Information for File #2015-03804-MHK

Applicant: Bridge Development Partners, LLC

Corps Contact: Marie Kopka

Address: 250 N. Sunnyslope Road, Suite 296
Brookfield, Wisconsin 53005

E-Mail: Marie.H.Kopka@usace.army.mil

Phone: (651) 290-5733

Primary County: Kenosha

Section: 24 and 25

Township: 2N

Range: 21E

Information Complete On: December 11, 2015

Posting Expires On: January 11, 2016

Authorization Type: Section 404 Letter of Permission

This application is being reviewed in accordance with current practices for documenting Corps jurisdiction under Section(s) 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act.

We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are subject to Corps of Engineers jurisdiction under Section(s) 9 & 10 of the Rivers and Harbors Act of 1899 and/or Section 404 of the Clean Water Act. If an approved jurisdictional determination is completed as part of the review process for this application, a copy will be posted on the St. Paul District web page at the following link: http://www.mvp.usace.army.mil/Missions/Regulatory.aspx.

Project PROJECT DESCRIPTION AND PURPOSE: The applicant is applying for a Department of the Army permit to discharge dredged and fill material into waters of the U.S. for the installation of a 15-inch sanitary sewer main, improvements to Highway 142 and 38th Avenue (County Highway N), and the extension of 128th Avenue in the City of Kenosha. Specifically, Highway 142 would be widened and a new intersection with an extension of 128th Avenue would be constructed. A sanitary sewer main along the south of the highway and the west side of the West Frontage Road would be installed. The extension of 128th Avenue would include the construction of two 12-foot traffic lanes, two 5-foot bicycle lanes, curb and gutter, terrace with trees, lights, and fire hydrants, and water/storm/sanitary sewer lines. The 38th Street work would include road widening, adding 5-foot bicycle lanes to both sides of the street, adding turn/through lanes and curb and gutter, ditch improvements, and adding water/storm/sanitary sewer lines.
The utility and transportation improvements would provide infrastructure to support a proposed commercial development and long-term planned extension of municipal service areas.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: The proposed project would result in the discharge of fill material and permanent loss of 1.97 acres of wetland adjacent to the Kilbourne Road Ditch. Of the 1.97 acres of wetland, 0.03 acre is shallow marsh dominated by narrow leaf cattail, 1.9 acres are fresh wet meadow wetlands dominated by reed canary grass/Pennsylvania smartweed/barnyard grass, and 0.04 acre is shrub-carr dominated by common buckthorn and gray dogwood. In addition, 0.29 acre of fresh wet meadow would be temporarily impacted by the installation of the sanitary sewer line extension. The majority of the roadside ditches are dominated by reed canary grass and narrow leaf cattail.

ALTERNATIVES CONSIDERED: The no-build alternative would avoid impacts to wetlands but was not considered by the applicant because it failed to address the purpose of the project. The location of existing utilities and existing roadway alignment, future maintenance concerns, and private landownership dictated the location of the roadway widening and utility line placement. In addition, the proposed road improvements were designed to follow city, county and state transportation requirements.

The applicant stated that the City required specific depth and the location for the sewer line in order to expand service to adjacent properties. Directional drilling was considered for the installation of utility lines but this method was not practicable as the slope of the pipe would be too flat.

Wisconsin Stormwater Management Technical Standards would be implemented during construction to protect undisturbed wetland areas. In addition to standard silt fences, additional protective construction fencing would be installed adjacent to wetland areas.

COMPENSATORY MITIGATION: The applicant proposes to fulfill federal compensatory mitigation requirements by purchasing advanced credits from the Wisconsin Wetland Conservation Trust (In-Lieu Fee) contingent upon Corps approval.

Additional information is available upon request.

Drawings See attached exhibits labeled MVP-2015-03804-MHK Pages 1 through 18.

128TH AVENUE / 38TH STREET WETLAND EXHIBIT 11/16/2015

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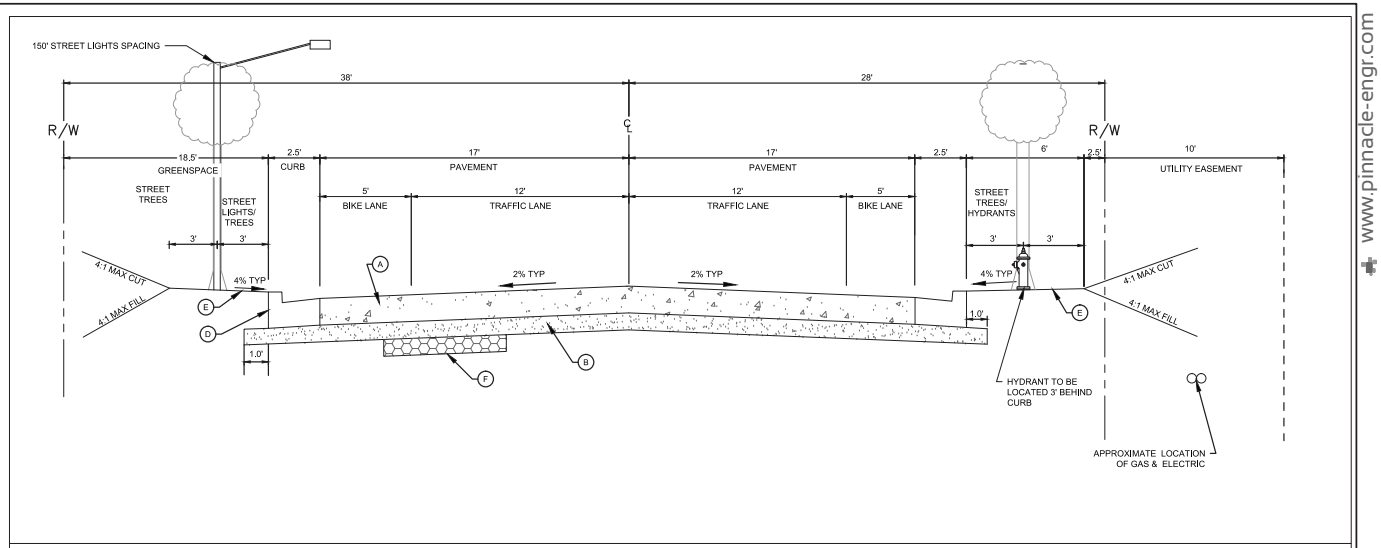
PROPOSED TYPICAL SECTION KEY

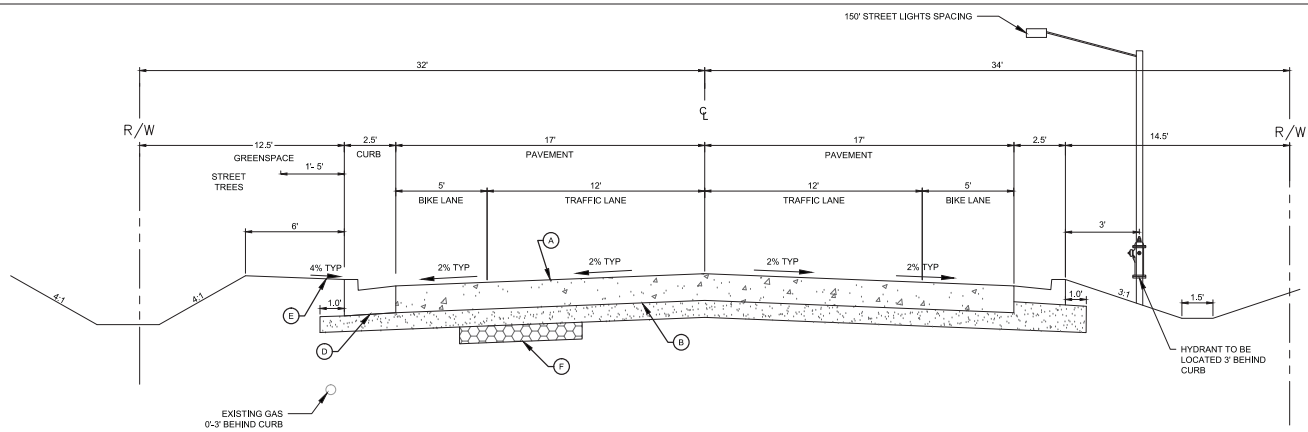
- (A) CONCRETE PAVEMENT, 10.5"
- (B) AGGREGATE BASE COURSE 1-1/4" DENSE, 6"
- (C) EXCAVATION BELOW SUBGRADE (EBS), AS NEEDED, 12"
- (D) CONCRETE CURB AND GUTTER, 30" TYPE D
- (E) TOPSOIL AND SEED
- (F) EXCAVATION BELOW SUBGRADE (EBS) LOCATIONS TO BE DETERMINED BY THE ENGINEER

PROPOSED TYPICAL SECTION NOTES

1. SEE PLAN AND PROFILE SHEETS AND PAVING AND STRIPING SHEETS FOR DETAILED LOCATIONS OF EDGE OF PAVEMENT, CURB AND GUTTER, RIGH-OF-WAY LINES AND EASEMENTS. SEE CROSS SECTIONS FOR EXACT SLOPE RATIOS.
2. SAWED CONSTRUCTION JOINTS 3" DEEP SHALL BE PLACED AT 20 FOOT MAXIMUM SPACING.
3. THE WIDTH OF MEASUREMENT FOR THE AGGREGATE BASE MATERIAL SHALL BE MEASURED FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT AS SHOWN IN THE TYPICAL SECTIONS. THE EXCAVATION AND PLACEMENT OF AGGREGATE BASE PLACED UNDER AND ADJACENT TO THE PROPOSED CURB AND GUTTER SHALL BE A MINIMUM DEPTH OF 4". AGGREGATE BASE PLACED UNDER AND 1' BEHIND THE CURB FOR IS INCLUDED IN THE COST OF CONCRETE CURB AND GUTTER ITEMS.
4. THE SUBGRADE SHALL BE PREPARED IN ACCORDANCE THE THE SPECIFICATIONS. IF THE REQUIRED DENSITY AND STABILITY CAN NOT BE ATTAINED IT WILL BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATTER BELOW THE PROPOSED PAVEMENT SYSTEM TO A DEPTH OF 12" OR AS DIRECTED BY THE ENGINEER.ALL UNSTABLE,UNSUITIBLE, OR ORGANIC MATERIAL SHALL BE REMOVED, CLASSIFIED AS WASTE, AND DISPOSED OF OFF THE SITE IN ACCORDANCE TO THE SPECIFICATIONS.
5. THE SPOIL SHALL BE REMOVED ALONG THE BACK OF EXISTING CURBS TO ALLOW FOR THE AGGREGATE BASE CONSTRUCTION AND/OR REMOVAL AND REPLACEMENT OF CONCRETE CURB AND GUTTER AND SHALL BE STOCKPILED AND USED FOR BACKFILL. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CURB AND GUTTER (REMOVAL AND REPLACEMENT). THE SPOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER PAVEMENTS OR SIDEWALKS. THE EXCESS VOLUME OF SPOIL EXCAVATED WHICH IS NOT USED FOR BACKFILL SHALL BE CLASSIFIED AS WASTE AND IS TO BE REMOVED AND DISPOSED OF OFF THE SITE.
6. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING TOPSOIL COVERING THE TOP 6" OF AREAS TO BE SODDED. THE CONTRACTOR SHALL FURNISH AND INSTALL TOPSOIL. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF THE SPECIFICATIONS OR BE APPROVED BY TEH ENGINEER. THE VEGETATIVE SUSTAINING TOPSOIL REQUIRE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TOPSOIL FURNISH AND PLACE.
7. ALL EXPOSED EARTH AREAS SHALL BE SODDED OR TEMPORARY SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. SUPPLEMENTAL WATERING SHALL BE DONE AS DIRECTED BY THE ENGINEER.



128TH AVE PROPOSED TYPICAL SECTION - PUBLIC ROADWAY



38TH ST. PROPOSED TYPICAL SECTION

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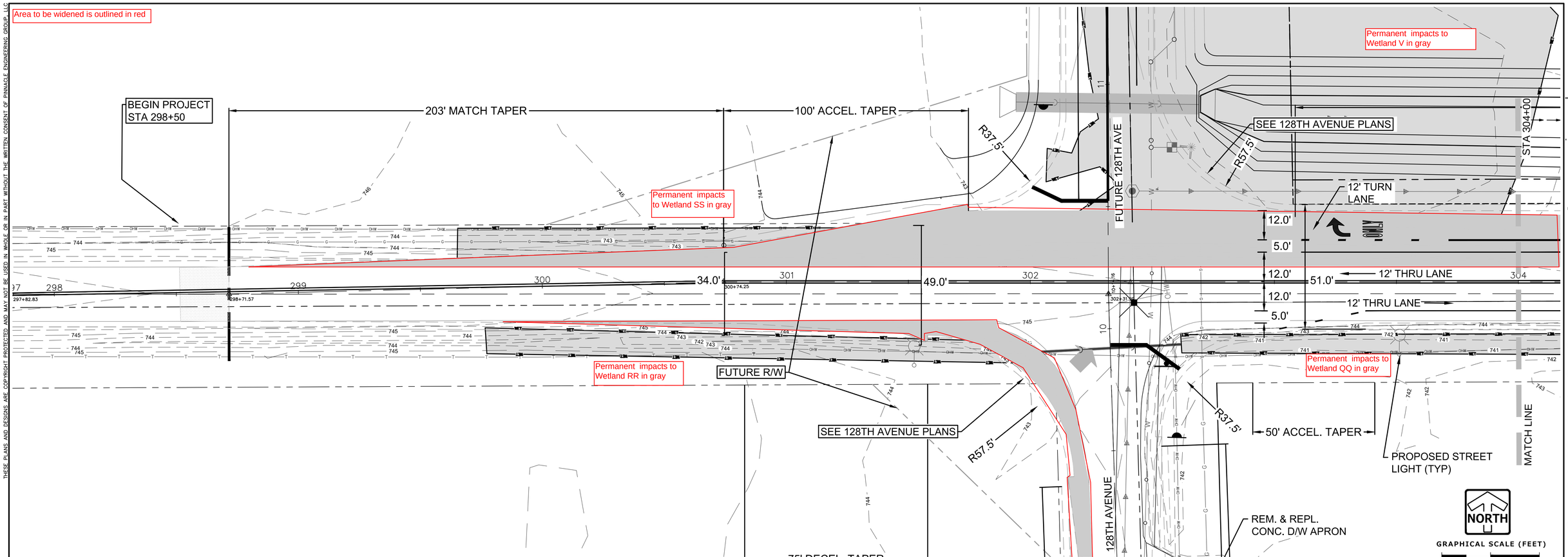

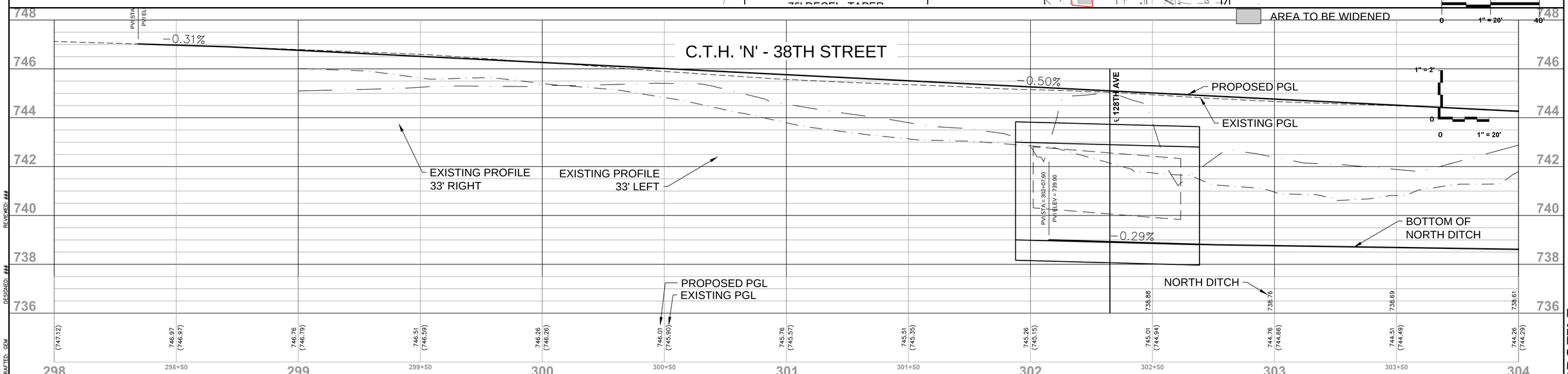

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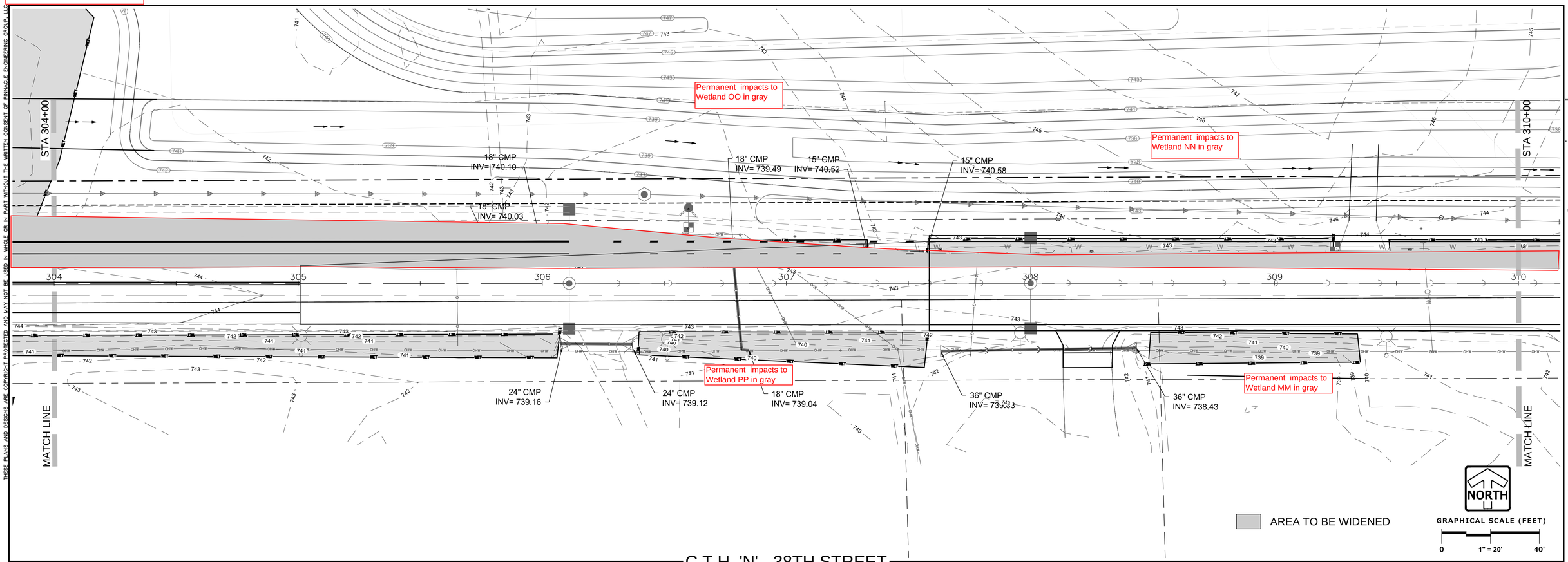

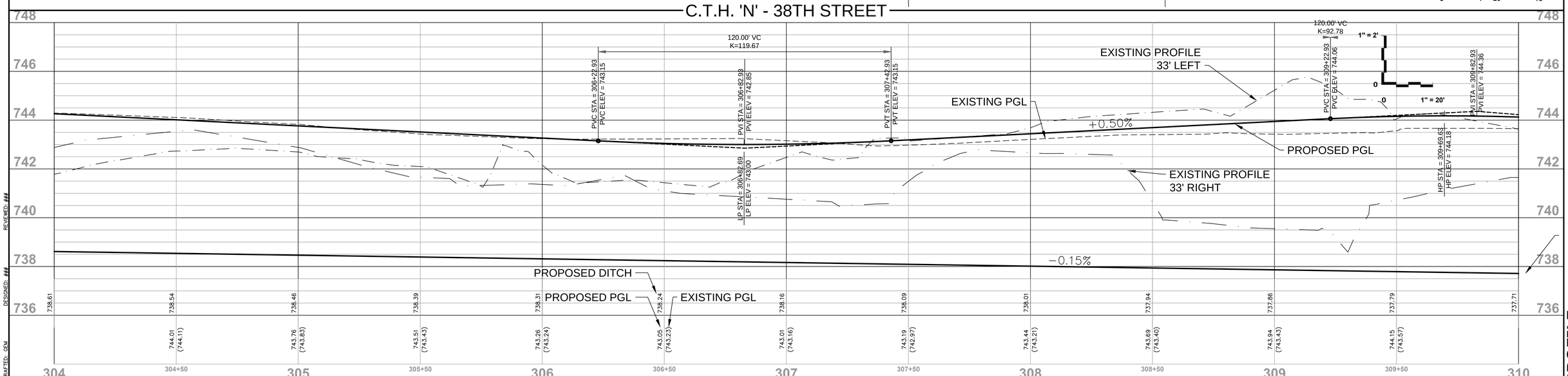

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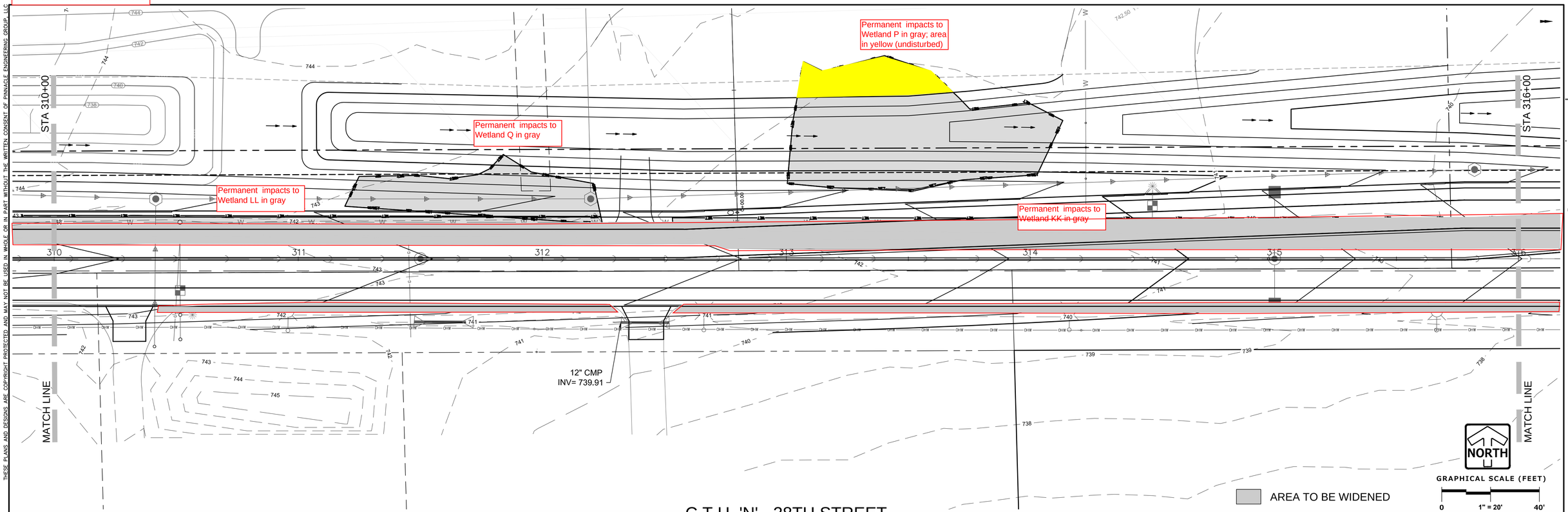

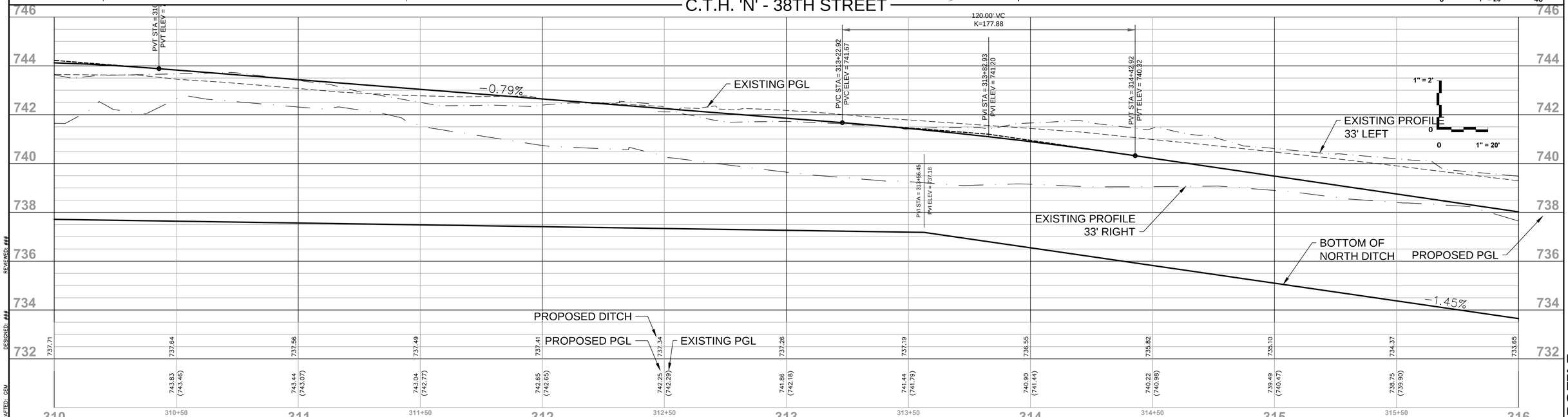

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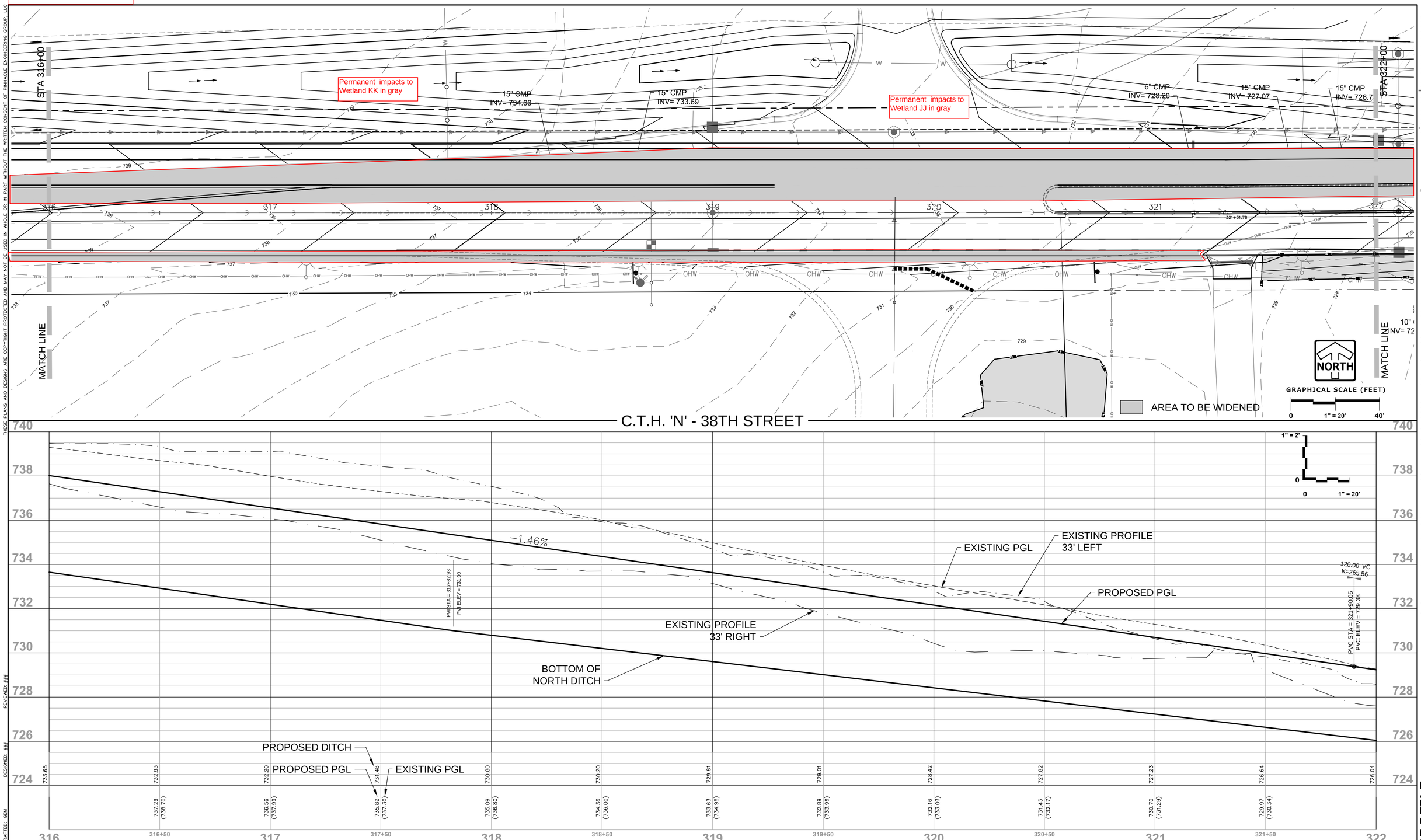

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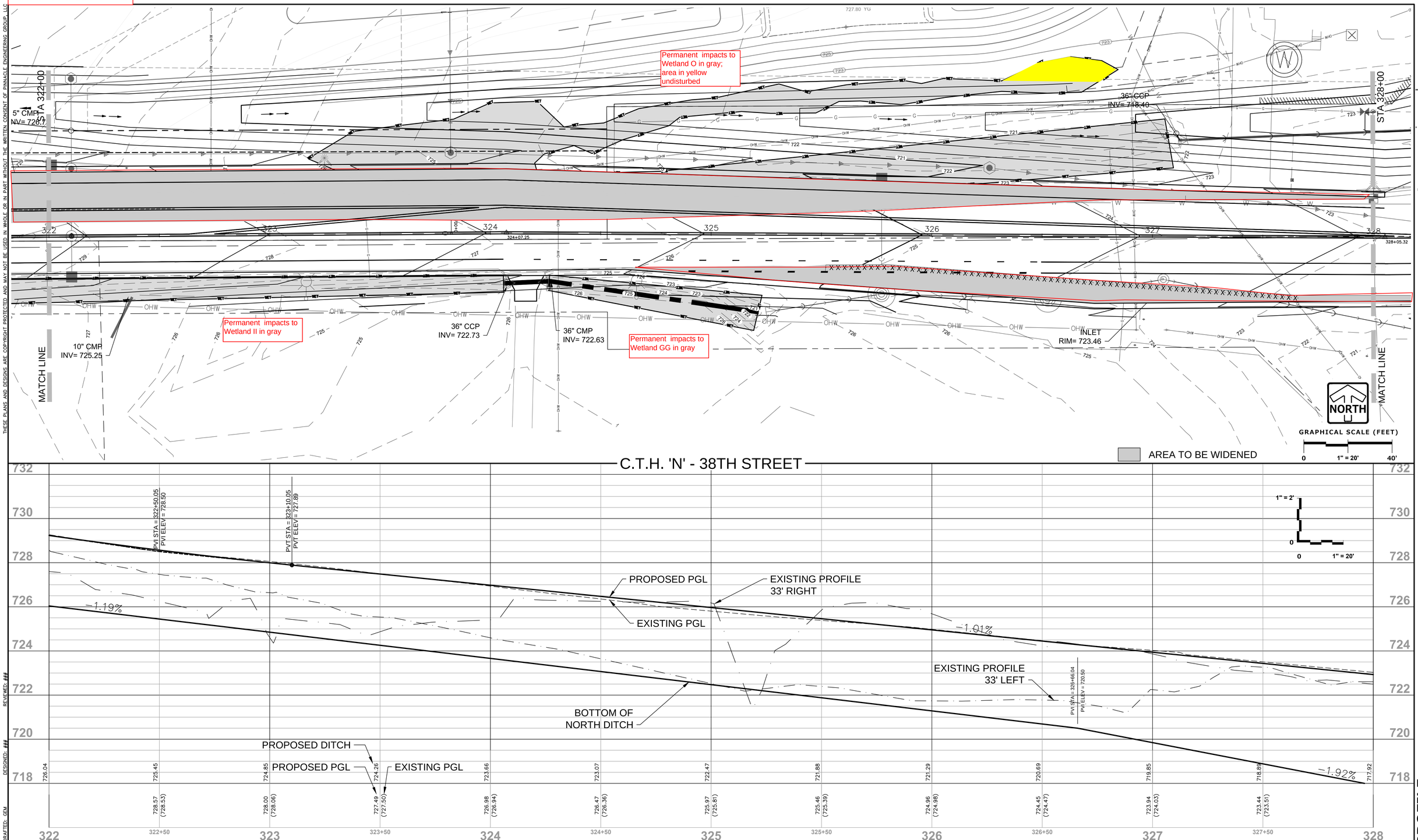

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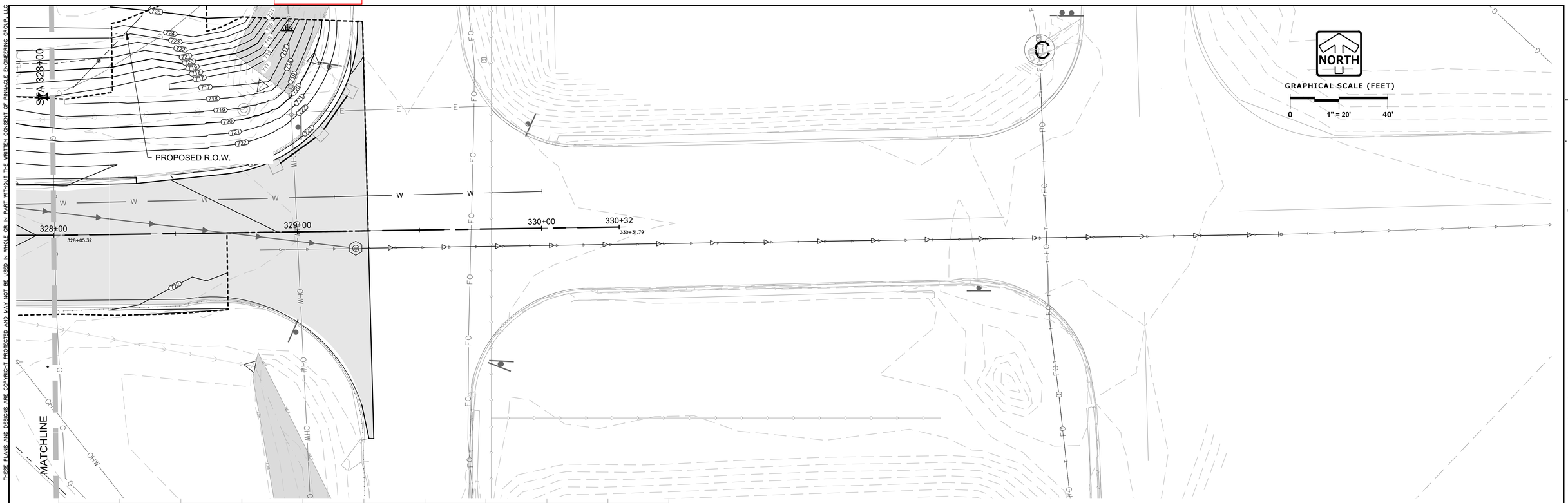
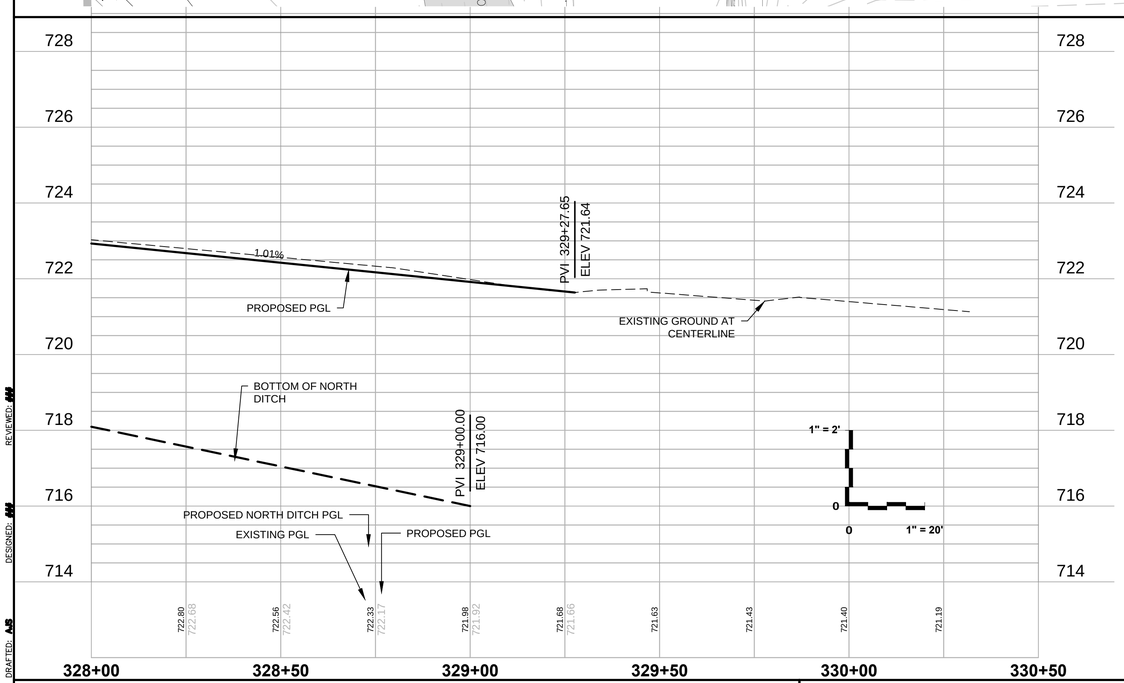
Permanent impacts to Wetland EE in gray





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38TH ST. GRADING AND DRAINAGE PLAN & PROFILE

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38TH ST. GRADING AND DRAINAGE PLAN & PROFILE

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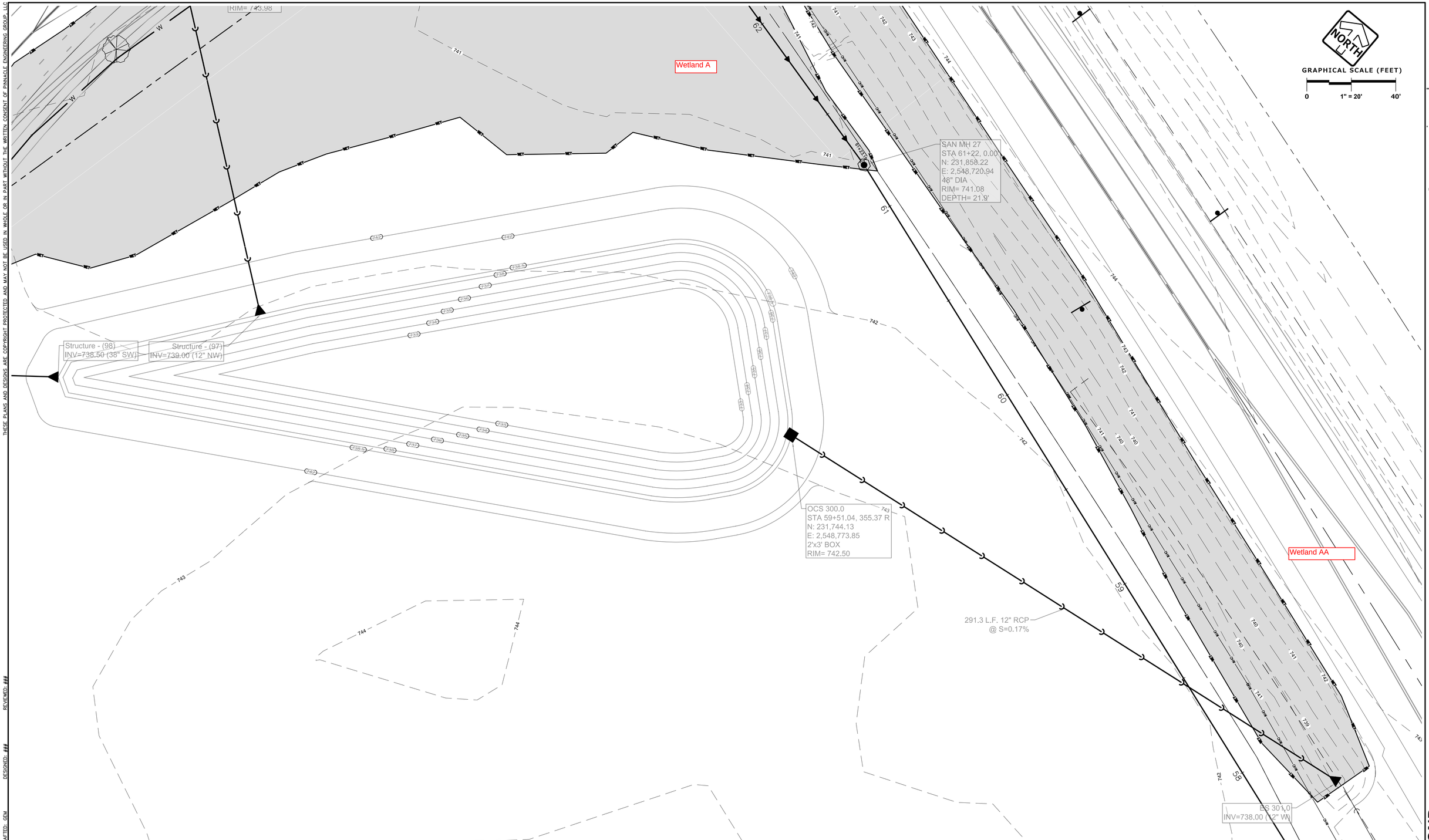

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NORTH POND

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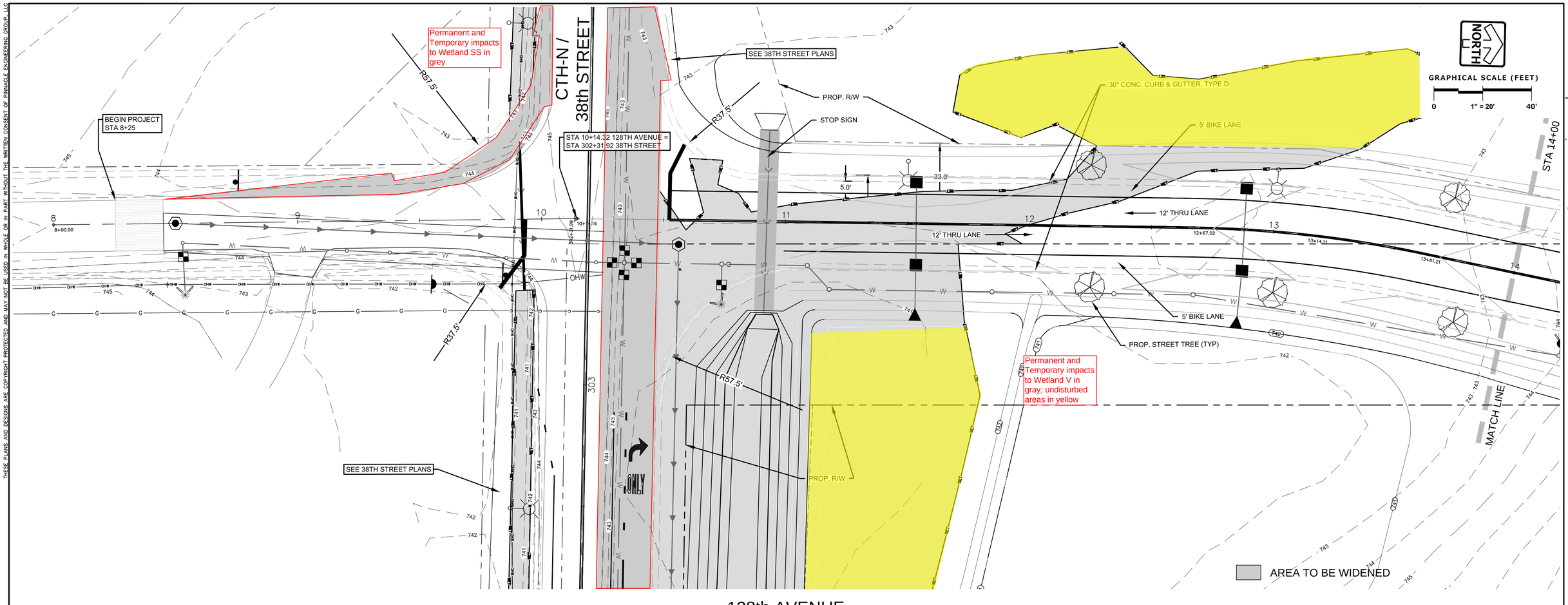

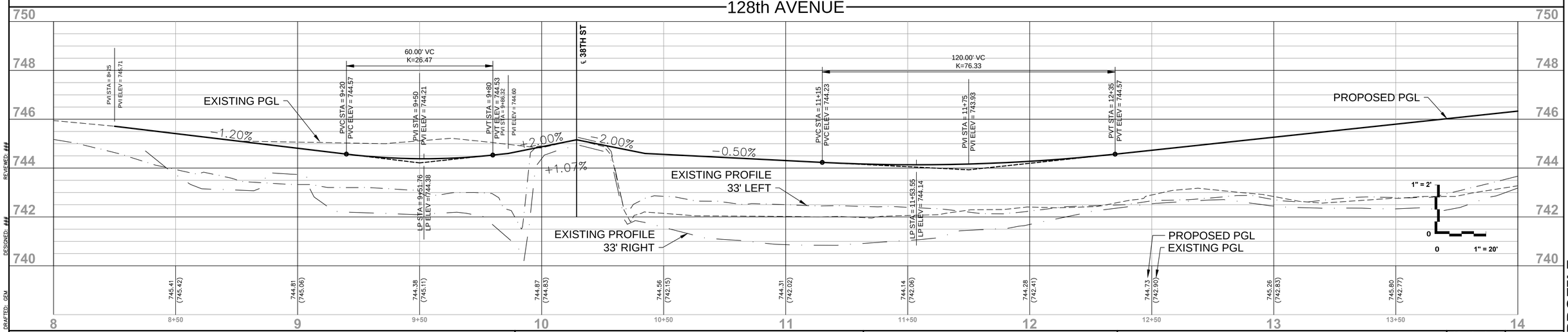

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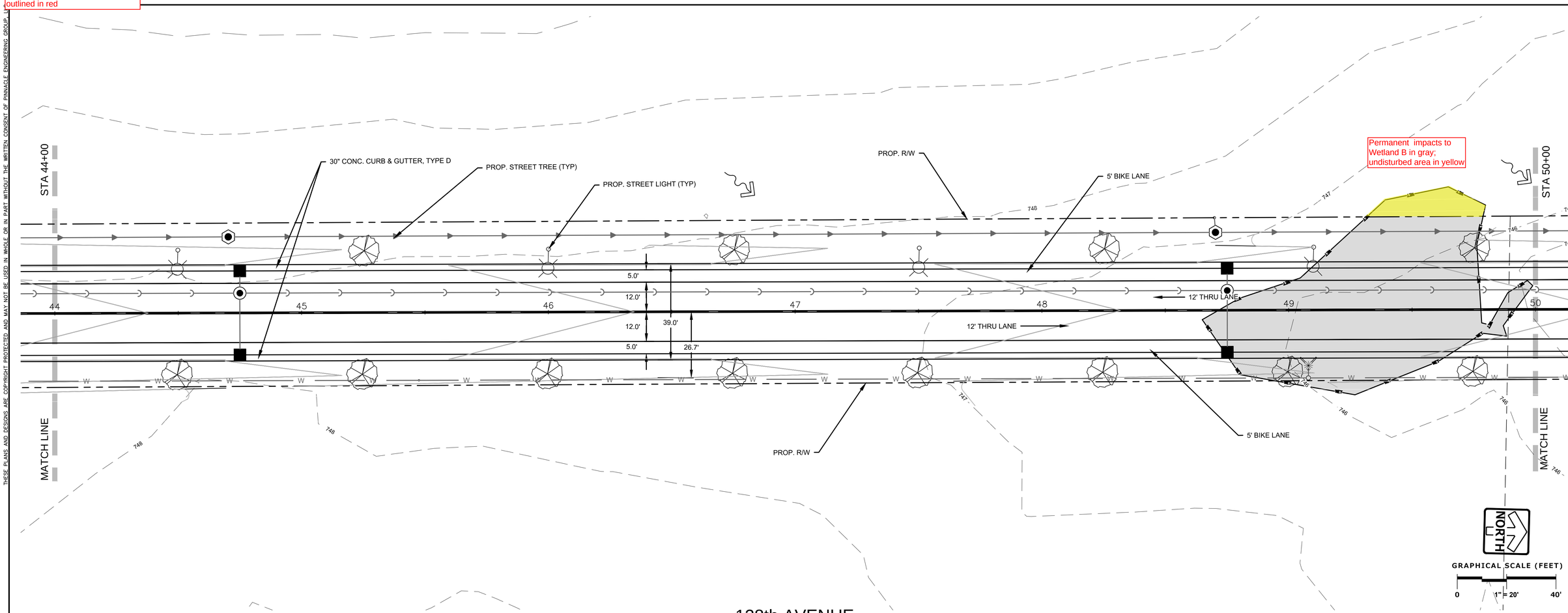

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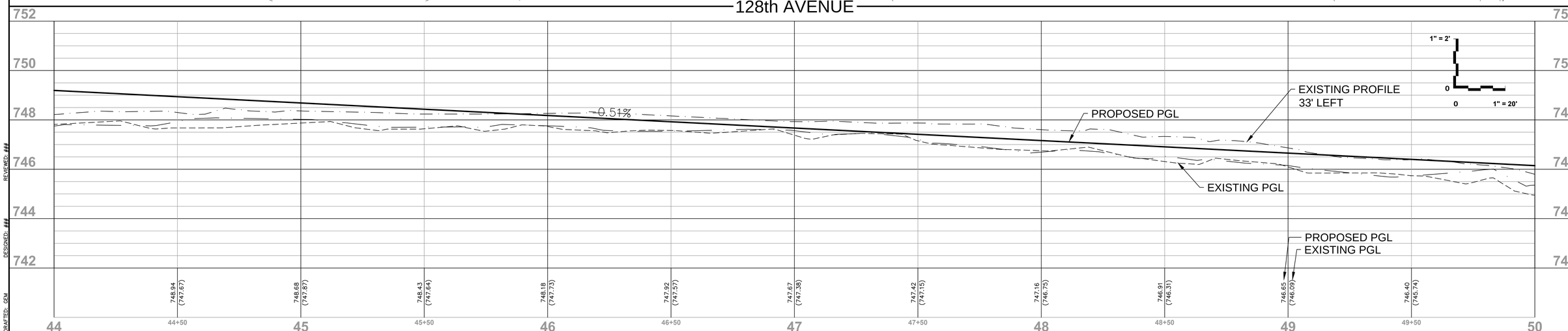

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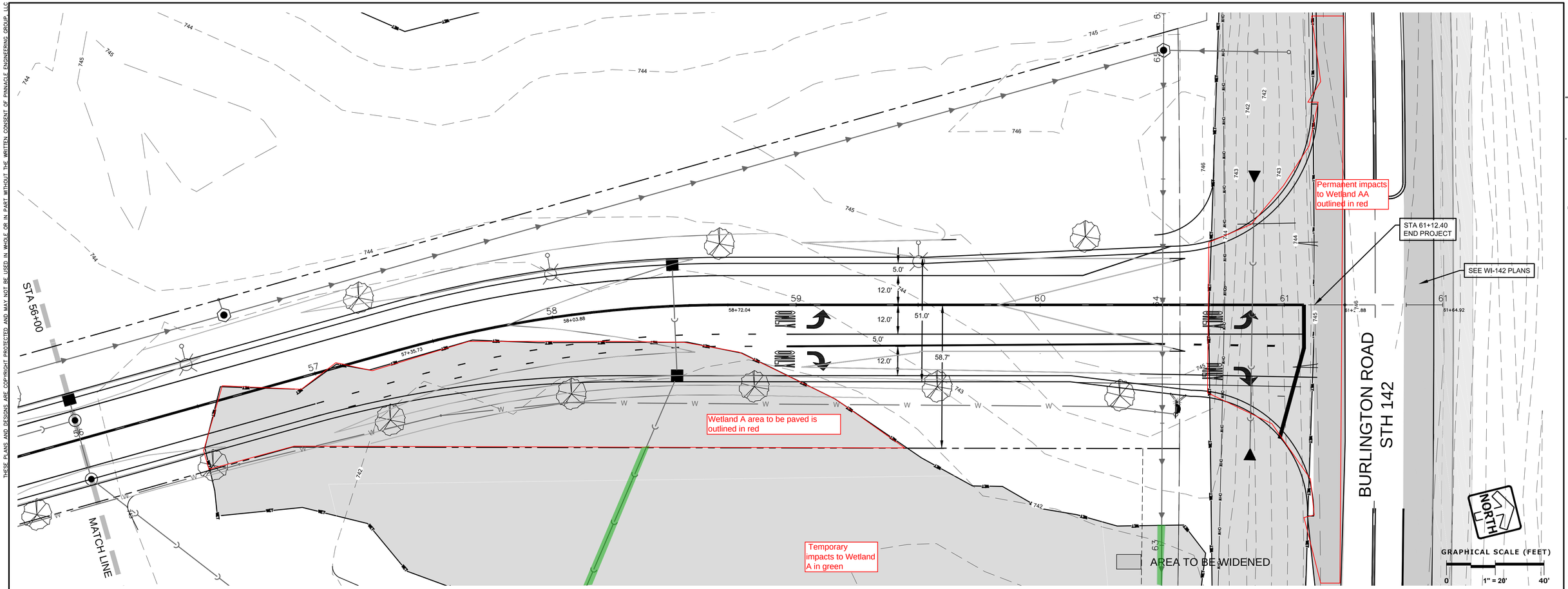

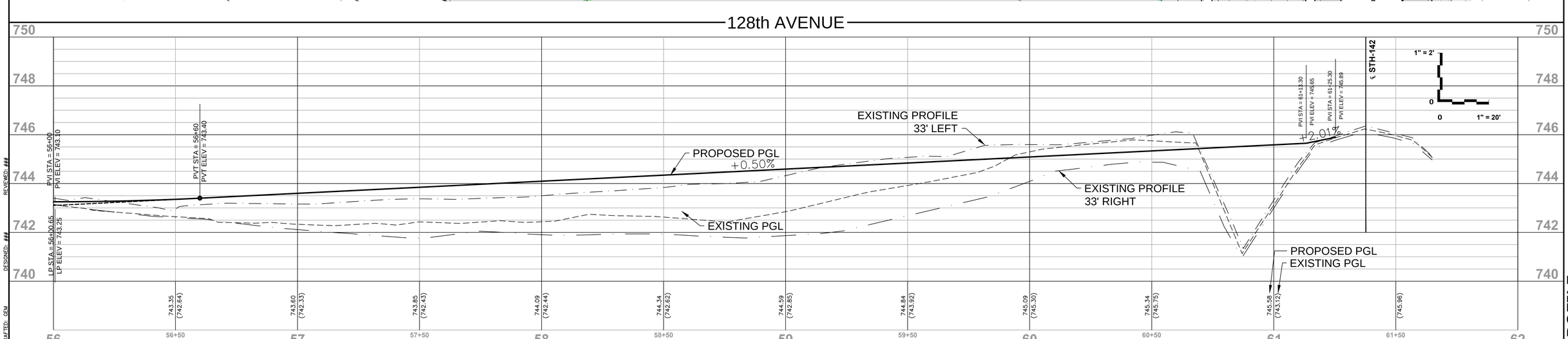

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PLAN & PROFILE

REVISIONS
1 PER CITY COMMENTS 07/07/15

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2. UNLESS OTHERWISE NOTED ALL BACKFILL SHALL BE SPOIL COMPACTED TO 85% DENSITY
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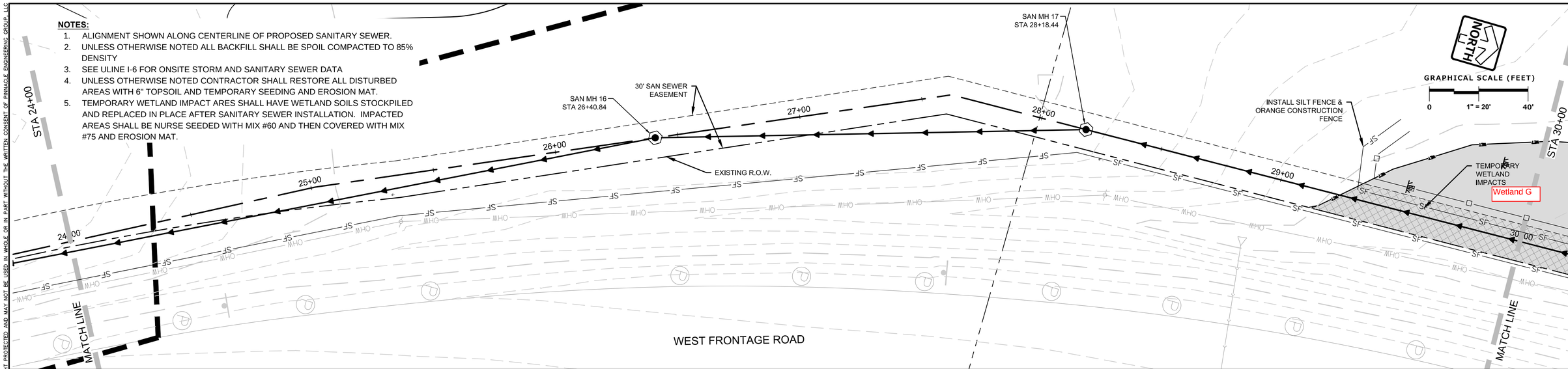

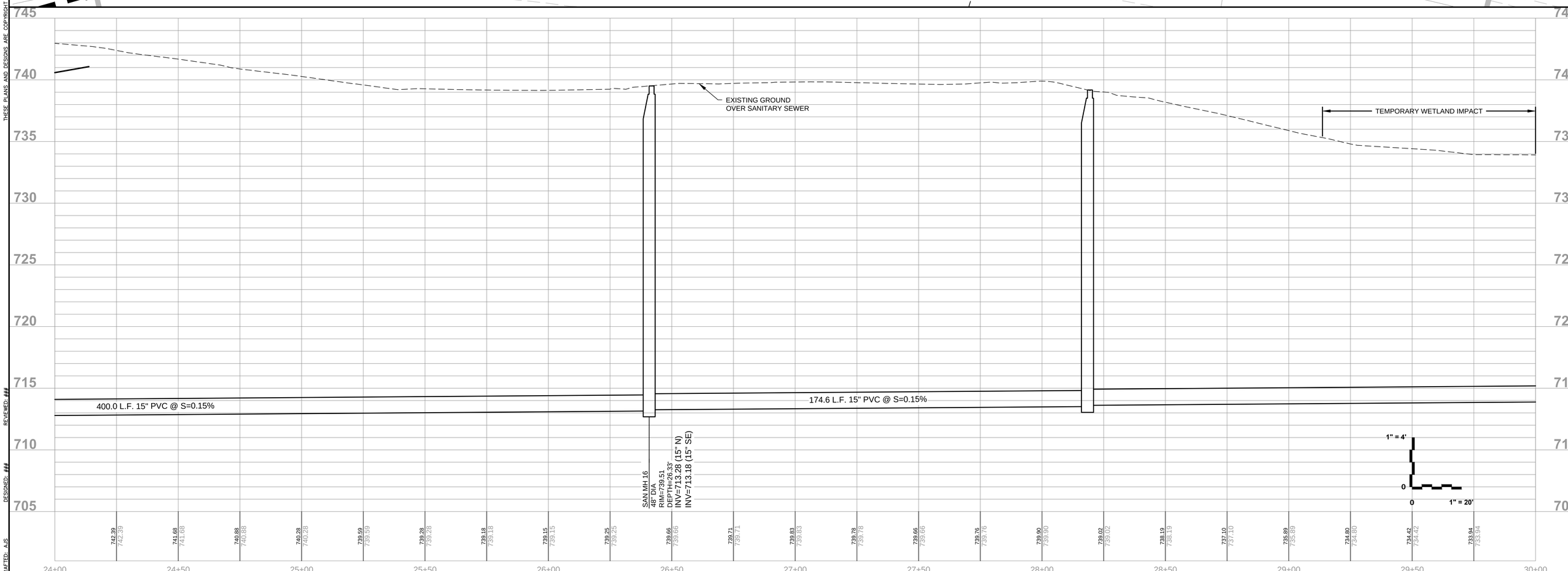

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HWY 142 SANITARY SEWER PLAN & PROFILE

REVISIONS

1	PER CITY COMMENTS	07/07/15
2	60% SUBMITTAL TO CITY	10/23/15

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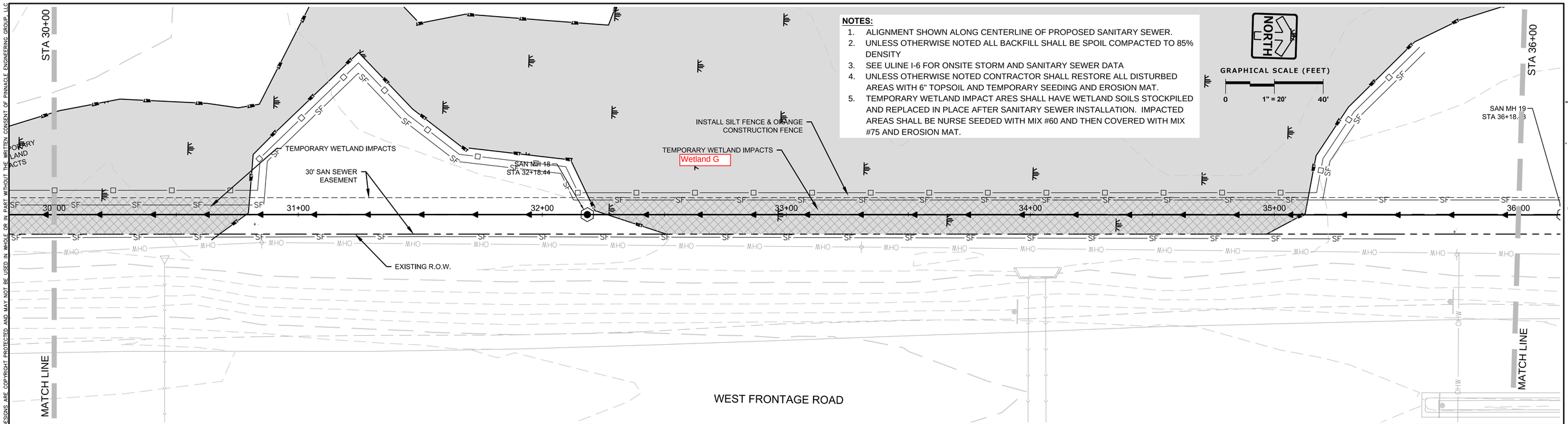

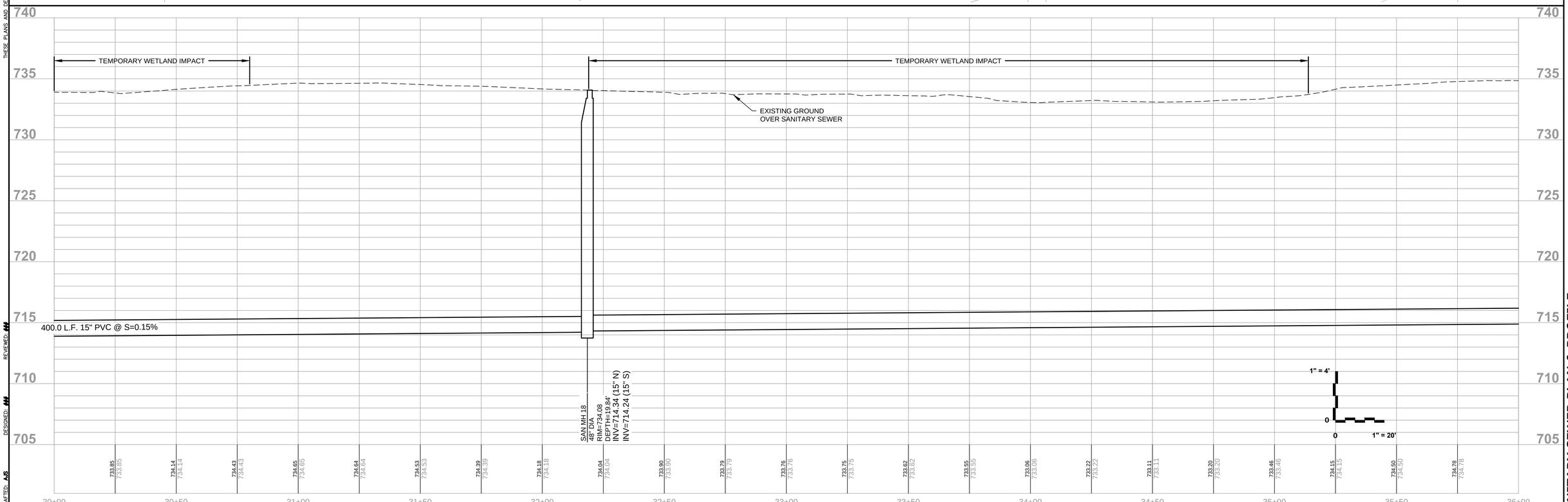

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2	60% SUBMITTAL TO CITY	10/23/15

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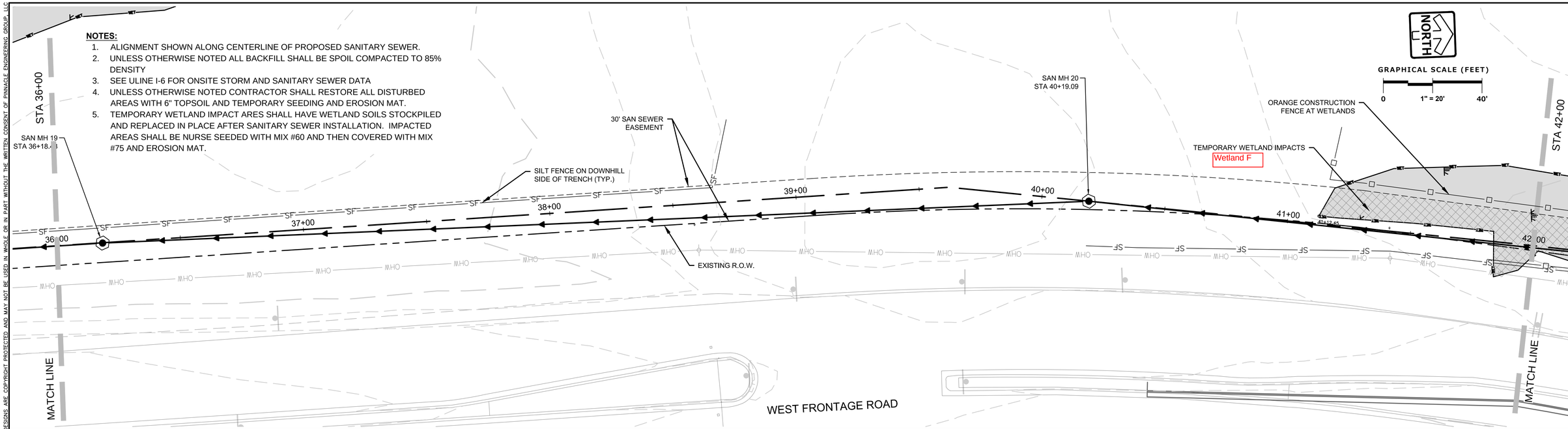

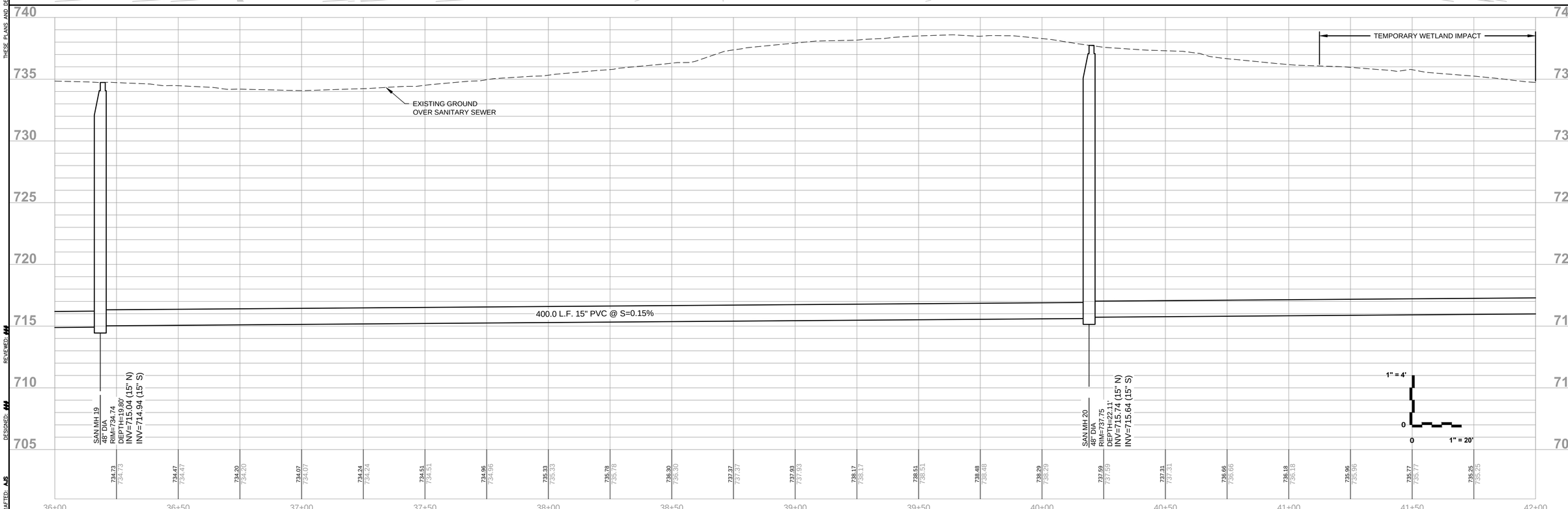

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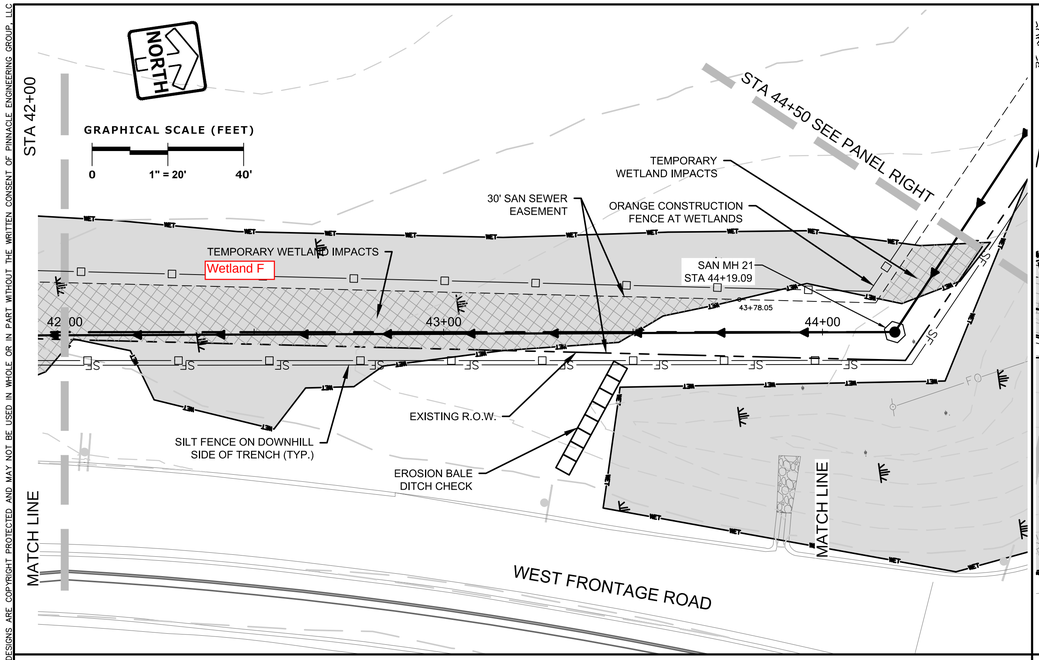

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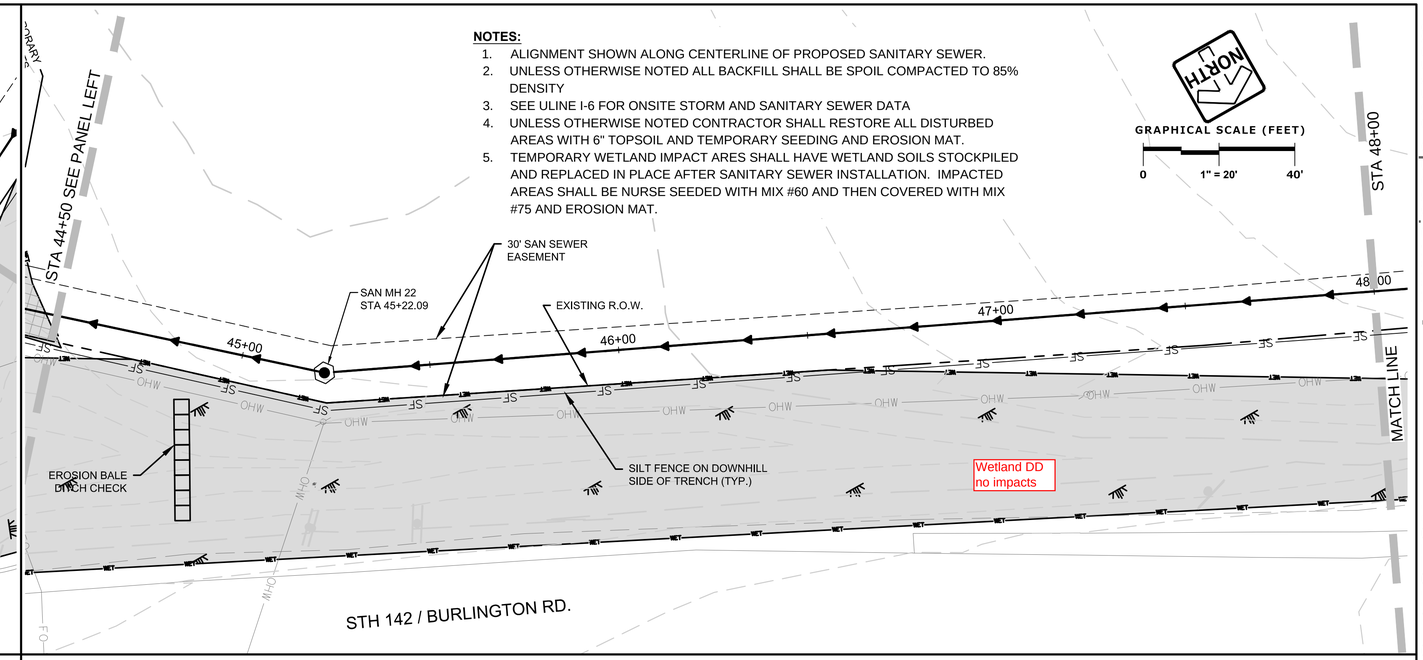

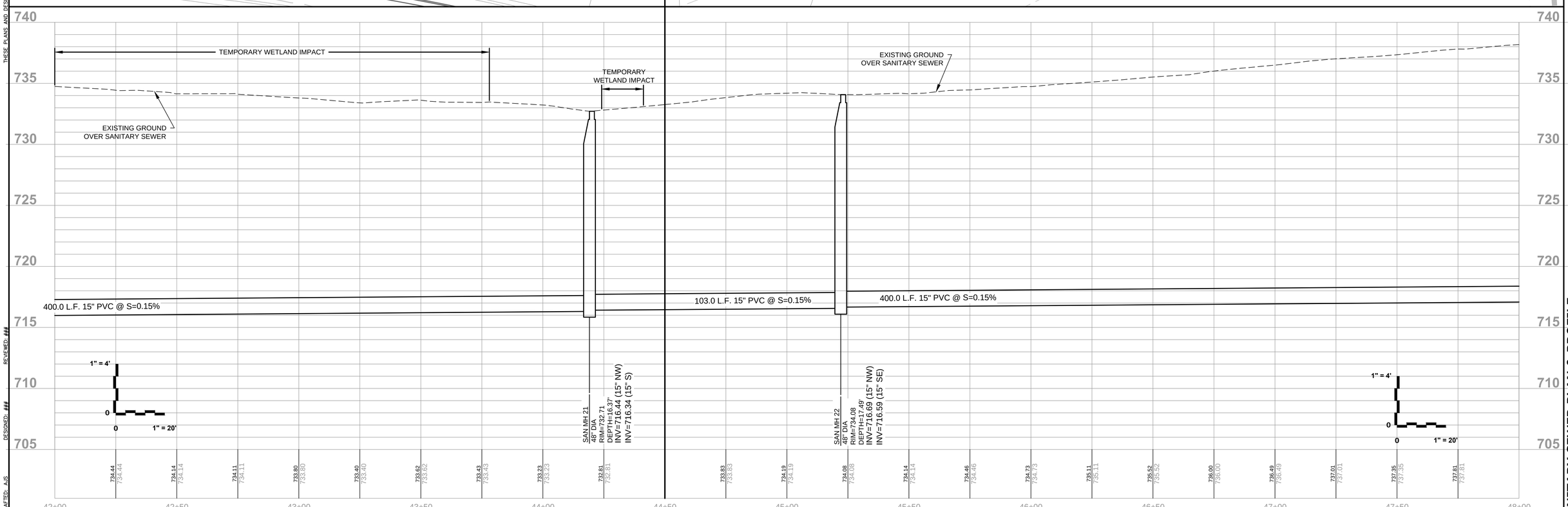

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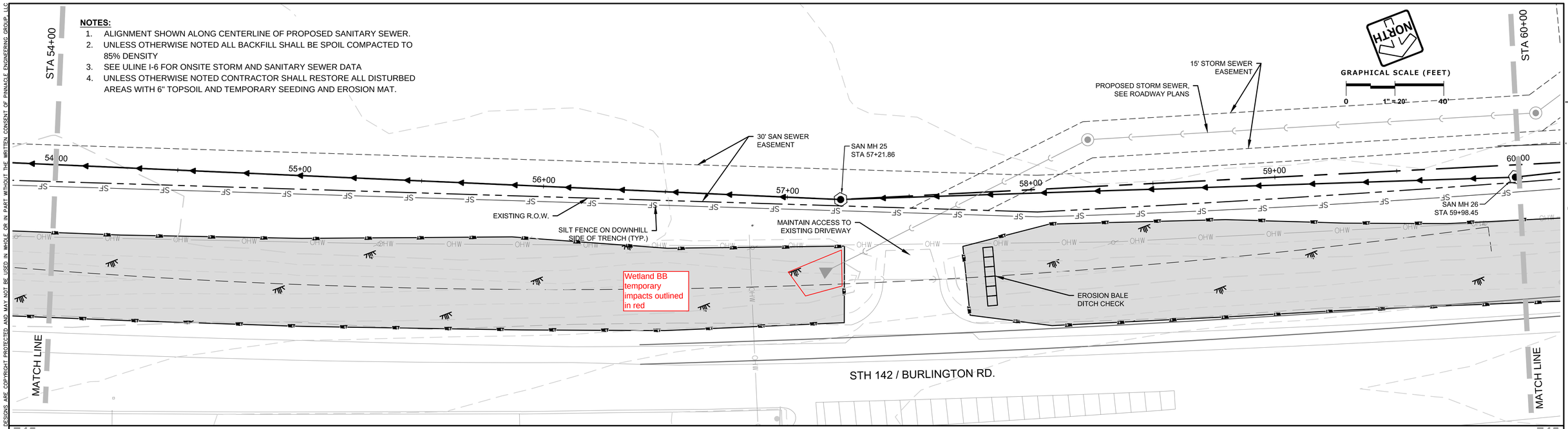

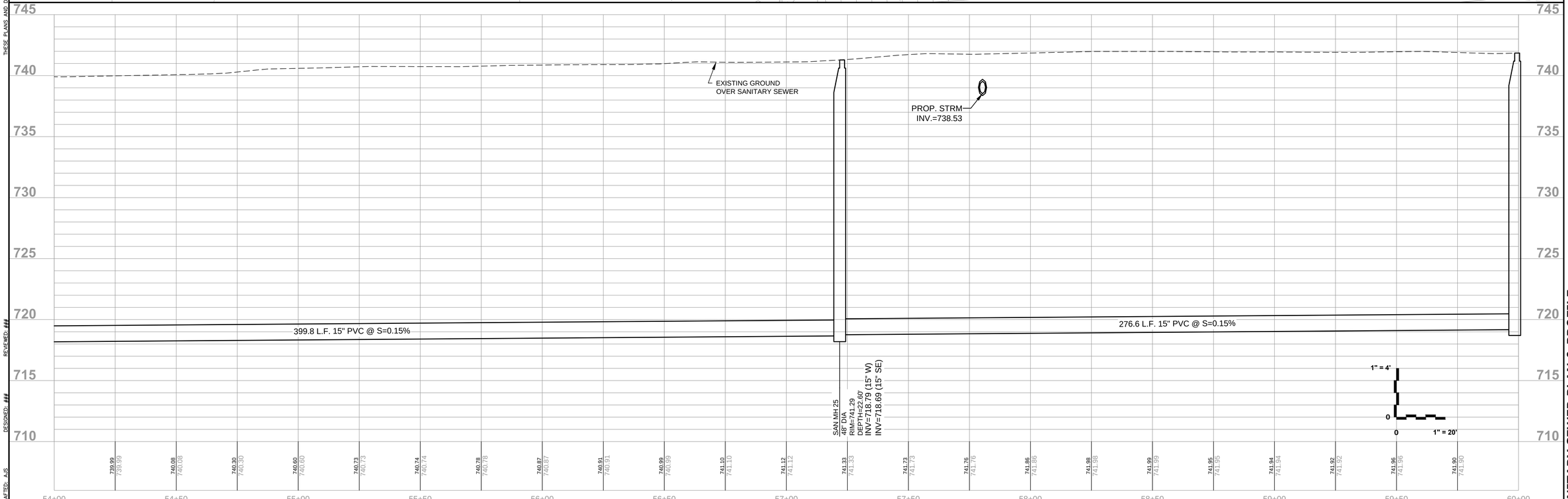

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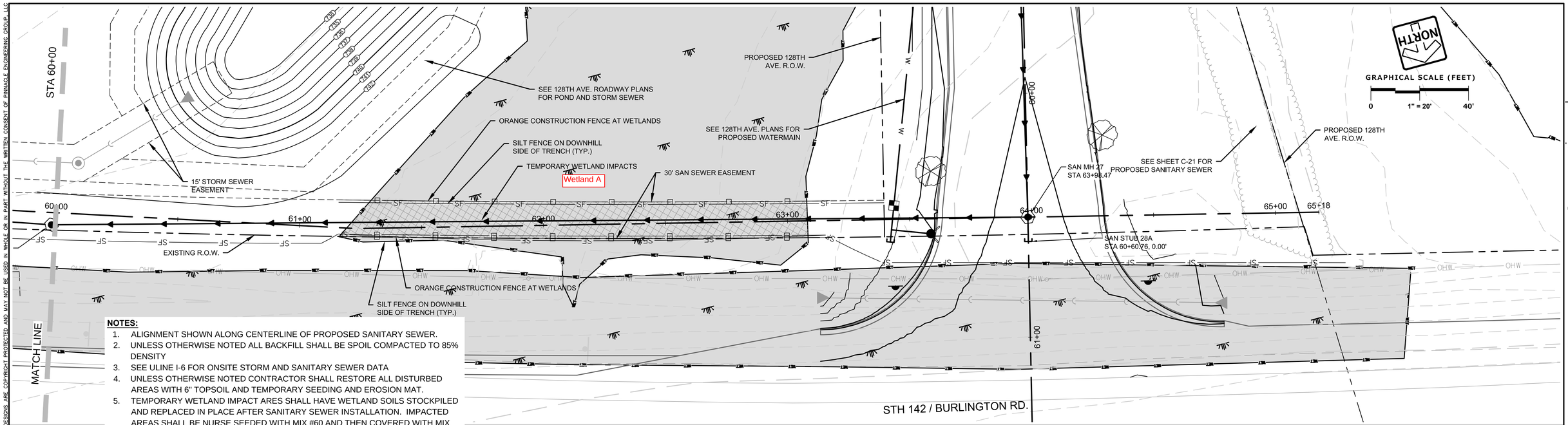

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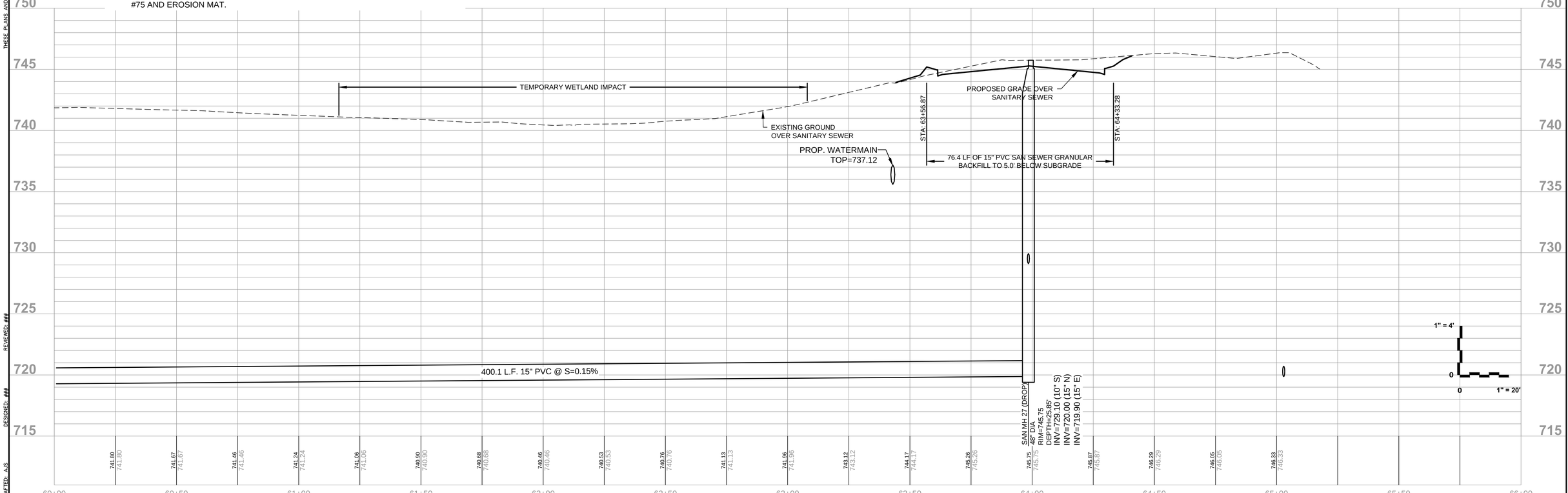

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