of sites maintained by the Wisconsin Historical Society (WHS), or lists of locally designated historic places. If the agency determines that its action will affect such a property, it must notify the State Historic Preservation Officer (SHPO), and if the effect is determined to be adverse, the agency and SHPO negotiate to "reduce" the effect.

I. PROJECT INFORMATION

Project ID 3832-03-73	Highway-Street 104th Avenue	County Kenosha
Project Termini 60th Street (CTH K) to 52nd Street (STH 158)		Region SE Region
Project Length (miles) 0.5 miles	Land to Acquire 0.61 acres	
Project Sponsor City of Kenosha		
Project Description The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street and 52nd Street (STH 158) to a four-lane roadway. The proposed roadway will have an urban cross-section to include curb and gutter, storm sewers, utilities, and appropriate turn lanes. Grading will be performed to accommodate future sidewalk. Right-of-way acquisition is not anticipated; however, this will be further evaluated upon the completion of the 30% conceptual plan.		

II. WISCONSIN HISTORIC PRESERVATION DATABASE (WHPD) REVIEW

x Project plans attached
x Date of WHPD review ____2/19/18_____(attach a copy of the WHPD screen – see Map 2 of report)

Findings: Area of Potential Effect (APE)

x **No** recorded site in APE
- ☐ Archaeology
- ☐ History

x **No** cemetery or burial site in or adjacent to APE

☐ **Yes** site in APE
- ☐ Archaeology
- ☐ History

☐ **Yes** cemetery or burial site in or adjacent to APE, complete WisDOT form DT1614

III. SURVEY COMPLETED (only complete if findings above have a site/cemetery)

☐ **No** Archaeological site(s) identified – ASFR Attached
☐ **No** potentially eligible archaeological site(s) in project area – Phase I Report attached
☐ **No** buildings/structures identified – A/HSF attached
☐ Potentially eligible buildings/structures avoided-documentation attached

IV. COMMITMENTS/SPECIAL PROVISIONS

V. PROJECT DECISION

☒ No historic properties (historical or archaeological) in the APE.
☐ No historic properties (historical or archaeological) affected.
☐ Historic properties affected – consult w/ Bureau of Technical Services (BTS) and SHPO

T. Payne 10 May 2018
WisDOT TEA Manager (date)

Lynn Vacek 5-14-18
WisDOT Historic Preservation Program Manager (date)

Archaeological Services, Inc.

March 8, 2018

Brian Schneider
GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1470

Re: *Literature and Archives Research for Proposed Reconstruction of 104th Ave., from 60th St./CTH K to 52nd St./STH 158, City of Kenosha, Kenosha County, Wisconsin.*

Dear Mr. Schneider:

GRAEF is assisting the City of Kenosha with plans to reconstruct 104th Ave. in the City of Kenosha, Kenosha County, Wisconsin (Map 1). The reconstruction consists of widening the road to four lanes, adding turn lanes and the installation of curb and gutter, storm sewers, and utilities. A Phase I archaeological survey may be required prior to construction for compliance with Section 106 of the National Historic Preservation Act and the Procedures for the Protection of Historic and Cultural Properties (36CFR800), for compliance with Wis.Stats. *§44.40.* Literature and archives research was conducted on February 19, 2018.

Literature and Archives Results

Research was conducted by reviewing the Wisconsin Historic Preservation Database (WHPD), the Archaeological Sites Inventory (ASI), the Architecture and History Inventory (AHI), the General Land Office surveyor's plat map (GLO), the Wisconsin Land Economic Inventory map (WLEI), the Wisconsin Historic Aerial Image Finder photo (WHAIF), previous archaeological surveys, historical plat maps and topographic maps.

Five archaeological sites are reported within one mile of the proposed project (Map 2) but only one site is within ½ mile of the project area and it will not be affected by the project as planned. One earlier archaeological survey area is adjacent to the west limit of the road project; it is a large green quadrilateral labeled 99-0100 (Map 2). In 2004, an archaeological survey was conducted at a proposed Menominee Nation Casino site at Dairyland Greyhound Park in Kenosha County, Wisconsin. The survey identified three archaeological sites based on a few pieces of lithic debitage and a broken projectile point in a relatively restricted scatter within a 223 acres area. Phase II National Register of Historic Places (NRHP) investigations were carried

out at 47KN394, the largest of the three sites. Additional consultation resulted in re-design of the project and placement of the site area in a green space protected from ground disturbance. No additional archaeological investigations were recommended (Overstreet et al. 2004). None of the sites are close to the proposed reconstruction of 104th Avenue.

The southern tip of another earlier archaeological survey is north of STH 158 from the project area. The survey, which is labeled 79-1435, does not show up in the WHPD. There is a nearby archeological site, labeled KN-0115 (mustard yellow colored circle) which is described as an isolated find of a projectile point and a chert flake. It is outside the project area and will not be affected by the project.

The 1937 aerial photograph (Photo 1) and the 1934 Wisconsin Land Economic Inventory (WLEI) map (Map 3) show the area as cleared cropland. The 1837 General Land Office (GLO) survey map does not show anything of cultural significance overlapping the project area (Map 4).

Conclusion and Recommendations

GRAEF is assisting the City of Kenosha with plans to reconstruct 104th Ave. The reconstruction will consist of widening the road to four lanes adding turn lanes, and the installation of curb and gutter, storm sewers, and utilities. Funding for the project will be provided by the state and local government; therefore, Section 106 of the National Historic Preservation Act does not apply.

There are no archaeological sites reported to overlap the proposed project corridor. A 2004 archaeological survey was conducted along the west side of the project area but no archeological sites were found adjacent to the proposed project. There has been no archaeological survey on the east side of the road and the only apparently undisturbed part of that area is the green rectangle on Map 1 at the southeast corner of the intersection of STH 158 and 104th Ave. (blue outline).

If I can provide any additional assistance, please call me at 262-878-9960, or contact me by email at allenvandyke@gmail.com.

Sincerely,

Allen P. Van Dyke
Principal Archaeologist

AVD/rlk

REFERENCES CITED

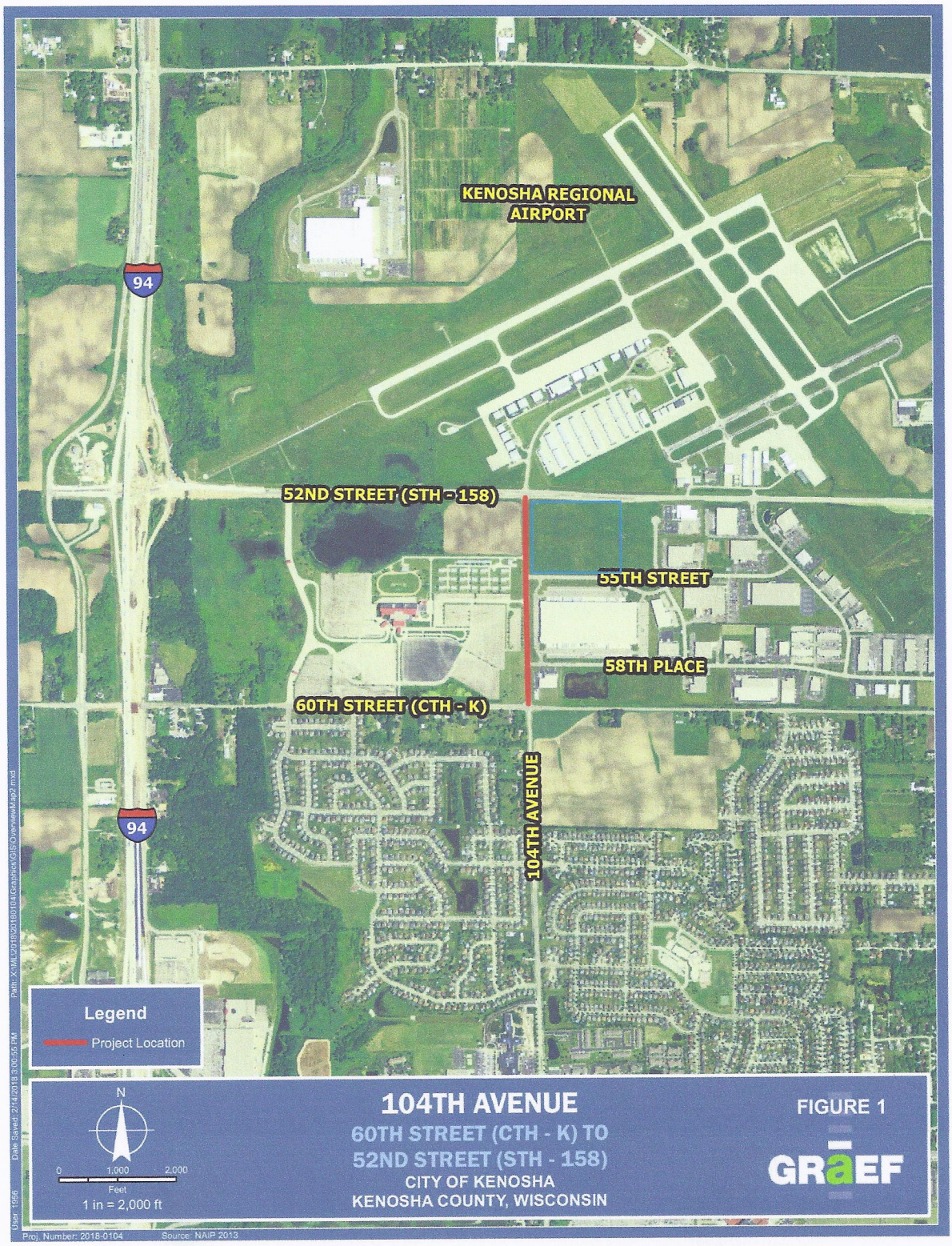
Board of Commissioners of Public Lands
2018 General Land Office Plat Maps, Board of Commissioners of Public Lands. http://digicoll.library.wisc.edu/SurveyNotes/. Accessed February 19.

Overstreet, D., L. A. Brazeau, L. Mier, and G. Lusk
2004 *Archaeological and Historical Resource Investigations at Dairyland Greyhound Park, Kenosha County, Wisconsin*. Reports of Investigations No. 04.004. Center for Archaeological Research, Marquette University. Milwaukee, Wisconsin.

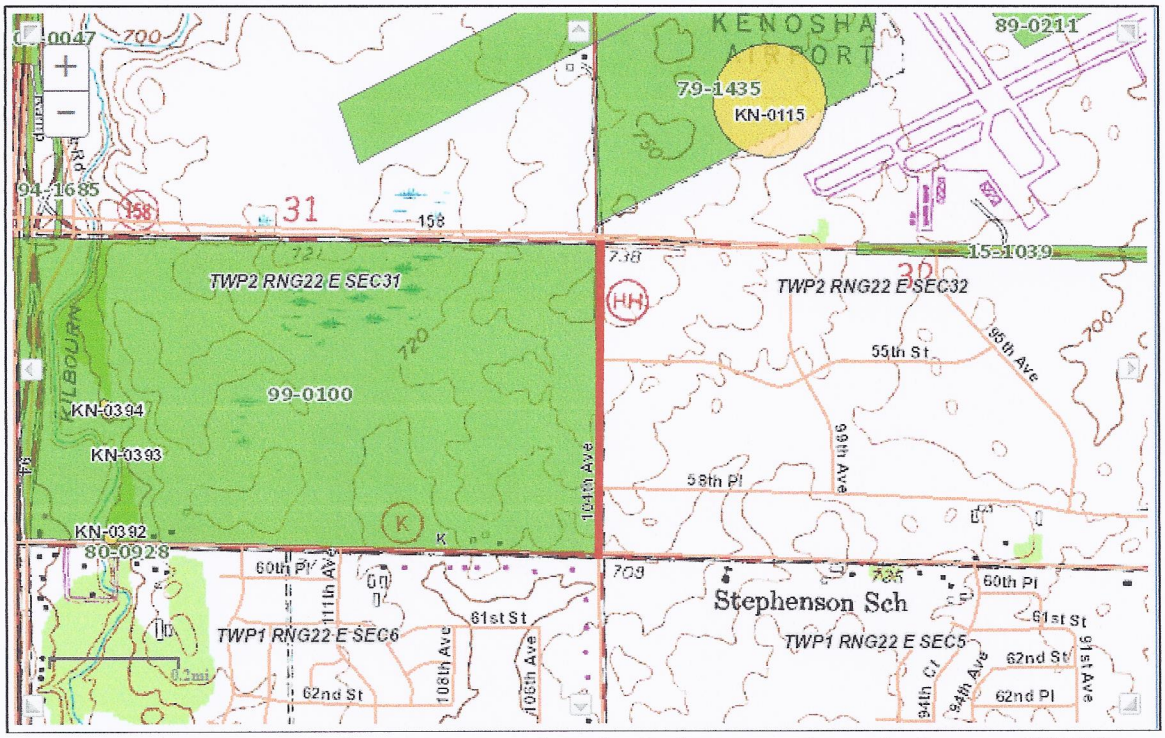
Wisconsin Historic Aerial Image Finder (WHAIF)
2018 Wisconsin Historic Aerial Image Finder Photographs. http://maps.sco.wisc.edu/WHAIFinder/. Accessed February 19.

Wisconsin Historic Preservation Database (WHPD)
2018 Wisconsin Historic Preservation Database Site Files. http://wisahrd.org/ASI/Welcome.aspx. Accessed February 19.

Wisconsin Land Economic Inventory (WLEI)
2018 Wisconsin Land Economic Inventory Plat Maps. http://uwdc.library.wisc.edu/collections/EcoNatRes/WILandInv. Accessed February 19.



Map 1: Proposed project area. Source: GRAEF.



Map 2: Project area (red), previous archaeological surveys (green). Source: WHPD.

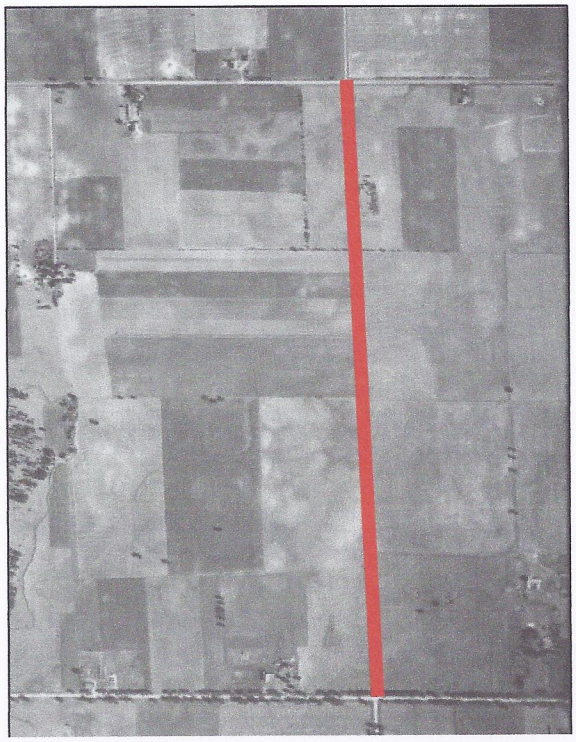
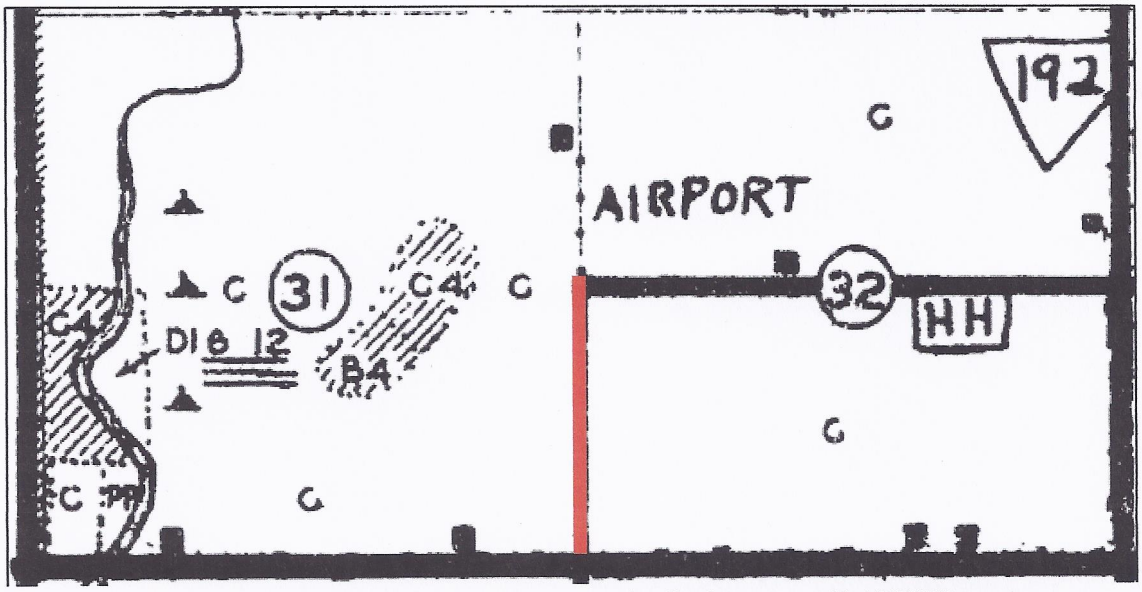
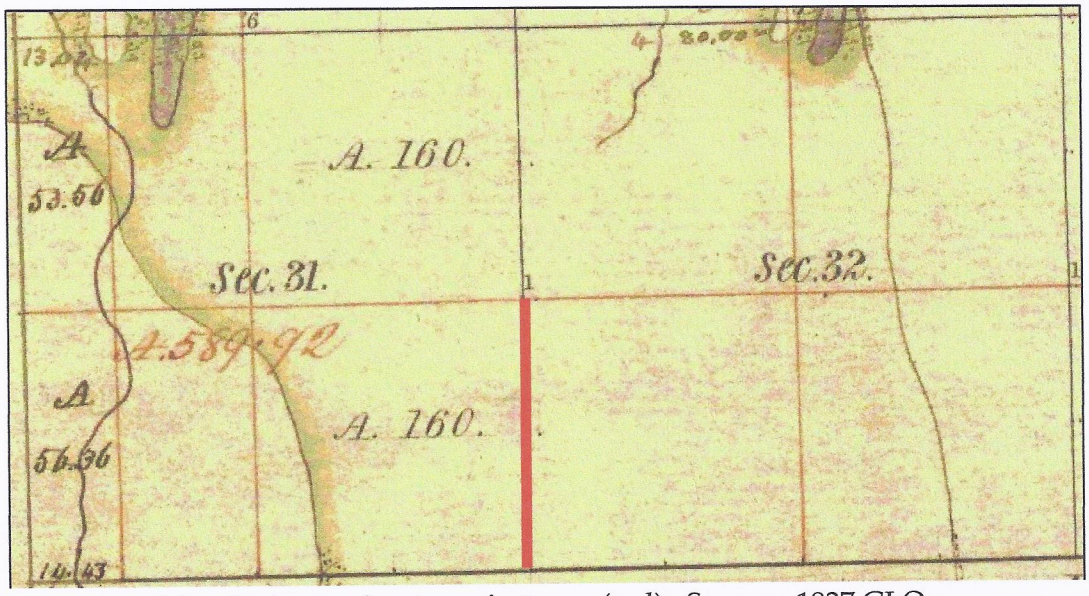


Photo 1: Project area (red). Source: WHAIF 1937.



Map 3: Approximate project area (red). Source: 1934 WLEI.



Map 4: Approximate project area (red). Source: 1837 GLO.

ARCHAEOLOGICAL REPORTS INVENTORY FORM

WHS PROJECT # n/a COUNTY Kenosha

AUTHORS: Allen P. Van Dyke

REPORT TITLE: Literature and Archives Research for Proposed Reconstruction of 104th Ave., from ~~60th~~ St./CTH K to 52nd St./STH 158, City of Kenosha, Kenosha County, Wisconsin.

DATE OF REPORT (MONTH AND YEAR): 2-2018

SERIES/NUMBER: AVD ROI# 118772

PLACE OF PUBLICATION: Union Grove, WI

LOCATIONAL INFORMATION [LEGAL DESCRIPTION OF SURVEY AREA (T-R-S)]
2N, 22E, section 31, 2N, 22E, section 32.

U.S.G.S. QUAD MAP(S): Pleasant Prairie 7.5'

SITE(S) INVESTIGATED: none

ACRES INVESTIGATED: none AGENCY # ____

INVESTIGATION TECHNIQUES COMPLETED (Check all that apply.)

■ Historical Research	☐ Surface Survey	☐ Geomorphology
☐ Interview/Informant	☐ Soil Core	☐ Underwater
■ Records/Background	☐ Walk Over/Visual Inspection	☐ Avocational Survey
■ Literature Background Research	☐ Mechanical Stripping	☐ Chance Encounter
☐ Traditional Knowledge	☐ Test Excavation/Phase II	☐ Osteological Analysis
☐ Monitoring	☐ Major Excavation/Phase III	☐ Faunal Analysis
☐ Shovel Testing/Probing	☐ Remote Sensing	☐ Floral Analysis

ABSTRACT: ■ Included in report ☐ Written in space below

Office of the State Archaeologist ARI # _____

Archaeological Services, Inc.

May 10, 2018

Brian Schneider
GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1470

Re: *Review of Architectural History Inventory for the Proposed Reconstruction of 104th Ave., from 60th St./CTH K to 52nd St./STH 158, City of Kenosha, Kenosha County, Wisconsin.*

Dear Mr. Schneider:

GRAEF is assisting the City of Kenosha with plans to reconstruct 104th Ave. in the City of Kenosha, Kenosha County, Wisconsin (Map 1). The reconstruction consists of widening the road to four lanes, adding turn lanes and the installation of curb and gutter, storm sewers, and utilities. A Phase I archaeological survey may be required prior to construction for compliance with Section 106 of the National Historic Preservation Act and the Procedures for the Protection of Historic and Cultural Properties (36CFR800), for compliance with Wis.Stats. *§44.40.* Literature and archives research was conducted on February 19, 2018.

Architecture History Inventory

Per your request, I searched the Architecture History Inventory (AHI) to determine if there are any structures of historical interest within the project area. There are not. Map 1 shows the only structures in the project area, all of which are less than 50 years old. Map 2 is a screenshot of the Wisconsin Historic Preservation Database (WHPD) map showing the project area; there are no historical structures indicated as of this date. Map 3, the 1934 Wisconsin Land Economic Inventory map for that area shows no structure in that area. The structures on that map do not exist.

Conclusion and Recommendation

GRAEF is assisting the City of Kenosha with plans to reconstruct 104th Ave. The reconstruction will consist of widening the road to four lanes adding turn lanes, and the installation of curb and gutter, storm sewers, and utilities. Funding for the project will be provided by the state and local government; therefore, Section 106 of the National Historic Preservation Act does not apply.

There are no historical structures in or near the project area.

If I can provide any additional assistance, please call me at 262-878-9960, or contact me by email at allenvandyke@gmail.com.

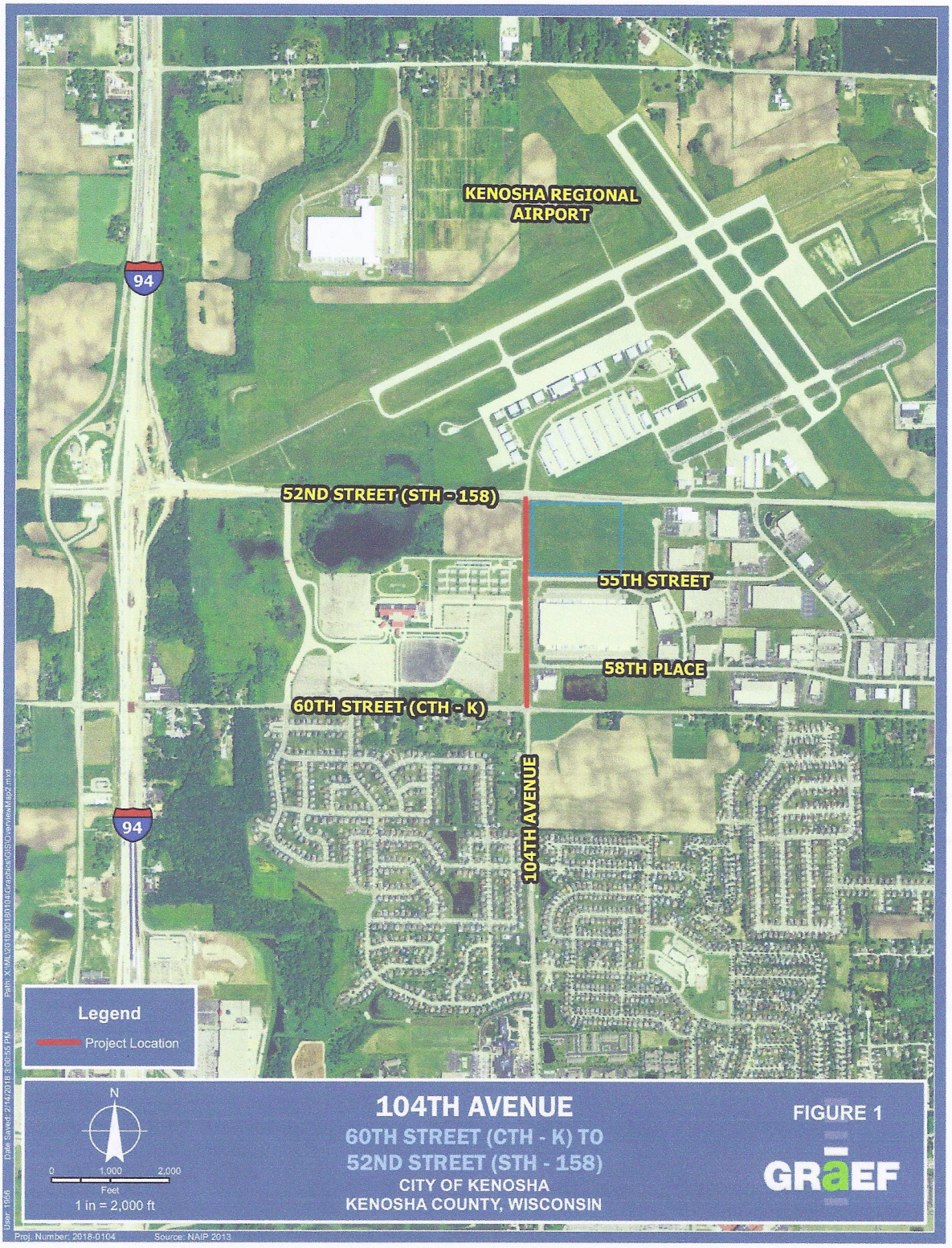
Sincerely,

Allen P. Van Dyke
Principal Archaeologist

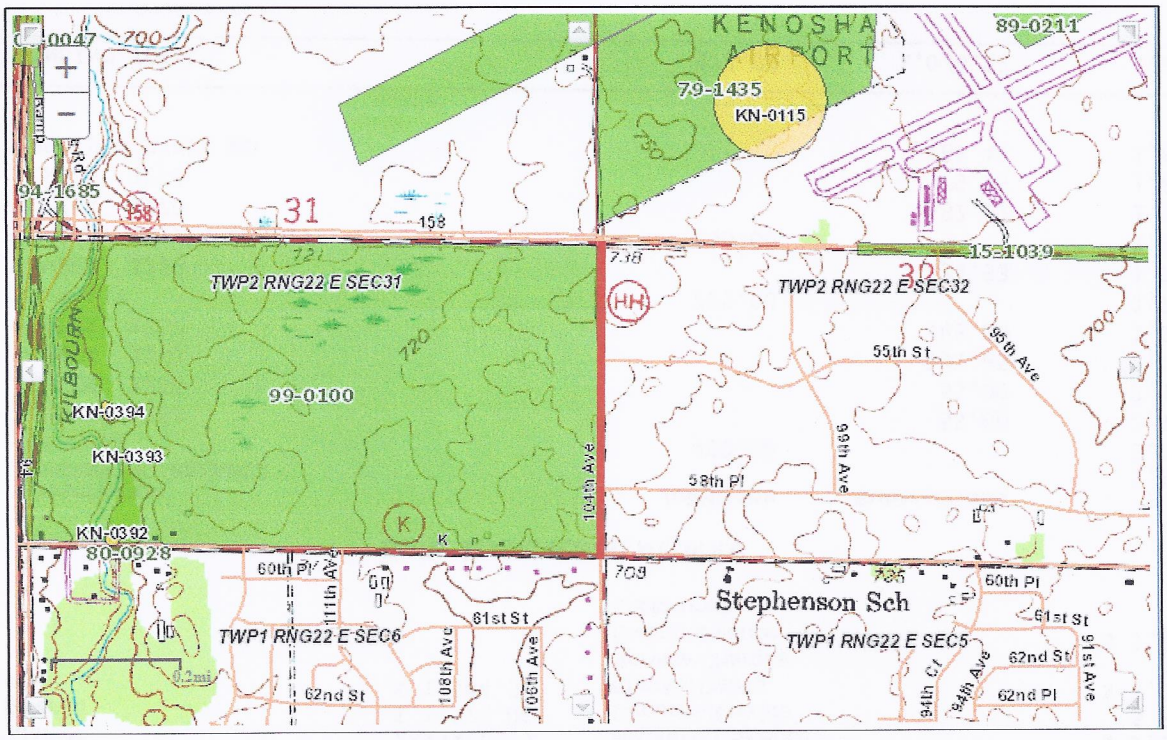
REFERENCES CITED

Wisconsin Historic Preservation Database (WHPD)
2018 Wisconsin Historic Preservation Database Site Files. http://wisahrd.org/ASI/Welcome.aspx. Accessed May 10, 2018.

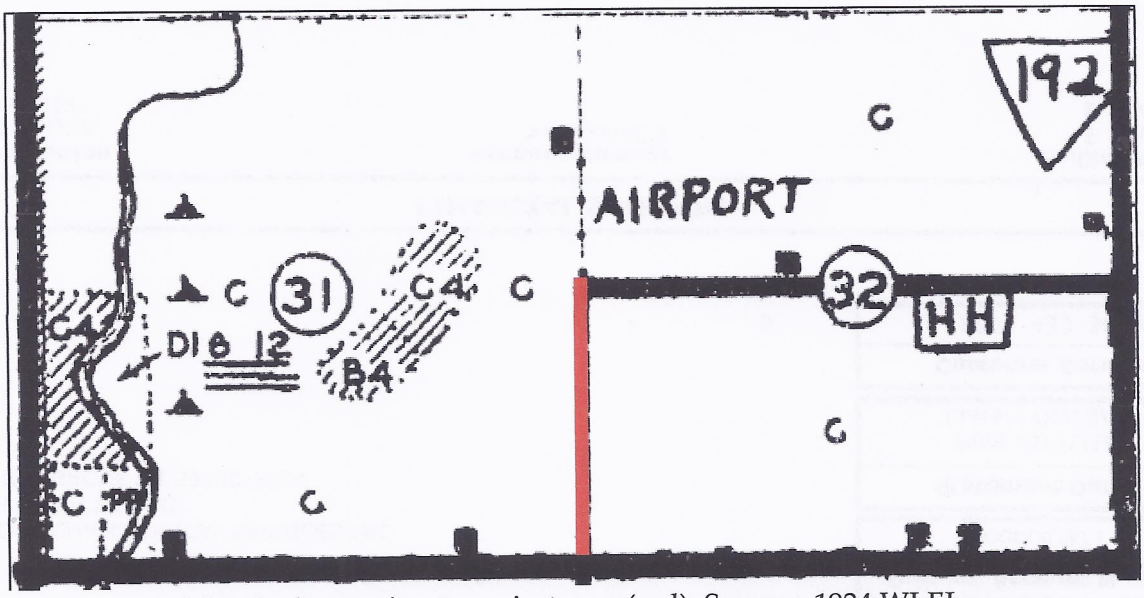
Wisconsin Land Economic Inventory (WLEI)
2018 Wisconsin Land Economic Inventory Plat Maps. http://uwdc.library.wisc.edu/collections/EcoNatRes/WILandInv.



Map 1: Proposed project area (red) Source: GRAEF.



Map 2: Project area (red). Source: WHPD.



Map 3: Approximate project area (red). Source: 1934 WLEI.

ARCHAEOLOGICAL REPORTS INVENTORY FORM

WHS PROJECT # n/a COUNTY Kenosha

AUTHORS: Allen P. Van Dyke

REPORT TITLE: Architectural History Inventory Review for Proposed Reconstruction of 104th Ave., ~~from~~ 60th St./CTH K to 52nd St./STH 158, City of Kenosha, Kenosha County, Wisconsin.

DATE OF REPORT (MONTH AND YEAR): 5-10-2018

SERIES/NUMBER: AVD ROI# 118772

PLACE OF PUBLICATION: Union Grove, WI

LOCATIONAL INFORMATION [LEGAL DESCRIPTION OF SURVEY AREA (T-R-S)]
2N, 22E, section 31, 2N, 22E, section 32.

U.S.G.S. QUAD MAP(S): Pleasant Prairie 7.5'

SITE(S) INVESTIGATED: none

ACRES INVESTIGATED: none AGENCY # ____

INVESTIGATION TECHNIQUES COMPLETED (Check all that apply.)

■ Historical Research	☐ Surface Survey	☐ Geomorphology
☐ Interview/Informant	☐ Soil Core	☐ Underwater
■ Records/Background	☐ Walk Over/Visual Inspection	☐ Avocational Survey
■ Literature Background Research	☐ Mechanical Stripping	☐ Chance Encounter
☐ Traditional Knowledge	☐ Test Excavation/Phase II	☐ Osteological Analysis
☐ Monitoring	☐ Major Excavation/Phase III	☐ Faunal Analysis
☐ Shovel Testing/Probing	☐ Remote Sensing	☐ Floral Analysis

ABSTRACT: ■ Included in report ☐ Written in space below

Office of the State Archaeologist ARI # _____

Appendix 7

U.S. Army Corps of Engineer Correspondence

Pettit, Mary Beth

From: Nuetzel, Rachel A CIV USARMY CEMVP (US) <Rachel.A.Nuetzel@usace.army.mil>
Sent: Thursday, June 28, 2018 10:53 AM
To: Pettit, Mary Beth
Subject: RE: City of Kenosha - 104th Avenue, TEA Grant Application Project
Attachments: Transportation_RGP.pdf

Hi Mary Beth,
Upon preliminary review of the 104th Avenue project it appears that the project fits the Transportation General Permit, Category 2 and does not require PCN. This means that you would not have to submit a permit application to the Corps.

As previously discussed I have attached the Transportation General Permit. Please review (especially the temporary impact timeframe). If you feel like the project does not fit the no PCN requirement and/or if changes to the project occur in the future that would require PCN, please provide a copy of the application to the Corps when it is submitted to the WDNR.

Thank you,
Rachel Nuetzel

From: Pettit, Mary Beth [mailto:marybeth.pettit@graef-usa.com]
Sent: Thursday, June 28, 2018 9:17 AM
To: Nuetzel, Rachel A CIV USARMY CEMVP (US) <Rachel.A.Nuetzel@usace.army.mil>
Cc: lvanstraten@kenosha.org; Rogahn, Doug <doug.rogahn@graef-usa.com>
Subject: [Non-DoD Source] RE: City of Kenosha - 104th Avenue, TEA Grant Application Project
Importance: High

Rachel,

I had uploaded only the report, we have replaced it with the complete document (including appendices) that may be accessed with the same link below.

Thank you,
Mary Beth
414-467-8912

From: Pettit, Mary Beth
Sent: Tuesday, June 19, 2018 3:54 PM
To: Nuetzel, Rachel A CIV USARMY CEMVP (US) <Rachel.A.Nuetzel@usace.army.mil>
Cc: lvanstraten@kenosha.org; Rogahn, Doug <doug.rogahn@graef-usa.com>
Subject: RE: City of Kenosha - 104th Avenue, TEA Grant Application Project

Hi Rachel,

Just touching base again, when I call, it appears as if you end may be muted or something as I am still not able to "connect" – can you confirm you are back in the office and may be able to look at this request soon, I am sure you are swamped, just trying to do on our end what we can to button up the loose ends.

Thanks!
Mary Beth

From: Pettit, Mary Beth
Sent: Monday, June 18, 2018 11:07 AM
To: 'Nuetzel, Rachel A CIV USARMY CEMVP (US)' <Rachel.A.Nuetzel@usace.army.mil>
Cc: 'lvanstraten@kenosha.org' <lvanstraten@kenosha.org>; Rogahn, Doug <doug.rogahn@graef-usa.com>
Subject: RE: City of Kenosha - 104th Avenue, TEA Grant Application Project

Rachel,

I received your out-of-office reply on this email on June 6th and I followed-up with a voicemail summarizing the project and our question about whether these wetlands are within the ACOE jurisdiction. We are trying to complete our environmental document this week to allow construction of the project this fall and this is the one outstanding question on the project.

I know you are just returning back from being out of office and are likely swamped, but for some reason I cannot get your phone number to work (651-290-5429) – could you confirm via email that you may have a chance to review this in the next couple of days so we may get this moving.

Please call when convenient and I talk you through the project.

Thanks,

Mary Beth Pettit, P.E.
Milwaukee Highway/Bridge Team Manager

GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1407

414 / 259 1500 office
414 / 266 9175 direct
414 / 467 8912 mobile
414 / 259 0037 fax

marybeth.pettit@graef-usa.com

From: Pettit, Mary Beth
Sent: Wednesday, June 06, 2018 9:24 AM
To: Nuetzel, Rachel A CIV USARMY CEMVP (US) <Rachel.A.Nuetzel@usace.army.mil>
Cc: lvanstraten@kenosha.org; Rogahn, Doug <doug.rogahn@graef-usa.com>
Subject: RE: City of Kenosha - 104th Avenue, TEA Grant Application Project

Rachel,

I am following up on this email related to the 104th Avenue project in Kenosha County. We were able to complete the wetland report in May and it was sent to you attention under hard cover on May 24th.

I have included a drawing showing the proposed wetland fill information for the project – could you please let me know if these wetlands are under ACOE jurisdiction and if any further coordination will be needed. We are filling 0.058 acres (2500 SF) of existing ditches. I have coordinated with Criag Webster from WDNR and he has me completing the GP2 permit for their approval on the project. He has indicated the work planned is within this permit approval process.

We are trying to finalize the permitting in the next couple of weeks so that construction may occur this fall, so any prompt assistance you could provide would be greatly appreciated.

Please feel free to call if you have questions or if you need additional information.

Thank you,

Mary Beth Pettit, P.E.
Milwaukee Highway/Bridge Team Manager

GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1407

414 / 259 1500 office
414 / 266 9175 direct
414 / 467 8912 mobile
414 / 259 0037 fax

marybeth.pettit@graef-usa.com

From: Kopka, Marie H CIV USARMY CEMVP (US) [mailto:Marie.H.Kopka@usace.army.mil]
Sent: Wednesday, March 14, 2018 9:51 AM
To: Pettit, Mary Beth <marybeth.pettit@graef-usa.com>
Cc: lvanstraten@kenosha.org; Nuetzel, Rachel A CIV USARMY CEMVP (US) <Rachel.A.Nuetzel@usace.army.mil>
Subject: RE: City of Kenosha - 104th Avenue, TEA Grant Application Project

Good morning Mary Beth,

Thanks so much for reaching out to me!

Rachel Nuetzel is now covering Kenosha County so I've copied her on this message. She can be reached at 651-290-5429. I will let her go ahead and respond directly to you.

Marie

Marie H. Kopka
Senior Project Manager
Covering Waukesha and Jefferson Counties
U.S. Army Corps of Engineers
St. Paul District, Regulatory Branch
250 N. Sunnyslope Road, Suite 296
Brookfield, Wisconsin 53005
Phone: 651-290-5733
Email: Marie.H.Kopka@usace.army.mil

From: Pettit, Mary Beth [mailto:marybeth.pettit@graef-usa.com]
Sent: Wednesday, March 14, 2018 9:11 AM

To: Kopka, Marie H CIV USARMY CEMVP (US) <Marie.H.Kopka@usace.army.mil>
Cc: Luke Van Straten <lvanstraten@kenosha.org>
Subject: [Non-DoD Source] City of Kenosha - 104th Avenue, TEA Grant Application Project

Marie,

GREAF is assisting the City of Kenosha with the design of the 104th Avenue project from 60th Street (CTH K) to 52nd Street (STH 158), they are pursuing a TEA Grant to assist with funding of this project. As part of our initial agency coordination letter, we had the incorrect address for the ACOE, so I am attaching updated correspondence for your review, response and file.

GRAEF plans to have the wetlands delineated along the corridor in early April and will follow-up through the appropriate channels (WDNR & ACOE) with this report and documentation once complete.

Please feel free to call with any questions or concerns.

Thank you,

Mary Beth Pettit, P.E.
Milwaukee Highway/Bridge Team Manager

GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1407

414 / 259 1500 office
414 / 266 9175 direct
414 / 467 8912 mobile
414 / 259 0037 fax

marybeth.pettit@graef-usa.com

Appendix 8

BOA Correspondence

Division of Transportation
Investment Management
PO Box 7914
Madison, WI 53707-7914

Scott Walker, Governor
Dave Ross, Secretary
Internet: http://wiisconsindot.gov

Telephone: 608-266-3351

Facsimile (FAX): 608-267-6748

March 8, 2018

GRAEF
ATTN: MARY BETH PETIT
ONE HONEY CREEK CORPORATE CENTER
MILWAUKEE, WI 53214

104th Avenue, Kenosha Regional Airport
104th Avenue – Kenosha (60th Street to 52nd Street), Kenosha County

Dear Ms. Petit:

I have reviewed the information submitted on the 104th Avenue – Kenosha (60th Street to 52nd Street) project, located in Kenosha County. I do not have any issues with the project at this time from a Bureau of Aeronautics standpoint. Since portions of the project are in the vicinity of the Kenosha Regional Airport, the 'Notice Criteria Tool' on the FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) website should be used to see if any temporary equipment or permanent structures will require study.

If required to file for a study, the FAA requests submittal at least 45 days prior to the start of construction to give them enough time to complete the study. If you have any questions about this process I can assist you.

If any land or easements will be needed to be acquired from the airport, we will need to further evaluate its impacts and get FAA's approval of a land release. Coordination with our real estate agent Diann Danielsen (608) 266-1709 is vital in this process to assure proper procedure is followed. (Diann.Danielsen@dot.wi.gov)

On a final note, due to the proximity to the airport listed above, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of equipment and closure of roads that may affect access to the airport or airport operations.

Kenosha Regional Airport:
Contact: Corey Reed:

Sincerely,

Levi Eastlick

Airspace Manager/Chief Pilot
WisDOT/DTIM/Bureau of Aeronautics
4822 Madison Yards Way, 5th Floor South, Room 535
Madison, WI 53707-7914
608.267.5018| Levi.Eastlick@dot.wi.gov

Appendix 9

DATCP Correspondence

State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Sheila E. Harsdorf, Secretary

February 22, 2018

Mary Beth Pettit
GRAEF
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1470

Re: 104th Avenue: 60th Street to 52nd Street (STH 158)
Kenosha County

Dear Ms. Pettit:

Thank you for the opportunity to comment on the 104th Avenue project.

According to the Cropland Data Layer and aerial photography that are available through GIS, it appears that there are small amounts of cropland along the west side of 104th Street at the very north and very south ends of the project. However, most of the land in the vicinity of the project appears to be developed. In addition, it looks like all of the land in the project area is located entirely within the city of Kenosha.

Since the cropland is in a developing area and it does not appear to be used for specialty or high-value crops, the loss of part of this land for an expanded roadway is not anticipated to have a significant impact on agriculture. DATCP might not have to prepare an Agricultural Impact Statement for this project if each of the acquisitions from farm operations is five or fewer acres or if the project is located entirely within a city or village. These questions would need to be answered before we could determine if an Agricultural Impact Statement were needed. We do not have any specific concerns about the proposed project as it relates to agriculture.

I hope you find this information useful. :Please let me know if you have any questions or comments.

Sincerely,

Alice Halpin

Alice Halpin
Agricultural Impact Analyst

Appendix 10

WDNR Correspondence

Pettit, Mary Beth

From: Webster, Craig M - DNR <Craig.Webster@wisconsin.gov>
Sent: Friday, March 02, 2018 12:30 PM
To: Pettit, Mary Beth
Cc: Luke Van Straten; Wood, Peter C - DNR; Webster, Craig M - DNR; Schmidt, Robert - DOT
Subject: DNR Initial Comments RE: 104th Avenue Project / 60th Street (CTH K) to 52nd Street (STH 158) - Initial WDNR Coordination Request

HI MaryBeth, thanks for sharing 104th Ave, capacity expansion project information and briefing me via telephone on the details. DNR comments to consider as the project goes forward.

1. The wetland road side ditches (especially near the intersection of CTH K {(and running up the ditches, both sides) and maybe up at 158} are artificially created and exempt wetland features for this specific project. As you know, those areas receive enough on/off site drainage to have wet features and hydrophilic vegetation. As such, you will need to design BMPs to allow you to widen roadway and ditches/stormwater ponds without dirty water running IN or OFF your project (referring to during construction). This will take additional coordination.
2. No threatened, endangered, special concern species or habitats will be impacted by this project as proposed. Northern long eared bats nor Rusty Patched Bumble Bees are within two miles of this project. Whooping Crane is not a concern, its listed as status: non-essential. The eastern prairie fringed orchid has not been reported in the project area and will not be impacted.
3. You may need a NOI NR 216 stormwater permit for this capacity expansion project. Pete Wood, DNR Stormwater Engineer, is copied on this message. Pete – likely more than an acre of disturbance. Please advise as to coordination/permitting requirements as this is not a standard DNR DOT Cooperative Agreement project.
4. No waterways will be impacted.
5. Please investigate if a phase 1 study is needed or applicable.
6. Work with Steve H of your team to incorporate the 'timely temp seed/mulch and/or permanent restoration within 14-days of ANY ground disturbance', no dry sweeping and proper dewatering BMP language.

Thanks
Craig

Craig Webster
Environmental Review Specialist – Transportation Liaison & Environmental Management
Bureau of Environmental Analysis and Sustainability
Wisconsin Department of Natural Resources
141 NW Barstow ST, Room 180, Waukesha WI 53188
Desk Phone: (262) 574-2141
Cell Phone: (414) 303-3011
Craig.Webster@Wi.Gov

dnr.wi.gov
We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

From: Pettit, Mary Beth [mailto:marybeth.pettit@graef-usa.com]
Sent: Friday, February 16, 2018 10:40 AM
To: Webster, Craig M - DNR <Craig.Webster@wisconsin.gov>

Cc: Luke Van Straten <lvanstraten@kenosha.org>
Subject: 104th Avenue Project / 60th Street (CTH K) to 52nd Street (STH 158) - Initial WDNR Coordination Request

Hi Craig!

We sent the attached letter in the snail mail to your attention yesterday. We are working with the City of Kenosha on a project that they are applying for a TEA Grant to assist with construction funding. Given the TEA Grant requires coordination through WisDOT, I am assuming that you are the correct WDNR contact for Kenosha County, please confirm. We are looking to get the initial package for submittal to WisDOT together by March 1st, so I am hoping we could get an initial letter from the WDNR by this date indicating concerns on the project. The city is planning on building this project yet this year.

Please review the overview map and feel free to reach out to me directly with any questions. I appreciate any prompt assistance you could give to this request.

Thank you,

Mary Beth Pettit, P.E.
Milwaukee Highway/Bridge Team Manager

GRAEF
One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, WI 53214-1407

414 / 259 1500 office
414 / 266 9175 direct
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marybeth.pettit@graef-usa.com

Appendix 11

Native American Tribe Correspondence

Company	Title	First Name	Last Name	Credentials	Office Building	Address1	Address2	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO		P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Ms.	Michael	LaRonge	THPO	Tribal Office	P.O. Box 340		Crandon	WI	54520
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	Executive Offices	P.O. Box 667		Black River Falls	WI	54615
Lac Vieux Desert Band of Lake Superior Chippewa Indians		Giiwegiizhigookway	Martin	THPO	Ketegitigaaning Ojibwe Nation	N4698 US 45		Water-smeet	MI	49969
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO		16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO		5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Larry	Balber	THPO	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr			305 North Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	NAGPRA Representative		RR 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		349 Meskwaki Road		Tama	IA	52339
Sokaogon Chippewa Community Mole Lake Band	Mr.	Adam	VanZile	THPO		3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band Chippewa Indians of Wisconsin	Ms.	Wanda	McFaggen	THPO	Tribal Historic Preservation Office	24663 Angeline Avenue		Webster	WI	54893
Stockbridge Munsee Community of Wisconsin		Bonney	Hartley	THPO	Tribal Office	W13447 Camp 14 Road		Bowler	WI	54416

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GRAEF

collaborate / formulate / innovate

February 14, 2018

Ms. Edith Leoso
Bad River Band of Lake Superior Chippewa Indians of Wisconsin
P.O. Box 39
Odanah, WI 54861

Re: notice of federal undertaking and request for comments under 36 CFR 800

SUBJECT: 104th Avenue
60th Street to 52nd Street (STH 158)
Kenosha County

The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street and 52nd Street (STH 158) to a four-lane roadway. The proposed roadway will have an urban cross-section to include curb and gutter, storm sewers, utilities, and appropriate turn lanes. Grading will be performed to accommodate future sidewalk. Right-of-way acquisition is not anticipated at this time; however, this will be further evaluated upon the completion of the 30% conceptual plan.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

We would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Due to time constraints and the speed of the project, we would appreciate expedited responses.

Please send your comments to the attention of: Mary Beth Pettit, GRAEF at 125 S 84th Street, Suite 401, Milwaukee, WI 53214-1470. Thank you for your time and consideration. If you have any questions you may contact me at 414-266-9175 or marybeth.pettit@graef-usa.com

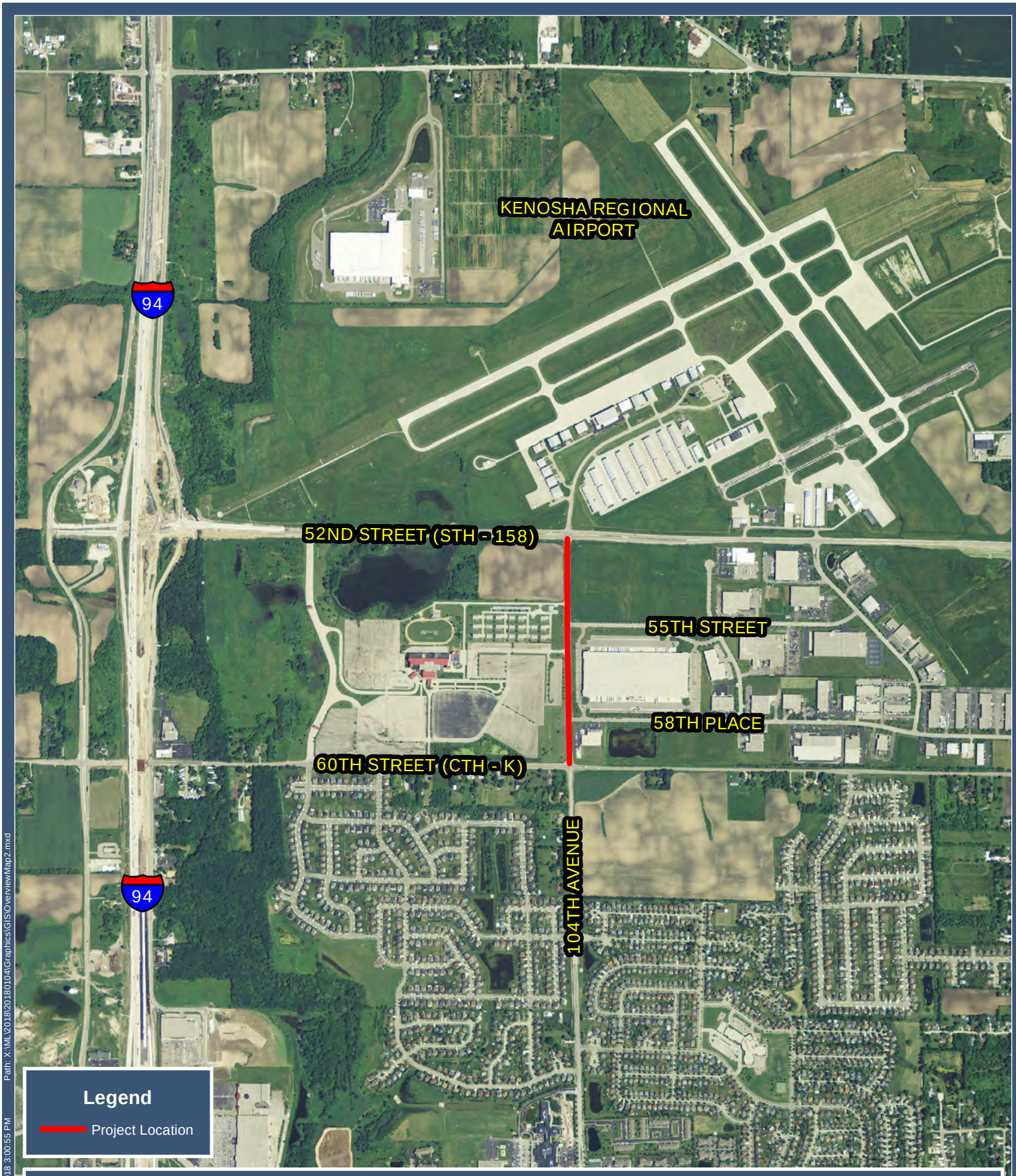
Sincerely,

Mary Beth Pettit, GRAEF, Consultant Project Manager

cc: Luke Van Straten, P.E. – City of Kenosha Project Manager

Attachments: Project Overview Map

2018-0104.00



104TH AVENUE

60TH STREET (CTH - K) TO 52ND STREET (STH - 158)

CITY OF KENOSHA
KENOSHA COUNTY, WISCONSIN

FIGURE 1

GRAEF

Proj. Number: 2018-0104 Source: NAIP 2013

Path: X:\ML\2018\20180104\Graphics\GIS\OverviewMap2.mxd Date Saved: 2/14/2018 3:00:55 PM User: 1956

Pettit, Mary Beth

From: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Sent: Tuesday, March 20, 2018 2:23 PM
To: Pettit, Mary Beth
Subject: Re: WisDOT Project, 104th Avenue (60th Street to 52nd Street), Kenosha County, Wisconsin.

Re: WisDOT Project, 104th Avenue (60th Street to 52nd Street), Kenosha County, Wisconsin.

Dear Ms. Pettit,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for your participation in the process.

This response pertains to the project mention above. The Tribal Historic Preservation Office (THPO) has reviewed the materials you provided regarding the project. Based on the proposed preparatory grading the project has the potential to impact undisturbed ground. Therefore, the Tribal Historic Preservation Office requests a copy of the literature review and archaeological report related to the project.

Your interest in protecting Wisconsin's cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Natural Resources Department
Forest County Potawatomi Community
5320 Wensaut Lane
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Fax: 715-478-7225
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

Appendix 12

U.S. Fish & Wildlife Service Correspondence
&
Northern Long-Eared Bat Take Determination under the Final 4(d) Rule for non-federal WisDOT projects.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To: June 25, 2018
Consultation Code: 03E17000-2018-SLI-0613
Event Code: 03E17000-2018-E-02630
Project Name: 104th Avenue, 60th Street (CTH Y) to 52nd Street (STH 158)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (*e.g.*, communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act *(*16 U.S.C. 703 *et seq*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
(920) 866-1717

Project Summary

Consultation Code: 03E17000-2018-SLI-0613

Event Code: 03E17000-2018-E-02630

Project Name: 104th Avenue, 60th Street (CTH Y) to 52nd Street (STH 158)

Project Type: TRANSPORTATION

Project Description: The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street and 52nd Street (STH 158) to a four-lane roadway. The proposed roadway will have an urban cross-section to include curb and gutter, storm sewers, utilities, and appropriate turn lanes. Grading will be performed to accommodate future sidewalk. Right-of-way acquisition is not anticipated at this time; however, this will be further evaluated upon the completion of the 30% conceptual plan.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/42.58582330390945N87.93447389803003W

Counties: Kenosha, WI

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Northern Long-Eared Bat Take Determination under the Final 4(d) Rule for non-federal WisDOT projects

3832-03-73
104th Avenue
60th Street (CTH K) to 52nd Street (STH 158)
Kenosha

Project Description/Scope

The project is the reconstruction of approximately 0.5 miles of 104th Avenue between 60th Street (CTH K) and 52nd Street (STH 158). The existing 2 lane roadway will be reconstructed with continuous auxiliary lanes in each direction to facilitate turning movements at six closely spaced intersections. The addition of auxiliary lanes will improve intersection operation and ingress/egress of freight vehicles accessing the adjacent industrial complex. A project location map has been included in Appendix 1.

A. Effect determination for northern long-eared bat:

1 – Does the project involve purposeful take?

☐ Yes – see REC. Take may or may not be prohibited depending on specifics.

☒ No – Proceed to question 2.

2 – Will the project take place within a cave or mine where northern long-eared bats hibernate (i.e., hibernaculum) or could it alter the entrance or the environment (physical or other alteration) of a hibernaculum?

☐ Yes – Take prohibited. Use of this form is not acceptable.

☒ No – Proceed to question 3.

3 – Will your action involve tree removal?

☒ No – Take is not prohibited. No need to complete remainder of this checklist. Complete Section B on effect determinations for other federally listed species, attach required information (Section C) and place documentation in file.

☐ Yes, the project removes hazardous tree(s) to protect human life or property – Take is not prohibited. No need to complete remainder of this checklist. Complete Section B on effect determinations for other federally listed species, attach required information (Section C) and place documentation in file.

☐ Yes, the project involves tree removal other than hazardous tree(s) – Proceed to Question 4.

4 – Does the project include one or both of the following: 1) removing a northern long-eared bat known occupied maternity roost tree or any trees within 150 feet of a known occupied maternity roost tree from June 1 through July 31; or 2) removing any trees within 0.25 miles of a northern long-eared bat hibernaculum at any time of year?

☐ Yes – Take prohibited. Coordination with USFWS required to determine if the project can proceed without harming or killing northern long-eared bats or if a permit is needed. Use of this form is not acceptable.

☒ No – Take is not prohibited. Complete Section B on effect determinations for other federally listed species, attach required information (Section C) and place documentation in file.

B. Effect determination(s) for federally listed species other than northern long-eared bat on the IPaC official species list:

☐ No other federally listed species

☒ No effect – see table below.

☐ May affect –consultation with USFWS is required. Use of this form is not acceptable.

Species Common Name	Species Scientific Name	Effect Determination	Justification
Whooping Crane	*Grus americana*	No effect	WDNR listed not as a concern
Eastern Prairie Fringed Orchid	Plattanthera leucophae	No effice	Not in project area
Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

If take is not prohibited for northern long-eared bat and no effect determinations can be made for all other federally listed species, the Section 7 process is complete. Confirm determination decisions with REC. Place an electronic copy of this form along with the required attachments (below) in the project file and attach to the environmental document.

C. Required Attachments:

☒ WDNR NHI review: 3/2/2018

☒ IPaC Official Species List: 6/25/2018