



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Region 5  
Wisconsin Division

Highpoint Office Center  
567 D'Onofrio Drive, Suite 100  
Madison, WI 53719-2814  
Ph # 608-829-7500

December 18, 1996

# FINDING OF NO SIGNIFICANT IMPACT

Project ID 1032-07-05  
IH - 94  
Racine and Kenosha Counties

This finding of no significant impact is based on the attached environmental document which has been independently evaluated and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. This project will not have any significant impact on the human environment.

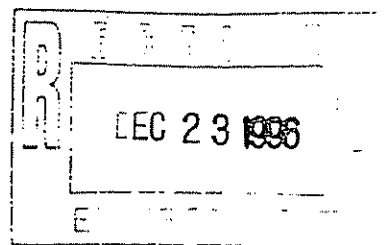
Approved:

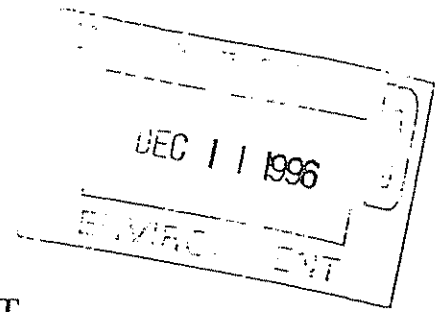
*Richard C. Madrzak*  
Richard C. Madrzak  
Statewide Projects Engineer

WISDOT DIST 2	RECEIVED														
	JAN 03 1997	DIST DIR	BUSINESS MGN	PUBLIC INFO	TRANSIT	DEP DIR	PROJ SOUTH	PROJ CENT	PROJ NORTH	PROJ R. E.	SYSTEMS OP	SYSTEMS PL	TECH SUPPT.	LIBRARY	FILE
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Attachment

*663 CH 2 1011*





ENVIRONMENTAL ASSESSMENT

FOR

I-94 Corridor  
Interchange Improvements  
Racine and Kenosha Counties

Project I.D. 1032-07-05

Approvals

<p>It is determined, after review of the EA and comments from the public and others, that this action would not significantly affect the environment. This document is a Finding of No Significant Impact (FONSI)</p>	<p><input checked="" type="checkbox"/> Environmental Assessment No Significant Impacts Indicated by Initial Assessment</p> <p><input type="checkbox"/> Environmental Assessment Indicates EIS Required</p> <p><input type="checkbox"/> Environmental Report (2-ER)</p> <p><input type="checkbox"/> Programmatic Environmental Report (2-PER)</p>
<p><i>Robert F. Pfeiffer (For)</i> 12/10/96 (District Director) (Date)</p>	<p>/S/ Robert Pfeiffer 8/26/96 (District Director) (Date)</p>
<p><i>Carol M. Cutshall</i> 12/16/96 (Director, DOT Bureau of Environment) (Date)</p>	<p>/S/ Carol Cutshall 9/9/96 (Director, DOT Bureau of Environment) (Date)</p>
<p><i>[Signature]</i> (FHWA) (Date)</p>	<p>/S/ Richard Madrzyk 9/11/96 (FHWA) (Date)</p>
<p><i>Richard C. Madrzyk</i> 12/18/96 (FHWA) (Date)</p>	<p><i>Richard C. Madrzyk</i> 9/11/96 (FHWA) (Date)</p>



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Region 5  
Wisconsin Division

Highpoint Office Park  
567 D'Onofrio Drive  
Madison, Wisconsin 53719-2814  
608-829-7500

December 18, 1996

## WETLAND FINDING

Project ID 1032-07-05  
IH - 94  
Racine and Kenosha Counties

The proposed action is to upgrade the interchanges along I-94 in Racine and Kenosha Counties to current design standards, including separating frontage roads and interchange ramps. The scope of the I-94 Corridor Study includes evaluating deficiencies at the existing interchanges, developing recommended improvements alternative for each interchange, preparing long-range functional plans, and prioritizing a future reconstruction schedule. The study includes the following interchanges: STH 165, CTH C, STH 50, STH 158, STH 142 and CTH E in Kenosha County; CTH KR at the Kenosha/Racine County line and STH 11, STH 20, CTH K, CTH G, 7 Mile Road, and 27th St/USH 41 in Racine County.

A total of 7.1 ha (17.6 acres) will be converted to highway use as a result of constructing this project. Information about the wetlands, including types, locations and vegetation are discussed in the Environmental Assessment. Some of the wetlands, identified in the matrix beginning on page 47 of the Environmental Assessment, are located within primary environmental corridors and are considered to be ADID wetlands. The project has been coordinated with the WI Department of Natural Resources. The wetland involvement at the CTH C, STH 50 and STH 158 interchanges in Kenosha County will require an individual Corps of Engineers permit for the filling of wetland. The wetland involvement at the remaining interchanges qualify under the Nationwide 404 Permit from the Corps of Engineers for the filling of wetland.

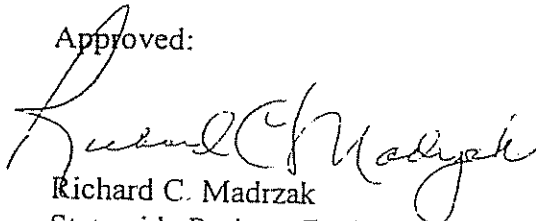
The "No Build" alternative was not considered appropriate as the interchanges do not meet the need for projected traffic volumes and safety. Due to the nature of the interchange improvements (separating ramps and frontage roads), the scattered location of wetlands, and their proximity to the interchanges, it was not possible to avoid wetland impacts. The use of wetlands was minimized to the extent possible.

The proposed measures to minimize the effects on wetland are:

1. The alignment was shifted to avoid wetlands to the extent possible.
2. The roadway slopes will be kept as steep as possible.
3. Wetland mitigation will consist of wetland replacement. If WisDOT is unable to obtain a site specific wetland restoration site, the project's wetland impacts will be mitigated at a wetland bank site.
4. Other proposed measures to minimize the effects on wetland are discussed on page 58 of the Environmental Assessment.

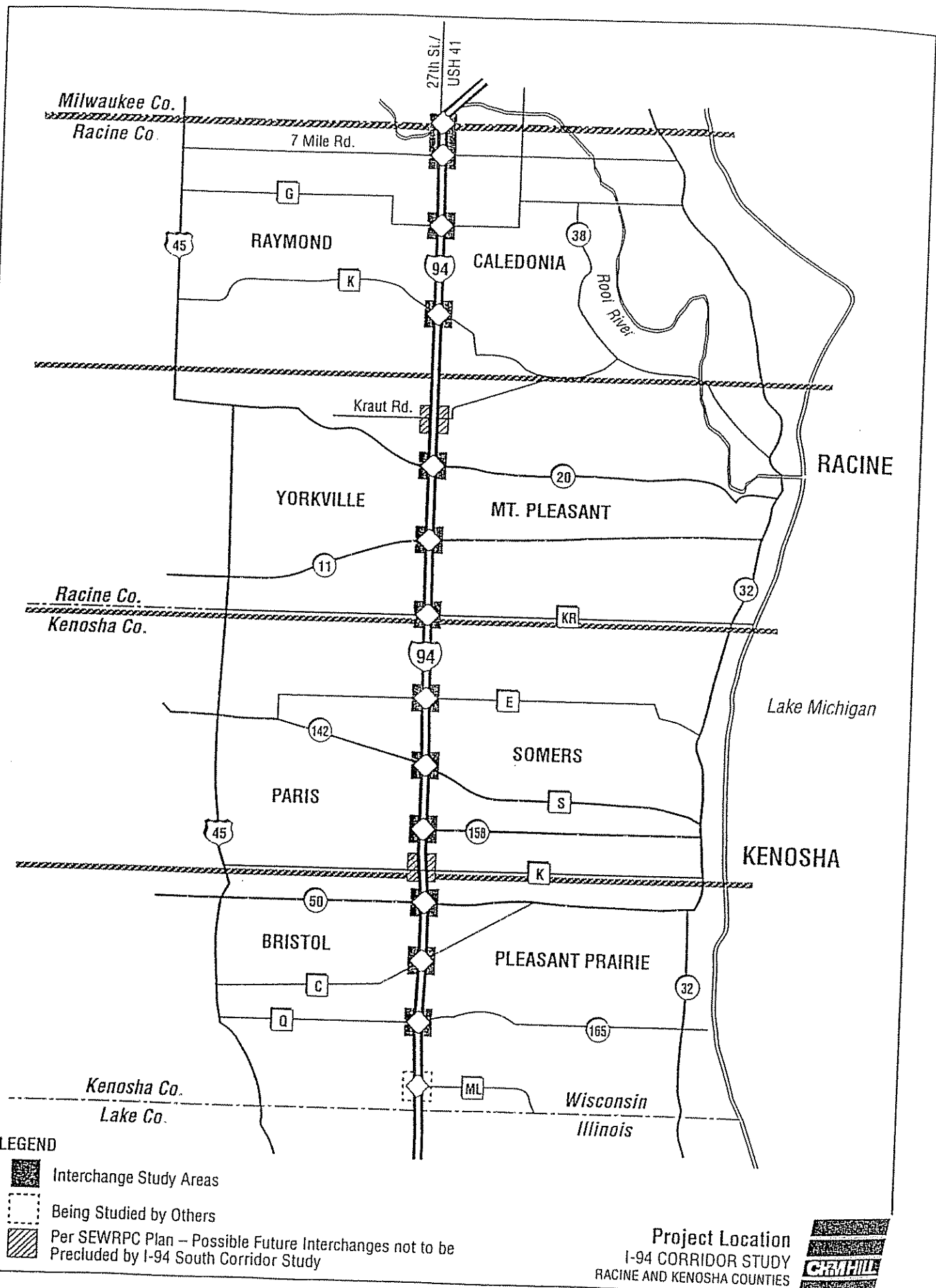
In accordance with Section 2(a) of Executive Order 11990, and based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Approved:






Richard C. Madrzak  
Statewide Projects Engineer

104319.07.EA Fig. 1 Project Location 8-1-96/mth



**LEGEND**

-  Interchange Study Areas
-  Being Studied by Others
-  Per SEWRPC Plan – Possible Future Interchanges not to be Precluded by I-94 South Corridor Study

**Project Location**  
 I-94 CORRIDOR STUDY  
 RACINE AND KENOSHA COUNTIES



## SUMMARY OF PROPOSED ACTION

The proposed action is to upgrade the interchanges along I-94 in Racine and Kenosha Counties to modern design standards, including separating frontage roads and interchange ramps. The products of the I-94 Corridor Study include a set of long-range functional plans that illustrate the preferred interchange improvements including ramp, frontage road, and service road locations. The plans also identify proposed access to serve adjacent land uses, and crossroad improvements. The plans will serve as a blueprint to guide planned development over a 25-year planning period (through year 2020), and to preserve the necessary right-of-way for future transportation use.

The preferred alternative at each interchange was presented in the project's Environmental Assessment (EA) and at the public hearing. The alternatives were developed through the project's public involvement process, local government and agency coordination activities, engineering and environmental evaluation. The preferred alternatives meet the project purpose and need by addressing and balancing existing and planned local development, long-term traffic increases, use of full geometric design criteria where possible, maximum access control, environmental constraints, and individual property owner considerations.

The proposed action and preferred alternatives are described in detail in the EA approved by the Federal Highway Administration (FHWA) on September 11, 1996.

## SUMMARY OF PUBLIC HEARING ACTIVITIES AND ENVIRONMENTAL ASSESSMENT AVAILABILITY

The selected method for continued public involvement in the I-94 Corridor Study was to hold a public hearing in conjunction with public availability of the project's Environmental Assessment. Therefore, the public notice for the project was a combined Notice of Public Hearing and Availability of the EA.

### Public Hearing/EA Availability Notice Distribution

The notice announcing the public hearing and availability of the EA was published in the Racine Journal Times, Oak Creek Pictorial, and Kenosha News on September 16, 1996. In addition, individual notices were sent to the following interest groups: Members of the Project Advisory Committee; County clerks, County Board, and other local government representatives; State Senators and Representatives; applicable state and federal review agencies; miscellaneous interest groups; and to all affected property owners on the project's mailing list (approximately 700 individuals).

Copies of the EA were sent to members of the Project Advisory Committee (including DNR and the U.S. Army Corps of Engineers), and were made available at 13 local government repositories for public review. The EA was available for public review from September 16, 1996 through October 18, 1996.

## Public Hearing Summary

The public hearing was held on October 1, 1996 at the Kenosha County Center, and on October 2, 1996 at the Raymond Town Hall. The format was open-house between 4:00 and 7:00 p.m. A public hearing handout provided instructions on how to give oral and/or written testimony. It also included information on the project purpose, impacts of the preferred alternatives, relocation assistance and benefits, and a reference/contact sheet. Court reporters were available to record oral testimony, and materials were provided for leaving written comments at the hearing, or mailing these to DOT following the hearing. Copies of the EA were also provided.

Display exhibits included general project information, and maps showing the preferred alternatives along with the impacts, costs, and future construction priority. Take home copies of the maps were provided. Project team members were available to discuss the alternatives, assist in reviewing the exhibits, and to answer questions.

The public involvement process and hearing was inclusive of all residents and population groups in the study area and did not exclude any persons because of income, race, color, religion, national origin, sex, age, or handicap.

Approximately 70 people attended the Kenosha County session, and approximately 85 attended the Racine County session. A total of 17 people presented oral testimony, and 13 people submitted written comments during the comment period which ended on October 18, 1996. Following is a summary of the comments and issues that were identified.

Comments regarding design features as shown on the functional plans included concerns about changes in access to businesses and residences, proximity impacts, median opening locations, right-in/out only turns from residential driveways along the crossroads, driveway configurations and locations, and business access during construction.

The interchanges, crossroads, and frontage roads have been designed to provide safe and efficient traffic operations while balancing existing development, environmental, and engineering considerations to the extent possible. Where reasonable and feasible, revisions have been made to the functional plans to address individual concerns. Reasonable access to businesses and residences will be maintained during construction.

Comments regarding environmental aspects included concerns about farmland severance and remnant parcels, drainage and flooding conditions, tree removal for vision corners, and the extent of historical and archaeological investigations.

The alignment and curvature of the proposed new frontage roads was determined based on existing development, environmental and engineering considerations at each interchange. Farmland severances have been minimized to the extent practicable. Detailed drainage studies will be done in the engineering phase to ensure existing flooding conditions are not worsened

and that proper drainage is provided. Revisions have been made to vision corners where feasible to minimize tree removal. Historic and archaeological investigations encompassed the area of potential effect for the interchange alternatives. The State Historic Preservation Officer has concurred in the results of the investigations.

The "Kellogg's Corners" marker stone in the S/E quadrant of the CTH KR interchange will be moved and preserved outside the right-of-way needed for interchange improvements.

Miscellaneous comments included concern that right-of-way needed for the interchange improvements would not be acquired for several years; a request from the Kenosha Airport Commission that storm water drainage and utilities on the west side of the airport be evaluated during the engineering phase to preclude impacts to the airport property in the N/E quadrant of the STH 158 interchange; and a request from Representative Robert Wirch for information on alternatives in the S/W quadrant of the STH 142 interchange.

WisDOT will work with residential and business owners on an individual basis to ensure concerns about real estate acquisition and relocation are addressed during the interim period between conclusion of the I-94 South Corridor Study, and the time a particular interchange is advanced to the engineering and construction phases. The new frontage road in the N/E quadrant of the STH 158 interchange is not expected to directly or indirectly affect airport facilities. Coordination will continue during subsequent project phases to ensure clear zone requirements are met. WisDOT has provided Representative Wirch with the rationale for the recommended alternative and other alternatives considered in the S/W quadrant at the STH 142 interchange.

#### **SUMMARY OF REFINEMENTS TO ALTERNATIVES FOLLOWING PUBLIC HEARING AND EA AVAILABILITY**

Based on input received during the project's public comment period, the Study Team met to evaluate possible refinements at some locations to address specific concerns. The refinements that have been made and added to the functional plans are summarized as follows. The refinements are minor, and within the area of potential effect covered by the studies conducted for the EA. There are no substantive changes to the impacts as reported in the EA.

#### **STH 142 Interchange (Kenosha County)**

The curvature of the west frontage road in the S/W quadrant has been shifted slightly to avoid severing the corner of a residential property.

The maps have been revised to show access to the severed (remnant) parcel in the N/E quadrant.

### **CTH KR Interchange (Kenosha/Racine County Line)**

The vision corner in the N/E corner of the relocated east frontage road/CTH KR intersection has been reduced to the extent possible, to avoid or minimize encroachment on the trees at this location.

### **CTH G Interchange (Racine County)**

The maps for the S/E quadrant have been revised to show a separate driveway to the residence located at the north end of the greenhouse business.

### **Seven Mile Road Interchange (Racine County)**

The vision corner in the S/W corner of the relocated west frontage road/Seven Mile Road intersection has been reduced to the extent possible to minimize encroachment on the trees at this location. In addition, consideration will be given to constructing a berm or other landscape feature to minimize adverse visual impacts.

The location of the driveway serving the motel in the N/E quadrant has been modified to provide more direct access to the truck parking area.

The service road to AMOCO from the relocated east frontage road in the S/E quadrant has been shifted farther south to minimize impacts to the residential property east of the AMOCO property.

Proposed refinements have been developed to address 7 Mile Fair's concerns about parking loss due to the relocated west frontage road in the S/W and N/W quadrants. The residential property west of the Central Ready Mix parcel will be acquired, and the frontage road alignment will be shifted west. This will minimize parking loss from the portion of Central Ready Mix that is rented by 7 Mile Fair for vendor parking.

The median for the divided Seven Mile Road segment along the 7 Mile Fair property will be narrowed. This will further minimize parking loss from that parcel.

Revising the curvature of the frontage road in the N/W quadrant (near I-94) will provide additional parking area for 7 Mile Fair. DOT will continue to work with 7 Mile Fair and Auto Auction representatives to finalize proposed refinements.

## SUMMARY OF ADDITIONS/CORRECTIONS TO EA FOLLOWING DOCUMENT AVAILABILITY

A Noise Notification has been sent to the municipalities in which the interchange improvements will occur. The purpose of the notification is to guide development decisions with respect to future noise levels. A copy of the Noise Notification letter is attached.

Wetland impacts in the S/W quadrant at the CTH C interchange were inadvertently omitted from the wetland impact table in the EA. The preferred frontage road alignment in the S/W quadrant will require approximately 0.6 ha (1.5 acres) of wetland. Therefore, the total wetland impact for this interchange is 2.8 ha (6.9 acres) versus 2.2 ha (5.4 acres) as reported in the EA. The correct project total wetland impact is 7.1 ha (17.6 acres) versus 6.5 ha (16.1 acres) as reported in the EA. Revised pages 54 and 56 from the EA showing the appropriate changes are attached.

Based on the results of the Phase 1 environmental assessment (hazardous materials investigation), additional work was done on the Ready Mix Concrete parcel in the S/W quadrant at the Seven Mile Road interchange. The Phase 1 assessment indicated potential presence of a "landfill" area within the proposed alignment of the relocated frontage road. The Phase 2 investigation which included soil borings, test pits, and laboratory tests, indicate the landfill area is limited to pockets of building demolition material. There are no contaminants present that exceed standards. No further evaluation is recommended.