Hearing Handout Packet

Public Hearing For ENVIRONMENTAL ASSESSMENT

County KR – Phase 2

(County H to Old Green Bay Road)
Racine and Kenosha counties
Project ID: 3763-00-04

Somers Village Hall

February 28, 2019 from 4 to 7 p.m.



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Welcome

Thank you for attending today's public hearing for the County KR – Phase 2 project between County H and Old Green Bay Road. This public hearing provides you the opportunity to give testimony on the Environmental Assessment that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

Public Hearing Agenda

Time	Item		
4 to 7 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements in Lobby Hallway .		
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.		
	Availability to provide Private Verbal Testimony* and Written Testimony* begins in the Lobby Hallway Conference Room . Both options are available until the end of the public hearing.		
4:30 p.m.	Project presentation in Auditorium .		
	Public Verbal Testimony* option begins in Auditorium upon completion of project presentation.		
	Opportunity to review exhibits and visit with project staff continues in Lobby Hallway.		
7 p.m.	Public hearing ends.		
	Written (mail in and email) testimony* can be submitted until March 7, 2019.		

^{*}See the following "Options and Instructions for Providing Testimony"

Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by WisDOT as part of the process for selecting the preferred alternative. **Testimony should be limited to tonight's public hearing aspects (see Page 6), and statements or opinions about the project.** Provide comments on the alternative(s) you support or oppose and your reasons. Questions related to the project can be directed to project staff during the informal discussions but will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available in the Lobby Hallway Conference Room during the entire public hearing from 4 to 7 p.m., although you are also encouraged to attend the project presentation starting at 4:30 p.m. in the Auditorium. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening, provide the court reporter with your completed "Registration Slip for Verbal Testimony" included in this handout packet and at the sign in table, state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your testimony.

Public Verbal Testimony

Following the project presentation at 4:30 p.m. in the Auditorium, public verbal testimony will be accepted. Complete a "Registration Slip for Verbal Testimony" included in this handout packet. Give it to designated project staff any time before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so. Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends at 7 p.m., whichever comes first.

Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the "Written Testimony Form" included in this handout packet. You may also use your own stationary. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are two options for submitting your written testimony as described below.

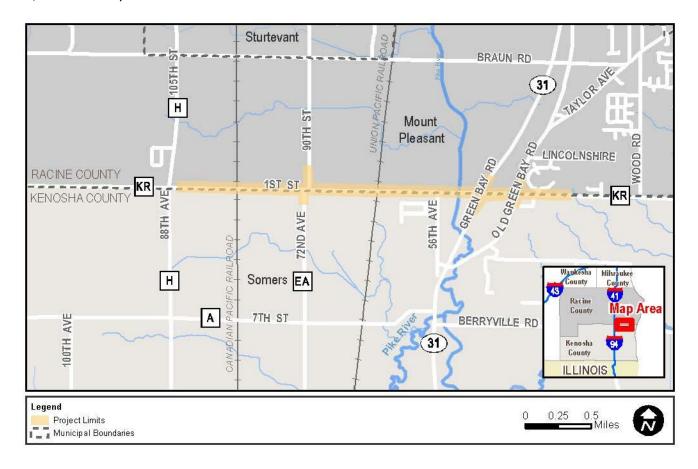
Submit Tonight: Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the comment table in the Lobby Hallway.

OR,

Mail In: You may prefer this option if you would like additional time to organize your thoughts/testimony. Pre-addressed envelopes are available at the registration table. You may also send written testimony via email. See "WisDOT Contact Information" on Page 16 of this handout. Mailed or e-mailed testimony must be postmarked or received no later than March 7, 2019 to be included in the official public hearing record.

Project/Study Location Map

The County KR – Phase 2 project is along the southern border of the village of Mount Pleasant in Racine County and along the northern border of the village of Somers in Kenosha County. The project begins 400 feet east of the County KR/County H intersection and extends east for 2.8 miles to end 1,600 feet east of the County KR/Old Green Bay Road intersection.



Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project aspects listed in this handout on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed project alternatives. This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed County KR – Phase 2 project:

- The location and design features of the proposed improvements and alternatives being considered.
- The Wisconsin Environmental Policy Act public hearing process, as applicable, on projects
 which include preparation of an environmental document. The final environmental document
 prepared following this public hearing will be the decision document for the proposed
 improvements. Copies of the environmental document are available for review at this public
 hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.

Environmental Document Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The County KR – Phase 2 project is currently at the Environmental Assessment stage. The Environmental Assessment documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The final environmental document will select the preferred alternative and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Environmental Assessment.

Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. Page 15 of this handout contains a complete listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than March 7, 2019.

Project Statement

WisDOT is preparing preliminary engineering plans and conducting environmental analyses for the proposed County KR improvements between County H and Old Green Bay Road in Racine and Kenosha counties. The project begins 400 feet east of the County KR/County H intersection and extends east for 2.8 miles to end 1,600 feet east of the County KR/Old Green Bay Road intersection.

WisDOT, Racine County and Kenosha County entered into a state trunk highway jurisdictional transfer agreement in April 2018 for the County KR improvements between I-94 and Old Green Bay Road. The agreement allows WisDOT to complete design and construction activities for this section of County KR. The counties are responsible for right of way acquisition and relocations. After construction, WisDOT will return jurisdiction of the roadway to the counties for ongoing control, access rights and maintenance. The design and construction of the section of County KR between I-94 and County H is being completed as part of a separate project. The section between County H and Old Green Bay Road is being evaluated in the Environmental Assessment and is referred to as the County KR-Phase 2 project.

Purpose and Need

The purpose of the project is to upgrade the County KR infrastructure to safely and efficiently handle projected traffic volumes anticipated from local economic development activities occurring in the project area, and to provide a safe and well-connected transportation corridor that serves the communities in Racine County and Kenosha County.

The needs for the project are summarized below:

- Travel Demand: The existing two-lane undivided rural roadway configuration along County KR is not adequate to handle increased travel demand anticipated from local economic development projects and land use plans including Foxconn. The existing two-lane roadway currently handles about 9,000 to 9,500 vehicles per day. Future traffic volume on County KR is expected to more than double to 18,000 to 20,000 vehicles per day by the year 2042.
- **System Linkage and Route Importance:** County KR is an important east-west local arterial road for Racine and Kenosha counties. County KR connects I-94 with WIS 31 and WIS 32 and serves the existing population and employment base in the cities of Kenosha and Racine, as well as the expanding employment base in Mount Pleasant and Somers.
- Roadway Deficiencies: County KR does not meet standards for sight distances required for
 vehicles to come to a complete stop. No bike or pedestrian facilities are present along most of
 the roadway. Narrow shoulders are inadequate for vehicle refuge. Inadequate cross slopes
 cause poor drainage. Based on engineering judgement, these deficiencies, combined with
 future travel demand on County KR, impact safety for vehicular, bike and pedestrian travel.
- Safety: Within the project limits, County KR experienced 50 crashes between 2013 and 2017 and had a crash rate of 140.2 crashes per 100 million vehicle miles. This crash rate exceeds the statewide crash rate threshold of 115.9 crashes/100 million vehicle miles. Most of the crashes in the project area, 37 crashes, occurred at the intersection of County KR and WIS 31.
 According to the traffic report prepared for the project, modifications such as intersection and capacity improvements would be needed to accommodate the projected 2042 traffic volumes along County KR to maintain safety.

Alternatives Description

The following alternatives were considered for the County KR – Phase 2 project:

No Build Alternative: Under the No Build Alternative, the roadway would remain in its current configuration as a two-lane undivided roadway with two 12-foot travel lanes, 1-3-foot shoulders and drainage ditches within a 66-foot right of way.

The No Build Alternative does not meet the purpose and need for the project. The No Build alternative would not adequately handle increased travel demand anticipated from local economic development projects, it would not result in safety improvements and it would not maintain mobility along an important east-west local arterial road for Racine and Kenosha counties.

Build Alternative – Reconstruction (Preferred Alternative): The Build Alternative – Reconstruction would reconstruct and widen County KR as a four-lane divided roadway with two 12-foot travel lanes in each direction that are divided by a median. The Build Alternative would include intersection improvements at WIS 31 and Old Green Bay Road and it would realign 90th Street on the north with County EA (72nd Avenue) on the south. The existing at-grade railroad crossings at Canadian Pacific Railway (CPRR) and Union Pacific Railway (UPRR) would be grade separated with County KR built over the railroad corridors. The box culvert conveying the Pike River would be replaced with new bridge structures. Existing drainage ditches would be replaced with curb and gutter, and stormwater would be conveyed to detention ponds. A 10-foot shared-use path would be built on both sides of the road between County H and 90th Street and on the north side of County KR between 90th Street and Vicksburg Drive to the east of Old Green Bay Road.

The Preferred Build Alternative - Reconstruction would meet the purpose and need for the project because the capacity expansion, intersection improvements and grade separations would accommodate the travel demand anticipated from local economic development projects and land use plans. The Build Alternative - Reconstruction would also maintain mobility along an important eastwest local arterial road for Racine and Kenosha counties, improve safety and address roadway deficiencies.

Build Alternative – Bypass: In response to public input obtained at the October 17, 2018 public meeting for the County KR – Phase 2 project, WisDOT reviewed a bypass alternative presented by local citizens concerned about the impact to residences that front County KR to the east of 90th Street. The bypass alternative would create a new roadway alignment to the north of the existing County KR from 90th Street to WIS 11 and downtown Racine. Phase 1 of the proposed bypass would start at the intersection of County KR with 90th Street and extend east along a corridor approximately 2,000 feet north of County KR to WIS 31. Phase 2 would extend the bypass east from WIS 31 to Chicory Road where it would meet up with the existing S. Memorial Drive that connects with WIS 11 (Durand Avenue). Phase 3 of the bypass would link to WIS 32 (Sheridan Road) and downtown Racine.

With input from Racine and Kenosha counties, WisDOT determined to not pursue the Bypass Alternative. This decision is based on evaluation of several factors including environmental impacts, engineering and project costs. Also, the Bypass Alternative would not meet the purpose and need for the project because it only addresses mobility to Racine and would not address mobility to the city of Kenosha and other Kenosha County communities.

Description of Alternative for Detailed Study

WisDOT retained the **Build Alternative** – **Reconstruction** for detailed study and a full evaluation of impacts in the Environmental Assessment. A description of the alternative's features is provided below.

Roadway: The Build Alternative - Reconstruction would reconstruct and widen County KR with two 12-foot travel lanes in each direction that are divided by a median. The raised median between County H and 90th Street would be 36 feet and the median for the remainder of the corridor would typically be 30 feet. Between the UPRR and 56th Avenue, County KR would have a 22-foot median and 8-foot shoulders to allow vehicles to decelerate to and accelerate from driveways. East of Old Green Bay Road, the 30-foot raised median would end just west of 43rd Avenue. Then, the median, which tapers to match the existing road width, would be painted to facilitate full access across County KR. Proposed right of way for the Build Alternative - Reconstruction would vary from 224 feet to 380 feet, depending on location.

One note of importance is that while the preferred median access option in the EA between the UPRR and 56th Avenue is a full raised median with no access, Racine and Kenosha counites have both indicated their support for option 3, Two Way Left Turn Lane (TWLTL), that allows continuous cross access from driveways in this area. WisDOT would like feedback on this option from people tonight.

Intersections: The Build Alternative - Reconstruction would include improvements to maintain traffic operations at the County KR intersections with WIS 31 and Old Green Bay Road and realign 90th Street on the north with County EA (72nd Avenue) on the south. Each of these intersections would be signalized and have exclusive left turn and right turn lanes.

Railroad Grade Separations: The Build Alternative – Reconstruction would replace the existing atgrade railroad crossings at CPRR and UPRR with new bridges (grade separations) for County KR. The new bridges would have a 23 foot, three inch clearance over the railroad tracks to meet design standards for railroad grade separations. The grade separation at UPRR would include a retaining wall on the south side of County KR that ranges in height from two feet to 28 feet and an access road off County KR to provide access to residential properties to the south of County KR.

Pike River Bridges: The Build Alternative – Reconstruction would replace the existing three cell (12-foot x 13.5-foot/cell) box culvert that conveys the Pike River under County KR with two new 233 foot concrete slab span bridges over the Pike River. Slab span bridges are thick reinforced concrete slabs (no beams/girders) that span the stream crossing to the supporting foundations (piers and abutments).

Pedestrian and Bicycle Accommodations: The Build Alternative – Reconstruction would build a 10 foot shared-use path on both sides of the road between County H and 90th Street. The path would be constructed on the north side of County KR between 90th Street and Vicksburg Drive, just east of Old Green Bay Road. The Kenosha County shared-use path on the south side of County KR between 56th Avenue and WIS 31 would be replaced in generally the same configuration. The existing bridge for the path over the Pike River would be removed and bicyclists and pedestrians would be rerouted onto a bike/pedestrian lane on the new County KR bridge over the Pike River.

Stormwater and Drainage Facilities: The Build Alternative – Reconstruction would replace existing drainage ditches with curb and gutter, and stormwater would be conveyed to one of four detention ponds to improve water quality and reduce peak flow rates. The ponds are located at the following general locations: North of County KR, between County H and CPRR; South of County KR, east of 72nd Avenue; North of County KR, west of the Pike River; and South of County KR, between the Pike River and WIS 31.

Alternatives Comparison Matrix

The table below compares the Build Alternative – Reconstruction with the No Build alternative.

Evaluation Factors	No Build	Build Alternative - Reconstruction
PROJECT PARAMETERS		
Length (miles)	2.8	2.8
Total project cost YOE (million \$)	\$0.92	\$59
Right of way width (feet)	66	224 to 380
Number of lanes	2	4
Pedestrian and bicycle facilities	Limited to south side of County KR between 56 th Avenue and WIS 31	10 foot shared-use path on both sides of County KR between County H and 90th Street and on the north side of County KR between 90th Street and Vicksburg Drive
Stormwater facilities	Roadside ditches	Storm sewers and detention ponds
Railroad crossings	Two at-grade crossings	Two grade separated crossings
Pike river crossing	Box culverts (capacity for five year flood event)	Bridges (capacity for 100 year flood event)
Driveway and intersection access ¹	Few restrictions on right and left turns	 Typically turns restricted to median openings at public intersections. Between the UPRR and 56th Avenue the median width is reduced, and the shoulder width is increased to allow vehicles to decelerate to and accelerate from driveways. East of 43rd Avenue the median would be painted to facilitate full access across County KR.

¹ The preferred median access option in the EA between the UPRR and 56th Avenue is a full raised median with no access. Racine and Kenosha counites have both indicated their support for option 3, Two Way Left Turn Lane (TWLTL), that allows continuous cross access from driveways in this area. WisDOT would like feedback on this option from people tonight.

Evaluation Factors	No Build	Build Alternative - Reconstruction		
TRAFFIC OPERATIONS IN DESIGN YEAR 204	TRAFFIC OPERATIONS IN DESIGN YEAR 2042 ¹			
County KR - County H to 90 th Street (LOS)	Е	С		
County KR - 90 th Street to WIS 31 (LOS)	Е	В		
County KR - WIS 31 to County M) (LOS)	Е	В		
LAND CONVERSION AND REAL ESTATE REQ	UIREMENTS			
Acres converted to new right of way	0	68.9		
Acres required from farm operations	0	53.4		
Number of farms impacted	0	14		
Housing units required	0	5 (1 unit is vacant)		
ENVIRONMENTAL IMPACTS				
Residences impacted by traffic noise (number)	0	23		
Historic properties (number)	0	0		
Archeological sites (number)	0	0		
Aesthetic/visual changes	No	Yes		
Environmental justice concerns	No	No		
Floodplain impact (acres)	0	2.7		
Wetland impact (acres)	0	7.44		
Environmental corridor impact (acres)	0	3.49		
Pike River restoration area impact (acres)	0	0.38		
Future Biex Ramcke Homestead Park impact (acres)	0	2.08		
Stream crossings (Pike River)	1	1		
Threatened and endangered species (potential for impacts)	No	No (mitigation measures proposed for Rusty Patched Bumble Bee)		
Air quality concerns	No	No		
Contaminated sites (recommended for further investigation)	0	3		

¹ Level of Service (LOS) is a quantitative measure that refers to the overall quality of traffic flow ranging from very good, represented by LOS A, to very poor, represented by LOS F.

Evaluation Factors	No Build	Build Alternative - Reconstruction
Potential for indirect effects	No	Indirect effects to resources may occur from the Build Alternative-Reconstruction if induced development occurs. Local, state and federal regulations and policies are in place to manage resources and minimize indirect effects.
Potential for cumulative effects	No	The project's direct impacts and indirect effects, in combination with other projects implemented by other parties may contribute to cumulative effects on resources. Local, state and federal regulations and policies are in place to minimize cumulative effects.

Property Acquisition/Relocation Assistance and Benefits

Racine County and Kenosha County will complete real estate acquisition and relocations. Any person who feels that he or she may be thus affected by the proposed improvement may obtain acquisition and relocation assistance information from the applicable county representatives.

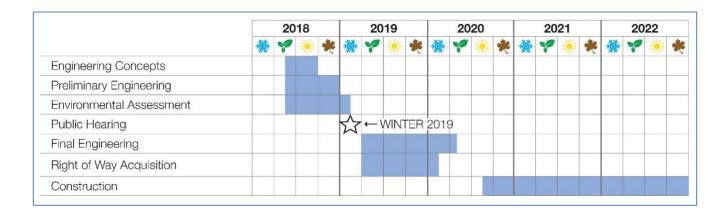
For affected properties in Racine County, please contact Julie Anderson, Director Racine County Public Works at 262-886-8440.

For affected properties in Kenosha County, please contact Clement Abongwa, P.E., Director/Highway Commissioner Kenosha County Division of Highways-Public Works Department at 262-653-1870.

Next Steps

At the end of the document availability period, the project team will review and consider all public hearing testimony received on the Environmental Assessment. This input will assist the project team in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the County KR – Phase 2 project include:

- Public comment period on Environmental Assessment ends March 7, 2019.
- Review results of public hearing and finalize decision on preferred alternative in spring 2019.
- Final engineering and right of way acquisitions may begin spring 2019 and continue to early spring 2020.
- Construction could start as early as late summer 2020 and continue through 2021 and 2022.



Description of Public Hearing Exhibits

The following exhibits are on display at the public hearing:

- Build Alternative Reconstruction Aerial Display (long plot)
- Proposed Utilities (long plot)
- Project Background with Location Map
- Project Description Roadway, Intersections and Railroad
- Project Description Pedestrians, Stormwater, Pike River
- Project Purpose and Need
- Roadway Typical Sections
- Pike River Bridge Elevation View
- Environmental Impact Summary
- UPRR to 56th Avenue Two Way Left Turn Lane (TWLTL) Median Option
- Proposed Detour Route
- Local Traffic Construction Access
- County KR Retaining Wall looking NE
- County KR Retaining Wall looking North
- Project Schedule

The following documents are available for viewing at the public hearing:

- Environmental Assessment that includes the study purpose and need, the range of alternatives considered, impacts and potential mitigation and a summary of public and agency involvement activities.
- Legal notice, which is the notice published in The Journal Times (Racine, WI) and Kenosha News (Kenosha, WI) advertising the Public Hearing and the availability of the Environmental Assessment.

PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation as part of the traditional-style portion of this public hearing to update the public on the proposed project alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Project Statement.

Contact Information

Submittal of Written Testimony or General Project Questions

Additional written public hearing testimony on the Environmental Assessment after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received no later than March 7, 2019.

Steve Hoff, P.E.
Project Manager
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, WI 53187
(262) 548-6718
Steve.Hoff@dot.wi.gov

Property Acquisition/Relocation Questions

Questions specific to property acquisitions and/or relocations of homes can be most efficiently answered by real estate staff in Racine County if your property is in Mount Pleasant or Kenosha County if your property is in Somers.

If your property is in Racine County, please contact: Julie Anderson, Director Racine County Public Works at 262-886-8440.

If your property is in Kenosha County, please contact: Clement Abongwa, P.E., Director/Highway Commissioner Kenosha County Division of Highways-Public Works Department at 262-653-1870.

Project website (project information, schedule and updates)

For the latest project information, go to:

https://projects.511wi.gov/fdr/

Written Testimony Form

County KR – Phase 2 (County H to Old Green Bay Road)
Public Hearing – Environmental Assessment
Somers Village Hall
February 28, 2019



Please place this form in the box on the comment table located in Lobby Hallway or mail by March 7, 2019. If returning by mail, self-addressed envelopes are available at the sign in table for you use.

Name (please print):	Date:	
Address:		
Phone Number (optional):	E-mail Address (optional):	
Testimony (use additional pages if necessary):		

Registration Slip for Verbal Testimony

County KR – Phase 2 (County H to Old Green Bay Road)
Public Hearing – Environmental Assessment
Somers Village Hall
February 28, 2019



This registration slip may be used for providing public or private verbal testimony. Following the project presentation at 4:30 pm. in the Auditorium, public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name	:	
Addre	ess:	
If app	licable - group, organization, or business you are representing:	
	Wishing to speak	
	Not wishing to speak, but please record my position on the alternatives being on public hearing:	onsidered at the
	Support, describe:	
	Do Not Support, describe:	