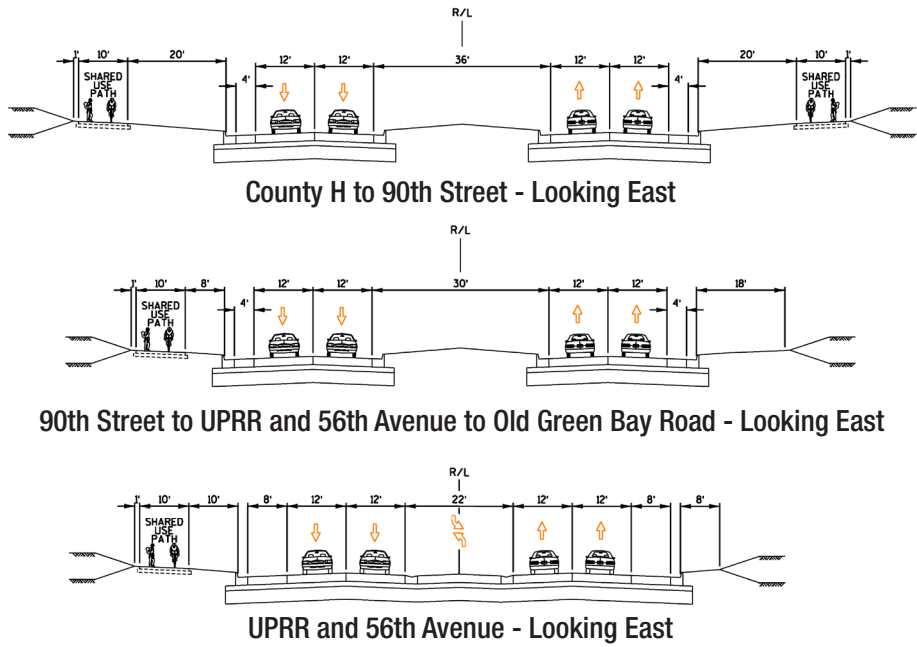
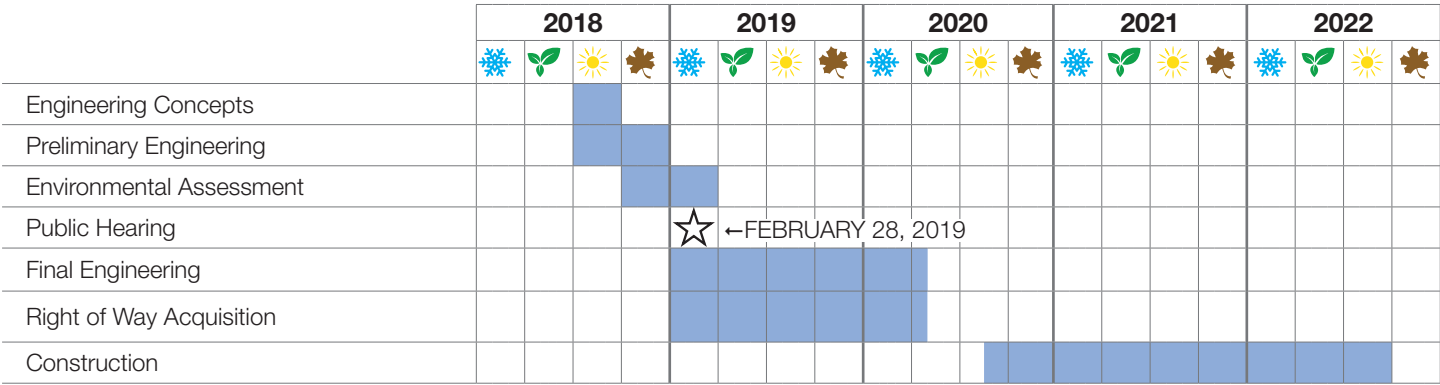


TYPICAL SECTIONS



Future traffic volume on County KR is expected to more than double to between 18,000-20,000 vehicles per day by the year 2042, causing traffic operations to surpass the two-lane capacity of the existing County KR.

ESTIMATED PROJECT SCHEDULE



What's Next?

Current plans are to let the project in July of next year and begin construction in August. It is anticipated that construction will take 24 months and will be completed in August of 2022.



For more project information or to be added to the project contact list:

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WisDOT Southeast Region  
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PROJECT OVERVIEW

NOVEMBER 14, 2019

The Wisconsin Department of Transportation (WisDOT) has completed an environmental assessment and a Finding of No Significant Impacts (FONSI) and is now completing final plans for the reconstruction of County KR from County H to Old Green Bay Road, a distance of about 2.8 miles, in Kenosha and Racine counties. The project will upgrade the existing two-lane rural roadway to a four-lane urban roadway. New bridges will replace the existing two at-grade railroad crossings, and new structures will replace the existing bridge over the Pike River. The project will incorporate 10-foot multi-use paths at many locations throughout the corridor.

The project also includes improvements to maintain traffic operations in all directions at the County KR intersections with WIS 31 and Old Green Bay Road.

PROJECT AREA MAP

County KR from County H to Old Green Bay Road

Project Limits Railroad Crossing



Project Update

On May 15, 2019, WisDOT completed a Finding of No Significant Impact (FONSI) determination for the County KR Phase II project. The determination identifies the selected alternative to reconstruct County KR as a four-lane facility with two new railroad overpasses and a shared use path, as well as other improvements. The FONSI concludes the project will not significantly affect the quality of the human environment. The finding is based on review of a wide range of environmental and community factors, as well as input from the public during the comment period on the Environmental Assessment and comments received during the public hearing for the project. You can review details of the FONSI at WisDOT’s project website: <https://projects.511wi.gov/fdr/county-kr-environmental-document/>

WisDOT’s findings in the FONSI are also based on input from the public and a number of commitments to avoid and minimize impacts and mitigate impacts that cannot be avoided, such as:

- Providing stormwater detention ponds to improve water quality.
- Mitigating wetland impacts through compensation at WisDOT wetland mitigation bank.
- Managing construction schedules to minimize impacts in the Pike

- River and protected species.
- WisDOT will minimize impacts to residents and businesses by:
    - Creating a separate haul route for fill materials.
    - Maintaining existing road for local traffic until westbound County KR is constructed.
    - Providing a hard surface at all times except when driveways are constructed.
    - Establishing contractor staging areas during construction.
    - Building temporary construction railroad crossings to accelerate construction and reduce hauling on local roads.
  - WisDOT also made key updates to the project design based on public input, including:
    - Modifying the median access between the UPRR and 56th Avenue from a raised median with no cross access to a center two-way left turn lane that allows continuous cross access from driveways and intersection roadways.
    - Modifying a proposed stormwater detention pond in the southwest corner of the County KR/WIS 31 intersection to be constructed as a regenerative stormwater conveyance system that will

support ongoing restoration activities in the Root River watershed.

- And, after further coordination with impacted residents and the Village of Mount Pleasant, WisDOT is shifting a portion of the shared use path on the north side of County KR to travel through Biex Ramcke Homestead Park and connect to the recently completed Pike River Pathway. This alignment shift will minimize impacts to properties fronting County KR.

Need for the Project

The County KR reconstruction will address the following needs:

- Meet travel demand from planned economic development and land use plans.
- Address roadway design deficiencies to manage increased traffic volumes.
- Improve system linkage between I-94 and WIS 31. The city of Racine is the largest city in Wisconsin without direct freeway access.
- Improve safety along the entire corridor and at intersections, as recommended in a recent crash analysis.

Project Benefits

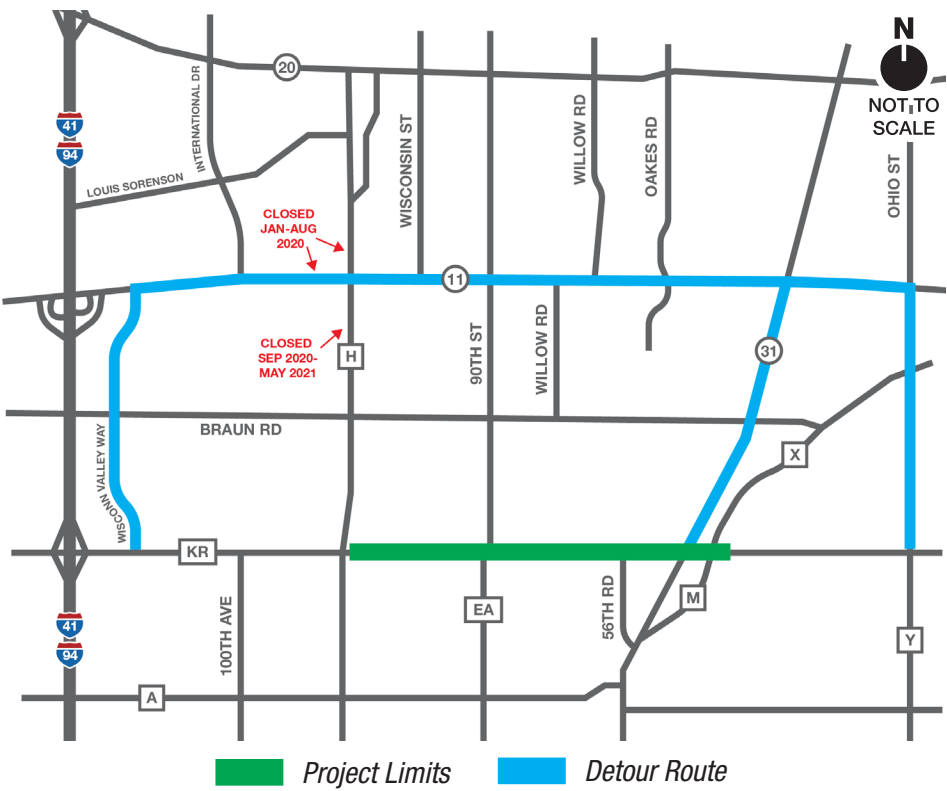
New railroad overpasses at the Canadian Pacific and Union Pacific railroads will provide safety benefits and improve mobility by eliminating vehicle delays and queues.

New Pike River bridges will eliminate flooding across the roadway during major storm events.

New storm sewers and detention ponds will improve water quality of stormwater that drains to the Pike River.

New multi-use paths will improve circulation and safety for bikes and pedestrians and connect to existing and planned trails and sidewalks in the area.

DETOUR ROUTES



LOCAL ACCESS

