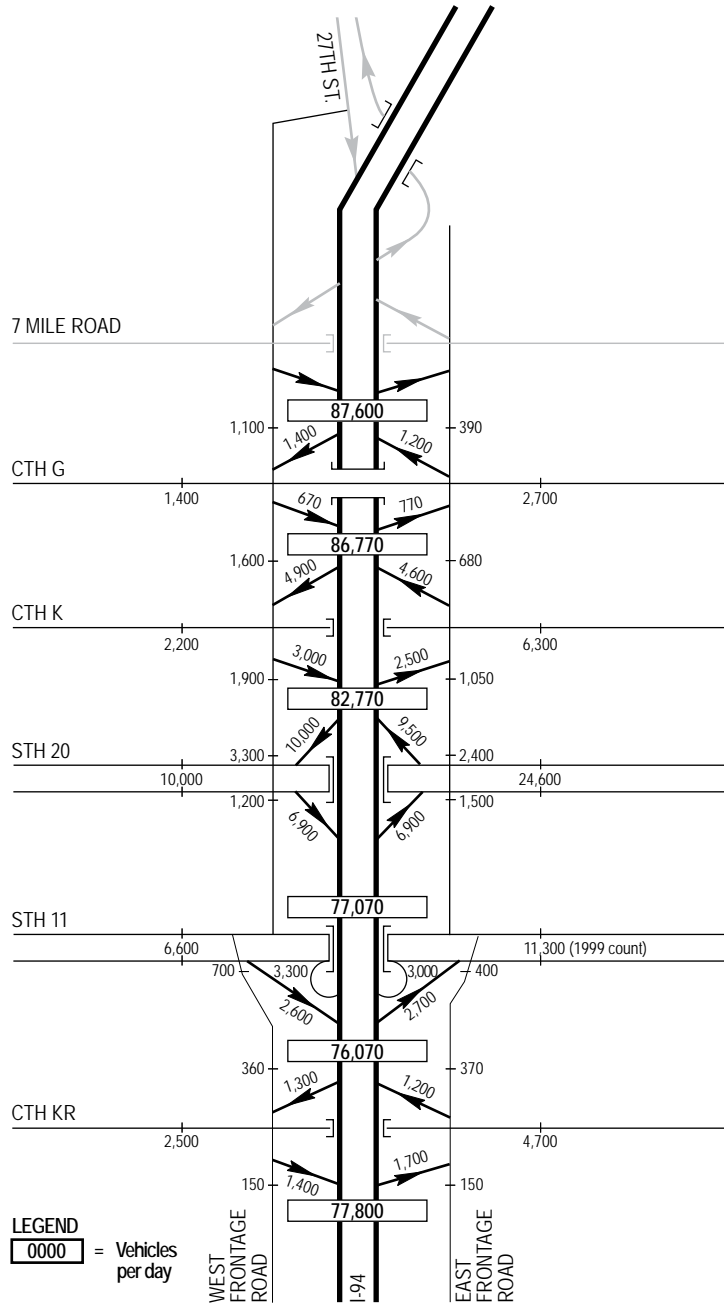


Existing 2004 Average Daily Traffic



Projected 2035 Average Daily Traffic

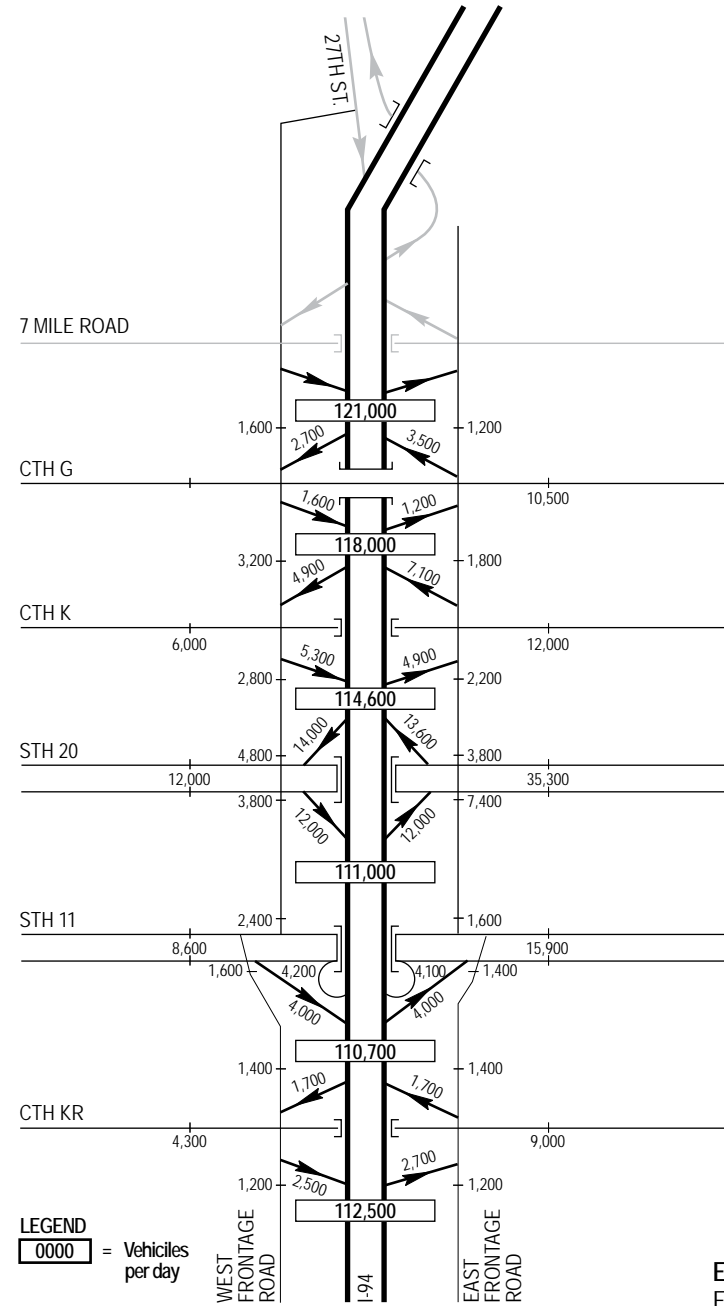
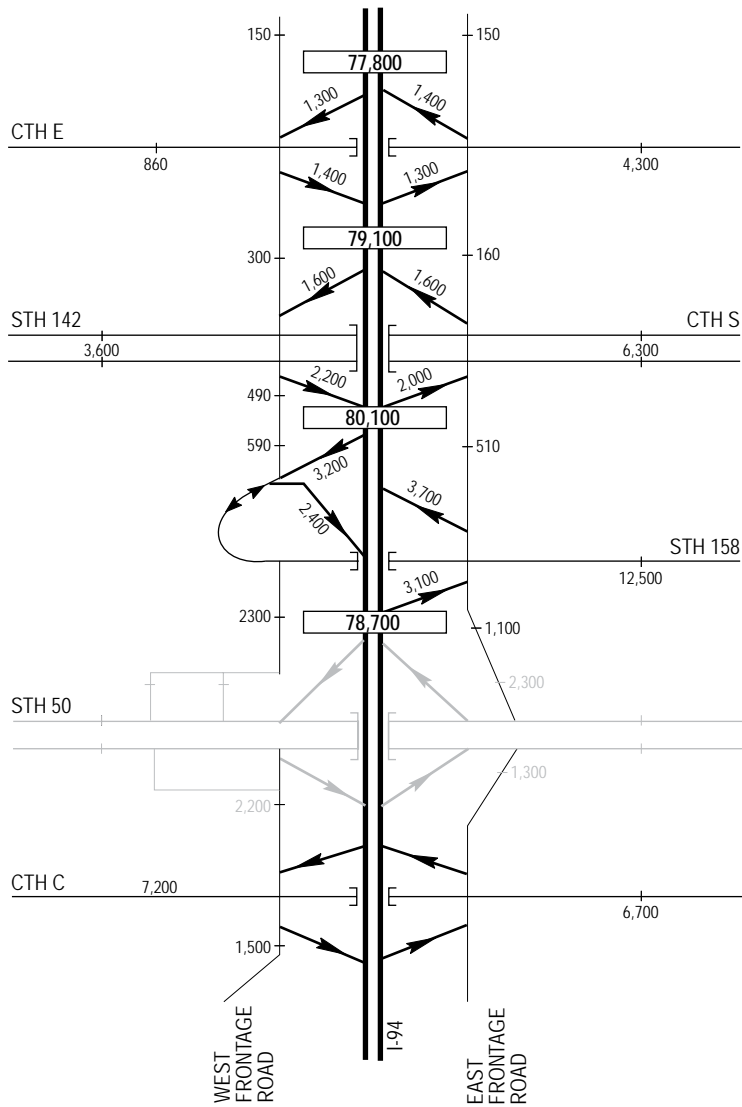
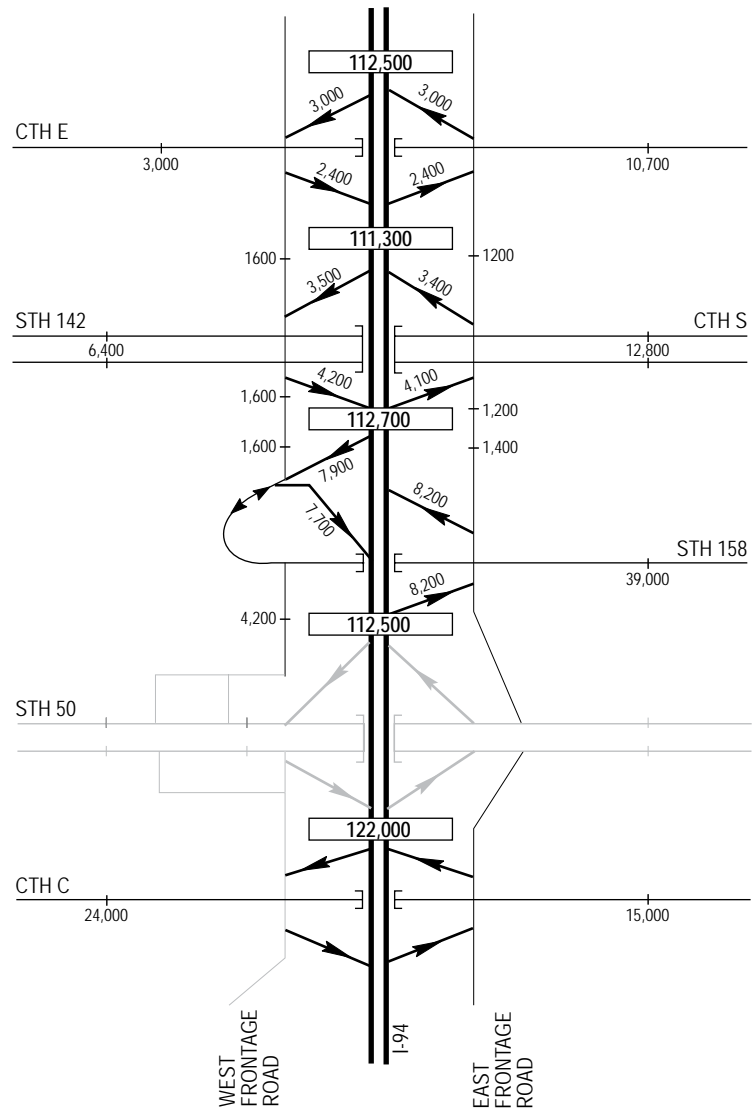


EXHIBIT 3
 Existing and Future Traffic
 Racine County

Existing 2004 Average Daily Traffic

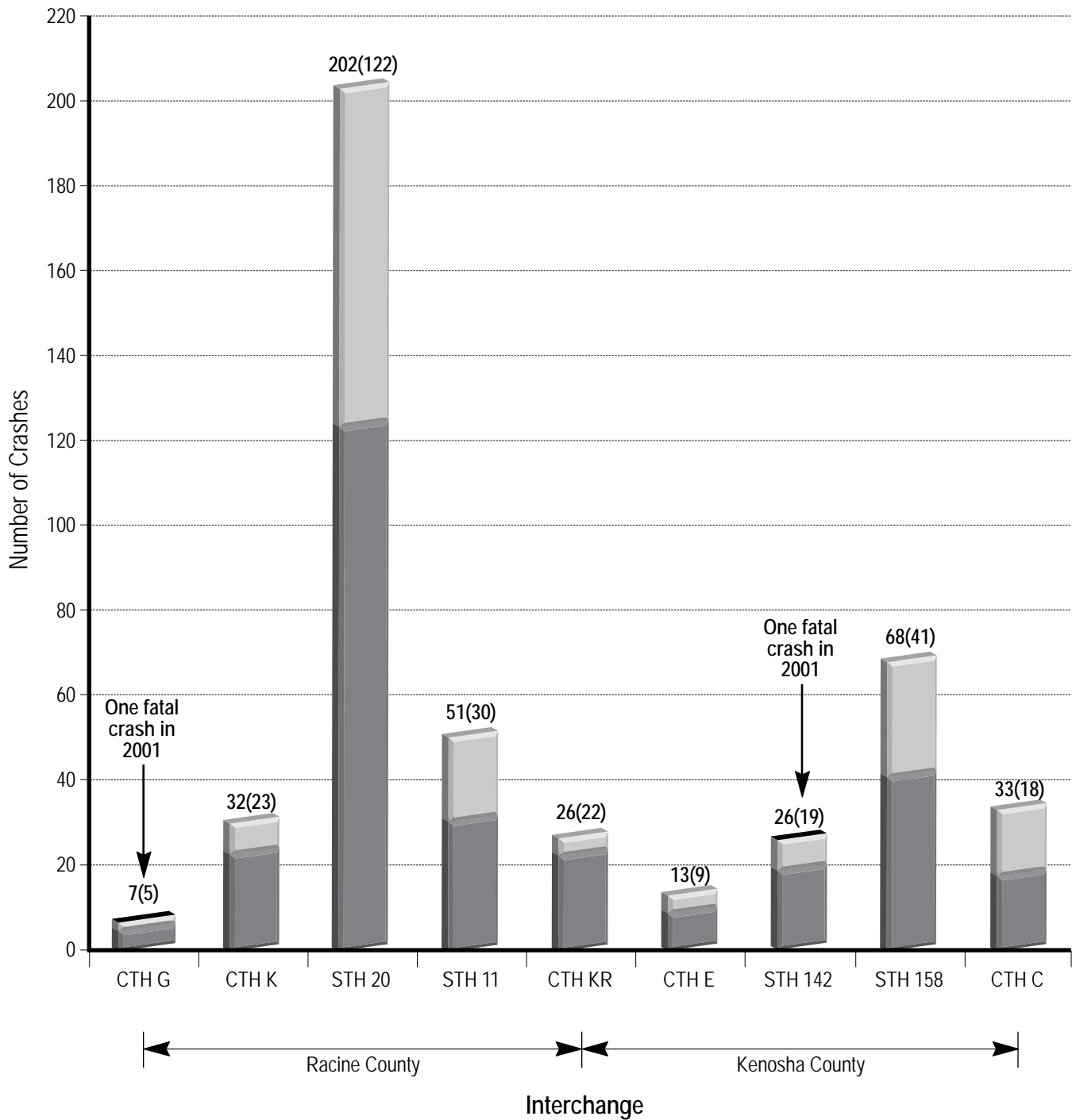


Projected 2035 Average Daily Traffic



LEGEND
 0000 = Vehicles per day

EXHIBIT 4
 Existing and Future Traffic
 Kenosha County



LEGEND

- Property Damage Only
- Injury
- Fatal

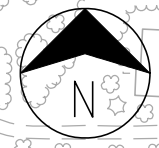
NOTES:

- xx = Total Crashes
- (yy) = Property Damage Only

All I-94 mainline crashes are excluded from this summary.
 Crashes identified using coded crash report data obtained from WisDOT, coded data may have some input errors.
 Deer-related crashes excluded
 Crashes on cross road one-half mile east and west of I-94 included
 Some ramp crash totals not available for certain years

EXHIBIT 5
 Summary of Interchange Crash Frequency and Severity 2000 - 2004
 Racine and Kenosha Counties

DRAWN BY: LARRY PFEIL
MTP 10/30/06



1"=150' (© 11X17)

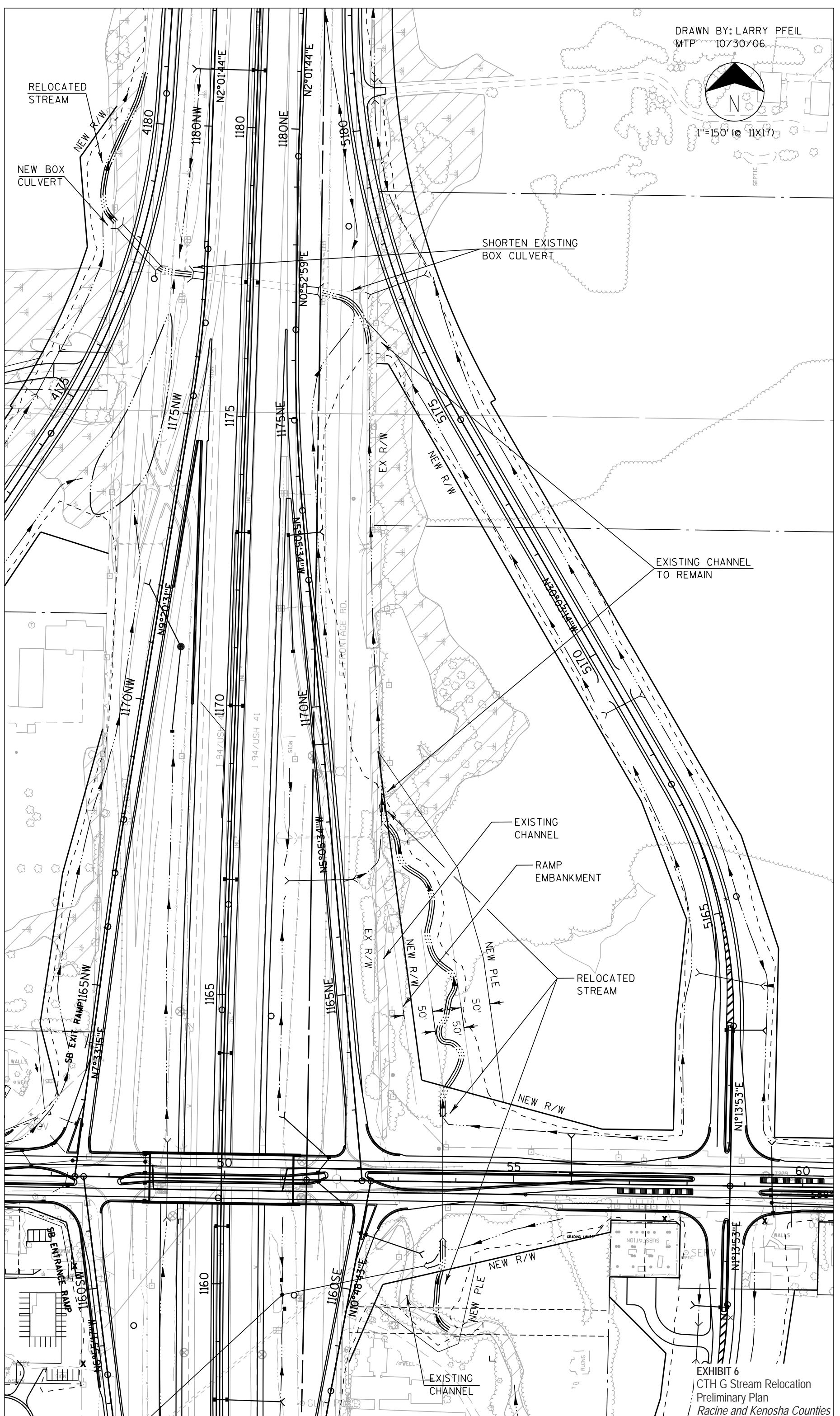


EXHIBIT 6
CTH G Stream Relocation
Preliminary Plan
Racine and Kenosha Counties

Appendix A Agency Correspondence

September 11, 2006 DNR Bureau of Endangered Resources (e-mail concurrence with Blandings' Turtle and Eastern Massasauga rattlesnake survey)

October 27, 2006 Corps of Engineers (letter)

November 1, 2006 Sac and Fox Nation of Missouri in Kansas and Nebraska (letter)

November 7, 2006 DNR SE Region initial concurrence (e-mail)

November 8, 2006 DATCP coordination (phone memo)

November 19, 2006 DNR Bureau of Endangered Resources (e-mail regarding state threatened plant species)

January 23, 24,
and February 7, 2007 SHPO concurrence

e-mail from Bob Hay/DNR re: Blandings turtle and Eastern massasaugua rattlesnake report

Webb, Charlie/MKE

From: Hay, Robert W - DNR [Robert.Hay@Wisconsin.gov] **Sent:** Mon 9/11/2006 2:25 PM
To: Leithoff, Karla - DOT
Cc: Webb, Charlie/MKE; Gcasper (E-mail); Kitchel, Lisie - DNR
Subject: RE: Draft I-94 Gary Casper report
Attachments:

Karla, Sorry for not being more prompt with your request but I have been away for 5 days. I reviewed Gary's report today and do not see anything that needs attention nor do I see the need for additional surveys at this time. As Gary mentioned for several of the sites, the potential for surveys/removals will depend on how the actual project will impact suitable habitat. It appears that fencing will be the primary means for avoiding take, with some potential for trapping for removals.

Please pass along anything you can share on the Butler's issue related to this corridor. We have seen some shape files for potential Butler's sites but are awaiting survey results.

Bob

From: Leithoff, Karla [mailto:karla.leithoff@dot.state.wi.us]
Sent: Wednesday, September 06, 2006 8:18 AM
To: Kitchel, Lisie - DNR; Hay, Robert W - DNR
Cc: Webb, Charlie; Gcasper (E-mail)
Subject: Draft I-94 Gary Casper report

Bob and Lisie,

Could you please review this **Draft Report** as soon as possible; Gary is concerned that if any additional snake surveying is required, we need to do it this year and time is running out. He has completed the Butler's surveying but needs your feedback regarding the Massasauga. Thanks.

-----Original Message-----

From: Diplaris, Caroline
Sent: Wednesday, September 06, 2006 8:11 AM
To: Leithoff, Karla
Subject:

<< File: I-94 EMR_BT Assessment v1.pdf >>

Carol Diplaris, WIS-DOT, BITS
Customer IT Support - East
141 NW Barstow Street
Waukesha, WI 53188
262-548-8656, cell 414-750-2398
fax 262-548-5662



Sac and Fox Nation of Missouri in Kansas and Nebraska

305 North Main Street • Reserve, Kansas 66434
Phone (785) 742-7471 • Fax (785) 742-3785

November 1, 2006

Roberto Gutierrez
WisDOT
141 N.W. Barstow Street
PO Box 798
Waukesha WI 53187-0798

Dear Mr. Gutierrez:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Project: 1030-20-00

The Sac and Fox Nation of Missouri in Kansas and Nebraska NAGPRA department have determined the above project as:

No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify NAGPRA representative, Deanne Bahr, at the address above.

There are two other bands of Sac and Fox that also need to be contacted, the Sac and Fox Nation of Oklahoma and the Sac and Fox of the Mississippi in Iowa.

Johnathan Buffalo, NAGPRA Representative
Sac and Fox of the Mississippi in Iowa
349 Meskwaki Rd.
Tama, IA 52339-9629

Sandra Massey, NAGPRA Representative
Sac and Fox Nation of Oklahoma
Rt. 2, Box 246
Stroud, OK 74079

If you have any questions, please contact me at the number or address above.

Sincerely,

Deanne Bahr
Sac and Fox Nation of Missouri in Kansas and Nebraska
NAGPRA Contact Representative

CH2MHILL TELEPHONE CONVERSATION RECORD

Call To: Alice Halpin/DATCP

Phone No.:

Date: November 8, 2006

Call From: Charlie Webb

Time:

Message

Taken By: CH2M HILL

Subject: I-94 North-South Corridor update to Ag Impact Statement

I informed Alice that the agricultural impacts of the project would increase compared to the impacts documented in the Dec 17, 1997 AIS. We agreed that DOT would send her the updated Ag Impact Notice and she would prepare an updated AIS. I told Alice that WisDOT would likely wait until the plats were finalized for the interchanges so that the actual R/W acquisition could be taken from the when the Ag Impact Notice is developed, rather than an estimated R/W acquisition. This would happen in the first half of 2007.

Alice said that would work well. The only time constraint is that the updated AIS needs to be distributed to affected landowners 30 days prior to WisDOT submitting an offer to purchase to the landowner.

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1032-14-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with STH 158	County Kenosha
Project Termini I-94/STH 158 Interchange	RECEIVED	
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation	DEC 28 2006	
Consultant Project Manager Charlie Webb/CH2M HILL	DIV HIST PRES	
Archaeological and Architecture/History Consultant Brian Faltinson Heritage Research	David Keene Archaeological Research, Inc	(Area Code) Telephone Number 262/548-5666
Date of Need December, 2006	(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753	
	SHSW: 06-1026/KN	

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery **Project Length**
N/A **New Right-of-way to be Acquired**
approximately 15 acres

Project Description:

The recommended improvements include the following:

- The STH 158 interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. STH 158 under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle __ acres __ hectares	N/A	N/A
Easement __ acres __ hectares	To be determined	To be determined	Temporary Bypass __ acres __ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel change, etc.
 Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

III. NOTIFICATION

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1030-22-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with STH 142	County Kenosha
Project Termini I-94/STH 142 Interchange	RECEIVED DEC 28 2006	District SE Region (Waukesha)
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation		(Area Code) Telephone Number 262/548-5666
Consultant Project Manager Charlie Webb/CH2M HILL	DIV HIST PRES	(Area Code) Telephone Number 262/548-8741
Archaeological and Architecture/History Consultant Brian Faltinson Heritage Research		(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need December, 2006		SHSW: <i>06-1027/kd</i>

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery **Project Length**
N/A **New Right-of-way to be Acquired**
approximately 32 acres

Project Description:

The recommended improvements include the following:

- The STH 142 interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. STH 142 under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle __ acres __ hectares	N/A	N/A
Easement __ acres __ hectares	To be determined	To be determined	Temporary Bypass __ acres __ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

III. NOTIFICATION

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1035-03-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with CTH KR	County Kenosha and Racine
Project Termini I-94/CTH KR Interchange	RECEIVED DEC 28 2006 DIV HIST PRES	District SE Region (Waukesha)
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation		(Area Code) Telephone Number 262/548-5666
Consultant Project Manager Charlie Webb/CH2M HILL		(Area Code) Telephone Number 262/548-8741
Archaeological and Architecture/History Consultant Brian Faltinson Heritage Research David Keene Archaeological Research, Inc		(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need December, 2006		SHSW: <i>06-1021/KN/RA</i>

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery **Project Length** N/A **New Right-of-way to be Acquired** approximately 28 acres

Project Description:

The recommended improvements include the following:

- The CTH KR interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. CTH KR under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle __ acres __ hectares	N/A	N/A
Easement __ acres __ hectares	To be determined	To be determined	Temporary Bypass __ acres __ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel change, etc.
 Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

III. NOTIFICATION

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1030-24-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with STH 11	County Racine
Project Termini I-94/STH 11 Interchange	RECEIVED DEC 28 2006	District SE Region (Waukesha)
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation		(Area Code) Telephone Number 262/548-5666
Consultant Project Manager Charlie Webb/CH2M HILL	DIV HIST PRES	(Area Code) Telephone Number 262/548-8741
Archaeological and Architecture/History Consultant Brian Faltinson Heritage Research David Keene Archaeological Research, Inc		(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need December, 2006		SHSW: <i>06-1025/RA</i>

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery **Project Length**
N/A **New Right-of-way to be Acquired**
approximately 10 acres

Project Description:

The recommended improvements include the following:

- The STH 11 interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. STH 11 under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle ___ acres ___ hectares	N/A	N/A
Easement ___ acres ___ hectares	To be determined	To be determined	Temporary Bypass ___ acres ___ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1033-02-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with STH 20	County Racine
Project Termini I-94/STH 20 Interchange	RECEIVED	
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation	DEC 28 2006	
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation	(Area Code) Telephone Number 262/548-5666	District SE Region (Waukesha)
Consultant Project Manager Charlie Webb/CH2M HILL	(Area Code) Telephone Number 262/548-8741	
Archaeological and Architecture/History Consultant Brian Fallinson Heritage Research	David Keene Archaeological Research, Inc	(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need December, 2006	SHSW: <i>06-1020/RA</i>	

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery Project Length N/A New Right-of-way to be Acquired approximately 5 acres

Project Description:

The recommended improvements include the following:

- The STH 20 interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. STH 20 under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle ___ acres ___ hectares	N/A	N/A
Easement ___ acres ___ hectares	To be determined	To be determined	Temporary Bypass ___ acres ___ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.
 Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1030-11-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with CTH K	County Racine
Project Termini I-94/CTH K Interchange	RECEIVED	
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation	DEC 28 2006	
Consultant Project Manager Charlie Webb/CH2M HILL	DIV HIST PRES	
Archaeological and Architecture/History Consultant Brian Faltinson Heritage Research	David Keene Archaeological Research, Inc	(Area Code) Telephone Number 262/548-5666
Date of Need December, 2006	SHSW: <i>06-1024/RA</i>	

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

Known Cemetery Project Length N/A New Right-of-way to be Acquired approximately 45 acres

Project Description:
The recommended improvements include the following:

- The CTH K interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. CTH K under I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle __ acres __ hectares	N/A	N/A
Easement __ acres __ hectares	To be determined	To be determined	Temporary Bypass __ acres __ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.
Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction.

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

I. PROJECT INFORMATION

Project ID Project I.D. 1030-25-00 (previously approved under I.D. 1032-07-05)	Highway/Street I-94 Interchange with CTH G	County Racine
Project Termini I-94/CTH G Interchange	RECEIVED	
Project Engineer/Project Manager Bill Mohr Wisconsin Department of Transportation	DEC 28 2006	
	(Area Code) Telephone Number 262/548-5666	
Consultant Project Manager Charlie Webb/CH2M HILL	(Area Code) Telephone Number 262/548-8741	
Archaeological and Architecture/History Consultant Brian Fallinson Heritage Research	David Keene Archaeological Research, Inc	(Area Code) Telephone Number Heritage Research: 262/251-7792 ARI: 773/975-1753
Date of Need December, 2006	SHSW: <i>06-1023/RA</i>	

II. PROJECT DESCRIPTION

Type of Project Reconstruction Resurface Only Recondition Other:
 Wetland Mitigation Bridge Corridor Study (must coordinate with BOE)

<input checked="" type="checkbox"/> Known Cemetery St. Louis Church cemetery (no r/w acquisition)	Project Length N/A	New Right-of-way to be Acquired approximately 33 acres
---	------------------------------	--

Project Description:

The recommended improvements include the following:

- The CTH G interchange with I-94 in Kenosha County was previously surveyed for cultural resources in 1996. It is being reevaluated. The proposed improvement is to separate frontage roads from interchange entrance and exit ramps to improve safety. CTH G over I-94 will be reconstructed as well.
- The planned reconstruction of approximately 34 miles of I-94 from Howard Avenue to the I-94/US41 interchange in Lake County IL is not included in this submittal. Separate documentation regarding I-94 reconstruction will be submitted to SHPO by WisDOT as a separate project (ID 1030-20-00).

Roadway dimensions

Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Varies	Terrace Width	N/A	N/A
Edge of outside shoulder from centerline of nearest driving lane	Varies	Varies	Sidewalk Width	N/A	N/A
Slope Intercept	To be determined	To be determined	Number of Lanes	2-4	2-4
Edge of pavement from centerline of nearest driving lane (includes paved shoulder)	Varies	Varies	Grade Separated Crossing	1	1
Back of Curb Line	N/A	N/A	Vision Triangle __ acres __ hectares	N/A	N/A
Easement __ acres __ hectares	To be determined	To be determined	Temporary Bypass __ acres __ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.
 Ground disturbing activities will include clearing and grubbing, grading, shoulders and ditches, storm sewer construction at some locations, utility relocation, bridge removal and construction, and excavation of soils unsuitable for roadway construction. A stream channel will be relocated.

Determination of No Adverse Effect

WisDOT Project ID 1030-25-00

06-1023/RA

I-94/CTH G Interchange Reconstruction
Village of Caledonia, Racine County

RECEIVED

DEC 28 2006

DIV HIST PRES

The proposed undertaking would reconstruct the I-94/CTH G Interchange in the Village of Caledonia. The Area of Potential Effects (APE) for the proposed undertaking includes the all properties adjacent to the proposed project activities. One historic property is located in the APE. The St. Louis Church and Cemetery was determined eligible for the National Register of Historic Places (National Register). Consulting parties did not have any concerns regarding the effect of the project on the eligible property.

As part of the Interchange reconstruction, CTH G will transition from a two-lane undivided highway to a two-lane divided highway in front of the church. The road will move 2.5 feet closer to the church and a concrete curb will replace the existing shoulder. All work will be completed within the right-of-way. The road will be reconstructed in place in front of the cemetery.

The only criteria of adverse effect that are relevant to the characteristics of the historic property are setting and feeling. These criteria can be discussed in terms of examples of adverse effect (iv) and (v) from 36 CFR 800.5(a)(2). The St. Louis Church and Cemetery is significant in the area of architecture. The 2.5-foot shift toward the property and the addition of curb will not alter the setting of the property. The property is separated from CTH G a deep setback with mature landscaping. The two large bollards that mark the front of the property and the landscape elements will not be affected by the project.

Project activities will not have an effect on the characteristics that make the St. Louis Church and Cemetery eligible for the National Register. Therefore, the Wisconsin Department of Transportation (WisDOT) has determined that this project will have No Adverse Effect on the historic property in the APE for this project.

In accordance with SAFETEA-LU Section 6009(a), WisDOT, on behalf of FHWA, hereby informs SHPO that we intend to use the Determination of Conditional No Adverse Effect in consideration of a *de minimis* Section 4(f) finding.

Robert S. Newbery
Robert S. Newbery, WisDOT
Staff Historian

12/18/06
Date

We concur with your current finding of "no adverse effect" for this project.

Sherman Banker
Sherman Banker

2-7-07
Date

Appendix B

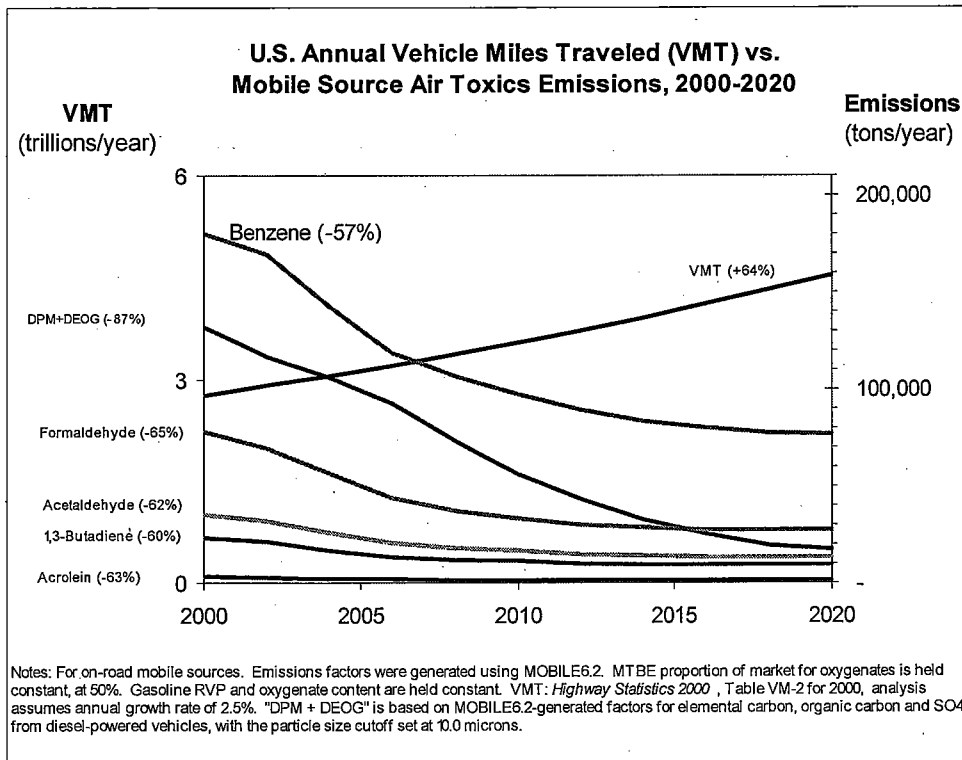
Mobile Source Air Toxics

Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent, as shown in the following graph:



As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

Unavailable Information for Project Specific MSAT Impact Analysis

This [EA or EIS] includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the alternatives in this [EA or EIS]. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete. Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

1. **Emissions:** The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

2. **Dispersion.** The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

3. Exposure Levels and Health Effects. Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs.

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust (DE)** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.

- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems¹. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community. Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

In this document, FHWA has provided a quantitative analysis of MSAT emissions relative to the various alternatives, (or a qualitative assessment, as applicable) and has acknowledged that (some, all, or identify by alternative) the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

[The Office of Environment, Planning and Realty can provide additional supporting documents for review and inclusion in the administrative record.]

¹ South Coast Air Quality Management District, Multiple Air Toxic Exposure Study-II (2000); Highway Health Hazards, The Sierra Club (2004) summarizing 24 Studies on the relationship between health and air quality); NEPA's Uncertainty in the Federal Legal Scheme Controlling Air Pollution from Motor Vehicles, Environmental Law Institute, 35 ELR 10273 (2005) with health studies cited therein.

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions—if any—from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at: www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm

For each alternative in this EA, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Preferred Alternative (Railroad Corridor) is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

Emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.