

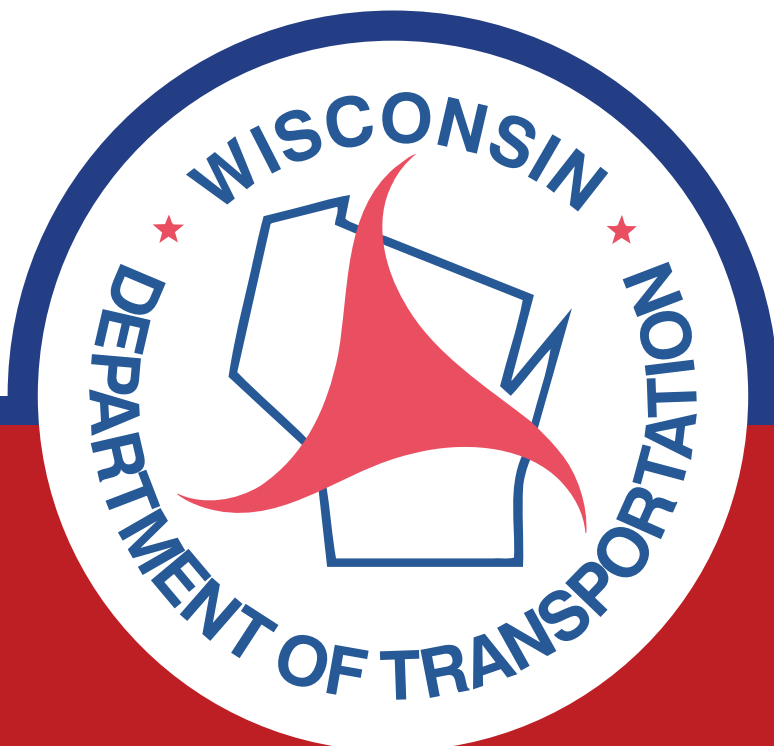
PROJECT BACKGROUND

FEBRUARY 2019

Background

- The Wisconsin Department of Transportation (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.

Project/Study Location Map



Purpose

- 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.

Need

- 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 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.



Roadway

- The Build Alternative - Reconstruction would replace the existing two-lane rural undivided roadway with a four-lane divided urban roadway.
- The Build Alternative - Reconstruction would reconstruct and expand 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 raised 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 counties 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 it would 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

- New bridges (grade separations) for County KR would replace the existing at-grade railroad crossings at CPRR and UPRR.
- The new bridges would have a 23-foot, 3-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 2 feet to 28 feet and an access road off County KR to provide access to residential properties to the south of County KR.



PROJECT DESCRIPTION

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Pedestrian and Bicycle Accommodations

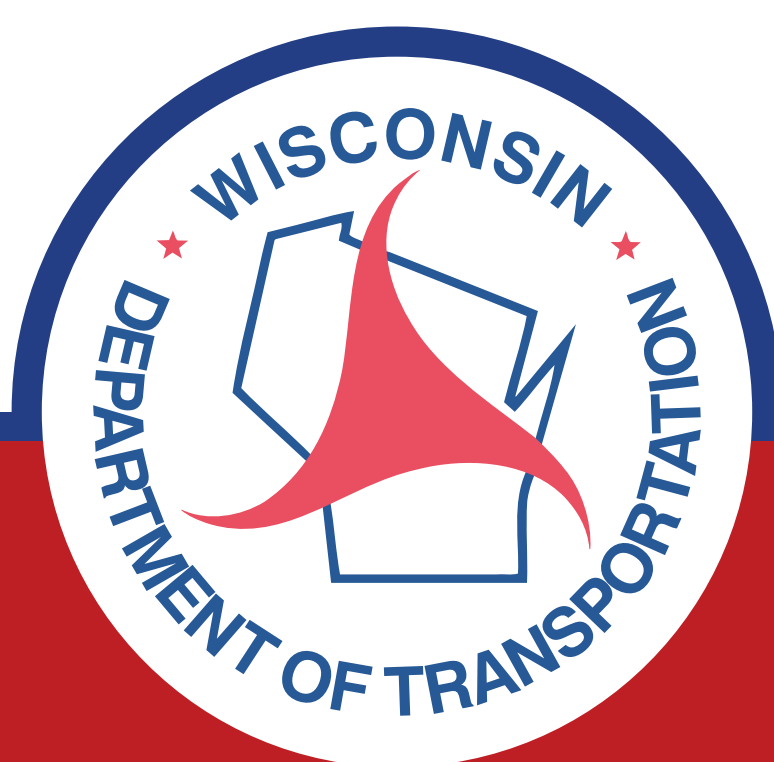
- The Build Alternative – Reconstruction would build a 10-foot shared-use path on both sides of the road between County H and 90th Street. The path would be constructed on the north side of County KR between 90th Street and Vicksburg Drive, just east of Old Green Bay Road.
- The Kenosha County shared-use 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 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
 - South of County KR, between the Pike River and WIS 31

Pike River Bridges

- The Build Alternative – Reconstruction would replace the existing 3-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).



REGIONAL TRANSPORTATION COMPATIBILITY

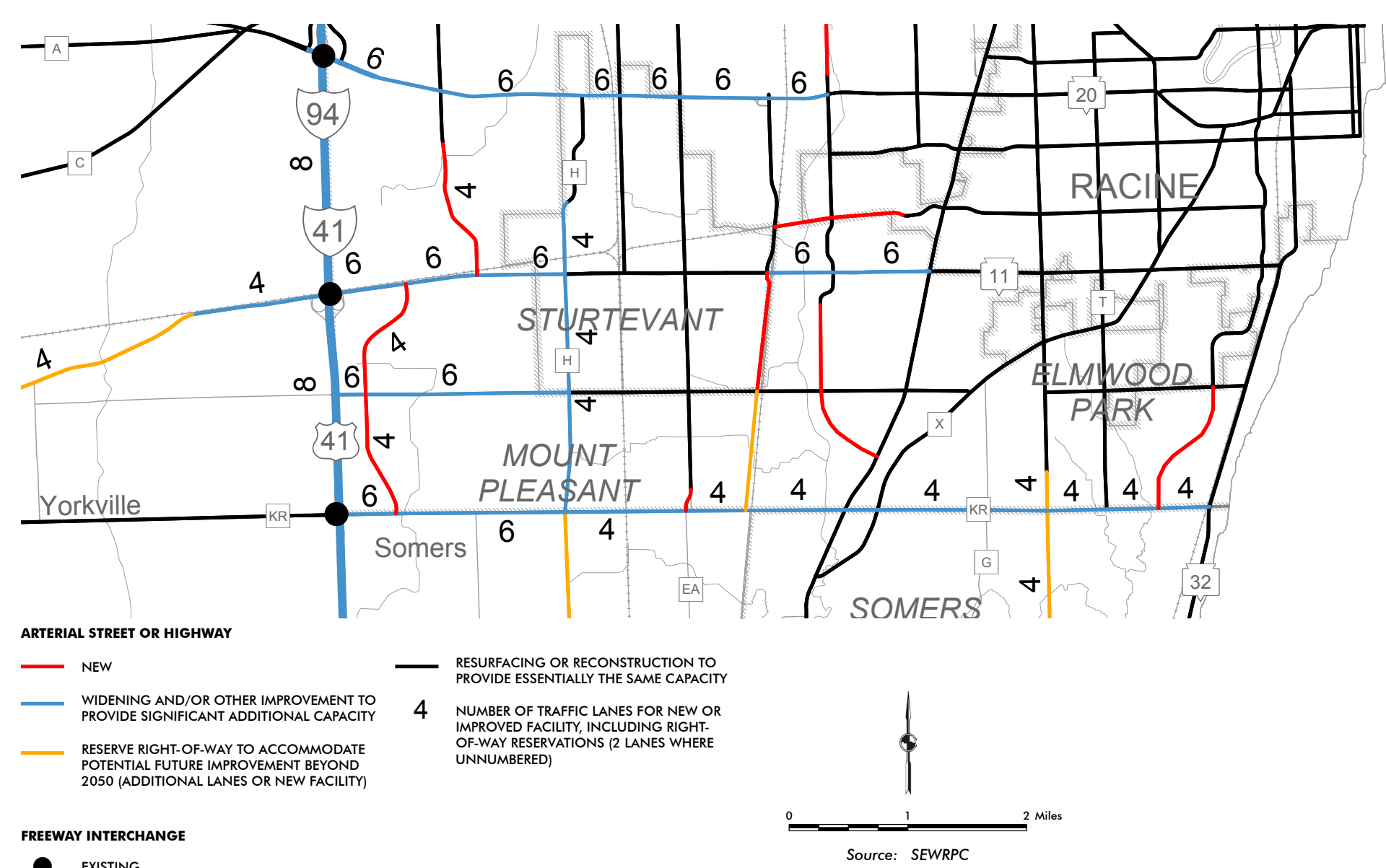
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The Southeastern Wisconsin Regional Planning Commission (SEWRPC) amended VISION 2050, the region’s long-range land use and transportation plan, in December 2018 to incorporate changes to accommodate additional residents and jobs related to the Foxconn campus. The amended plan incorporates transportation improvements to serve the Foxconn campus area.

The County KR – Phase 2 project is consistent with the VISION 2050 plan recommendations:

- Widens County KR (County H to Old Green Bay Road) to four lanes.
- Provides enhanced bicycle facility along County KR that links with other regional trails.
- Accommodates and supports recommended transit service along County KR.

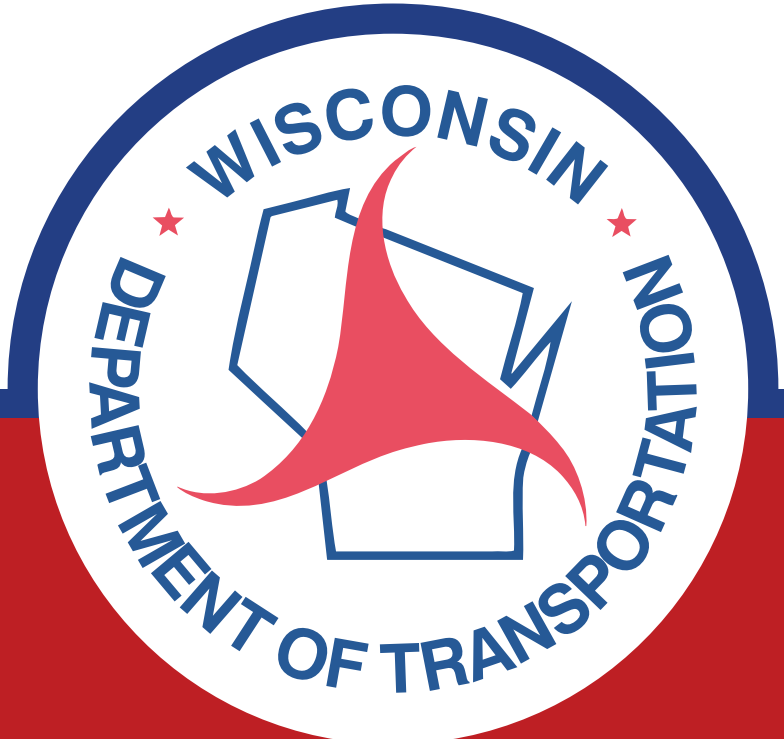
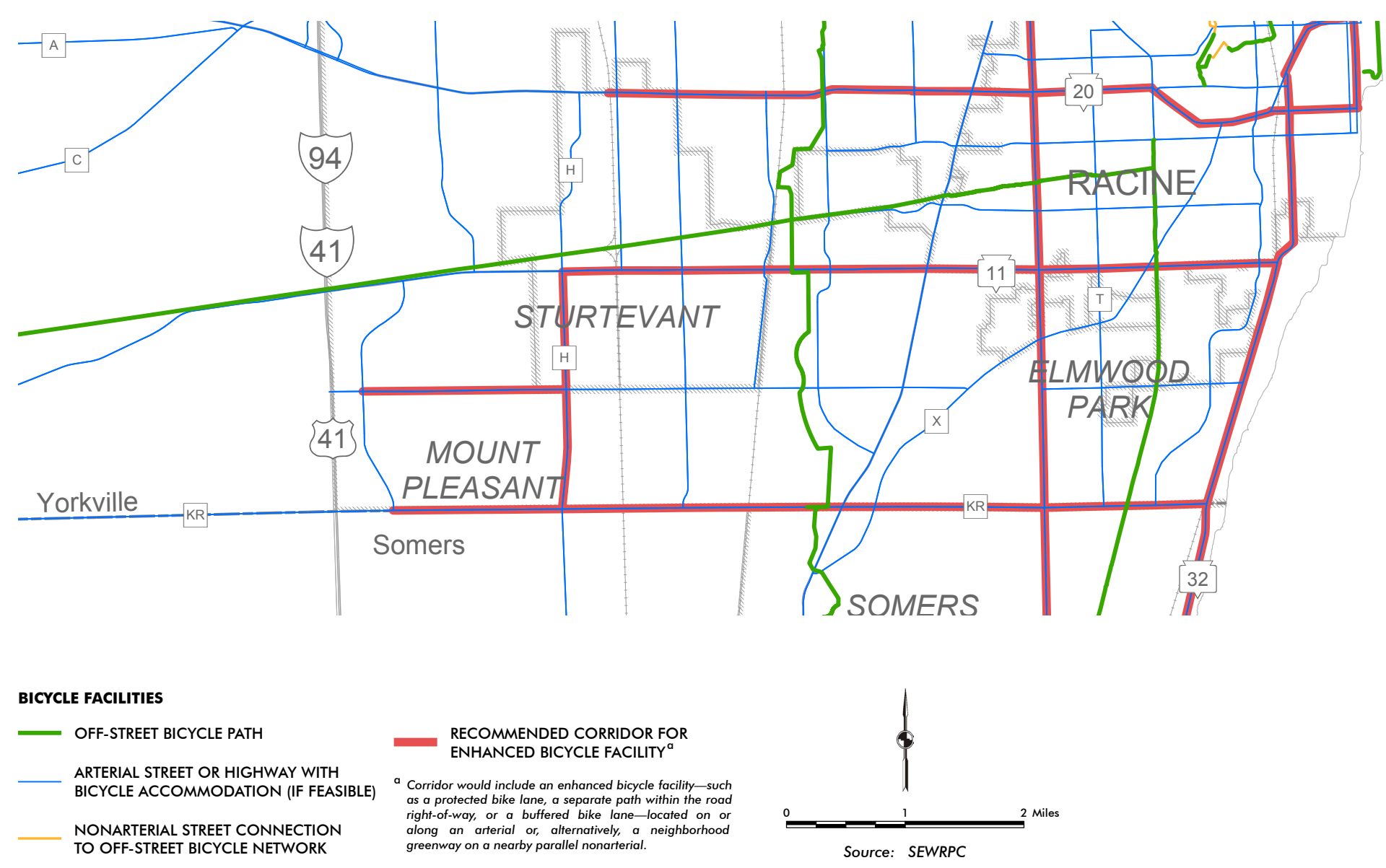
VISION 2050 Arterial Street & Highway System Recommendations



VISION 2050 Transit Service Recommendations



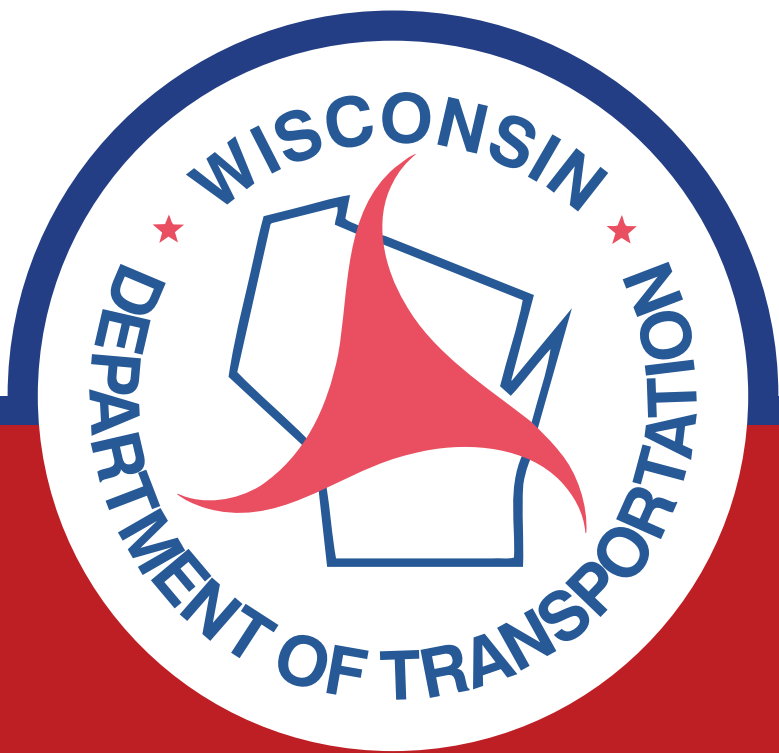
VISION 2050 Bicycle Network Recommendations



ENVIRONMENTAL IMPACTS SUMMARY

FEBRUARY 2019

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 56th 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 5-year flood event)	Bridges (capacity for 100-year flood event)
Driveway and intersection access	Few restrictions on right and left turns	<ul style="list-style-type: none">Typically left 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.
TRAFFIC OPERATIONS IN DESIGN YEAR 2042		
County KR - County H to 90th Street (LOS)	E	C
County KR - 90th Street to WIS 31 (LOS)	E	B
County KR - WIS 31 to County M (LOS)	E	B
LAND CONVERSION AND REAL ESTATE REQUIREMENTS		
Acres converted to new right of way	0	68.9
Acres required from farm operations	0	53.4 (23 acres purchased by Mount Pleasant for Foxconn)
Number of farms impacted	0	14
Housing units required	0	5
ENVIRONMENTAL IMPACTS		
Residences impacted by traffic noise (number)	0	23
Historic properties (number)	0	0
Archaeological 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 Homstead 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
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 manage resources and minimize cumulative effects.



REGIONAL TRANSPORTATION COMPATIBILITY

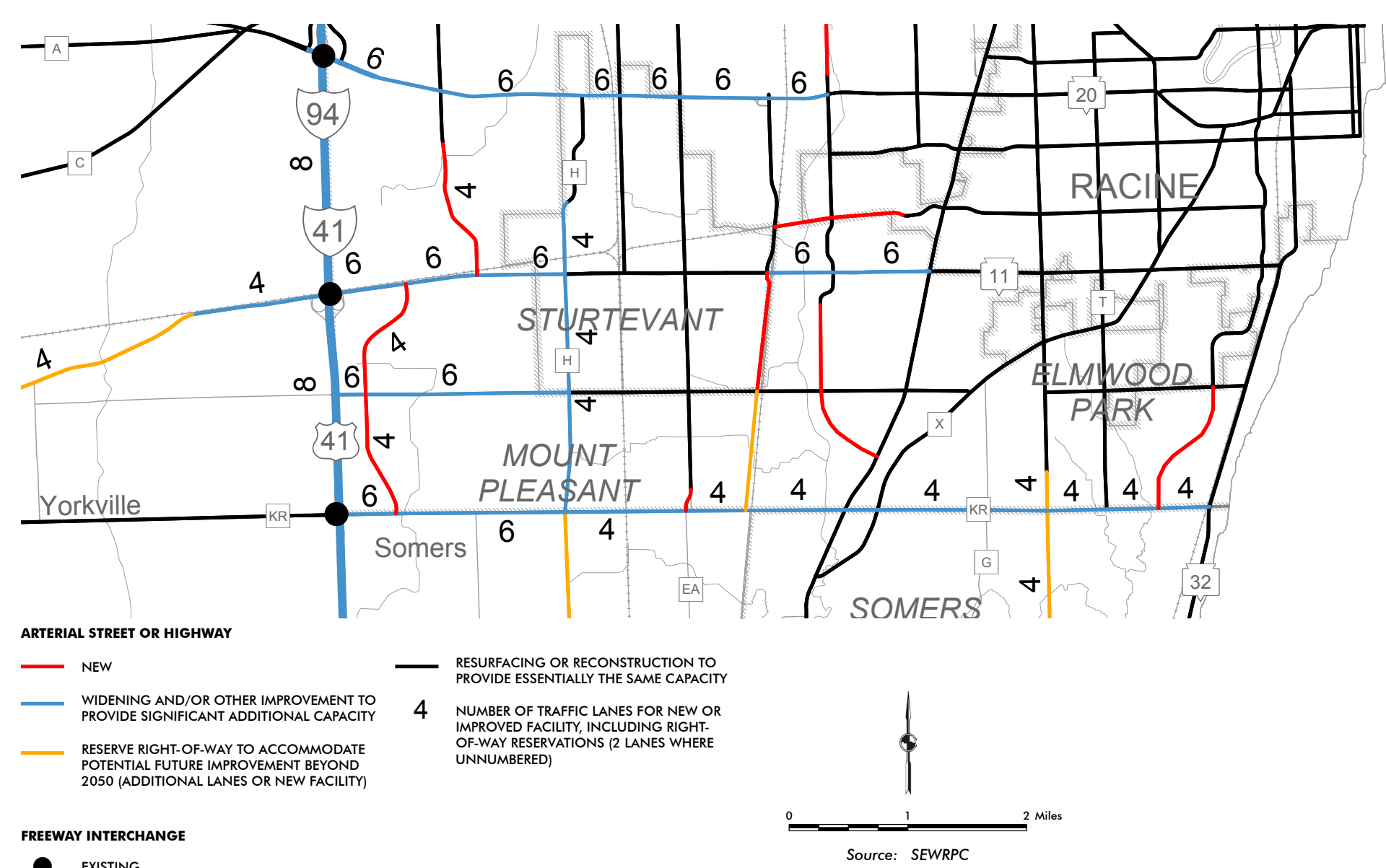
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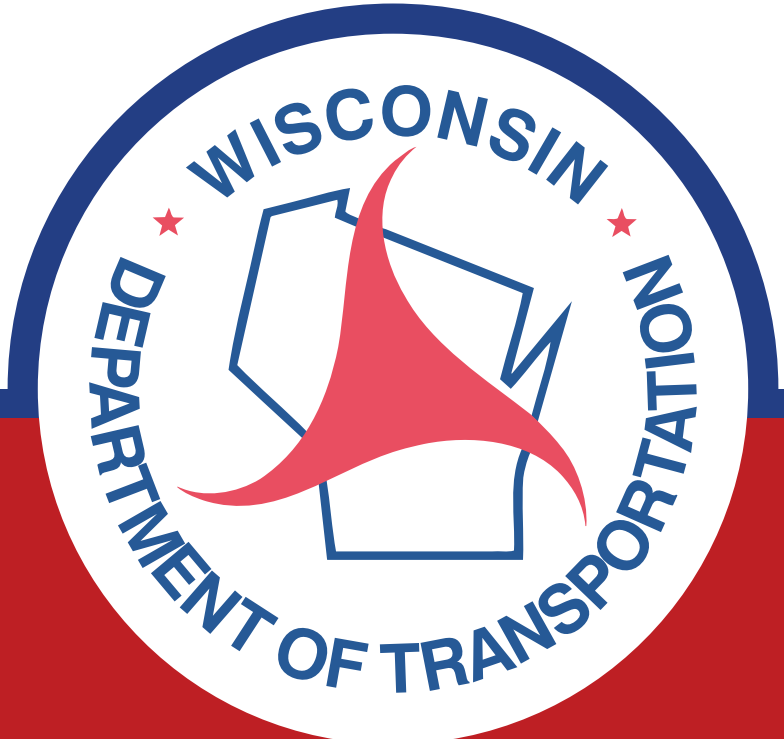
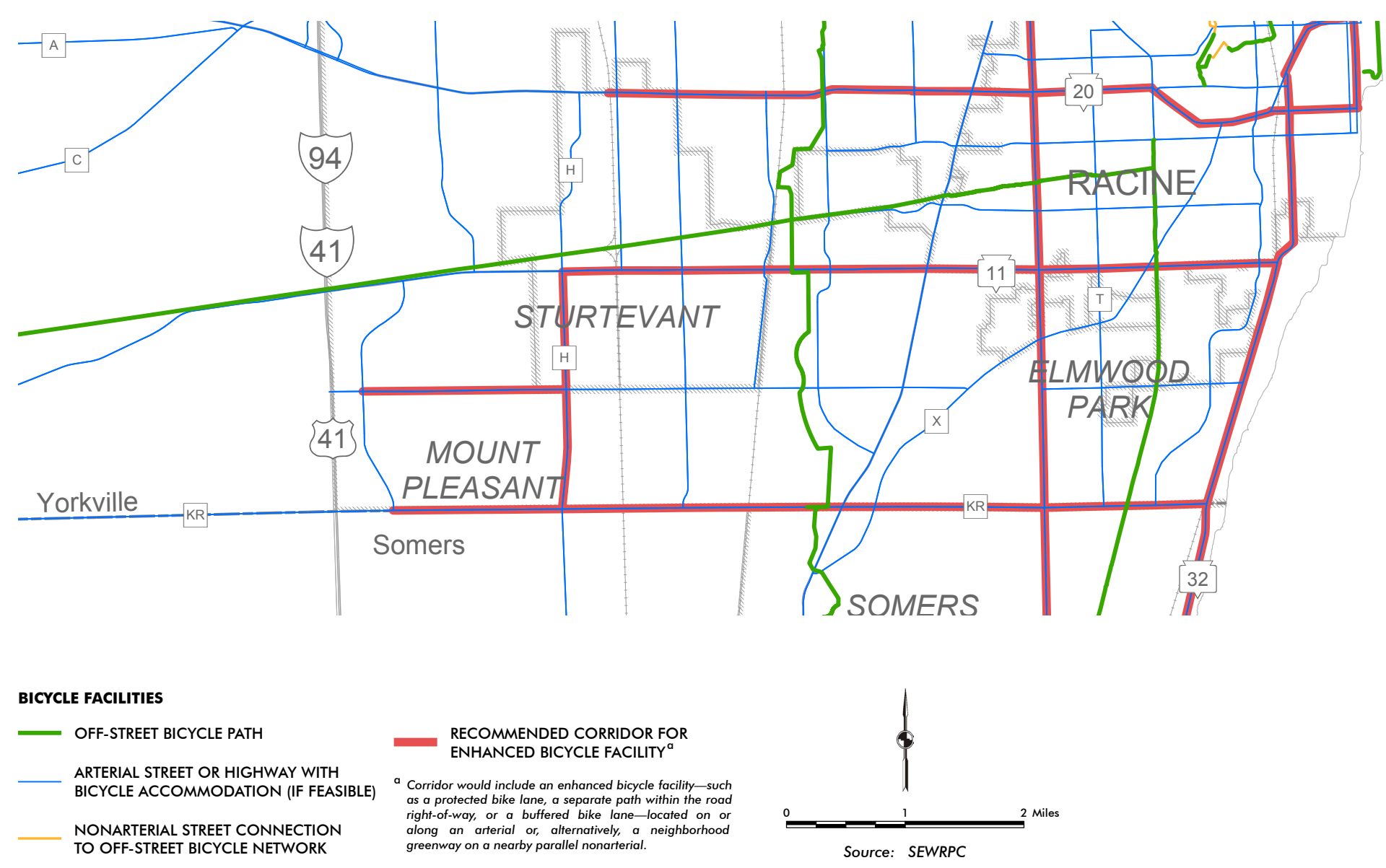
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VISION 2050 Bicycle Network Recommendations



ESTIMATED PROJECT SCHEDULE

FEBRUARY 2019

Activity	2018	2019	2020	2021	2022
Environmental Document (Environmental Assessment)					
Public Hearing for Environmental Assessment					
Finding of No Significant Impact (FONSI)					
Preliminary Design					
Final Design					
Real Estate Acquisition					
Relocations/Building Demo					
Utility Relocations					
Project Let for Bid					
Construction					

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

- Public comment period on Environmental Assessment ends March 7, 2019.
- Pending results of public hearing, WisDOT may issue a Finding of No Significant Impact (FONSI) by the end of March 2019, indicating state approval of the preferred alternative.
- Pending the FONSI, final engineering and right of way acquisitions would begin spring 2019 and continue to early spring 2020.

