

**AGENDA
PUBLIC WORKS
COMMITTEE**

**MONDAY, FEBRUARY 8, 2010
ROOM 204
5:00 P.M.**

*G. John Ruffolo, Chairman
Donald K. Holland
Patrick Juliana*

*Ray Misner
Don L. Moldenhauer
Anthony Nudo*

A. APPROVAL OF MINUTES

A-1 Approval of minutes of regular meeting held on January 25, 2010.

B. DEFERRED

B-1 Resolution to approve a four-lot Certified Survey Map to be located at 8200 75th Street. (Heiberg) **(District 17)** *(City Plan Commission approved 7:0) (Deferred from January 25, 2010 meeting)*

C. REFERRED TO COMMITTEE

C-1 Resolution – Intent to Assess for Hazardous Sidewalk and Driveway Approach Only for Project 10-1012 Resurfacing Phase I (38th Avenue - 73rd Street to 71st Street). **(Districts 13, 14)**

C-2 Resolution – Intent to Assess for Hazardous Sidewalk and Driveway Approach Only for Project 10-1015 Resurfacing Phase II (43rd Street - 17th Avenue to 22nd Avenue, 55th Street - 49th Avenue to 51st Avenue). **(Districts 6, 16)**

C-3 Resolution – Intent to Assess for Hazardous Sidewalk and Driveway Approach Only for Project 10-1016 Resurfacing Phase III (33rd Avenue - 55th Street to 60th Street, 22nd Avenue - 35th Street to 38th Street). **(Districts 5, 6, 11)**

C-4 Acceptance of Project 09-1022 West Frontage Rd @ 60th Street (Hwy K) which has been satisfactorily completed by Super Western, Inc., Menomonee Falls, Wisconsin, in the amount of \$399,519.96.

C-5 Memorandum of Understanding supporting the I-94 Frontage Roads Access Management Vision Plan. **(Districts 16, 17)** *(City Plan Commission approved 9:0)*

C-6 Proposed Resolution to Amend the Official Map for the City of Kenosha, Wisconsin, to include the Attachment of Parcel #80-4-222-241-0110, located at 1900 22nd Avenue, in the Town of Somers, Kenosha County, Wisconsin, in accordance with the approved City of Kenosha/Town of Somers Cooperative Plan under Section 66.0307 of the Wisconsin Statutes. (Harjio, Inc.) **(District 4)** *(City Plan Commission approved 9:0)*

INFORMATIONAL: Project Status Report

PUBLIC WORKS COMMITTEE
- MINUTES -

MONDAY, JANUARY 25, 2010
5:00 P.M.

G. John Ruffolo, Chairman
Donald K. Holland
Patrick Juliana

Ray Misner
Don L. Moldenhauer
Anthony Nudo

The regular meeting of the Public Works Committee was held on Monday, in Room 204 of the Municipal Building. The following members were present: Chairman G. John Ruffolo, Aldermen Donald K. Holland, Patrick Juliana, and Anthony Nudo. Aldermen Ray Misner and Don L. Moldenhauer were excused. The meeting was called to order at 5:00 PM. Staff members in attendance were Ron Bursek and Mike Lemens.

A-1 Approval of minutes of regular meeting held on January 11, 2010.
It was moved by Alderman Juliana, seconded by Alderman Nudo to approve. Motion passed 4-0.

It was moved by Alderman Juliana, seconded by Alderman Nudo to take the agenda out of order to discuss Snow Emergency Traffic Violations under Informational. Motion passed 4-0.

Snow Emergency Traffic Violations
Assistant Chief Brydges was available to answer questions.

Alderman Holland commented that cars parked on the street prohibit snow operations and maybe the Kenosha News should do an article reminding citizens of the city's snow emergency policy. He suggested looking at all snow route signs where cars should automatically be towed and said if a car has been ticketed and is snowed in, it should be towed.

Alderman Juliana commented that he would like to see more enforcement of towing during snow emergencies. He would also like to see signs at all the city's welcome signs addressing parking during snow conditions.

Alderman Nudo suggested the city have an email sign up for citizens to receive an email whenever there is a snow emergency.

Alderman Ruffolo commented that the Technology Committee has been looking at an email sign up for citizens.

Ron Bursek commented that the cooperation has been very good with the Police Department during all snow operations and the PD has brought in parking enforcement aids when there is a snow emergency to ticket parked cars. Ron also suggested looking at the fine for parking violations.

C-1 Preliminary Report/Final Resolution for Project 10-1012 Resurfacing Phase I (26th Avenue – Lincoln Rd to 75th Street, 33rd Avenue – 75th Street to Roosevelt Rd, 40th Avenue - 65th Street to Taft Rd, 50th Avenue - 67th Street to 65th Street, 45th Avenue - 87th Place to 86th Street). **(Districts 12, 13, 14, 15) PUBLIC HEARING**
A public hearing was held, no one spoke.

It was moved by Alderman Nudo, seconded by Alderman Juliana to approve. Motion passed 4-0.

- C-2 Resolution to approve a four-lot Certified Survey Map to be located at 8200 75th Street. (Heiberg) **(District 17)** *(City Plan Commission approved 7:0)*
It was moved by Alderman Holland, seconded by Alderman Nudo to approve. After much discussion it was moved by Alderman Nudo, seconded by Alderman Juliana to defer for two weeks. Motion passed 4-0.
- C-3 Resolution to amend the Official Map for the City of Kenosha, Wisconsin, to include the designation of 122nd Avenue from 60th Street to 71st Street as a Future Street. **(District 17)** *(City Plan Commission approved 8:0)*
It was moved by Alderman Juliana, seconded by Alderman Nudo to approve. Motion passed 4-0.
- C-4 Relocation Order for 122nd Avenue from 60th Street south to 71st Street for Right-of-Way Improvements and to Authorize other Actions Necessary to Acquire Fee Title and Interest and Possession of Certain Property. **(District 17)** *(City Plan Commission approved 8:0)*
It was moved by Alderman Juliana, seconded by Alderman Nudo to approve. Motion passed 4-0.
- C-5 *Approval of acquisition of land located from 43rd Avenue west to 47th Avenue for the 27th Street Right-of-way Project. (Tirabassi) **(District 5)***
Shari Krewson, Real Estate Agent City Development, was available to answer questions.

It was moved by Alderman Holland, seconded by Alderman Juliana to approve. Motion passed 4-0.

INFORMATIONAL: Project Status Report

ADJOURNMENT - *There being no further business to come before the Public Works Committee, it was moved, seconded and unanimously approved to adjourn the meeting at 5:42 pm.*

VOTE SHEET	Kenosha City Plan Commission	Meeting of January 21, 2010	
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Resolution to approve a four-lot Certified Survey Map to be located at 8200 75th Street, District #17. (Heiberg)

ACTION TAKEN	ABSTAIN	AYES	NOES
APPROVE		7	0
DENY			
RECEIVE AND FILE			
FORWARD TO			
		DATE	
COMMON COUNCIL		02/01/10	
FINANCE			
LEGAL			
PUBLIC WORKS		01/25/10	
PARKS			
WATER UTILITY			
EMAIL TO CLERKS			
PUBLIC NOTICE			



Rich Schroeder
Assistant City Planner

FACT SHEET Kenosha City Plan Commission	City Plan Division 625 - 52 nd Street Kenosha, WI 53140 (262) 653-4030	January 21, 2010	Item 6
Resolution to approve a four-lot Certified Survey Map to be located at 8200 75th Street, District #17. (Heiberg)			

LOCATION/SURROUNDINGS:

Site: 8200 75th Street
Zoned: RM-2/C-2/B-2/FFO

NOTIFICATIONS/PROCEDURES:

The alderman of the district, Alderman Bogdala, has been notified. This item will also be reviewed by the Public Works Committee before final approval by the Common Council.

ANALYSIS:

- The applicant is proposing to divide the existing three lots into four lots. If approved, Lot 1 would be a buildable commercial lot. Lot 2 would be the existing day care center. Lot 3 would be the existing manufactured home park and Lot 4 would be the existing single-family residence on the site. No physical improvements for the site are proposed as part of this Land Division.
- Lot 4, as proposed, will not have any street frontage, which is required by Section 17.09 F.3. of the Code of General Ordinances. However, Section 17.03 G. allows for Special Exceptions to those requirements, as long as certain criteria are met. The applicant has included a narrative indicating his opinion that all of the criteria have been met. Staff agrees that the criteria have been addressed and would recommend that the City Plan Commission and the Common Council approve the Special Exception as part of the review.
- The Certified Survey Map has been sent to City departments for their review. Their comments are included in the attached Resolution.
- The plans generally comply with Sections 4 and 14 of the Zoning Ordinance.

RECOMMENDATION:

A recommendation is made to approve the Certified Survey Map, subject to the Conditions on the attached Resolution.



Brian R. Wilke, Development Coordinator
/u2/acct/cp/ckays/1CPC/2010/Jan21/6-fact-csm-heiberg.odt



Jeffrey B. Labahn, Director of City Development

RESOLUTION NO: ____ - 10

BY: THE MAYOR

TO APPROVE A FOUR-LOT CERTIFIED SURVEY MAP
Property located AT 8200 75th Street (Heiberg)

BE IT RESOLVED by the Common Council of the City of Kenosha, Wisconsin, that a Certified Survey Map relating to three parcels located at 8200 75th Street is herein and hereby approved subject to the following conditions:

1. Compliance with all applicable State and City codes and ordinances.
2. Payment of all applicable fees, including recording fees.
3. Payment of all taxes, special assessments and stormwater utility fees prior to recording. The Owner shall provide the City Clerk-Treasurer, a certificate from the County Treasurer, stating that there are no past-due real estate taxes or special assessments on the parcel of real estate which is being divided.
4. The Certified Survey Map shall be null and void if not recorded within six (6) months of approval by the Common Council.
5. A digital copy of the Certified Survey Map shall be provided to the City prior to recording.
6. Compliance with the Kenosha Water Utility memo dated November 13, 2009.
7. The Certified Survey Map shall include one page that shows the entirety of all parcels included in the Land Division.
8. Revise the legal description to indicate that Parcel #03-122-04-376-005 was not part of Certified Survey Map #2493.
9. A Lot Line Adjustment Survey to adjust the boundaries of Lot 1 of Certified Survey Map #2493 to comply with the proposed Certified Survey Map shall be reviewed and approved by the City and recorded by the applicant prior to recording of the proposed Certified Survey Map.
10. A Special Exception to Section 17.09 F.3. of the Code of General Ordinances shall be approved by the Common Council.
11. Compliance with all the preceding conditions as a prerequisite for authorizing Mayor and City Clerk-Treasurer to sign the Certified Survey Map.

Adopted this ____ day of _____, 2010

ATTEST:

Debra L. Salas, Deputy City Clerk

APPROVE:

Keith G. Bosman, Mayor

Engineering Services Division
4401 Green Bay Road
Kenosha, WI 53144-1716
Phone: (262) 653-4315
Fax: (262) 653-4303



"Providing and Protecting Kenosha's Greatest Natural Resource"

MEMO

To: Mr. Brian Wilke, Development Coordinator

From: Curt Czarnnecki P.E., Water Engineer

Date: November 13, 2009

Subject: Heiburg 4-Lot CSM

Location: 8200 75th Street

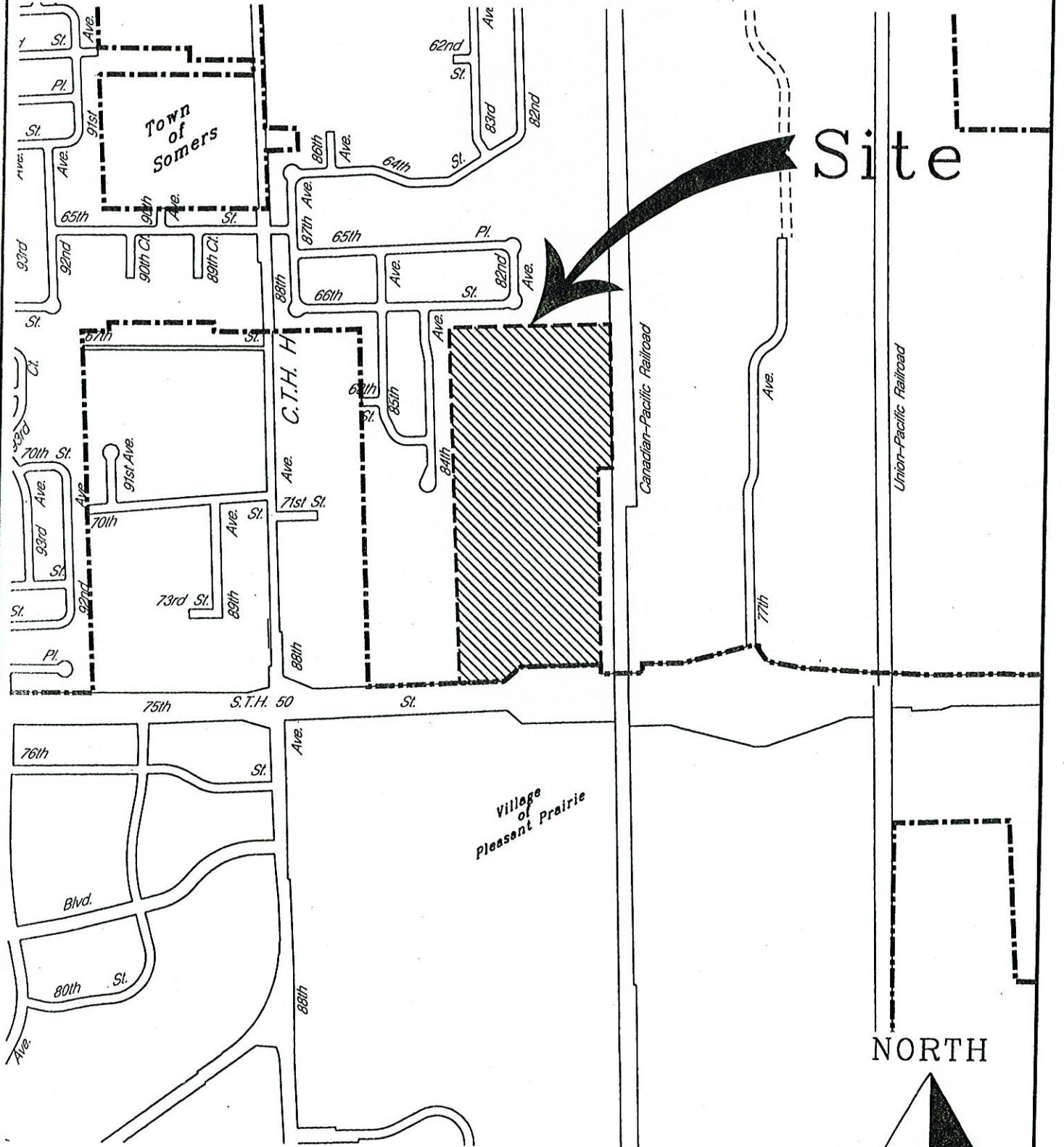
The Kenosha Water Utility (KWU) has reviewed the submittal for the above referenced project. Further information from the Developer is required before the Utility can complete this review. Please withhold all permits until the following information is submitted.

1. System maps shall be provided for the private sanitary sewer and water mains that have been installed on the subject property. The system maps of these facilities must be provided to ensure the sanitary sewer and water main easement encompasses these utilities.
2. The property owner shall conduct a study of the private sanitary sewer system or shall allow KWU to install flow meters in the private sewer to help quantify the amount of clear water that is entering the system. A formal letter from the property owner granting KWU permission to enter the subject property and install flow meters within the private sanitary sewer will fulfill this requirement.
3. The billing procedures for the master meter on the water main shall be revised to bring this property into compliance with current KWU billing procedures.

Cc: Mr. Robert Carlson, P.E., Director of Engineering Services

City of Kenosha

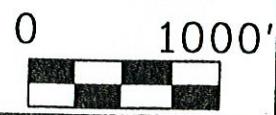
Vicinity Map
Heiberg CSM

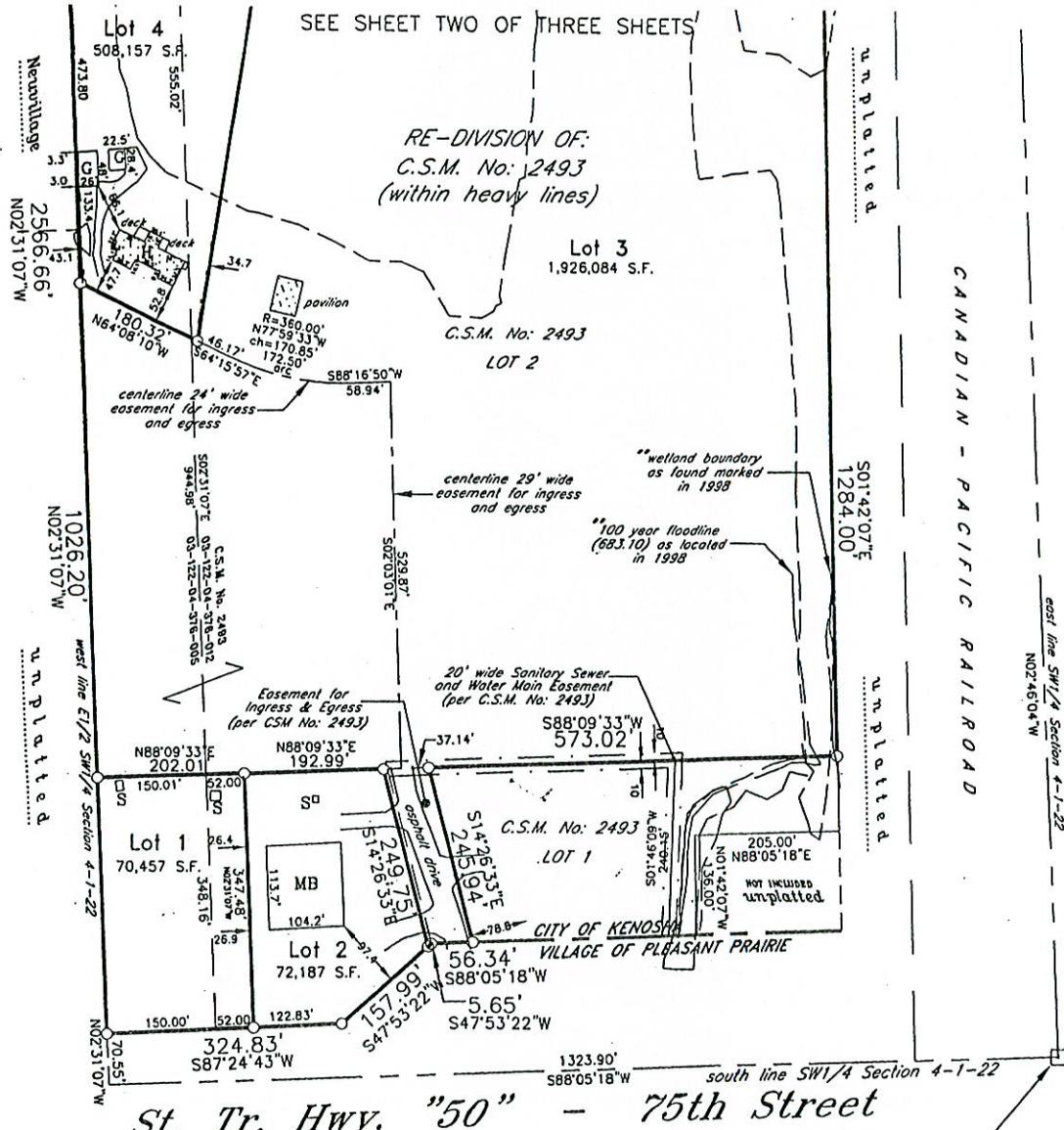


Site

----- Municipal Boundary

NORTH





- H - house
- G - garage
- S - shed
- MB - metal building

..... unplatted

denotes 1" x 2" iron pipe
(weight: 1.13 lbs per foot)

SE COR. SW1/4 SECTION 4-1-22
N. 213.709.11
E. 2,564,546.64
(concrete monument)

J.K.R. SURVEYING, INC.
8121 22ND AVENUE KENOSHA, WI. 53143
ph 2626-652-8110 fax 2626-652-9695

CERTIFIED SURVEY MAP

for: Owner: Gary Heiberg
8200 - 75th Street #29
Kenosha, Wisconsin 53142

(Re-division of Certified Survey
Map No. 2493)

in SW1/4 Section 4-1-22

CITY OF KENOSHA
KENOSHA COUNTY, WIS.

SHEET ONE OF THREE SHEETS

Scale
1" = 200'



WISCONSIN REGISTERED LAND SURVEYOR
JEFFREY K. RAMPART (S-2141)
Dated... November 10, 2009

CERTIFIED SURVEY MAP NO.....

J.K.R. SURVEYING, INC.
 8121 22ND AVENUE KENOSHA, WI. 53143
 ph 2626-652-8110 fax 2626-652-9695
 Dated: November 10, 2009

CERTIFIED SURVEY MAP

- for -

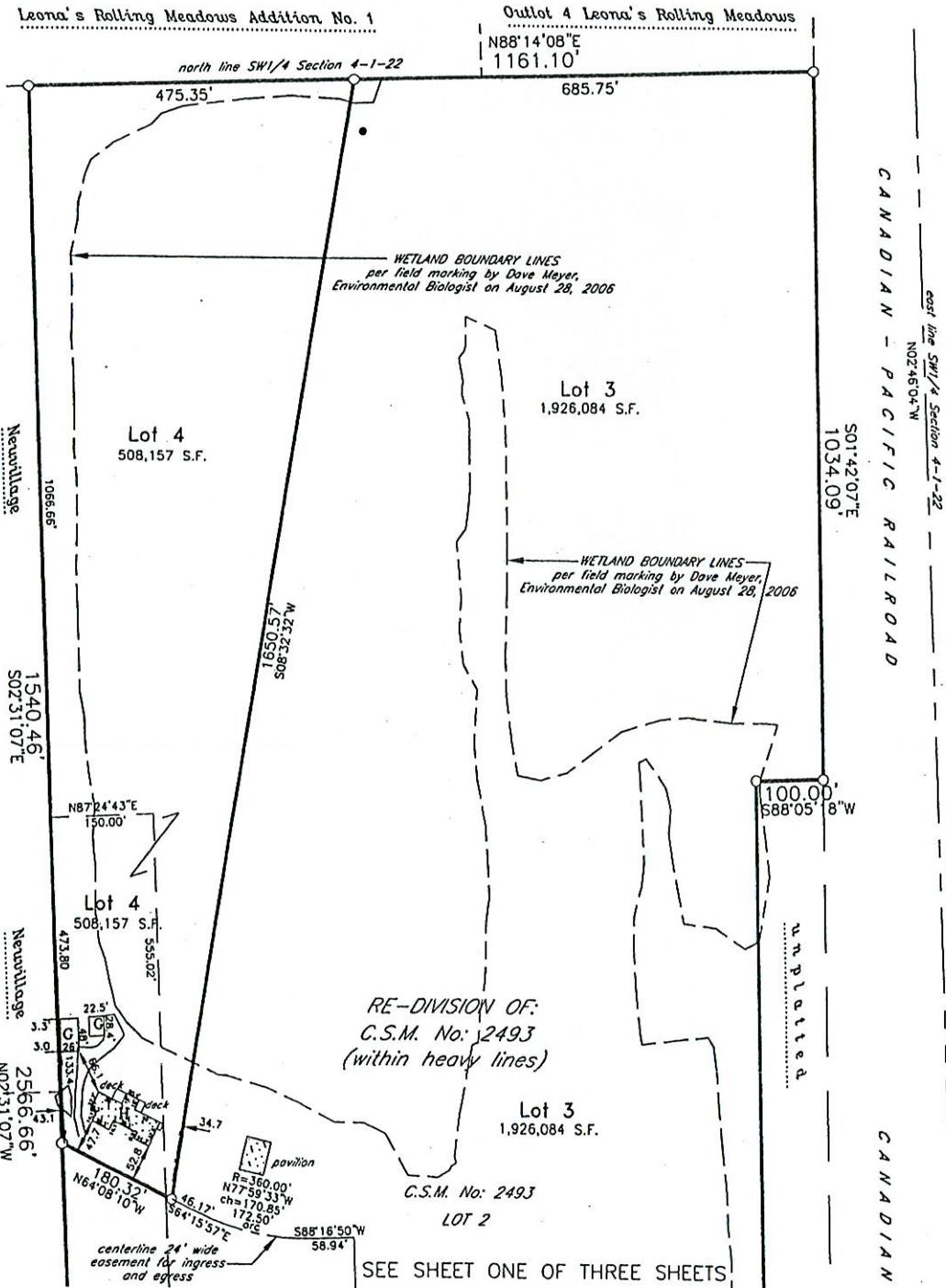
OWNER

Gary Heiberg
 8200 - 75th Street #29
 Kenosha, Wisconsin 53142



Scale
 1" = 200'

- denotes 1" x 2' iron pipe (weight: 1.13 lbs per foot)
- H - house
- G - garage
- S - shed
- MB - metal building



CERTIFIED SURVEY MAP NO.
 SHEET TWO OF THREE SHEETS

SEE SHEET ONE OF THREE SHEETS

CERTIFIED SURVEY MAP

I, JEFFREY K. RAMPART, SURVEYOR, hereby certify that I have prepared this certified survey map, the exterior boundaries of which are described as:

A re-division of Certified Survey Map No. 2493, a plat on file and of record in the Kenosha County Land Registry as Document No: 1449536 recorded on September 9, 2005; lying and being in part of the Southwest Quarter of Section 4, Town 1 North, Range 22 East of the Fourth Principal Meridian and lying and being in the City of Kenosha, Kenosha County, Wisconsin and being more particularly described as: Commencing at the southeast corner of said quarter section; thence S88°05'18"W along the south line of said quarter section 1323.90 feet to the west line of the east half of the southwest quarter of said section 4; thence N02°31'07"W along said west line 70.55 feet to the southwest corner of said certified survey map and the point of beginning; thence continue N02°31'07"W along the west line thereof; which is also the west line of said east half of the southwest quarter of said section 4, 2566.66 feet to the northwest corner of said certified survey map and to the north line of said quarter section; thence N88°14'08"E along said north line 1161.10 feet to the northeast corner of said certified survey map and to the west line of the Canadian-Pacific Railroad; thence S01°42'07"E along said west line 1034.09 feet; thence S88°05'18"W 100.00 feet; thence S01°42'07"E 1284.00 feet to the southeast corner of said certified survey map; thence S88°09'33"W 573.02 feet; thence S14°26'33"E 245.94 feet; thence S88°05'18"W 56.34 feet; thence S47°53'22"W 5.65 feet; thence S47°53'22"W 157.99 feet to the north right-of-way line of State Trunk Highway "50" (75th Street); thence S87°24'43"W along said right-of-way line 324.83 feet to the southwest corner of said certified survey map and the point of beginning.



J.K.R. SURVEYING, INC.
8121 22ND AVENUE KENOSHA, WI. 53143
ph 2626-652-8110 fax 2626-652-9695

That I have complied with the provisions of chapter 236.34 of the State Statutes on Certified Surveys and the City of Kenosha Land Division and Platting Ordinance.

Dated this 10th day of November, 2009.

SURVEYOR..... *J.K.R.*
JEFFREY K. RAMPART

As owner, I hereby certify that I caused the land described on this plat to be surveyed, divided, dedicated and mapped as represented on this plat.

OWNER.....

STATE OF WISCONSIN GARY HEIBERG
KENOSHA COUNTY S.S.

Personally came before me this day of, 20___, the above named Gary Heiberg, to me known to be the person who executed the foregoing instrument and acknowledged the same.

My Commission Expires..... NOTARY PUBLIC

This certified survey map has been submitted to and approved by the Common Council of the City of Kenosha on this day of, 20___.

APPROVED.....
KEITH G. BOSMAN, Mayor

I hereby certify that the foregoing is a copy of resolution number _____ adopted by the Common Council of the City of Kenosha.

CITY CLERK.....

OWNER
Gary Heiberg
8200 - 75th Street #29
Kenosha, Wisconsin 53142

J.K.R. Surveying, Inc.

8121 22ND AVENUE
KENOSHA, WI 53143

November 10, 2009

TO: City of Kenosha Planning & Development

FOR: Gary Heiberg Proposed Certified Survey Map (A re-division of CSM No: 2493)

RE: Circumstances & Exceptions for Proposed Lot 4

1. Special Exceptions: The benefit of this site is to have a clear delineation between the existing mobile home community and the existing single-family dwelling by creating a separate parcel for the single-family dwelling.
2. Preservation of Property Rights: Single-family dwellings currently exist to the west and to the north of this proposed site.
3. Absence of Detriment: There will be no additional dwellings built and the existing dwelling will be contained within the new parcel; therefore, this will not cause a detriment to adjacent dwellings.
4. Conformity: The creation of this site does not conflict with Wisconsin State Statute platting rules and regulations.
5. Minimum Application: To provide reasonable relief for land on which a dwelling without the required road frontage currently exists; by being permitted to use an easement for ingress and egress.

CODE OF GENERAL ORDINANCES, 2009 - KENOSHA, WISCONSIN

date of this Ordinance until the provisions and requirements of this Ordinance have been fully met. The City may institute appropriate action or proceedings to enjoin violations of this Ordinance and/or the applicable Wisconsin Statutes.

D. Drainage to be Maintained. It shall be unlawful to obstruct the flow of surface water contrary to an approved drainage plan so as to prevent surface water from reaching a storm sewer or drainage channel without interim ponding, except as provided in an approved drainage plan.

E. Administration. This Ordinance shall be administered by the City Planner, who shall:

1. Distribute copies of Subdivision Plats, Certified Survey Maps, Lot Line Adjustment Surveys, Parcel Combinations and Replats for review as provided in this Ordinance, and shall receive review comments from those departments, agencies, boards and committees required to comment thereon.

2. Advise the Subdivider of all recommendations made by the departments, agencies, boards, commissions and committees, and actions taken by the Common Council.

3. Maintain records of Subdivision Plats, Certified Survey Maps, Lot Line Adjustment Surveys, Parcel Combinations and Replat filings and actions taken. A record of fees paid and assurances posted are to be maintained by the City Clerk/Treasurer.

4. Determine that all Land Divisions and Parcel Combinations within the jurisdiction of this Ordinance requiring review by this Ordinance have been submitted for necessary review and action.

5. Assist the City Attorney in the prosecution of Ordinance violations.

F. Penalties and Remedies. Any Person who violates or fails to comply with the provisions of this Ordinance shall, upon conviction thereof, forfeit not less than One Hundred (\$100.00) Dollars, nor more than One Thousand (\$1,000.00) Dollars, plus the costs of prosecution for each offense, and the penalty for default of payment of such forfeiture and costs shall be imprisonment in the County Jail until payment thereof, but not exceeding six (6) months for each offense. Each day a violation exists or continues shall constitute a separate offense. Violations and concomitant penalties shall include, but not be limited to:

1. Recordation improperly made carries penalties as provided in Section 236.30, Wisconsin Statutes.

2. Conveyance of lots in unrecorded Plats carries penalties as provided for in Section 236.31,

Wisconsin Statutes.

3. Monuments disturbed or not placed carries penalties as provided for in Section 236.32, Wisconsin Statutes.

4. An assessor's Plat made under Section 70.27 of the Wisconsin Statutes may be ordered as a remedy by the City, at the expense of the Subdivider, when a Subdivision as defined herein is created by successive divisions of land.

G. Special Exceptions. The Common Council may grant a special exception from any requirements of this Ordinance, upon recommendation from the City Plan Commission and Public Works Committee, if all of the following criteria are met:

1. **Unique Circumstances.** There are exceptional, extraordinary, or unusual circumstances or conditions where a literal enforcement of the requirements of this Ordinance would result in severe hardship. Such hardships should involve unique circumstances applicable to the land and not be of such a recurrent nature as to negate this Ordinance.

2. **Preservation of Property Rights.** The special exception is necessary for the preservation and enjoyment of substantial property rights possessed by other property owners in the same vicinity.

3. **Absence of Detriment.** The special exception will not create substantial detriment to adjacent property and will not materially impair or be contrary to the purpose and spirit of this Ordinance or the public interest.

4. **Conformity.** The special exception will not conflict in any way with the Wisconsin State Statutes or the Comprehensive Plan.

5. **Minimum Application.** That the special exception shall be applied to the minimum extent practical in order to provide reasonable relief to the requirements of this Ordinance.

H. Recording. All Land Divisions and Parcel Combinations shall be recorded within the time limits specified. If not timely recorded, the Land Division or Parcel Combination approval shall be null and void, unless the time for recording has been extended by the Review Authority.

17.04 LAND DIVISION PROCEDURES AND REQUIREMENTS

A. Pre-Application. It is recommended that prior to the filing of an application for the approval

CODE OF GENERAL ORDINANCES, 2009 - KENOSHA, WISCONSIN

- b. Collector streets: two hundred fifty (250') feet.
- c. Minor streets: one hundred (100') feet.

A tangent at least one hundred (100') feet in length shall be provided between reverse curves on arterial and collector streets.

4. Roadway Elevations. Elevations or roadways passing through floodplain areas shall be designed in the following manner:

- a. Arterial streets shall be designed so that they will not be overtopped by the 50 year recurrence interval flood.
- b. Minor streets shall be designed so that they will not be overtopped by the 10 year recurrence interval flood.

5. Half-Streets. Where an existing dedicated or Platted half-street is adjacent to the tract being subdivided, the other half of the street shall be dedicated by the Subdivider. The Platting of new half-streets is permitted, but development of property adjacent to half-streets is not permitted until the other half of the street has been dedicated and construction of the full street is completed.

D. Street Intersections. Streets shall intersect each other at as nearly right angles, where possible, as topography and other limiting factors of good design permit. In addition:

1. The number of streets converging at one intersection shall be limited to not more than two (2).
2. The number of intersections along arterial streets and highways shall be held to a minimum. Whenever practicable, the distance between such intersections shall not be less than one thousand two hundred (1,200') feet.
3. If the centerlines of minor streets approach arterial or collector streets from opposite sides within one hundred twenty-five (125') feet of each other, measured along the centerlines of the arterial or collector street, then the location shall be so adjusted that an aligned intersection is created.

E. Blocks. The widths, lengths and shapes of blocks shall be suited to the planned use of the land; zoning requirements, need for convenient access; control and safety of street traffic; and the limitations and opportunities of topography. In addition:

1. The length of blocks in residential areas should not be less than five hundred (500') feet, nor more than one thousand (1,000') feet in length, unless otherwise dictated by exceptional

topography or other limiting factors of good design or otherwise approved by the City Plan Commission.

2. The width of blocks shall be wide enough to provide for two (2) tiers of lots of appropriate depth, except where otherwise required to separate residential development from through traffic.

3. Utility easements shall, where practical, be placed along rear lot lines. All new utilities shall be placed underground.

F. Lots. The size, shape, and orientation of lots shall be appropriate for the location of the Land Division and for the type of development and land use contemplated. In addition:

1. Side lot lines shall be at right angles to straight street lines or radial to curved street lines on which the lots face. Lot lines shall follow municipal boundary lines, rather than cross them.

2. Double frontage and reverse frontage lots shall be prohibited, except where necessary to provide separation of residential development from through traffic or to overcome specific disadvantages of topography and orientation.

3. Every lot shall front or abut a public street for a distance of at least forty (40') feet. Flag lots not meeting the minimum frontage requirement shall be prohibited. The minimum lot width shall be sixty (60') feet at the building setback line.

4. The average lot area shall be no less than ten thousand (10,000) square feet in each land division, or within each phase of the land division in a multi-phase development. No individual lot within a land division or within any phase of the land division in a multi-phase development shall be less than eight thousand (8,000) square feet in lot area.

Exceptions to the lot area/lot width standards may be made for land divisions:

- (a) Which are located within existing developed neighborhoods having lesser or greater development standards. In such case, the minimum lot width and minimum lot area shall be determined by taking the average of all lots within a one thousand (1,000') foot radius from the land division perimeter; or,

- (b) Which are located within an area having a duly adopted neighborhood plan having specified development standards.

5. Depth of lots shall be a minimum of one hundred twenty (120') feet, unless otherwise stated in the Zoning Ordinance. Excessive depth in

Land Division Application
City of Kenosha, Wisconsin

Applicant Information

Owner's Name and Address:

GARY HEIBERL
8200 75th STREET #29
KENOSHA WI 53142

Phone: 262 914 4541

Developer's Name and Address (if applicable):

Phone:

Property Information

Type of Land Division (check one):

- Preliminary Plat Final Plat Certified Survey Map Lot Line Adjustment Survey

Name of Subdivision (if applicable):

Location of Land Division (street address or parcel number):

8200 75th STREET

Number of Lots to be Created:

4

Proposed Use of Property:

- Single-family Two-family
 Multi-family Commercial Industrial

**Prior to submitting this application to the Department of City Development,
please review the attached list of fees and requirements.**

The completed application and all required plans and information are to be submitted to:

Department of City Development
625 52nd Street, Room 308
Kenosha, WI 53140
262.653.4030 / 262.653.4045 (fax)

RESOLUTION NO. _____

BY: COMMITTEE ON PUBLIC WORKS

*PRELIMINARY RESOLUTION DECLARING INTENT TO LEVY ASSESSMENTS
FOR
HAZARDOUS SIDEWALK AND/OR DRIVEWAY APPROACH*

*PROJECT #10-1012
RESURFACING PHASE I*

WHEREAS, it is expedient, necessary and in the best interest of the City of Kenosha, and for benefit of the property affected thereby that improvements in street right-of-ways: sidewalk, and/or driveway approaches.

38th Avenue - 73rd Street to 71st Street

NOW, THEREFORE, BE IT RESOLVED, By the Common Council of Kenosha, Wisconsin:

1. The Common Council hereby declares its intention to exercise its police power under Section 66.60, Wisconsin Statutes, to levy special assessments on all property fronting upon both sides of the street within the above limits for benefits conferred upon property by improvement of the streets enumerated above.

2. Said public improvement shall include the improvements in street right-of-ways: sidewalk, and/or driveway approaches.

3. The Common Council determines that the improvements constitute an exercise of the police power and the amount assessed against each parcel shall be based on a per front foot or per square foot rate.

4. The assessments against any parcel may be paid in a lump sum or in three (3) annual installments, at the election of the property owner.

5. The Board of Public Works is directed to prepare a report consisting of:

a. Preliminary plans and specifications for said improvements.

b. An estimate of entire cost of the proposed improvements and in street right-of-way.

c. Schedule of proposed assessments.

6. Upon receiving the report of the Board of Public Works (Public Works Committee), the Clerk is directed to give notice of public hearings on such report, as specified in Section 66.60(7) of the Wisconsin Statutes. The hearings shall be held at the Municipal Office Building at a time set by the Clerk, in accordance with Section 66.60(7), Wisconsin Statutes.

Adopted this 15th day of February, 2010.

APPROVED: _____
MAYOR
KEITH G. BOSMAN

ATTEST: _____
DEPUTY CITY CLERK
DEBRA L. SALAS

RESOLUTION NO. _____

BY: COMMITTEE ON PUBLIC WORKS

**PRELIMINARY RESOLUTION DECLARING INTENT TO LEVY ASSESSMENTS
FOR
HAZARDOUS SIDEWALK AND/OR DRIVEWAY APPROACH**

**PROJECT #10-1015
RESURFACING PHASE II**

WHEREAS, it is expedient, necessary and in the best interest of the City of Kenosha, and for benefit of the property affected thereby that improvements in street right-of-ways: sidewalk, and/or driveway approaches.

43rd Street - 17th Avenue to 22nd Avenue, 55th Street - 49th Avenue to 51st Avenue

NOW, THEREFORE, BE IT RESOLVED, By the Common Council of Kenosha, Wisconsin:

1. The Common Council hereby declares its intention to exercise its police power under Section 66.60, Wisconsin Statutes, to levy special assessments on all property fronting upon both sides of the street within the above limits for benefits conferred upon property by improvement of the streets enumerated above.

2. Said public improvement shall include the improvements in street right-of-ways: sidewalk, and/or driveway approaches.

3. The Common Council determines that the improvements constitute an exercise of the police power and the amount assessed against each parcel shall be based on a per front foot or per square foot rate.

4. The assessments against any parcel may be paid in a lump sum or in three (3) annual installments, at the election of the property owner.

5. The Board of Public Works is directed to prepare a report consisting of:

a. Preliminary plans and specifications for said improvements.

b. An estimate of entire cost of the proposed improvements and in street right-of-way.

c. Schedule of proposed assessments.

6. Upon receiving the report of the Board of Public Works (Public Works Committee), the Clerk is directed to give notice of public hearings on such report, as specified in Section 66.60(7) of the Wisconsin Statutes. The hearings shall be held at the Municipal Office Building at a time set by the Clerk, in accordance with Section 66.60(7), Wisconsin Statutes.

Adopted this 15th day of February, 2010.

APPROVED: _____
MAYOR
KEITH G. BOSMAN

ATTEST: _____
DEPUTY CITY CLERK
DEBRA L. SALAS

RESOLUTION NO. _____

BY: COMMITTEE ON PUBLIC WORKS

**PRELIMINARY RESOLUTION DECLARING INTENT TO LEVY ASSESSMENTS
FOR
HAZARDOUS SIDEWALK AND/OR DRIVEWAY APPROACH**

**PROJECT #10-1016
RESURFACING PHASE III**

WHEREAS, it is expedient, necessary and in the best interest of the City of Kenosha, and for benefit of the property affected thereby that improvements in street right-of-ways: sidewalk, and/or driveway approaches. _____

33rd Avenue - 55th Street to 60th Street, 22nd Avenue - 35th Street to 38th Street

NOW, THEREFORE, BE IT RESOLVED, By the Common Council of Kenosha, Wisconsin:

1. The Common Council hereby declares its intention to exercise its police power under Section 66.60, Wisconsin Statutes, to levy special assessments on all property fronting upon both sides of the street within the above limits for benefits conferred upon property by improvement of the streets enumerated above.

2. Said public improvement shall include the improvements in street right-of-ways: sidewalk, and/or driveway approaches.

3. The Common Council determines that the improvements constitute an exercise of the police power and the amount assessed against each parcel shall be based on a per front foot or per square foot rate.

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a. Preliminary plans and specifications for said improvements.

b. An estimate of entire cost of the proposed improvements and in street right-of-way.

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Adopted this 15th day of February, 2010.

APPROVED: _____
MAYOR
KEITH G. BOSMAN

ATTEST: _____
DEPUTY CITY CLERK
DEBRA L. SALAS



Engineering Division
Michael M. Lemens, P.E.
Director/City Engineer
Fleet Maintenance
Mauro Lenci
Superintendent
Administrative Supervisor
Janice D. Schroeder

Street Division
John H. Prijic
Superintendent
Waste Division
Rocky Bednar
Superintendent
Parks Division
Jeff Warnock
Superintendent

DEPARTMENT OF PUBLIC WORKS

Ronald L. Bursek, P.E., Director

Municipal Building · 625 52nd ST · RM 305 · Kenosha, WI 53140
Telephone (262) 653-4050 · Fax (262) 653-4056

February 3, 2010

To: G. John Ruffolo, Chairman,
Public Works Committee

From: Michael M. Lemens, P.E. *MML 2-4-10*
Director of Engineering/City Engineer

Subject: Acceptance of Project ~~09-1022~~ West Frontage Rd @ 60th Street (Hwy K)

Please be advised that the above referenced project has been satisfactorily completed by Super Western Inc., Menomonee Falls, Wisconsin. This project consisted of the reconstruction of 60th Street (Hwy K) at the existing West Frontage Road and at the new West Frontage Road and included clearing and grubbing, grading, HMA pavement, pavement markings, signing, and curb/gutter.

It is recommended that the project be accepted in the final amount of \$399,519.96. Original contract amount was \$383,073.43 plus \$45,926.57 for contingency for a total contract amount of \$429,000.00.

MML/kjb

VOTE SHEET	Kenosha City Plan Commission	Meeting of February 4, 2010	
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Memorandum of Understanding supporting the I-94 Frontage Roads Access Management Vision Plan, Districts #16 and #17.

ACTION TAKEN	AYES	NOES
APPROVE	9	0
DENY		
RECEIVE AND FILE		
FORWARD TO		
	DATE	COPIES
COMMON COUNCIL		
FINANCE		
LEGAL		
PUBLIC WORKS	02/08/10	7
PARKS		
WATER UTILITY		
EMAIL TO CLERKS		
PUBLIC NOTICE		


 Rich Schroeder
 Assistant City Planner

FACT SHEET Kenosha City Plan Commission	City Plan Division 625 - 52 nd Street Kenosha, WI 53140 262.653.4030	February 4, 2010	Item 4
Memorandum of Understanding supporting the I-94 Frontage Roads Access Management Vision Plan, Districts #16 and #17. PUBLIC HEARING			

LOCATION/SURROUNDINGS:

Site: I-94 Frontage Roads from the State Line to South Milwaukee County Line

NOTIFICATIONS/PROCEDURES:

The aldermen of the district, Alderman Downing and Alderman Bogdala have been notified. This item will also be reviewed by the Public Works Committee.

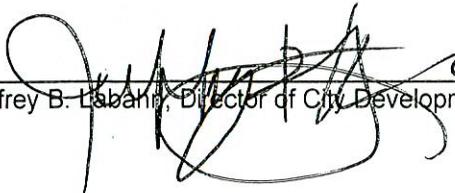
ANALYSIS:

- The Wisconsin Department of Transportation (WIDOT), in cooperation with representatives from local units of government, has developed a long range Access Management Vision Plan for the I-94 Corridor frontage roads. Most of the frontage roads are or will be under the jurisdiction of WIDOT. The plan is intended to provide a common vision for the I-94 Corridor.
- The plan identifies criteria that will be used for access to the frontage roads, median openings and signalization. The plan is intended to act as a guide for local government, WIDOT and developers.
- The WIDOT is asking all local governments to approve a Memorandum of Understanding (MOU) in which the City would agree to work with WIDOT in implementing the corridor vision whenever possible.

RECOMMENDATION:

A recommendation is made to approve the attached Memorandum of Understanding and the Access Management Vision Plan.


Rich Schroeder, Assistant City Planner
1CPC/2010/Feb4/fact-i94accessplan


Jeffrey B. Labadie, Director of City Development



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662
E-Mail: waukesha.dtd@dot.state.wi.us

Memorandum of Understanding

RE: I-94 Frontage Roads Access Management Vision

May 2009

The purpose of the I-94 Frontage Roads Access Management Vision is to provide WisDOT and the local units of government a unified, long-range access management vision of the corridor. The plan's intent is to be used as a comprehensive and collaborative tool for evaluation of future access requests as development and redevelopment occurs adjacent to the frontage roads. The plan will also provide a guide to local officials to determine the optimum location for developments of differing type, scale and traffic generation.

The Access Management Vision includes strategies and recommendations to:

- Managing existing access
- Managing new access due to new or changing land use
- Managing traffic safety and efficiently as traffic growth occurs
- Planning a supportive local road network
- Improving coordination and cooperation between WisDOT and local units of government

The vision's development was a result of a collaborative effort with the local communities and counties listed below:

Racine County

Village of Caledonia
Village of Mount Pleasant
Racine County
Town of Raymond
Village of Sturtevant
Town of Yorkville

Kenosha County

Town of Bristol
City of Kenosha
Kenosha County
Town of Paris
Village of Pleasant Prairie
Town of Somers

By signing this document, your community is agreeing to partner with WisDOT and the other local units of government to implement this vision whenever possible as future opportunities arise.

I-94 Frontage Roads Access Management Vision

State Line to South Milwaukee County Line

Racine and Kenosha Counties

September 2009

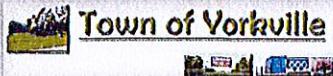
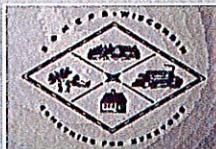


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I-94 Frontage Roads Access Management Vision

**State Line to Milwaukee County Line
Kenosha & Racine Counties**

1.0 Introduction

The purpose of the I-94 Frontage Roads Access Management Vision is to provide Wisconsin Department of Transportation (WisDOT) and the local units of government a unified, long-range access management vision of the corridor. The plan's intent is to be used as a comprehensive and collaborative tool for evaluation of future access requests as development and redevelopment occurs adjacent to the frontage roads. The plan will also provide a guide to local officials to determine the optimum location for developments of differing type, scale, and traffic generation.

Access management techniques have been increasingly used across the nation and Wisconsin by both state and local units of government in an effort to preserve and prolong safe and efficient traffic operations of the highway system. The need to balance the relationship between access to local land use and mobility of the transportation system is widely recognized.

WisDOT initiated this vision because of the I-94 transportation improvement effort and increased interest in changing land use along the corridor. Anticipated pressures for future development and higher projected traffic volumes for the frontage roads have driven the need for this project.

The vision's development was a result of a collaborative effort with the local communities and counties who participated in the development. The overall goal of the vision is to provide recommendations that will address long-term access and traffic progression needs along the corridor. It is anticipated that continued, long-term implementation of the vision would meet the demands of future traffic and sustain an economically attractive area long into the future.

The vision includes this report and thirteen maps of the study area. Both the report and maps represent the I-94 Frontage Roads Access Management Vision in its entirety.

1.1 Project Overview

Project Limits

The I-94 frontage roads are located on both the east and west sides of I-94 in Kenosha and Racine counties. The vision limits are from the Illinois/Wisconsin state line near CTH WG to the Milwaukee/Racine county line, a distance of approximately twenty-four miles.

The vision's influence area extends ½ mile west of the west frontage road and ½ mile east of the east frontage road, for a total corridor width of approx. one mile. Existing properties, driveways, local roads and known development plans have been considered in the development of this vision.

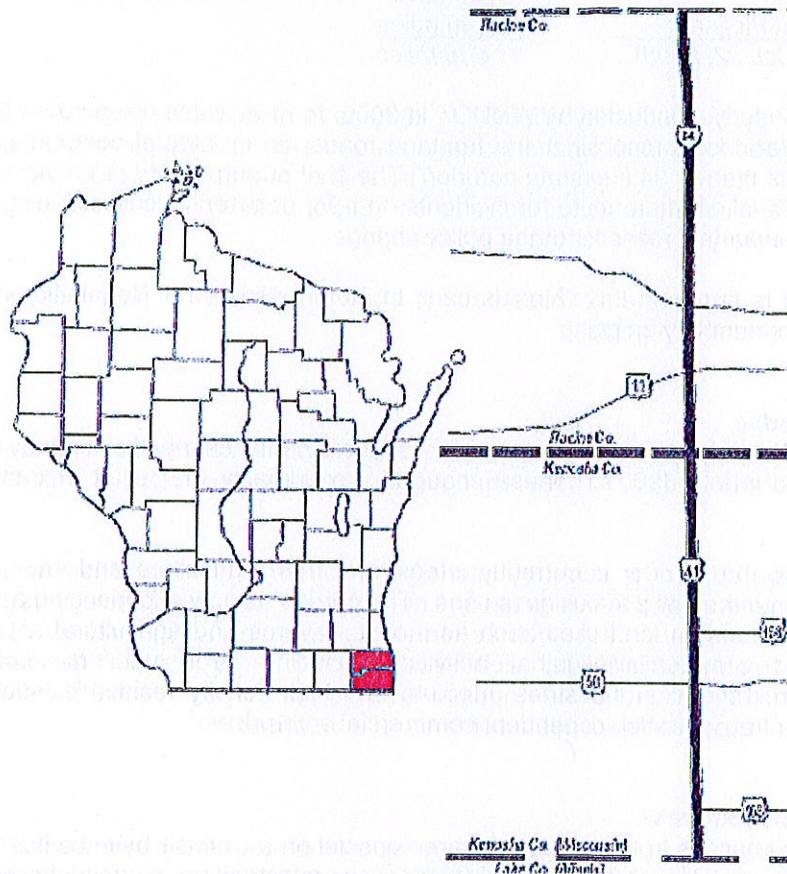


Figure 1 - Vision Location

History

The majority of the east frontage road was old USH 41. Original designers of I-94 decided to keep old USH 41 as a frontage road to provide access to adjacent property owners in lieu of land locking them and having to purchase the properties. The interstate was subsequently built on the west side of old USH 41 and a frontage road was constructed on the west side of I-94 for the same purpose.

Current Jurisdiction

Until recently, WisDOT's goal was to transfer jurisdiction of the frontage roads to local units of government because their purpose was solely for local access. Since their construction, only 12 miles of the total 53-mile frontage road length was formally transferred, leaving 41 miles remaining in state jurisdiction.

Sections of the I-94 frontage roads are currently under the jurisdiction of several other communities listed below:

Kenosha County

Village of Pleasant Prairie	2.5 miles
City of Kenosha	0.53 miles
Town of Bristol	0.51 miles

Racine County

Town of Yorkville	6.4 miles
<u>Village of Mount Pleasant</u>	<u>1.96 miles</u>
<i>TOTAL (as of Oct. 27, 2008)</i>	<i>11.9 miles</i>

As a result of a study, conducted by WisDOT in 2006, to re-evaluate the purpose of the frontage roads, it was decided to reconsider the frontage roads as an integral component affecting the traffic operations of the I-94 interstate corridor. The shift of purpose from providing local access only to being a vital alternate route for incidents on I-94, or potential collector-distributor network for I-94 were the primary reasons for the policy change.

WisDOT's goal is to regain the 12 miles back to state jurisdiction. Negotiations with the local communities are currently on going.

Existing Land Use

To date, the I-94 frontage roads have experienced incremental changes since they were originally constructed in the late 1960's. These changes are primarily the result of traffic growth and development.

Land use along the corridor is currently intensifying from agriculture and low-density uses to higher density commercial and business uses. The corridor is now experiencing a rapid transition from rural and suburban land uses such as motels, taverns and agricultural activities to urban residential and commercial/industrial activities including large volume discount retailers, warehouse and distribution industries, medium and high-density residential subdivisions, strip retail, and other transportation dependent commercial enterprises.

Access Approval Process

New access or changes in type of access are considered on a case-by-case basis, and follow a permitting process. Under the permitting process, construction of new driveways and/or a change in the status of driveways along the frontage Roads requires WisDOT approval. At this time, approvals are made on a per request (per parcel) basis.

1.2 Project Stakeholders

The Department of Transportation began the I-94 Frontage Roads Access Management Vision effort in July 2005 in collaboration with the counties, local communities and support from the Southeast Wisconsin Regional Planning Commission (SEWRPC).

Racine County:**Racine County**

Jeff Katz	Planning & Engineering Manager
David Prott	Director of Public Works

Town of Raymond

Gary Kastenson	Town Chairman
----------------	---------------

Town of Yorkville

Jim Moyer	Town Chairman
-----------	---------------

Village of Caledonia

Tom Lebak Village Administrator

Village of Mount Pleasant

Michael Andreasen Village Administrator
Lisa Arndt Village Administration

Village of Sturtevant

Mark Janiuk Village Administrator
Steven Jansen Village President

Kenosha County:

City of Kenosha

Ronald Bursek Director of Public Works
Jeffrey Labahn Director of City Development
Michael Lemens City Engineer

Kenosha County

Ray Arbet Director of Public Works
Andy Buehler Division Director Planning & Development
Ben Fiebelkorn Senior Land Use Planner
George Melcher Director of Planning & Development

Town of Bristol

Randy Kerkman Town Administrator
Rich Gossling Town Chairman

Town of Paris

Virgil Gentz Town Chairman

Town of Somers

William Morris Town Administrator
James Smith Town Chairperson

Village of Pleasant Prairie

Michael Pollocoff Village Administrator
John Steinbrink Rep & Village President
Jean Werbie Community Development Director

The vision development process consisted of comprehensive data collection, public and local official involvement, and the application of access management principles. The project stakeholders concluded their work on the vision with the culmination of this document released September 2009.

1.3 Project Input Process

A Technical Advisory Committee (TAC) was established and comprised of representatives from each local government that could be affected by the vision. The role of the committee was to provide technical assistance, act as the vision liaison to the community, and help develop and review the vision.

First Technical Advisory Committee Meeting – March 2007
Second Technical Advisory Committee Meeting – April 2007

In addition to the TAC process, the vision was presented for public comment at the I-94 public informational meetings in May 2007.

2.0 Purpose and Need

The I-94 Frontage Roads Access Management Vision was undertaken to develop a collaborative long-range vision for the corridor. It provides a safe and efficient transportation system and balances the increasing access needs with the future mobility of the frontage roads. Specifically, the **needs** to be addressed include:

- Corridor growth and development pressures
- Increasing traffic, safety, and operational issues
- Improved Intergovernmental Cooperation
- Common Long-Range Corridor Vision

To address the needs, the Access Management Vision's **purpose** includes strategies and recommendations to:

- Manage existing access.
- Manage new access due to new or redeveloped land use changes.
- Manage traffic safely and efficiently as growth occurs.
- Plan a supportive local road network.
- Improve coordination between WisDOT and local units of government.

2.1 Corridor Growth and Development Pressures

As the surrounding communities complete their Smart Growth Comprehensive Plans, many changes to land use and zoning are planned adjacent to the frontage roads. These changes will substantially increase traffic generation from current land use that is predominantly agricultural. Redevelopments and land combinations will also add to future traffic volumes.

Future development plans for parts of the corridor include the following:

- Industrial parks (light industrial, warehouse & distribution centers, etc.)
- Office & Business parks (small to large employment centers)
- Mixed Use (strip malls, small to large box retail)
- Single & Multi-family residential subdivisions
- Freeway Retail (gas stations, restaurants, etc.)
- Large volume discount retail

These future developments will compete with existing land uses for the same transportation facilities and demand access, safety and mobility for their users. Some types of facilities, more specifically residential and large employment centers, generate significant peak hour traffic and can influence neighboring land uses and transportation characteristics. The site selection of these types of facilities requires careful consideration of future traffic signal placement and traffic progression along the frontage roads. Figure 2 shows the continuous cause and effect relationship between land use and transportation.

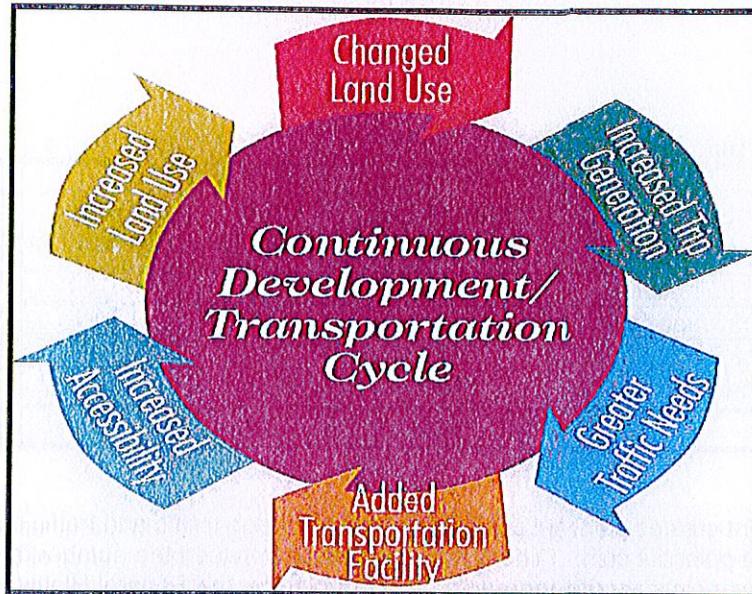


Figure 2 - Land Use & Transportation Relationship

2.2 Increasing Traffic, Safety, and Operational Issues

Increasing Traffic

Current traffic volumes on the frontage roads (between interchange areas) range from 195 Average Annual Daily Traffic (AADT) in rural areas to 1900 AADT near STH 50. Average traffic volumes on the frontage roads at the interchange areas range from 320 AADT to 6,240 AADT.

Forecasted interchange average volumes are anticipated to increase to between 1500 and 9000 AADT by 2030 under present trends in development. This represents an anticipated average increase of over 230 percent over the next 30 years. Anticipated forecasted growth percentages on the frontage roads at the interchange are as given below:

Interchange	% Traffic Growth under current trends (2030)
CTH C	245%
STH 50	**90%
STH 158	218%
STH 142	499%
CTH E	465%
STH 11	116%
STH 20	43%
CTH K	274%
CTH G	119%

* Existing traffic counts are from 2002 to 2004

** Traffic counts for STH 50 are from 2010 to 2030 (East) and 2012 to 2032 (West)

Further, the frontage roads experience added traffic including a high percentage of trucks when incidents occur on I-94. Table 1, Crash Data, summarizes the effects of delay on I-94 due to traffic crashes. Having well-designed frontage roads would help alleviate some of the pressure on the interstate during traffic incidents and dissipate congestion on the frontage roads more efficiently.

Table 1 - Crash Data

Type	Severity of Crashes	Annual # of Incidents	% of Incidents	Traffic Diverted (%)	Avg. Duration (hours)
4 and 5	Full closure	7	2.25	100	1.92
3	2 of 3 lanes closed	25	7.49	60	0.83
2	1 of 3 lanes closed	122	36.70	40	0.60
1	0 lanes closed	178	53.56	0	0.66
		333	100		

Safety

Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. There is a relationship between the number of crashes and the number of access points according to a study conducted by the Federal Highway Administration (see Figure 3). According to the study, as the number of access locations increase along a highway, the rate of crashes also increases. Further, poorly located access either too close to intersections or inadequately spaced contributes to more crashes.

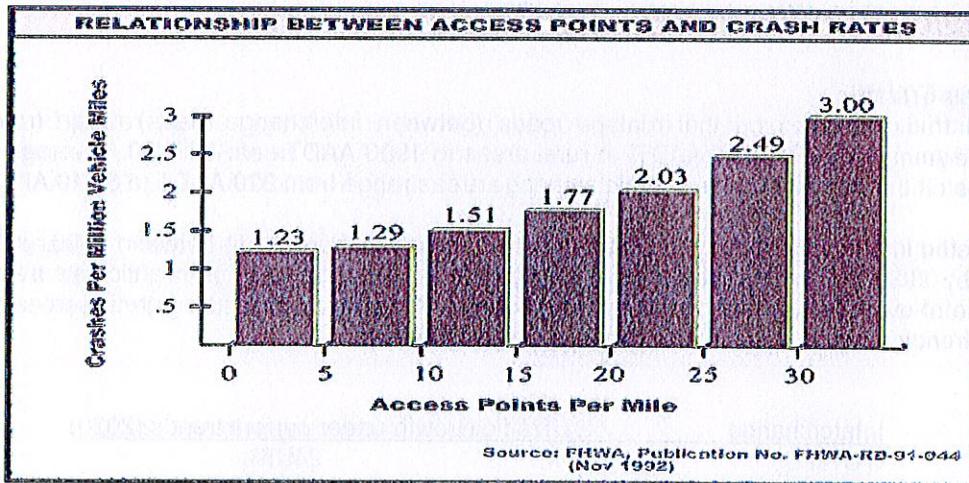


Figure 3 - Relationship between Access Points and Crash Data

Figure 4 shows the introduction of four conflict points for every driveway introduced on a 2-lane roadway.

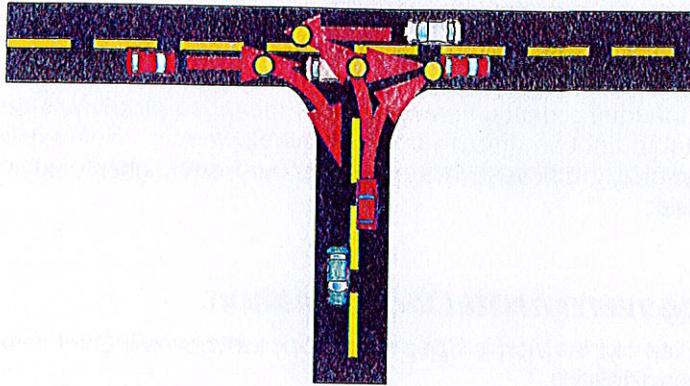


Figure 4 - Two Lane Roadway with One Driveway (4 conflict points)

Figure 5 shows the percentage of driveway crashes per type of movement or conflict point for a 2-lane roadway. Nearly half of all crashes occur when drivers stop in the live through lane to turn left into a driveway, and one quarter of the crashes occur when maneuvering the left turn out of the driveway

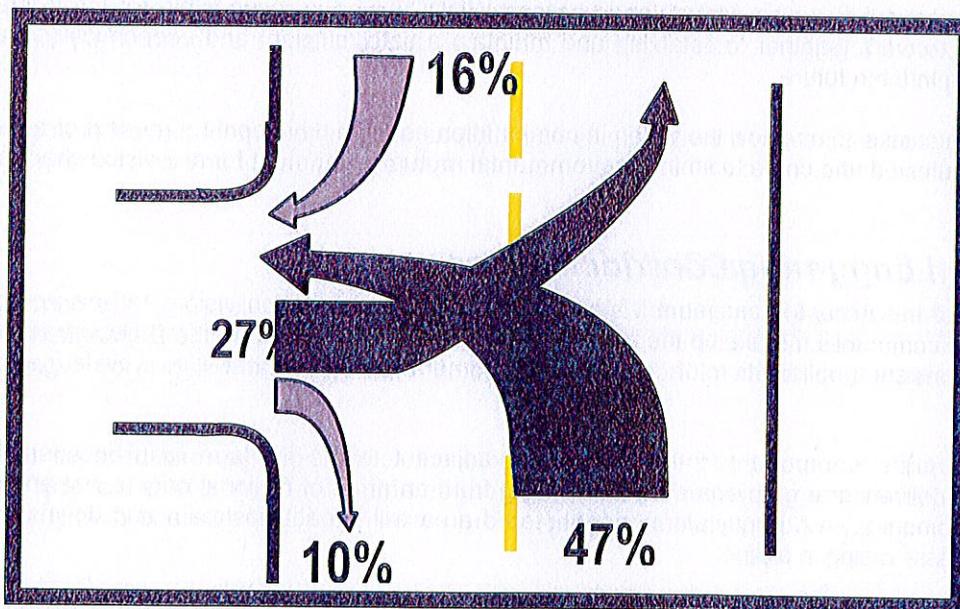


Figure 5 - Percentage of Driveway Crashes By Movement

Operational Issues

As traffic volumes increase without proper improvements to the highway, congestion (user delay) and safety issues (number of crashes) increase. As congestion increases, driver frustration and perception that the facility is "difficult to drive" also increases. Drivers will change their "destination" to seek more convenient, faster or safer routes to obtain the same services. In addition to longer commute times, higher fuel consumption and pollutant emissions result from congested roadways.

Congestion also affects the efficiency of most commercial businesses. Delay and inconvenience to customers and deliveries affect the direct profits and success of most businesses.

If traffic congestion on the transportation network is not managed properly, the economic vitality of the area will decline and not be attractive to new developments. Some existing businesses may choose to economically disinvest in the corridor and seek higher quality transportation facilities and communities.

2.3 *Improved Intergovernmental Coordination*

Successful implementation of the vision is dependant upon intergovernmental commitment to the "common vision" and coordination.

WisDOT will eventually obtain jurisdiction of the entire frontage road network and thereby will have permit authority to review and approve access requests. WisDOT will also have the ability to remove, relocate or adjust any access or median opening if deemed unsafe to the transportation facility as supported by a Traffic Impact Analysis. In addition, WisDOT shall also continue to support existing access points to lands that have advanced through the local community's development approval process.

The local communities have permit authority to review and approve planned land use, re-developments and new developments. By permit authority, local communities will also have the ability to require cross-access easements and shared driveways conditions.

Both, local communities who control land use and WisDOT who is responsible for the frontage roads need to work together to establish and maintain a safe, efficient and economically viable corridor long into the future.

The key to success is to review the vision in combination as each development request or access request is received and come to an intergovernmental mutual agreement for any vision changes.

2.4 *Common Long-range Corridor Vision*

A function of the Access Management Vision is to provide a "common vision" for this corridor. Since many communities make up the corridor, having a common vision with the Department will insure a consistent application of access management principles that will provide regional mobility.

Regional mobility is important to the businesses adjacent to the frontage road because their customers, deliveries or employees will be arriving from an array of regional origins, not any one particular community. A poorly planned congested area will impact upstream and downstream communities as a clog in a pipe.

Further, expectations and requirements of a developer should be consistent within a regional area making it important to the success of the vision that community decisions compliment the decisions made by other communities within the prevue of the "common vision."

3.0 *Access Management Techniques & Strategies*

It is anticipated that elements of the vision would be implemented in an incremental approach over time as land uses and access needs change or when improvements are made to the frontage roads.

Coordinated implementation of the techniques and strategies is the key component to the overall success of the vision. For some recommendations, such as providing alternate routes for circulation, or allowing temporary access to side roads may fall under multiple local jurisdictions.

There are four primary areas of focus for the strategies included within the vision:

- Location of existing and future signalized intersections for traffic progression
- Location of un-signalized intersections (future median opening locations)
- Private access to the I-94 Frontage Roads
- Local Network for circulation

3.1 Signalized Intersections and Traffic Progression

The demand for additional traffic signals usually increases as traffic volumes increase. In order to preserve mobility, maintain traffic progression, and meet intersection control needs, the optimum spacing of traffic signals should be spaced one half mile apart. This spacing may be adjusted due to speed during the detailed design stage and will allow future signals to be interconnected so travel through the system will occur with fewer stops and delay. Progression is difficult to obtain with greater distances and operate undesirably for closely spaced intersections. Table 2 shows general guidelines for intersection spacing.

Table 2 - General Access Criteria

I-94 Frontage Road Access Management Vision				
<i>General Access Criteria For Retrofit Situations</i>				
Intersecting Facility Type	Signal	Median Condition		
		Full Access	Restricted Access	Closed Access
Single Use Private Driveway	No	No	^Allowable	Allowable
Shared Private Driveway/Cross-Access	No	No	Allowable	Allowable
Private Road	No	No	Allowable	Allowable
Public Street - Cul-de-Sac (no circulation)	No	No	Allowable	Allowable
Public Street - Local	No	Allowable	Allowable	Allowable
Public Street - Collector	Allowable	Allowable	Allowable	No
Public Street - Arterial	Allowable	Allowable	No	No
	1/2 Mile	1/4 Mile	1/8 Mile	None
	Generalized Spacing Criteria			

**Minimum distance from the functional area of a median opening is 200 ft.*

**Minimum distance from the functional area of an intersection is 500 ft.*

^Allowable in rare circumstances

3.2 Un-signalized Intersections (median opening locations)

The optimum location for un-signalized intersections is one-quarter mile or half way between signalized intersections. This spacing allows for the proper development of the intersection influence area that includes the storage bays for each turning movement. Most of the full (4-leg) intersections occur closer to the interchange areas and T-type intersections occur in the areas between interchanges where the frontage road is in close proximity to I-94.

A four-leg intersection is desirable over offset T-type intersections because all movements onto local roads can be accommodated at one location more efficiently than at two closely spaced locations. As traffic increases, the offset T-type intersections experience a higher risk of crashes as the number of vehicles entering the intersection increases and close spacing restricts the proper length of turning storage bays. For this reason, as traffic increases on the frontage roads

the only option available may be to limit these intersections to right-in/right-out movements if operational or safety problems arise.

Another consideration for intersection spacing is the long-term potential of the existing 2-lane frontage road network to be expanded to a divided 4-lane facility. Proper intersection spacing will ensure proper median opening spacing and safe U-turn opportunities.

Strategies to address intersections with public streets include:

- Realign offset T-type intersections if possible.
- Relocate existing local road connections to optimum spacing guidelines where possible.
- Locate new local road connections at optimum spacing guidelines
- Require cross access easements for all properties between intersection locations

Figure 6 shows desired intersection and driveway alignment.

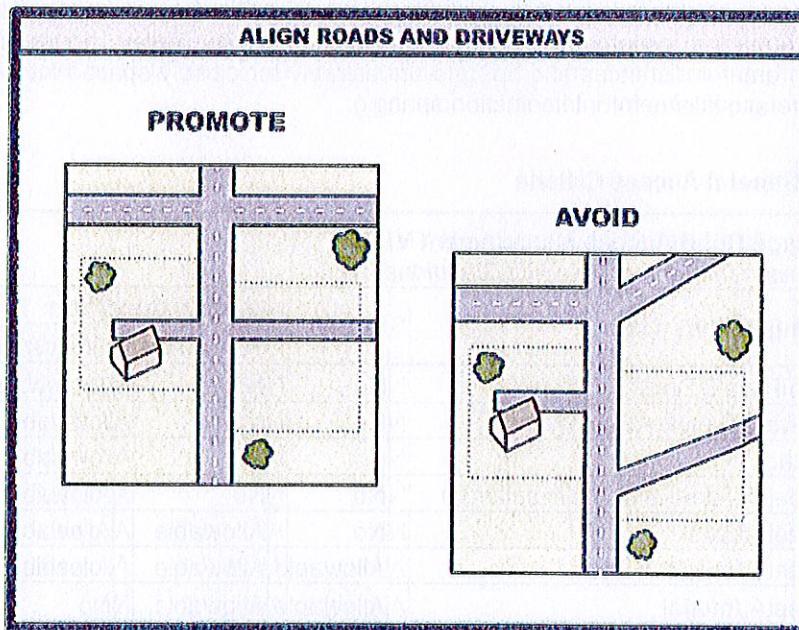


Figure 6 - Align Roads and Driveways

3.3 Private Access

Existing access to the I-94 Frontage Roads would remain unchanged unless safety becomes an issue or until such time that existing properties are converted to a different use.

Direct access to the frontage roads should be minimized for the following reasons:

- Narrow lot sizes result in closely spaced driveways; large lot sizes often request multiple driveways.
- Median openings may not be allowed at driveways when facility is expanded.
- For 2-lane operation, a driver needs to stop in a live lane of traffic making traffic stop and wait behind them or illegally use the shoulder to pass until the left turn into the driveway is maneuvered.

Strategies to address numerous access points along the Frontage Roads include:

- Remove excess driveways for lots with multiple access points.
- Relocate driveways to increase spacing or to lower function roadways.
- Consolidate driveways for combined lots.
- Promote shared driveways between lots to consolidate large access points.
- Require cross access easements to enable multiple properties to use the same driveway.

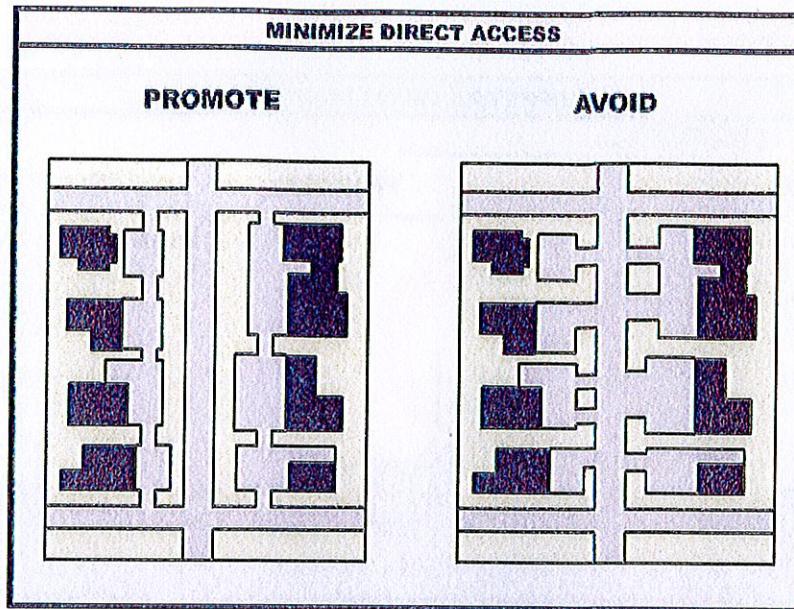


Figure 7 - Minimize Direct Access

As shown in Figure 7, driveways could be relocated and/or promoted in future developments for placement on local roads. Access to the state highway would be limited to intersections with public streets. The reduction in the number of direct access points allows more efficient use of roadway and promotes greater separation of intersections.

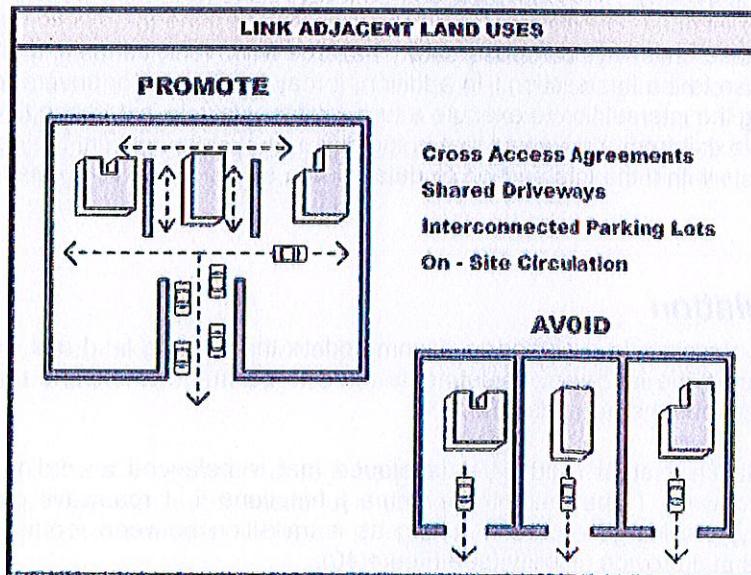


Figure 8 - Link Adjacent Land Uses

In the case of shared-access or cross-access agreements, multiple parcels share a common access point. Access to each property is achieved through an interconnected parking lot system or other method of on-site circulation (see Figure 8). This solution reduces direct access driveways if the creation of new local roads is not possible. The movement of circulation off of the state highway and onto adjacent properties is achieved through local zoning and subdivision ordinances.

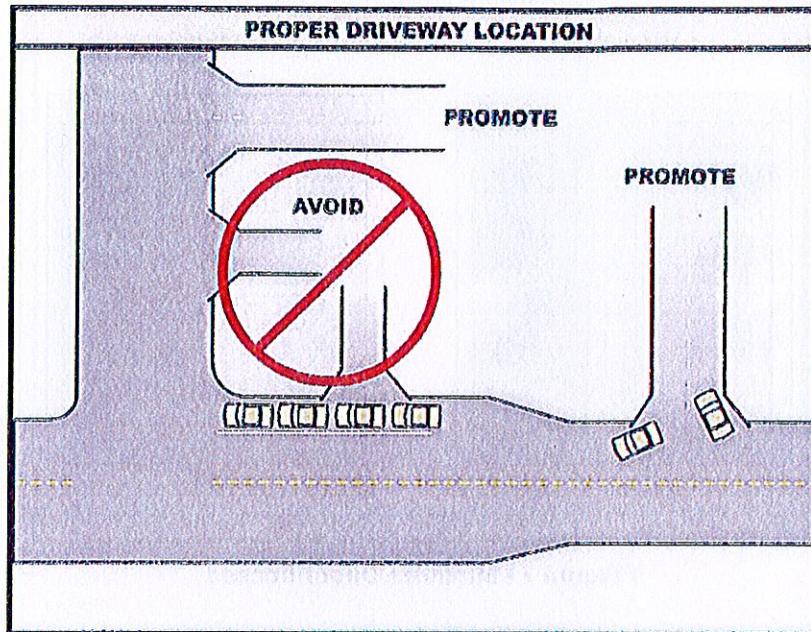


Figure 9 - Proper Driveway Location

Driveways located close to an intersection can pose safety and operational issues for the intersection (see Figure 9). These driveways should be relocated further from the intersection where possible to eliminate conflicts between vehicles entering the intersection and those using the driveway. These driveways can pose safety hazards from vehicles making left turns into the driveways too close to the intersection. In addition, it may be difficult for drivers to determine if a vehicle is entering the intersection to execute a turn, or if the vehicle is entering the driveway. For vehicles wishing to exit from a driveway that is too close to the intersection, they often must track several movements within the intersection to determine a safe opportunity to make a left-turn out of the driveway.

3.4 Local Circulation

The transportation system is designed to accommodate the existing land use. As investments are made to change the land use, investments need to be made to expand the transportation infrastructure to support the new land use.

A local transportation system should be developed that is balanced according to the desired function of the roadway. There are three primary functions that roadways perform including providing mobility, providing access, or acting as a transition between roadways that provide access and those that provide mobility (see Figure 10).

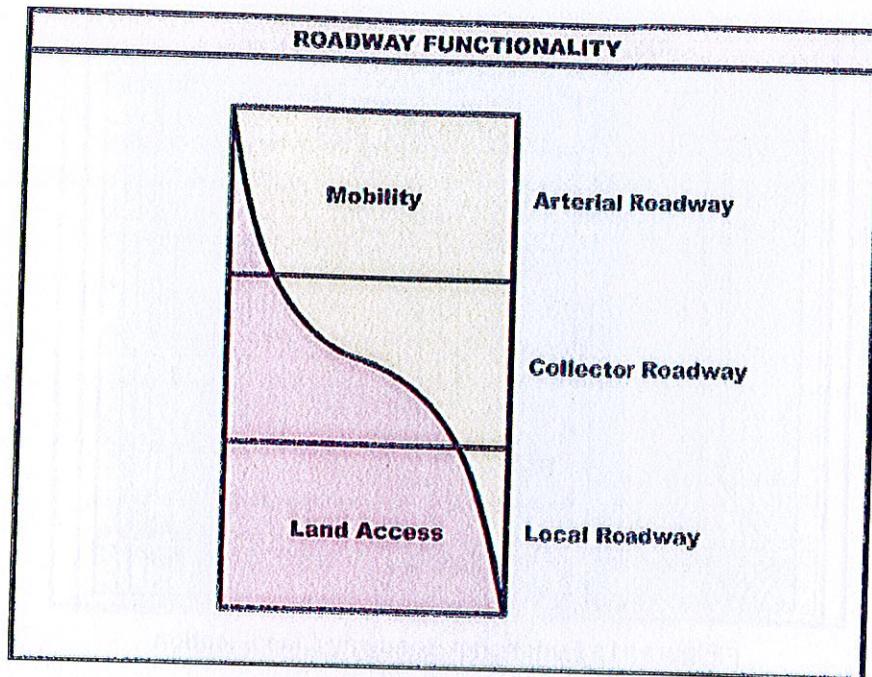


Figure 10 - Roadway Functionality

Roadways that provide the function of mobility are classified as arterial roadways. These roadways have minimal direct access and operate at higher speeds for mobility (45 mph or greater).

Roadways that provide the transitional function between land accessibility and mobility are classified as collector roadways. These roadways allow more access than arterials but operate at lower speeds than arterials (35 to 40 mph).

Roadways that provide the access function are classified as local roadways. These roadways allow access to adjacent properties but operate at low speeds (25 to 30 mph). The most desired transportation network needs to satisfy both functions and thereby needs to have all three types of roadways for system that will operate efficiently and safety long into the future.

If all three types of roadways are not in a network, then the roadways do not operate as intended and degraded operations prevail. Examples of degraded facilities are plenty and if possible are costly to remedy. In most cases, the length of congested periods increase annually and safety and inconvenience issues expand.

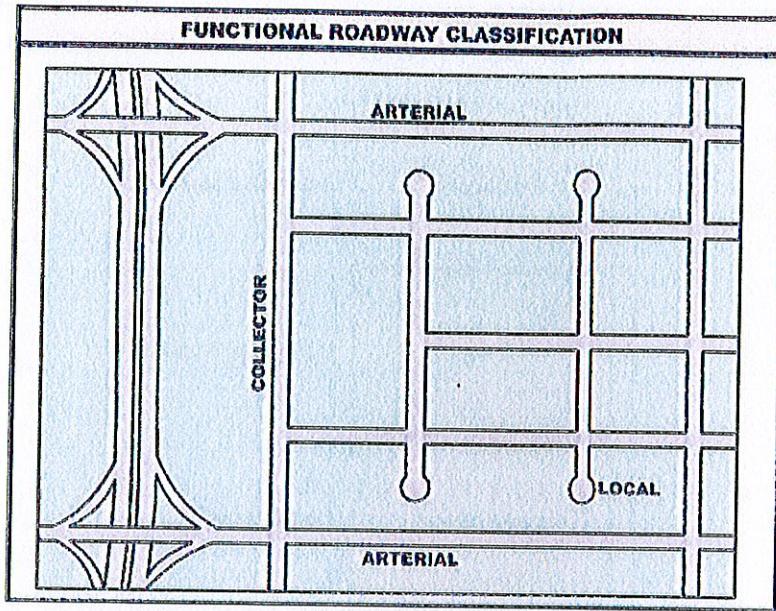


Figure 11 - Functional Roadway Classification

As Figure 11 shows, the frontage roads should operate as a collector roadway allowing reasonable access and traffic operation at moderate speeds of 35 to 40 mph. Therefore, the consideration where possible to plan and develop a local road network will satisfy future land use changes and will compliment the collector and arterial system already in place in the corridor.

The local road system also provides alternative routes for greater accessibility to land use in the region. The recommendations pertaining to local circulation recognize that this issue lies outside of WisDOT jurisdiction and falls under local community jurisdiction.

The local circulation routes presented in this vision fall under one of two strategies:

- Local circulation routes shown on the vision are conceptual recommendations rather than location specific. For example, local circulation that provides parallel connectivity for short trips should be provided if possible. However, the exact method (cross-access agreement or new public road) and the exact location of those routes need to be determined by the respective local unit of government.
- Connections of proposed local circulation routes with the frontage roads and/or the existing local street system are location specific. These connections are shown in their recommended locations on the vision.

The benefits of providing a local transportation system include:

- Providing an alternative to the frontage roads for local trips will enable the frontage road to function as a collector roadway. Competition for highway capacity will reduce the ability of the roadway to provide efficient regional transportation.
- Providing opportunities to relocate existing driveways to lower function roadways as land develops or converts to a higher use (see Figure 12).
- Providing multiple choices for vehicles, bikes, and pedestrians to get from one destination to another. Implementation of an interconnected local transportation system enhances the ability of emergency responders to access accidents during peak traffic periods (see Figure 13, Transportation System).

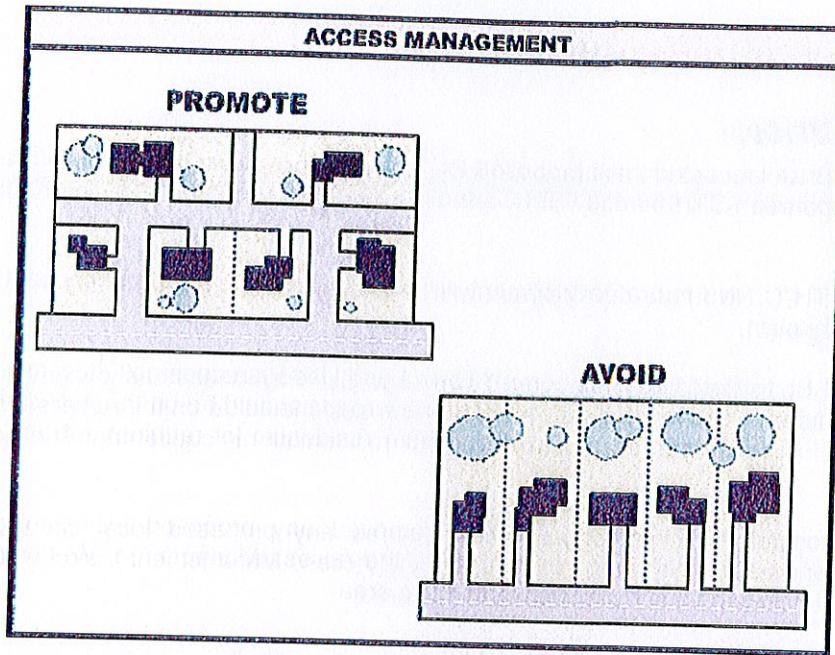


Figure 12 - Access Management

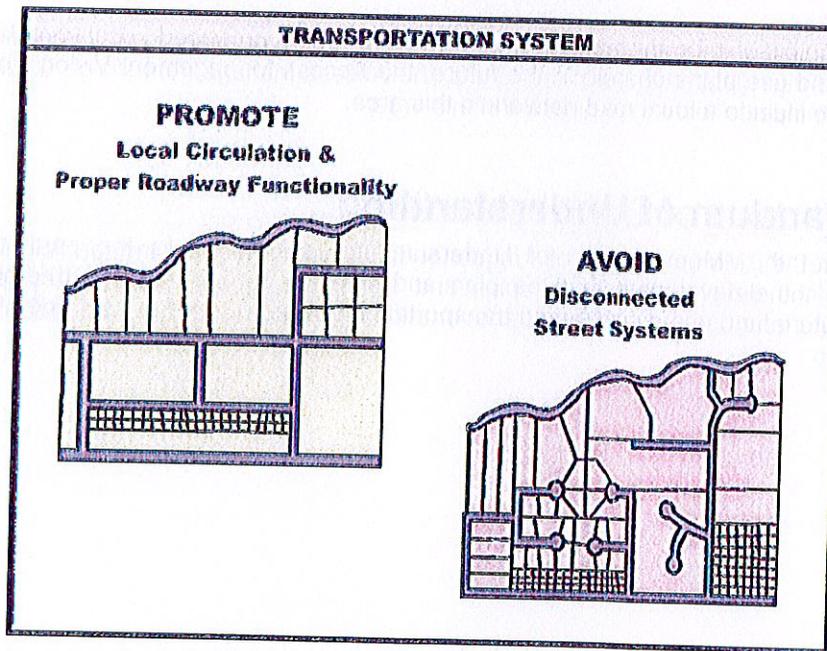


Figure 13 - Transportation System

In brief, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians (where appropriate), and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. Using these techniques will protect the investment of existing businesses, the public investment in the roadway and can help attract new investment into the area.

4.0 Local Community Agreements

4.1 *Town of Bristol*

The Town of Bristol requested that proposed local roads not be shown in two specific areas of the vision: area between STH 50 and CTH C, and area between north of 116th Street and the state line.

STH 50 to CTH C: No future development will be allowed in this area because it is within an expansive floodplain.

North of 116th St. to state line: The current Town Land Use Plan does not show any subdivisions planned for this area and therefore they feel no new roads should be on the Access Management Vision either. Further, there is a 5-acre minimum residential lot requirement and no available sewer.

The Dept. complied with this request and removed any proposed local circulation roads. However, if land use plans change in the future, the Access Management Vision would need to be amended to include a local road network in this area.

4.2 *Town of Paris*

The Town of Paris requested all proposed local roads not be shown within the entire town limits shown on the vision because the current Town Land Use Plan shows no development plans in the future.

The Dept. complied with this request and removed any proposed local circulation roads. However, if land use plans change in the future, the Access Management Vision would need to be amended to include a local road network in this area.

5.0 Memorandum of Understanding

The signing of the "Memorandum of Understanding" acknowledges the participation of all communities in the development of the plan and signifies a "good faith partnership" to work together as future land use, access, and transportation decisions need to be made along the I-94 frontage roads.



Division of Transportation
 System Development
 Southeast Regional Office
 141 N.W. Barstow Street
 P.O. Box 798
 Waukesha, WI 53187-0798

Jim Doyle, Governor
 Frank J. Busalacchi, Secretary
 Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
 Facsimile (FAX): (262) 548-5662
 E-Mail: waukesha.dtd@dot.state.wi.us

Memorandum of Understanding

RE: I-94 Frontage Roads Access Management Vision

May 2009

The purpose of the I-94 Frontage Roads Access Management Vision is to provide WisDOT and the local units of government a unified, long-range access management vision of the corridor. The plan's intent is to be used as a comprehensive and collaborative tool for evaluation of future access requests as development and redevelopment occurs adjacent to the frontage roads. The plan will also provide a guide to local officials to determine the optimum location for developments of differing type, scale and traffic generation.

The Access Management Vision includes strategies and recommendations to:

- Managing existing access
- Managing new access due to new or changing land use
- Managing traffic safety and efficiency as traffic growth occurs
- Planning a supportive local road network
- Improving coordination and cooperation between WisDOT and local units of government

The vision's development was a result of a collaborative effort with the local communities and counties listed below:

Racine County
 Village of Caledonia
 Village of Mount Pleasant
 Racine County
 Town of Raymond
 Village of Sturtevant
 Town of Yorkville

Kenosha County
 Town of Bristol
 City of Kenosha
 Kenosha County
 Town of Paris
 Village of Pleasant Prairie
 Town of Somers

By signing this document, your community is agreeing to partner with WisDOT and the other local units of government to implement this vision whenever possible as future opportunities arise.



 Dewayne Johnson

Director SE Region

9/11/09



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Gary Kasterner
 Town of Raymond

5-6-09

James M. Smith
 Town of Somers

May 27, 2009

Mando Lubak, Administrator
 Village of Caledonia

5/11/09



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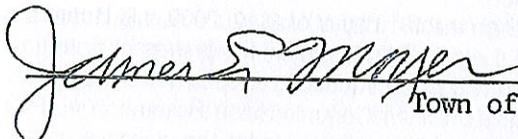
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 Town of Yorkville Chairman

May 11, 2009



 TOWN OF BRISTOL
 ADMINISTRATOR

4/29/09



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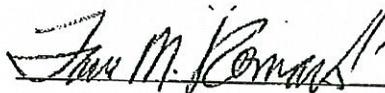
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VILLAGE OF PLEASANT PRAIRIE VILLAGE BOARD

I, Jane M. Romanowski, Village Clerk, do hereby certify that on the 18th day of May, 2009 said Board at a duly convened meet by a sufficient majority vote of 5 for 0 against and 0 members not present or voting, did adopt the above named report subject specific corrections and modifications as specified the attached, in Village Board Resolution #09-13, which includes as exhibit A Plan Commission Resolution #09-13, which report is hereby certified by the Village of Pleasant Prairie Village Board for the guidance of said board pursuant to Wisconsin Statutes 62.23 (3).

 Village Clerk

Signed this 28th day of May, 2009.



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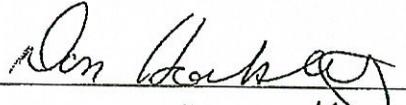
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 Kenosha County
 Town of Paris
 Village of Pleasant Prairie
 Town of Somers

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VILLAGE OF PLEASANT PRAIRIE PLAN COMMISSION

I, Donald Hackbarth, Secretary of the commission, do hereby certify that on the 11th day of May 2009, said Commission at a duly convened meet by a sufficient majority vote of 7 for 0 against and 0 members not present or voting, did adopt the above named report subject specific corrections and modifications as specified in Plan Commission Resolution #09-03, which report is hereby certified by the Village of Pleasant Prairie Plan Commission for the guidance of said board pursuant to Wisconsin Statutes 62.23(3).

 , Secretary
 Signed this 27th day of May, 2009.



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Village of Sturtevant
 by Mark Janink Village of Sturtevant
 Mark Janink
 Village Administrator

5-07-09

JULIE A. ANDERSON

Julie Anderson
 RACINE COUNTY Racine County
 PLANNING + DEVELOPMENT DIRECTOR

05/05/2009

VOTE SHEET	Kenosha City Plan Commission	Meeting of February 4, 2010	
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Resolution to Amend the Official Map for the City of Kenosha, Wisconsin, to include the Attachment of Parcel #80-4-222-241-0110, located at 1900 22nd Avenue, in the Town of Somers, Kenosha County, Wisconsin, in accordance with the approved City of Kenosha/Town of Somers Cooperative Plan under Section 66.0307 of the Wisconsin Statutes, District #4. (Harjio, Incorporated)

ACTION TAKEN	AYES	NOES
APPROVE	9	0
DENY		
RECEIVE AND FILE		
FORWARD TO		
	DATE	COPIES
COMMON COUNCIL	02/15/10	1
FINANCE		
LEGAL		
PUBLIC WORKS		
PARKS		
WATER UTILITY		
EMAIL TO CLERKS		
	02/05/10	
PUBLIC NOTICE	01/29/10	02/05/10


 Rich Schroeder
 Assistant City Planner

FACT SHEET Kenosha City Plan Commission	City Plan Division 625 - 52 nd Street Kenosha, WI 53140 262.653.4030	February 4, 2010	Item 6
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Resolution to Amend the Official Map for the City of Kenosha, Wisconsin, to include the Attachment of Parcel #80-4-222-241-0110, located at 1900 22nd Avenue, in the Town of Somers, Kenosha County, Wisconsin, in accordance with the approved City of Kenosha/Town of Somers Cooperative Plan under Section 66.0307 of the Wisconsin Statutes, District #4. (Harjio, Incorporated) PUBLIC HEARING

LOCATION/SURROUNDINGS:

Site: 1900 22nd Avenue
Zoned: B-2 Community Business (upon approval of Attachment Ordinance)

NOTIFICATIONS/PROCEDURES:

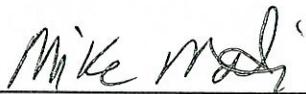
The alderman of the district, Alderman Ruffolo, has been notified. This item will also be reviewed by the Public Works Committee before final approval by the Common Council.

ANALYSIS:

- Per Section 62.23 (6)(c) of the Wisconsin Statutes, the Common Council may amend the Official Map of the City upon publishing a Class II notice, holding a public hearing and referring the item to the City) Plan Commission for report.
- The Common Council is proceeding to approve the property Attachment of Parcel #80-4-222-241-0110 located at 1900 22nd Avenue
- An Amendment to the Official Map is required to show the parcel within the City Municipal Boundary. In accordance with the Statutes, the Amendment Resolution is being reviewed by the City Plan Commission for report to the Common Council.
- The Amendment is required to include the parcel within the City limits.

RECOMMENDATION:

A recommendation is made to approve the attached Resolution and forward it to the Common Council.



Mike Maki, AICP, Planner
1CPC/2010/Feb4/fact-map-harjio

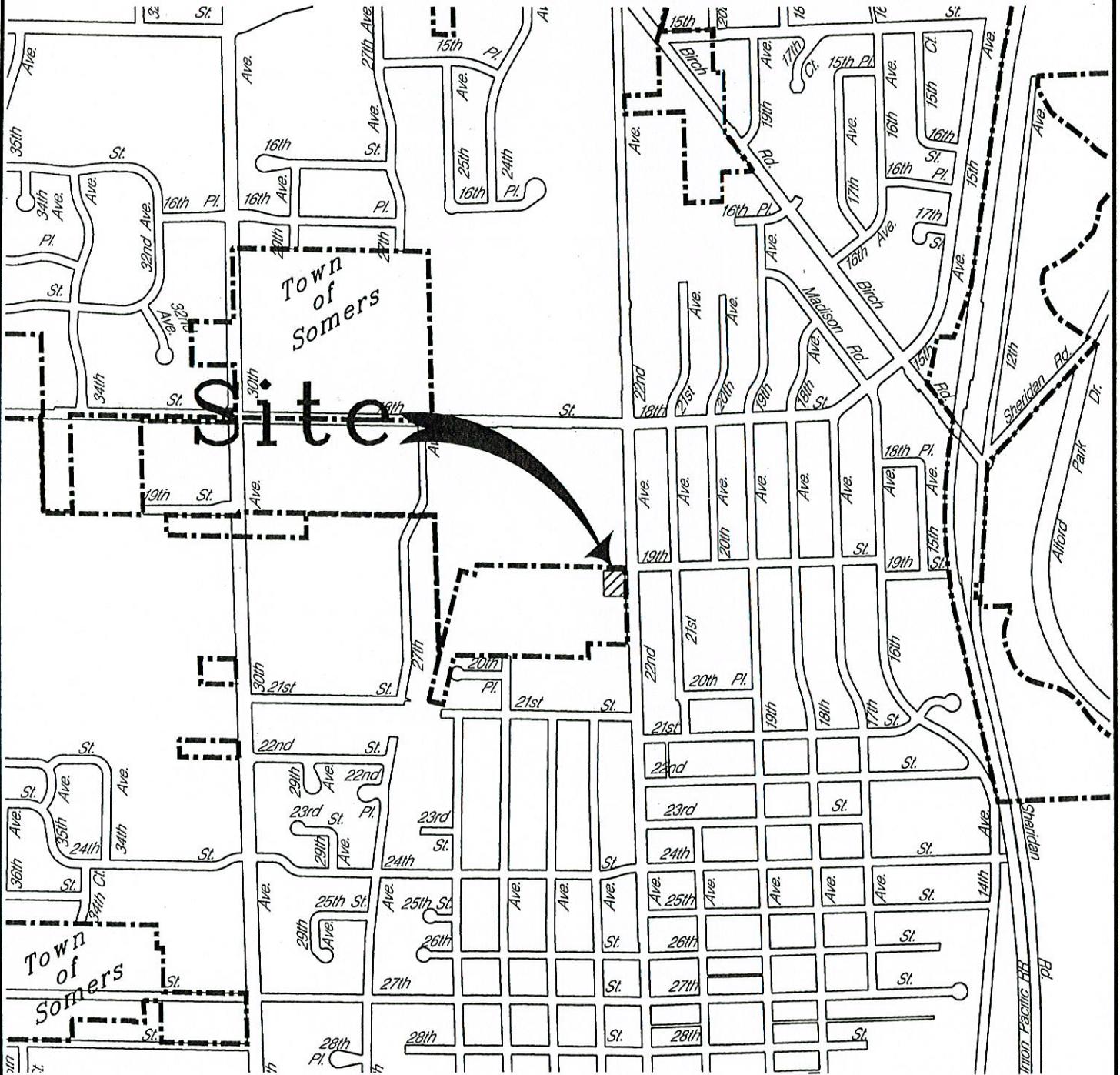


Jeffrey B. Labahn, Director of City Development

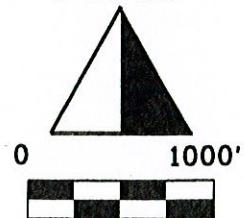
CITY OF KENOSHA

Official Map Amendment

Harjo Attachment



NORTH



----- Municipal Boundary

RESOLUTION NO. _____

BY: THE MAYOR

TO AMEND THE OFFICIAL MAP FOR THE CITY OF KENOSHA, WISCONSIN, TO INCLUDE THE ATTACHMENT OF PARCEL NO. 80-4-222-241-0110 LOCATED AT 1900 22ND AVENUE, IN THE TOWN OF SOMERS, KENOSHA COUNTY, WISCONSIN, IN ACCORDANCE WITH THE APPROVED CITY OF KENOSHA/TOWN OF SOMERS COOPERATIVE PLAN UNDER SECTION 66.0307 OF THE WISCONSIN STATUTES [HARJIO, INC. – Property Owner]

WHEREAS, the City of Kenosha, Wisconsin, has established an Official Map pursuant to Section 62.23(6), Wisconsin Statutes; and,

WHEREAS, the City of Kenosha, Wisconsin, and the Town of Somers, Wisconsin, entered into the City of Kenosha/Town of Somers Cooperative Plan Under Section 66.0307, Wisconsin Statutes, which was approved by the Wisconsin Department of Administration, Intergovernmental Relations, Municipal Boundary Review, on August 8, 2005; and,

WHEREAS, it was in the best interest for the public health, safety, and welfare of the City of Kenosha/Town of Somers to attach territory known as Parcel No. 80-4-222-241-0110, located at 1900 22nd Avenue, in the Town of Somers, Kenosha County, Wisconsin, to the City of Kenosha, Wisconsin; and,

WHEREAS, on February 15, 2010, the Common Council for the City of Kenosha, Wisconsin, approved an Attachment and Temporary Zoning District Classification Ordinance under Section 66.0307, Wisconsin Statutes, for Parcel No. 80-4-222-241-0110, located at 1900 22nd Avenue, in the Town of Somers, Kenosha, Wisconsin, to be attached to the City of Kenosha, Wisconsin, with the Temporary Zoning District Classifications designated therein.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Kenosha, Wisconsin, that pursuant to the authority of Section 66.23(6)(c), Wisconsin Statutes,

the Official Map of the City of Kenosha, Wisconsin, be and hereby is amended to include the designation of the attachment of territory formerly of the Town of Somers, County of Kenosha, Wisconsin, known as Parcel No. 80-4-222-241-0110, located at 1900 22nd Avenue, Kenosha, Wisconsin, as depicted on the Attachment and Temporary Zoning District Classification Ordinance, which is incorporated herein by reference.

Adopted this _____ day of _____, 2010.

ATTEST: _____ City Clerk

APPROVED: _____ Mayor

Date: _____

Drafted By:
EDWARD R. ANTARAMIAN,
City Attorney

ATTACHMENT AND TEMPORARY ZONING DISTRICT CLASSIFICATION ORDINANCE
Under Section 66.0307, Wisconsin Statutes,
City of Kenosha/Town of Somers
State Approved Cooperative Plan

Parcel No. 80-4-222-241-0110
[Property Located 1900 22nd Avenue]
Town of Somers
[Harjio, Inc. - Property Owner]

ORDINANCE NO. _____

BY: THE MAYOR

Attaching to the City of Kenosha, Wisconsin, territory in the Town of Somers, Kenosha County, Wisconsin, and providing temporary zoning district classifications under Section 66.0307, Wisconsin Statutes, City of Kenosha/Town of Somers State Approved Cooperative Plan:

The Common Council of the City of Kenosha, Wisconsin, does ordain as follows:

Section One: Territory Attached. In accordance with City of Kenosha/Town of Somers Cooperative Plan under Section 66.0307 of the Wisconsin Statutes, approved by the Wisconsin Department of Administration, Intergovernmental Relations, Municipal Boundary Review, on August 8, 2005, the territory in the Town of Somers, Kenosha County, Wisconsin, with an associated population of zero (0), described on the attached legal description, Attachment "A", and map, Attachment "B", is hereby attached to the City of Kenosha, Wisconsin, as hereinafter provided.

Section Two: Effect of Attachment. From and after February 20, 2010, the date of attachment, the territory described in Section One shall be a part of the City of Kenosha for any and all purposes provided by law, and all persons coming or residing within such territory shall be subject to all Ordinances, rules and regulations governing the City of Kenosha.

Section Three: Temporary Zoning District Classifications. The territory described in Section One, upon attachment, shall have the temporary zoning district classifications shown on Attachment "C", which zones the territory under the most restrictive classification of the City Zoning Ordinance. This temporary zoning district classification shall be and remain in effect for each parcel of land described therein until this Temporary Zoning District Classification Ordinance is amended as prescribed in Section 62.23(7)(d), Wisconsin Statutes.

Section Four: District and Ward Designation. The territory described in Section One is hereby made a part of the 76th Ward of the 4th District of the City of Kenosha, subject to the Ordinances,

rules and regulations of the City governing Wards and Districts. The County Board of Supervisors for Kenosha County is requested to have the attached area included in the same District and Ward for the County Supervisory seat as for the City Aldermanic seat.

Section Five: Connection To City Utilities. The territory described in Section One shall, by submission of the Attachment Petition, require connection of existing and any future habitable buildings to municipal water and sewer, within the time limits established by Chapter 32 of the Code of General Ordinances for the City of Kenosha, Wisconsin.

Section Six: Severability. If any provision of this Ordinance is invalid or unconstitutional, or if the application of this Ordinance to any person or circumstances is invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid or unconstitutional provision or application.

Section Seven: Effective Date. This Ordinance, the Attachment, and the Temporary Zoning District Classifications shall take effect on February 20, 2010, after passage and publication, as provided by law.

ATTEST: _____ City Clerk

APPROVED: _____ Mayor

Date: _____

Passed:

Published:

Drafted By:
EDWARD R. ANTARAMIAN,
City Attorney

Attachment "A"

**PETITION OF PROPERTY OWNERS FOR ATTACHMENT
TO THE CITY OF KENOSHA FROM THE TOWN OF SOMERS
PURSUANT TO SECTION 66.0307; WISCONSIN STATUTES,
STATE APPROVED COOPERATIVE PLAN**

The undersigned, constituting all of the owners of certain real property within the Town of Somers, Kenosha County, Wisconsin, petition the Mayor and Common Council of the City of Kenosha, Wisconsin, to attach the territory described below and shown on the attached scale map to the City of Kenosha, Kenosha County, Wisconsin, pursuant to the Section 66.0307 Wisconsin Statutes, State Approved Cooperative Plan.

The current population of the territory to be attached as defined by Section 66.0217(5)(a) of the Wisconsin Statutes is 0.

Legal Description:

Part of the Northeast Quarter of Section 24, Town 2 North, Range 22 East of the Fourth Principal Meridian lying and being in Somers Township, Kenosha County, Wisconsin and more particularly described as follows:

Commencing at the northeast corner of the Northeast Quarter of said Section 24; thence south along the east line of said Quarter Section, 1,012.62 feet (previously recorded as 1,004.4 feet), to the easterly extension of the north line of the parcel of land shown on a December 23, 1985 plat of survey by the Kenosha County Surveyor's Office and filed with the Kenosha County Land Information Office; thence North 87°10'30" West along said easterly extension, 50.06 feet to the point of beginning; thence continuing North 87°10'30" West 148.18 feet; thence south parallel to the east line of said Quarter Section, 175.26 feet; thence North 89°51'30" East, 148.00 feet to a point which is 50 feet west of the east line of said Quarter Section; thence north parallel to said east line, and along the present corporate limits of the City of Kenosha, 167.59 feet to the point of beginning; containing 0.582 acres of land, more or less.

DATE	SIGNATURE OF PETITION/OWER	MAIL ADDRESS AND PHONE NUMBER
01/12/10		1900 22nd AV Kenosha WI 53140
		(262) 455-5167 (262) 551-0903



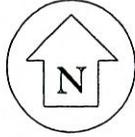
CITY OF KENOSHA
 DISTRICT MAP
 ATTACHMENT ORDINANCE

Attachment "B"

SUPPLEMENT NO. AT1-10 ACCOMPANYING ORD. NO. _____

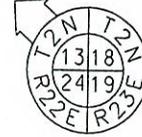
HARJIO PETITION

TAX PARCEL NO. 80-4-222-241-0110



SCALE 1" = 50'
 0' 50' 100'

BEARINGS BASED ON REFERENCE SURVEYS:
 DEC. 23, 1985 COUNTY SURVEYOR'S OFFICE SURVEY
 6/6/2003, REV. 3/8/2004, J. K. RAMPART SURVEY



07-222-24-104-001

10' WIDE PARCEL IS IN CITY OF KENOSHA

215.26'

148.18'
 N87° 10' 30" W

17.02'

1.012.62'
 (1,004.4')

SOUTH

40'

19TH

STREET

80-4-222-241-0100

176.14'
 SOUTH

175.26'
 SOUTH

80-4-222-241-0110

NORTH
 167.59'

07-222-24-103-001

166.71'

33'

40'

55.00'

10

60.00'

9

60.00'

8

60.00'

7

60.00'

6

EAST LINE, NORTHEAST QUARTER, SECTION 24-2-22

AVENUE

R-O-W LINE

R-O-W LINE

22ND

40'

40'

10' WIDE PARCEL IS IN CITY OF KENOSHA

80-4-222-241-0100

215.00'

N89° 51' 30" E
 148.00'

17'

17.00'

33.00'

EAST LINE OF
 TAX PARCEL
 80-4-222-241-0100

- DENOTES AREA TO BE ATTACHED TO THE CITY OF KENOSHA
- DENOTES PRESENT CITY OF KENOSHA CORPORATE LIMITS
- (XX.XX') DENOTES "ORIGINALLY RECORDED AS"

CITY OF KENOSHA

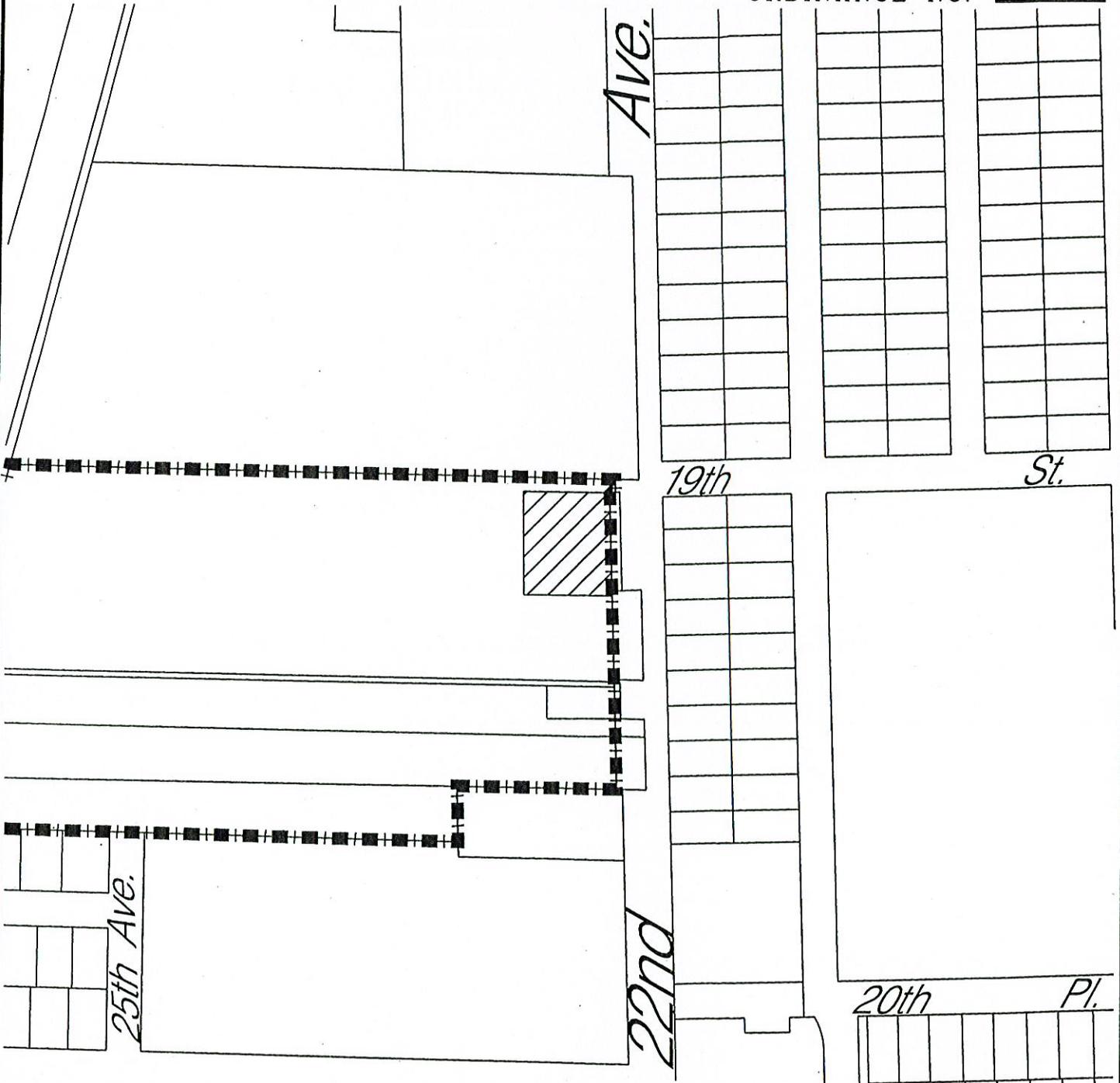
Temporary Zoning District Classification Map

Attachment "C"

SUPPLEMENT NO. AT1-10

ORDINANCE NO. _____

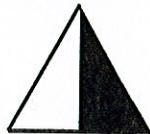
Harjio Petition



Property to be zoned:

 *B-2 Community Business*

NORTH



0 250'

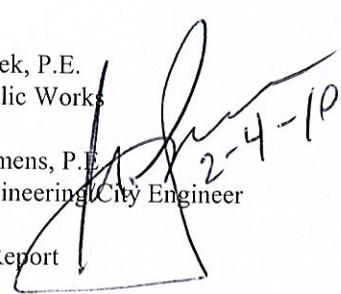


February 4, 2010

TO: Ronald L. Bursek, P.E.
Director of Public Works

FROM: Michael M. Lemens, P.E.
Director of Engineering/City Engineer

SUBJECT: Project Status Report



- Project #07-1110 Storm Water Utility** – Staff is working with Stand Associates, the engineering firm engaged to study storm sewers in the Forest Park area. Sewer televising in progress. Staff is continuing plan review activities. Repair work has been suspended for the winter. (Citywide)
- Project #08-1017 – Street Reconstruction (38th Street from I-94 to CTH S)** - Phase I work is complete. Design and plan preparation for Phase III is in progress. The Bridge plans (Phase II) have been submitted to WisDOT for a February letting. The bridge will be constructed with ARRA funds, but environmental restrictions from the WDNR will not permit construction to commence until June. (16)
- Project #09-1120 – 3500 Block 39th Avenue Detention Basin Renovation** – [Mann Bros.] Work is nearly complete, except for punch list items to be done in spring. Activities are suspended for the winter. (10)
- Project #09-1443 and 08-1443 – Bike Path Extensions** – Project is in design. (16)
- Project #09-1024 – West Frontage Road from CTH K (60th Street) to 71st Street** – Design work is in progress. R/W Plat is approved (17)
- Project #10-1012 - Resurfacing Phase I** – Plans are nearly ready for bidding.
- Project #09-1027 – Pavement Marking in School Zones** – [Brickline] Weather and scheduling will prevent start of work until spring.
- Project #09-1111 – Miscellaneous Storm Sewers** – [A.W. Oakes] Work is complete.
- Project #09-1751 – Parking Lot Resurfacing, 5th Ave and 56th Street** – [Cicchini] Work will start in spring. Contractor could not start work in time to complete it before asphalt plants shut down. (2)
- Project #09-1411 – Kenosha Sports Complex Field Drainage** – [Wanasek Corp.] – Work is in progress. (10)
- Project #10-1208 – Sidewalk and Curb and Gutter Repair** – Specification revisions are in progress, and contract will be ready for bidding soon. (Citywide)
- Project #09-1207 – Street Division Salt Shed** - Project design is being reviewed by staff and will be ready for advertising soon. (11)

Design Work – Staff is working the following projects:

- 39th Avenue from 27th Street to 18th Street with assistance from SEH
- 38th Street Bridge and Phase II with assistance from Clark Dietz (ARRA Project)
- West side I-94 Frontage Road with assistance from RA Smith National
- 30th Avenue from 80th Street to 89th Street with assistance from Baxter Woodman (ARRA Projects)
- 14th Avenue from 25th Street to 31st Street with assistance from Benesch
- MOB Parking Lot Improvements
- Miscellaneous Bike Path projects
- 27th Street from 43rd Ave. to 47th Ave.