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



Name (please print): HALEY BELL & JASON BELL Date: MARCH 5, 2019
Address: 6119-185 ST
Phone Number (optional): 202-553-1193 E-mail Address (optional): MABEL 1024@gmail.com
Testimony (use additional pages if necessary):
#1) Road Count noted in Hand out and mentioned during the public hearing on FEB 28, 2019 at the Somers Village HAL.
the public hearing on FEB 28, 2019 at the Somers Village HML.
We feel that the numbers mentioned & NOTES Are incorrect,
due to the detour from county they it while partion of Kie
was Closon. Regraduated the number now, it's Sure to
be lower.
#2) WISCONSIN DEPARTMENT OF TRANSPORTATION, SHOULD
CONSINER HOLDING OFF ON THE RECONSTRUCTION OF COUNTY RIS
KR, UNTIL FOXCONIN DECIDES What exactly they plan to do
IN OUR PIREA.
#3) WE AGIRETE KR NEEDS SOME IMPROVEMENT, BUT NOT to
the DOTENT DURDOSED, IF FOXCONN desides to Stop development.
#4) IF RECONSTRUCTION MOVES FORWARD, BEING ONE OF THE FIVE
HOMES DIRECTLY IMPRICION BY THE UPPE OVERDASS, A STAMP OR
TWO IN HITE CONCRETE WALL WALLY, ATLEAST BE DETTER TO LOOK AT.
A GREEN BAY PACKER SYMBUL, CORN STACKS, A BARN,
#5) FOR THE SAPTY of OUR COMMUNITY AND ML TENELING,
A SPEED LIMIT OF 35 MPH OR LESS WOULD MAKE ALL
PESIDENTS, AND TEMBLES MOST SAPE!!! HO) THE ACESS ROAD - NOT BE PORCOTTEN OR MISSED HO) THE ACESS ROAD - NOT BE PORCOTTEN OR MISSED
BY SNOW PLANS OR SMIT TRUCKS! BY SNOW PLANS OR SMIT TRUCKS!
BY SNOW PLANTILL OUR MAILBOXES BE???
By SNOW PLANS OR SMIT TRUCKS! BY SNOW PLANS OR SMIT TRUCKS! THERE WILL OUR MAN BOXES BE???

Registration Slip for Verbal Testimony

County KR – Phase 2 (County H to Old Green Bay Road)
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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.

RACINE W1 53403
cable - group, organization, or business you are representing: Wishing to speak
Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:
Support, describe:
No Not Support, describe: The Veconstruction of County Vaad KR and the anticipated travel demand from the lucal aconomic development project foxed

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 3:53 PM

To: 'jbrokmeier@yahoo.com' <<u>jbrokmeier@yahoo.com</u>> **Subject:** FW: environmental impact statement comments

Good afternoon, Jeannine-

I spoke with David Nguyen earlier this afternoon, and he mentioned he had a good conversation with you and Al yesterday. Thank you for submitting your comments / proposal. We will review this with Racine and Kenosha Counties and take it into consideration as we work toward selecting a final alternative for County KR. Your written testimony has been received and will be entered into the public record for the County KR Environmental Assessment hearing.

Steve Hoff, P.E.

Project Manager
WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: steve.hoff@dot.wi.gov

From: J BROKMEIER < jbrokmeier@yahoo.com>

Sent: Thursday, March 07, 2019 5:29 PM

To: Hoff, Steve - DOT < Steve. Hoff@dot.wi.gov>

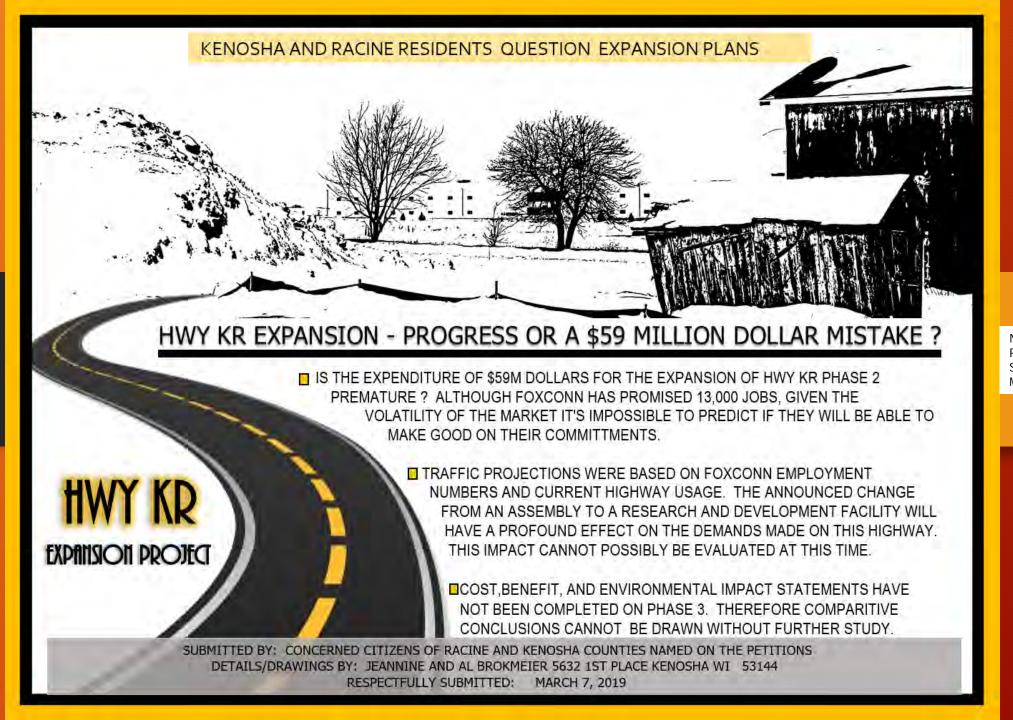
Subject: environmental impact statement comments

Mr. Hoff:

Attached are comments relating to the February 28th 2019 meeting at the Village of Somers relating to the Highway KR expansion. Please feel free to contact me with any questions.

Jeannine Brokmeier

Sent from Yahoo Mail. Get the app



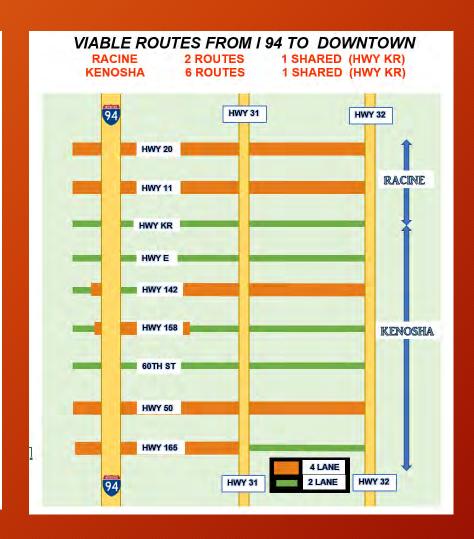
NOTE: SIGNED & DATED COPIES OF PETITION ATTACHED FOR SUBMISSION WITH PUBLIC RECORD. MAII FD 307-2019

A. THIS PLAN DOESN'T NEED TO SERVE KENOSHA AND RACINE COMMUNITIES EQUALLY

JUSTIFICATION FOR ALTERNATE ROUTE

Timely access to downtown Racine has been a long standing issue with only 2 major viable routes transporting vehicles from I-94 to downtown Racine. Kenosha is well served by 6.

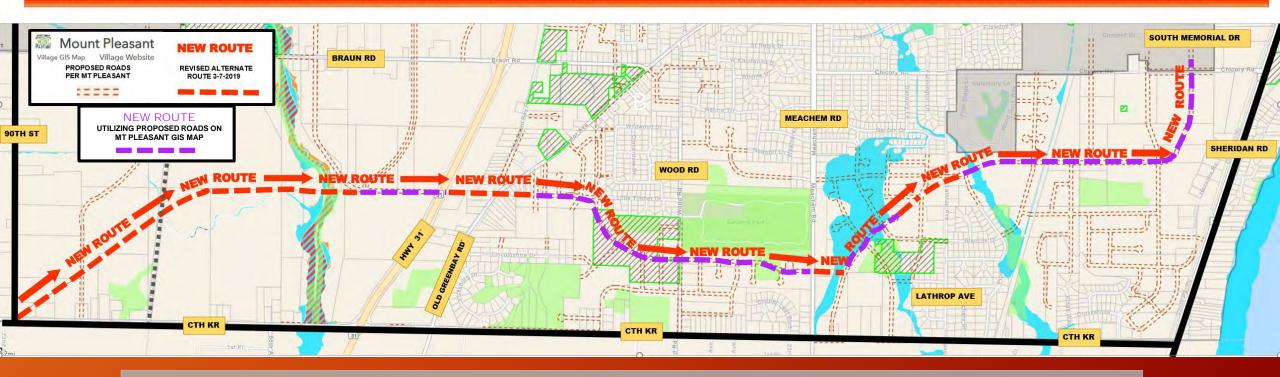
Adopting the alternate route, would keep the current CTH KR alignment in service for the short term as well as providing an ongoing highway which would continue to serve the surrounding residential areas without the concern for driveway and road intersections. Once constructed, the alternate route would take the pressure off the original CTH KR, providing a faster and long awaited route to downtown Racine.



REVISED ALTERNATIVE FOR RE-EVALUATION

THIS ROUTE FOLLOWS A NEW SUGGESTED PATH WHICH SHARES AT LEAST 1/2 OF IT'S ALIGNMENT WITH PROJECTED NEW ROADS ALREADY IDENTIFIED BY MT. PLEASANT FOR FUTURE DEVELOPMENT.

REVISED ALTERNATE PLAN FOR CTH KR - SUBMITTED FOR RE-EVALUATION ON 3/7/19



IS THERE AN ACTUAL NEED FOR HWY KR TO EXPAND?

THE WISCONSIN DOT TRAFFIC VOLUME PROJECTIONS PREDICT THAT USAGE 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.

HOW WAS THIS NUMBER OF VEHICLES ARRIVED AT?

THE STATE OF WISCONSIN'S OWN FUTURE POPULATION REPORT PROJECTS THAT BY THE YEAR 2040 RACINE'S POPULATION WILL GROW 5% AND THAT KENOSHA'S POPULATION WILL INCREASE 15.2%. THIS NETS OUT AS AN INCREASE OF 10.1% FOR THE YEAR 2040 - BOTH MUNICIPALITIES COMBINED.

BASED ON THE AVERAGE FOR BOTH COUNTIES - THE USAGE FOR HWY KR WILL INCREASE FROM 9500 VEHICLES TO APPROXIMATELY 11000 VEHICLES PER DAY.

WHERE ARE THE REMAINING 9000 VEHICLES PER DAY COMING FROM - FOXCONN ? FOXCONN - WHICH HAS HAD MILLIONS IN INFRASTUCTURERE ALREADY SPENT ? FOXCONN - A DEVELOPMENT WHICH MAY NEVER DEVELOP AS PREDICTED ?

ARE 11000 VEHICLES A DAY ENOUGH TO JUSTIFY THIS \$59M PROJECT ?

AREA	2020	2030	2040	PERCENT CHANGE (2020 – 2040)
Mount Pleasant	28,200	30,720	32,080	13.8%
Somers	9,850	10,350	10,350	5.1%
Racine County	203,560	212,740	213,760	5.0%
Kenosha County	181,975	200,620	209,670	15.2%

Source: State of Wisconsin, Department of Administration, Demographic Services Center, Wisconsin Municipal Population Projections, 2010 – 2040, Final Release, 12/10/2013.

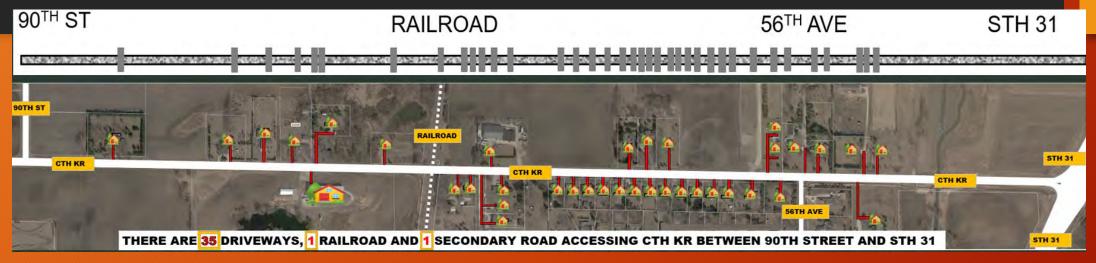
TRAFFIC COUNTS

THE TABLE AT RIGHT ILLUSTRATES
TRAFFIC ALONG VARIOUS POINTS OVER A
SIX YEAR PERIOD. INTERESTINGLY, SOME
COUNTS HAVE ACTUALLY TRENDED DOWN.

ALTHOUGH MOST LOCATIONS HAVE SHOWN AN INCREASE - THAT INCREASE HAS NOT BEEN DRAMATIC.



CAN WE AFFORD 2 OVERPASSES AT APPROXIMATELY \$10M TO \$15M EACH?



Realigning County KR to the proposed alternative footprint over the Union Pacific Railroad, as mentioned, would require a detailed evaluation and clearance with the UP to initiate a new crossing. It would be a small inconvenience in the overall picture when you take into consideration the dessicration of the view out these resident's front doors. Imagine a wall immediately in front of your own house!

Building the overpass along the current alignment would have a deleterious effect on adjacent property values, raise serious safety issues, with drivers barreling down the hill - no matter what speed limit is posted.

SUBMITTED BY: CONCERNED CITIZENS OF RACINE AND KENOSHA COUNTIES NAMED ON THE PETITIONS

DETAILS/DRAWINGS BY: JEANNINE AND AL BROKMEIER 5632 1ST PLACE KENOSHA WI 53144

RESPECTFULLY SUBMITTED: MARCH 7, 2019

PETITION

- PETITIONS (18 PAGES OF SCANNED DOCUMENT FOUND AT THE END OF THIS PROPOSAL) WITH OVER 150 NAMES AND SIGNATURES OF RESIDENTS IN BOTH RACINE AND KENOSHA COUNTIES WHO ARE REQUESTING THAT THIS PROJECT BE GIVEN MORE STUDY AND CAREFUL CONSIDERATION.
- THE PETITION IS REQUESTING THAT THIS PROJECT HAVE AN OPEN FORUM MADE AVAILABLE FOR A PUBLIC QUESTION AND ANSWER SESSION WITH ALL PARTIES INVOLVED IN ATTENDANCE INCLUDING KENOSHA AND RACINE COUNTY EXECUTIVES, MT PLEASANT AND SOMERS VILLAGE PRESIDENTS AN WISCONSIN DOT REPRESENTATIVES. ALSO - THAT A COURT REPORTER BE IN ATTENDANCE TO DOCUMENT STATEMENTS GIVEN BY BOTH PUBLIC OFFICIALS AND PRIVATE CITIZENS.

THE STUFF THAT DREAMS ARE MADE OF ...

Foxconn's Mount Pleasant site plan shows a new assembly plant will be operating by 2019

Lee Bergquist, Milwaukee Journal Sentinel

Published 12:27 p.m. CT Dec. 1, 2017 | Updated 1:57 p.m. CT Dec. 2, 2017

Wisconsin might not get a Foxconn plant of any size, analysts say

John Schmid, Milwaukee Journal Sentinel

Published 8:55 a.m. CT March 6, 2019 | Updated 1:13 p.m. CT March 7, 2019

CONCLUSION

The real issue in the construction of KR is Foxconn. How Foxconn develops its campus directly affects the amount of traffic that will exist on KR. We are putting the proverbial "cart before the horse" creating a 4 lane highway before we know if Foxconn will actually build. Creating a 4 lane road to Highway "H" seems prudent at this point in time; extending the route based on supposition is irresponsible.

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 2:10 PM

To: 'Anthony Budzinski' < illini074@gmail.com>

Subject: RE: KR Expansion

Good afternoon, Mr. Budzinski-

Thank you for your comments about the County KR project. We are currently reviewing all of the comments received with both Racine and Kenosha Counties, and we will consider all of them as we select a final alternative for County KR.

Steve Hoff, P.E.

Project Manager

WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: steve.hoff@dot.wi.gov

From: Anthony Budzinski < illini074@gmail.com>
Sent: Wednesday, March 06, 2019 7:32 PM
To: Hoff, Steve - DOT < Steve.Hoff@dot.wi.gov>

Subject: KR Expansion

Sir,

Expansion like this proposed on KR reminds me of what was done on Ohio Ave or 22nd Ave. Going south the two lanes and a auxiliary lane merge into one lane at Sanders park.

It is very much like NASCAR at high traffic times.

The expansion should end at Hwy 31.

The money should be used to repave KR east of 22nd Ave. it is horrible Beyond the lack of need, you will be removing many trees, disrupting or ecosystem at CW and most importantly reducing our property values.

I would hope you would reconsider this project.

Sincerely Anthony j Budzinski 5331 Vicksburg Dr, Mt Pleasant, WI 53403

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



Name (please print): MARY COFFEY Address: 269 56TH AV. KENOSHA, WI 53144 Date: 3-4-26
Phone Number (optional): 262-562-1751 E-mail Address (optional): mcoffey2@wi.cr.
Testimony (use additional pages if necessary):
My only issue with the rebuild of County KR is the speed limit from 90th St. to State
Highway 31. It needs to be 35mph. whether you have a raised median or just the two-way
left turn lane. It definitely needs to be 35mph if the two-way left turn option is
implemented. The 45-55mph. the state wants is far too fast for the amount of residences
located along that section.
At the present the speed limit drops to 45 before the Union Pacific railroad crossing.
Rarely do people pay attention to that and are still doing 55 all the way to 31. I constantly
have cars "kissing" my back bumper because I'm doing 45-50 and even passing me!
I'm suggesting that the 35mph start at 90th St. as that will be a signaled intersection
where traffic will be stopping and starting. By starting the 35mph there by the time traffic
gets up to the residences and the UPRR bridge and starts the descent along the largest
part of the residential section toward Hwy 31 they may actually stay close to the speed
limit of 35mph.
At the present 35mph is in place on Hwy 31 north of Braun Rd. It drops from 55 when
you approach the residential area and again on Racine County Y (Meachem Rd.) north of
KR when it drops from 45 to 35 in the residential area. And both of these roads have
medians.
I hope that you look very closely at a 35mph speed limit. 45-55mph is just far, far too fast
along a section of residences that with this rebuild will be even closer to the road!
Thank you.
auglossen

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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): Mark Conti		Date: 3 Mar 19	
Address: 5733 2 nd Street, Kenosha (Son	ners), WI 53144		
Phone Number (optional): 262-553-1930	E-mail Address (optional): mark7852@att.ne	<u>:t</u>	

Testimony (use additional pages if necessary):

1. General Comments:

- a. The KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) will adversely affect the property values of the homes that border KR Road. Although the homeowners will be compensated for the land taken for the project, that compensation is not enough. They should be further compensated for the loss in resale value because their houses will be closer to a four-lane highway once the project is completed.
- b. The Project Need discussion in the Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) states in part "This area has a significant amount of new development planned related to the forthcoming Foxconn manufacturing campus located just east of I-94, between County KR and WIS 11 in the village of Mount Pleasant. It is anticipated that the Foxconn development will potentially create up to 13,000 jobs, attract new residents to the area, and spur business development for suppliers and commercial support services." Recently, articles in several publications indicate that Foxconn may be reevaluating their plans. I have enclosed a copy of one such article from the Economist Magazine, February 9th 15th Issue. If Foxconn has changed its plans for the site, then the Project Need and therefore the Design must be revised. WisDOT should verify with the Governor's Office what Foxconn's Plans now are to ensure the basic assumptions underlying the Project are accurate prior design completion and Project start.

- 2. Comments specific to the Project Design as laid out in the Environmental Assessment:
 - a. The Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) Appendix B-4 shows two options for grade separation and access to five houses on the south side of KR Road near the Union Pacific Railroad (UPRR) affected by the retaining wall of the prosed KR Road overpass. Option 1 would construct a retaining wall and access road off County KR to avoid residential property acquisitions and maintain access to residences on the south side of County KR. (See Appendix C for retaining wall renderings.) Option 2 would construct a retaining wall along County KR for the grade separation and provide access to five residential properties on the south side of County KR from a new access road that would extend east from 1st Place off 56th Avenue.
 - i. Option 1 is preferred by WisDOT because it avoids the neighborhood impacts associated with Option 2.
 - ii. I support Option 1.
 - b. The Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) Appendix B-6 shows 3 options for access to the driveways of the houses on both sides of KR Road between the Union Pacific Railroad and 56th Avenue by varying the types of medians. Option 1 (Full Median with No Access) includes a raised median that separates opposing directions of traffic with no median openings along this section of County KR. This option limits access from intersecting driveways to right-in and right-out turns with U-turns available at 56th Avenue to the east and 90th Street to the west for this section of County KR. Option 2 (Median Opening with Left Turn Lanes) includes a raised median that separates opposing directions of traffic and provides two median openings that have dedicated left-turn lanes for cross access along this section of County KR. This option limits driveway access to right-in and right-out turns but provides more frequent opportunities for U-turns along this section of County KR. Option 3 (Two-Way-Left-Turn Lane) includes a two-way-left-turn in the median that allows cross access directly from driveways along this section of County KR.
 - i. Option 1 is preferred by WisDOT because the raised median is needed as a result of the anticipated traffic volumes along this section of County KR to provide safe traffic operations and to minimize conflicts between through traffic and turning vehicles entering and exiting County KR. WisDOT refined Option 1 to reduce the median width to 22 feet (from UPRR to 56th Avenue) and increase the shoulder to 8 feet to provide space for vehicles to decelerate to and accelerate from driveways.
 - ii. However, during the Public Hearing on 28 Feb 19, it was stated that Kenosha and Racine Counties preferred Option 3.
 - iii. I concur with the Counties and support median Option 3.
 - c. To ensure the safety of residents bordering KR Road turning into and departing from their driveways, the speed limit on KR Road should be changed to 35 miles per hour from

- County Road EA/90th Street to Old Green Bay Road following the completion of the Improvement Project Phase 2.
- d. The Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) Appendix B-2 shows shoulders, 8 feet wide, on both sides of the proposed roadway from the Union Pacific Railroad (UPRR) tracks to 56th Avenue. These shoulders are intended to provide acceleration lanes for residents bordering KR Road when they leave their driveways. In winter, the shoulder will be full of snow piles that were the result of plowing 4 lanes of road and the left turn lane/median. This will decrease, if not eliminate, the shoulders usefulness as an acceleration lanes.
- e. Because the project will alter the driveways of the houses bordering KR Road, when the driveways are reconstructed, they should be configured so the residents can turn their cars around to exit onto KR "nose first".
- f. There should be a traffic signal erected at the intersection of 56th Avenue and KR Road to improve safety of left turns to and from 56th Avenue.
- g. The Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) Appendix B proposes two options for realigning 72nd Avenue (County Road EA) in Kenosha County to to 90th Street in Racine County. Option 1 shifts 90th Street to the west to align with the existing 72nd Avenue intersection south of County KR (See Appendix B-1, page 3). Option 2 shifts 72nd Avenue to the east to align with the existing 90th Street intersection north of County KR (See Appendix B-5).
 - i. Option 1 is preferred b by WisDOT because it uses land that is either purchased or will be purchased by the village of Mount Pleasant for the Foxconn manufacturing campus and it minimizes impacts to residential properties and wetlands on the south side of County KR. Kenosha and Racine counties concurred with the realignment of 90th Street to match into the existing 72nd Avenue intersection.
 - ii. I support Option 1.
- h. The Environmental Assessment for KR Road Improvement Project (Phase 2 County Road H to Old Green Bay Road) Appendix B-7 show four median access options between 43rd Avenue and East Project Terminus (Old Green Bay Road). Option 1 (Right-In/Right-Out) includes a raised median that separates opposing directions of traffic with no median openings along this section of County KR. This option limits access from intersecting roadways (43rd Avenue and Vicksburg Drive) and driveways to right-in and right-out turns with U-turns available at the end of the median nose (about 400 feet east of Vicksburg Drive) to the east and Old Green Bay Road to the west. Option 2 (Painted Median) includes a painted median that allows full cross access for intersecting roadways (43rd Avenue and Vicksburg Drive) and driveways for this section of County KR. Option 3 (Corrugated Concrete Median) includes a corrugated concrete median and median openings at County KR intersections with 43rd Avenue and Vicksburg Drive to provide full cross access for driveways and intersections along this section of County KR. Option 4 (Left Turn Lane) includes a raised median that separates opposing directions of traffic with a single median opening at Vicksburg Drive and a dedicated left-turn lane for

eastbound traffic along County KR at the median opening. This option would provide full access to the Vicksburg Drive intersection to the north of County KR and limited right-in/right-out access for the 43rd Avenue intersection and driveways to the south of County KR.

- i. Option 2 is the preferred option because it provides full access to residential areas and driveways compared to Options 1, 3 and 4. Traffic volumes decrease east of Old Green Bay Road, which minimizes the potential for conflicts between through traffic and turning traffic.
- ii. I support Option 2.
- i. 56th Avenue is in poor condition. The rad is beyond mere resurfacing and repair. It needs total replacement. If this this not done before the start of the Project, then it most certainly should be done after the Project is complete as part of Project restoration. During construction, 56th Avenue will receive even more traffic when KR is closed as alternate access to homes directly south of KR and west of Green Bay Road.

The Economist

Is the German model broken?

Iran, 40 years after the revolution

China's embrace of intellectual property

On the economics of species

FEBRUARY 9TH-15TH 2019

Crude awakening The truth about Big Oil and climate change



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> Also in this section

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- 57 A French foodfight
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Manufacturing's revival

Making it in America

MOUNT PLEASANT

American manufacturing companies large and small have a spring in their step

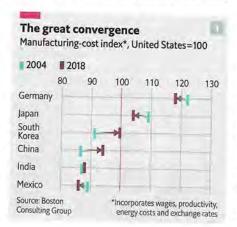
A DRIVE ALONG the narrow county roads of Mount Pleasant, Wisconsin, used to be a sleepy affair. You would spot a pumpkin farm, the odd homestead and red barn. But a recent visit revealed a cacophonous building site: a factory is emerging in this corner of the Midwest. Where chicken coops once stood, Foxconn, a Taiwanese contract-manufacturing giant best-known for assembling iPhones, has arrived.

When in 2017 the firm announced plans to build a massive factory for high-end televisions, many cheered, not least President Donald Trump, who came for last year's ground breaking ceremony. Electronics manufacturers had long ago abandoned America for cheaper countries, especially China, so the investment seemed to mark a reversal. Having secured a promise of over \$4bn in subsidies from Wisconsin, Foxconn vowed to create 13,000 jobs, many of them on the assembly line, with an average annual salary of \$54,000.

But what Foxconn will do in these hinterlands is now in question. The company has discovered that it is hard to get thousands of Midwesterners to work long hours at stressful assembly-line jobs for relatively low pay. Last week Mr Trump personally intervened and persuaded Foxconn's boss,

Terry Gou, not to pull out. Even so, Foxconn has scaled back its mass-manufacturing plans, and an insider confirms that it will now make only unspecified quantities of "high-value products". It has not retracted its jobs promise, but observers doubt if it will hire at the scale it originally envisaged.

At first glance, the Foxconn reversal confirms that American manufacturing is in trouble. Consider the recent wobbles at other big firms with local factories. Electrolux, a Swedish white-goods giant, announced on January 31st that it is shutting



down an oven-making plant in Memphis, Tennessee. It blamed higher costs arising from the Trump administration's tariffs on imported steel and aluminium, as well as the bankruptcy of Sears, a big retailer that sold its products. On January 28th, Caterpillar, a legendary American maker of heavy equipment, reported disappointing profits for the fourth quarter thanks in part to a slowdown in China's economy, which has been hit by America's trade war.

A closer look, however, suggests manufacturing is undergoing a revival, especially among agile smaller firms and those using advanced techniques. According to the Bureau of Labour Statistics, manufacturing employment leapt by 261,000 jobs in 2018, reaching a total of 12.8m, coming after another rise in 2017, of 207,000 jobs. The sector has rebounded from the financial crisis of 2008-09 (see chart 2). The Institute for Supply Management's manufacturing purchasing-managers' index, a closelywatched indicator, rose to 56.6 in January from 54.3 in December (a figure above 50 signals expansion). It has shown expansion for 29 consecutive months.

With characteristic modesty, Mr Trump is claiming most of the credit. His tax-reform package, passed at the end of 2017 by Congress, reduced corporate-tax rates, made capital investment more attractive and cut the incentive for American multinationals to hoard cash overseas. Though some firms have used the bounty from tax reform to undertake big share buy-backs, it seems that large firms are increasing investments in plant and equipment in America. Analysts at Goldman Sachs, an investment bank, estimate that the big in-

dustrial firms of the s&p 500 index (leaving out the large technology firms) during the first three quarters of 2018 spent \$460bn on capital expenditures, up from \$400bn in the same period in 2017.

In a survey of leading American firms released on January 28th by the National Association for Business Economics, a trade association, four times as many firms in the "goods-producing sector" (which includes manufacturing) expect to increase capital spending in the next three months as those expecting to cut spending. Foreign direct investment into American manufacturing shot up to roughly \$185bn during the first nine months of 2018, compared with under \$100bn in 2017.

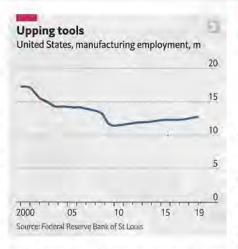
Yet forces that predate Mr Trump's arrival into the White House are also boosting the fortunes of American factories. A new analysis by the Boston Consulting Group, a consultancy, shows that the cost of manufacturing is approaching parity for the two economic superpowers (see chart 1) whereas 15 years ago Chinese costs were over an eighth lower. Manufacturers were bringing supply chains home (partly by investing in automation) well before Mr Trump took office, according to a forthcoming report from the Conference Board, a research group. Researchers conclude that nearly two-thirds of manufacturers in America, domestic and foreign, in leading sectors were localising sourcing and manufacturing from 2011 to 2016, and only about a quarter were globalising. Since Mr Trump's election, higher oil prices have helped manufacturing businesses linked to the energy industry.

Home run

The report also offers clues as to what went wrong in Wisconsin. Electronics was among the sectors that did the least reshoring during the period studied. This is because electronics supply chains and innovation ecosystems in China are highly specialised, efficient and hard to duplicate. In contrast, the automobile and metals industries were aggressive localisers.

To catch a glimpse of what could be the future of American manufacturing, travel to southern New England, home of America's first manufacturing boom two centuries ago. Here, Mr Trump has been good for Trumpf. The German firm's North American headquarters and manufacturing hub in Farmington, Connecticut, is bustling. Trumpf makes machine tools, each costing \$500,000 or more, that cut, bend and shape metal with the aid of proprietary lasers. Unlike the traditional metal-bashing kit found on typical factory floors, which are cost-effective only for mass production, these computer-controlled marvels allow short runs and high variation, making mass customisation economic.

Business is booming. Trumpf counts



such American industrial icons as John Deere, a manufacturer of tractors, and Toro, which makes lawnmowers, as customers. Sales rose 21% to \$699m in the year to June 2018, and were a healthy \$400m in the second half of 2018. Customers frequently cite tax breaks from being able to expense the cost more quickly as reasons for investment. Behind a giant tarpaulin in Trumpf's factory can be glimpsed a new assembly-line being built for its next-generation offering. Trumpf has also spent some \$30m building a "factory of the future" in Chicago, close to its industrial clients.

In Cromwell, a nearby town by the bucolic Connecticut River, John Carey, founder of Carey Manufacturing, reflects on his small company's experience with reshoring. The family-controlled firm makes automobile components as well as metallic handles and latches for such things as toolboxes. Unable to face a flood of cheap Chinese imports around 2000, he outsourced operations to mainland China but found it to be a race to the bottom on quality and price. He brought back the work to America starting in 2014, a process he has accelerated in the past two years. He invested \$2.5m in equipment from Trumpf and embraced advanced manufacturing. Consumers want products in ever greater variety, on demand, and Trumpf's advanced tools allow even small manufacturers like Carey to be nimble. Carey is growing-it hopes to earn \$4m in revenues from reshored product lines in 2019, more than double the figure three years ago.

Mr Carey praises Mr Trump for taking on China's unfair subsidies, but berates him for his steel and aluminium tariffs, which have raised his costs. Like Foxconn, his firm's big challenge is finding enough skilled workers. America needs a system of apprenticeships like that of Germany, he says. Instead of wasting billions on a border wall with Mexico, he argues, Mr Trump should spend the money helping develop a highly-skilled manufacturing workforce. The evidence suggests that if America builds it, companies will come.

Chip-making

Swanning in

Intel's new boss heads a company that is dominant and troubled

A FTER A SEVEN-MONTH search, Intel on January 31st announced that its new chief executive would be its chief financial officer. Robert Swan had been filling in as the boss since last year, when Brian Krzanich, his predecessor, left after violating company rules about relationships with subordinates. Mr Swan inherits a company with dominant products and an enviable market position—but also one whose core business has stumbled.

The good news is that an increasingly electronic world has an insatiable appetite for the computer chips that Intel makes. A week before Mr Swan's appointment Intel announced results that reflected strong growth. Its annual revenue, of \$70.8bn, set a record, and its operating income of \$23.3bn was up by 29% from the same period in 2017 (though the numbers were slightly below the market's expectations).

Intel's chips power 84% of desktop computers, leaving scraps for Advanced Micro Devices, its only competitor. It has a near 100% market share in the more profitable market for the beefier chips used in data-centres and cloud-computing farms.

On the face of it the future looks promising, too. The personal computer market is growing again after years of decline. As connected gizmos proliferate—everything from smart speakers to TVs, cars and medical devices—the market for server chips to process the information they collect should grow briskly as well.

Under Mr Krzanich, Intel had hoped to reinforce its cloud-computing dominance by expanding into new areas, particularly specialised "accelerator" chips designed to speed up specific data-centre workloads. It bought Altera, a maker of field-programmable gate arrays, or chips that can be programmed, in 2015, and Nervana, which makes machine-learning chips, a year later. The aim was to compete with firms like Nvidia, which already offers silicon customised for certain data-centre workloads, chiefly artificial intelligence. It acquired Mobileye, an Israeli maker of computer-vision chips for cars, in 2017.

Mr Swan's most urgent job, though, is to ensure Intel's misfiring core business can bring it into that future. One vital ingredient of its dominance has been its prowess in ultra-high-tech manufacturing, repeatedly shrinking the components in its chips as predicted by Moore's Law, which was named for the firm's co-founder. Each time

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



Name (please print): Kathy Dahl	Date: 2-4-19
Address: 101-56 AVE	
Phone Number (optional): 262-945-1659 E-mail Address (optional): _	KDAHLS3144@yahoo, Com
Testimony (use additional pages if necessary):	
I Live on KR on the Kenosha Side. I a	im against the
widening of KR to 4 Lanes with a	
I would like the new road designed wi	
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proposed 50mph speed limit. There of Driveways for and the speed should	are too many
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This feels like a land grab. I d	Ion & agree with
the data that says currently 9000	- 9500 Car& Currenty
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to 18,000 after completion	
I believe the resident / Land ownes/Tax	payers of the area Need
Should come first. The proposed t	richway will
Supstantally charge our quality of 1	ife nesetivly,

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



Name (please print): Robert DAh/ Date: 3-6-19
Name (please print):
Address: 101-56+4 AVE
Phone Number (optional): 262-945-9316 E-mail Address (optional): Rdahl 101 @ yahoo.com
Testimony (use additional pages if necessary):
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County KR – Phase 2 (County H to Old Green Bay Road)
Public Hearing – Environmental Assessment
Somers Village Hall
February 28, 2019



Name (please print): Kashy Deverry Address: 5002 1st 00 Kenosha W. 5st Phone Number (optional): 303 553 534 8 E-mail Address (optional):	Date: 3/7/19
Address: 5002 1st Pl Kinosha W. S.	Sign
Phone Number (optional): 367 553 534 8 E-mail Address (optional):	1 k de verney a.
Testimony (use additional pages if necessary):	
Sun AA'd	

Written Testimony Form Addendum A

Kathy Deverney 5602 1st Pl, Kenosha, WI 53144 262.552.5348

Please accept this as my written testimony in regards to the County KR – Phase 2 Public Hearing – Environmental Assessment held at the Somers Village Hall February 28, 2019

I am not in support of the recommendations for Phase 2, or the upcoming Phase 3 projects.

The Hearing Handout Packet lists a number of reasons this project is necessary. It goes on to state that the WisDOT's objection to considering an alternate plan or the plan submitted by Jeannine Brokmeier was due to the expense, along with environmental concerns in crossing over wetlands. I raise the following questions/observation:

- Has the total cost of expanding all the way to HWY 32 been studied? There is no new development East of HWY 31 to Campbell's Woods, so I'm wondering why Phase 2 is going beyond HWY 31 and ending just past that point. Where are the anticipated 18-20k vehicles going to come from? Is there a new massive building project within this subdivision on the horizon? The only area left to develop is East of Campbell's Woods, so if the argument for road expansion to 4 lanes is to accommodate more traffic, why isn't the expansion going all the way to Hwy 32? I personally think it has to do with cost, land acquisition and more public outcry that our Leaders don't want to deal with or want to keep to a minimum. As far as cost goes, the DOT, State of Wisconsin, Racine/Kenosha Counties seem to have an endless supply of money to waste. I find it interesting that no one blinked an eye at completing the pathway and bridge over Pike Creek (South side of KR, West of 31) when they KNEW it was only meant to be temporary.
- Although I am not in favor of destroying any wetlands, the destruction of wetlands didn't stop the Foxconn Development.

The handout states that the WisDOT study has estimated 9000 to 9500 vehicles travel the stretch of road between Hwy H and Old Green Bay Rd per day. I question the validity of this.

- Assuming we're talking 24 hours of steady traffic, (using the 9000 figure) that's 375 cars per hour/6 cars per minute, all day/all night. Having lived with KR in my backyard for nearly 30 years I can attest that there is NO WAY this is a correct assessment. I would agree that KR is a busy road during morning/evening commute, but there are times during the day and night when only a few cars go by in an hour. As a matter of fact, I tested it this morning at 7:30 AM, where 7 cars went by in both directions. If we make the same assumption for all day/all night traffic, that would be 10,080 vehicles – not a logical assumption. I also drove west on KR this morning at 9:10 AM and was stopped at

the signal on KR and Old Green Bay Rd. I was the only car at the intersection the whole time the light was red.

- I'm also curious as to why human counters were used in place of count strips. I would like to see this re-evaluated to obtain a more accurate forecast. I would also like to know at what time where they testing. Was it various times throughout the day, or at 6:00 am when people are going to work/school? What locations were the testers at? Has anyone studied where these 9000 vehicles are coming from? Did the counters go all the way up KR to HWY 32 or are they turning West off of HWY 31?
- Where did the 18000 to 20000 vehicles per day projection come from and who's to say that more than 20 years from now, people will still be driving cars?
- To piggy back on this, is there really a need to build a bridge over the CPRR railroad tracks? I travel this route to and from work every day and have often been stopped by the train. Assuming the train is traveling at normal speed, the backup has never been more than 10-15 cars and that's being generous. Has this been studied?

I agree that KR needs improvement; there is little shoulder and steep ditches. Has anyone considered adding a parking type lane that could also be used as a bike lane? The extra width would give cars a place to pull over in case of emergency and also provide for pedestrian/bike traffic. Proper culvert drainage could be run to the detention pond and the deep ditches filled in.

I also feel the speed limit needs to be lowered. I know that a number of people who live on KR commented on this and I agree the current 45 MPH limit is really 55 and is dangerous.

In closing, I would like to see this project re-evaluated and put on hold until further study can be completed. It is my belief that someone or some entity has a personal agenda to fast track a very expensive project that has not been properly studied. Our Leaders have already rushed into a deal that could result in millions of lost tax payer dollars at the expense of people's homes, heritages and the environment. Those lost dollars are on all our backs. Unless our Leaders have another secret agenda up their sleeves, I don't see the need to rush into another humongous expenditure that may ultimately not be needed.

If our comments and concerns are to fall on deaf ears, I would definitely push for a lower speed limit and the two way left turn lanes, rather than medians. It doesn't make sense (nor is it safe) that people living on either side of the median cutouts would have to do U-turns into 55 MPH traffic to go the opposite direction. It's ironic that one of the reasons for project is because of safety concerns, yet an engineer thought that medians were a good idea.

Thank you for the opportunity to state my thoughts on this.

Robert Evangelisti 5342 Vicksburg Drive Mount Pleasant, WI 53403 262-552-8110

bevangelisti@wi.rr.com

March 6, 2019

Mr. Steve Hoff, P.E.
Project Manager
Wisconsin Department of Transportation
141 W Barstow Street
Waukesha, WI 53187
Steve.Hoff@dot.wi.gov

County KR – Phase 2 Environmental Assessment: Comments

Dear Mr. Hoff,

1. Purpose

- a. The purpose of letter is to ask the Wisconsin Department of Transportation to reconsider the widening of CTH KR east of CTH M/X (Old Green Bay Road).
- b. I ask that the project not be extended east of Old Green Bay Road at this time.
- c. My concerns about the widening east of Old Green Bay Road follow below.

2. Timing

- a. The closing of the comment period ending on March 7, 2019, which is one week after the February 28, 2019 public hearing, is insufficient to allow affected residents to fully digest and consider the Environmental Assessment.
- b. The widening of CTH KR east of Old Green Bay Road is being rushed and does not appear to warranted at this time.
- c. Insufficient time has been provided to consider alternatives to the widening of CTH KR east of Old Green Bay Road
- d. The Foxconn project's full implementation is, at best, uncertain, given their past history at other locations in United States and their inconsistency based on articles published in the local newspaper.

3. Traffic Count and Accidents

- a. I am skeptical of the traffic count.
- I can find no backup data in the Environmental Assessment supporting the traffic information provided in the February 28, 2019 Hearing Handout Packet.

- c. A November 14, 2016 Traffic Impact Study for the Proposed Senior Campus at Campbell Woods' indicated levels significantly below the amounts predicted in the Environmental Assessment.
- d. According to the 6 Traffic Study:
 - i. 2011 DOT data indicated that CTH KR traffic was 6,600 vehicles per day west of CTH M/X (Old Green Bay Road).
 - ii. 2014 DOT data indicated that CTH KR traffic was 5,900 vehicles per day east of CTH M/X (Old Green Bay Road)
- e. The November 2016 Traffic Impact Study appears to show traffic counts that are less than the DOT 2011 and 2014 numbers.
- f. This report can be provided to you would like to see it.
- g. Most traffic accidents are at SH 31 and KR. Widening CTH KR may have no meaningful impact on reducing accidents.

4. Air Quality

- a. I dispute that there are no air quality concerns for the project.
- b. I did not find any information in Environmental Assessment on emissions from off-road equipment, fugitive emissions, dust, noise, etc.

5. Noise

- a. I am skeptical of the noise information indicating that only 23 residences will be impacted by noise.
- b. Does this address the noise during construction?
- c. I did not find any information in the Environmental Assessment supporting the noise information provided in the February 28, 2019 Hearing Handout Packet.

6. Loss of Trees and Habitat on Campbell Woods

- a. Much of the land to be taken is an oak savanna.
- b. In 1994, Campbell Woods was designated a Natural Area of Local Significance by the DNR. It was described as pristine woodland, reminiscent of the oak savannahs seen during pre-settlement times. Some of the oak trees in Campbell Woods are 130-150 years old.
- c. It appears that approximately 100 trees may be removed by the widening CTH KR east of Old Green Bay Road.

7. Impact on Property Values

- a. I understand that landowners have rights under eminent domain when highways, drainage projects, etc. take their property (Wis. Stat §2.05).
- b. However, the monetary compensation for loss of property, trees, aesthetics, enjoyment etc. may be insufficient to the homeowner over the long term.
- c. The taking of land will result in lowered property values which will, in turn, lower property taxes.
- d. Other landowner property values in the neighborhood will be lowered due to the loss of land and trees and they will receive no compensation.

8. Questions about Extending the Widening of CTH KR to east of Old Green Bay Road

a. Does CTH KR east of Old Green Bay Road really need a 30-foot median?

- b. Does the DOT really need to take 105 feet from current road center to the north at this time?
- c. Why can't the CTH KR widening stop at SH 31 and the outside southern outside lane end and be directed the South just as the third outside eastern lane is directed to the east on onto CTH M/X from SH 31 south of CTH KR?
- d. Why can't the CTH KR widening stop at Old Green Bay Road and the outside southern outside lane end and be directed the South just as the third outside eastern lane is directed to the east on onto CTH M/X from SH 31 south of CTH KR?

9. Bike Path

- a. The extension of the bike path east of CTH M/X (Old Green Bay Road) to Vicksburg Road offers limited short-term value to bicyclists, runners, etc.
- b. Could this be delayed and trees not cut down until KR is widened all the way to SH 32?
- c. The Vicksburg Road entrance may be used as parking area for vehicles dropping off cyclists. This could result in limited views for vehicles entering and/or leaving CTH KR.

10. Screening

- a. If the project does go through and the KR is widened to east of Old Green Bay Road, I ask that several rows of evergreen trees be planted along the North Side of the Road for the entire run of the widened Road.
- b. This will assist the screening of six properties and three out-lots that backup to KR.
- c. The screening trees will serve to also reduce road noise, provide glare protection against motor vehicle headlights, offer erosion protection, minimize the spread of litter (every Spring we pick up about a trash bag's worth of litter from the side of the roadway), minimize dust, etc.

Thank you for your time and consideration.

Rolect wangeloti

If you have any questions about my comments, please feel free to contact me.

Sincerely,

Robert Evangelisti

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 11:56 AM

To: 'Germain, Jim R:(Constellation)' < Jim.Germain@constellation.com>

Subject: RE: KR Expansion east of Old Green Bay Road

Hi, Jim-

Thank you for your comments on the County KR project. We have also met with Bob Evangelisti and Jack Thorsen from your HOA to discuss impacts to the drainage ponds adjacent to Vicksburg Dr. that you mention below.

Regarding the limits of the future right of way and the impacts to the trees, we will look at the roadway design and see if we can reduce the impacts. I can't say at this point we will definitely be able to, but we will take a detailed look at it. As far as replacement of any lost screening, the affected homeowners will need to discuss that with the Racine County real estate representatives. Since County KR is a county roadway, Racine County is purchasing any right of way on the north side of County KR needed for the project.

Bob had previously asked me about the limits of the proposed 4-lane roadway. Rather than retype that information here, I've attached an email exchange with Bob above.

Thank you for reaching out and let me know if you have additional questions.

Steve Hoff, P.E.

Project Manager WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: steve.hoff@dot.wi.gov

From: Germain, Jim R:(Constellation) < <u>Jim.Germain@constellation.com</u>>

Sent: Wednesday, March 06, 2019 11:51 AM **To:** Hoff, Steve - DOT < Steve.Hoff@dot.wi.gov > **Subject:** KR Expansion east of Old Green Bay Road

I am reaching out to you as President of the Campbell Woods HOA, which lies north of KR and east of Old Green Bay Road. I have had discussions with Brian Adams with Kapur Inc. concerning the project. We had our annual HOA meeting last evening and I wanted to pass along the HOA concerns.

Brian indicates the right of way is proposed to extend 105' from the current centerline of KR, which after marking that off, appears to mean we lose 40-50 feet of old woods along the north side of KR by Campbell Woods. These include a large number of mature oak trees (50-100 years old) and a significant amount of the existing screening between KR and Campbell Woods as well as taking roughly 40' of property from 5 homeowners and 3 of our out lots. This is significant. Any ability to minimize the right of way, even 5-10+ feet can save a significant amount of existing woods and screening, as well as reduce property loss for the homeowners and out lots. Is a 30 foot median really necessary?

Some residents are questioning the need to extend the 4 lanes past Old Green Bay Road as well as the multi-use path on the north side, preferring the taper to happen after Hwy 31. Concerns were raised about people parking on Vicksburg Drive at the HOA entrance to utilize the multi-use path. Others are fine (other than the extensive loss of trees and woods) and recognize the value of being better connected to the Racine and Kenosha walking/bike paths and easier access to I-94.

Other concerns involve the loss of portions of the out lots which serve as part of our HOA drainage system. Any loss of the basins need to be handled, as well as providing drainage to the storm water system then.

Also the HOA would like to see portions of the lost screening replaced with an evergreen type screening to protect the existing homeowners from the expected increased traffic.

Please don't hesitate to reach out to me with any questions. Thanks

Jim Germain

Campbell Woods HOA President

James Germain

Manager, Customer Strategies



America's energy choice:

N21 W23340 Ridgeview Parkway, Suite 100 Waukesha, WI 53188

Office:262 506 6625 | Mobile: 414 403 4495 | Fax: 262 506 6611

jim.germain@constellation.com | www.constellation.com

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



Name (please print): Washleen A. Haye Date: 3/5/19
Address: 6017 Lust 5+
Phone Number (optional): E-mail Address (optional): Mshaye 1@ youlod.
Testimony (use additional pages if necessary):
a new traffic count should be done
using computers not humans. elle
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front of our houses so we don't have to cross a 4 lane highway at our peril just to get our somail.
Do not start this road till we
Rnow FOXCONN is really opening.

Leep trucks of this road as they are the worst speeders. Is Brown road be expanded too? If so, why can't we have 2-2 lane chighways from 90th Areet 406BRoad 7 That should reduce the cost and the land being taken away from us, there are plently of cevists in Kenosha & Bacine that go to the lake, all of thes is unecessary proposed RR expension and se big expense to taxpayers and runs the quality of life of its residense.

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 4:12 PM **To:** Leslie Maj < leslie.maj@hotmail.com>

Cc: GOV Info <govinfo@wisconsin.gov>; Sen.Wanggaard - LEGIS <Sen.Wanggaard@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; rep.barca@legis.wisconsin.gov; Sen.Wirch - LEGIS

<<u>Sen.Wirch@legis.wisconsin.gov</u>>

Subject: RE: WRITTEN TESTIMONY FORM - COUNTY KR - PHASE 2 - PUBLIC HEARING -

ENVIRONMENTAL ASSESSMENT

Good afternoon, Leslie-

Thank you for your detailed comments regarding the County KR project. We will review your comments with both Racine and Kenosha Counties, and we will take them into consideration as we select a final alternative for County KR. Your written testimony has been received and will be entered into the public record for the County KR EA hearing.

Steve Hoff, P.E.

Project Manager WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: steve.hoff@dot.wi.gov

From: Leslie Maj < leslie.maj@hotmail.com
Sent: Thursday, March 07, 2019 7:31 PM
To: Hoff, Steve - DOT < Steve.Hoff@dot.wi.gov

Cc: GOV Info <govinfo@wisconsin.gov>; Sen.Wanggaard - LEGIS <Sen.Wanggaard@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; rep.barca@legis.wisconsin.gov; Sen.Wirch -

LEGIS < Sen. Wirch@legis.wisconsin.gov>

Subject: WRITTEN TESTIMONY FORM - COUNTY KR - PHASE 2 - PUBLIC HEARING - ENVIRONMENTAL ASSESSMENT

Dear Steve,

Attached is my Written Testimony which formalizes my objections to the Counties of Racine and Kenosha taking, through Eminent Domain Right of Way, a substantial portion of my property, as well as the property of my neighbors along CTR KR for road expansion.

Despite what the Counties may say, everyone in Racine and Kenosha County knows this proposed road expansion is directly related to the Foxconn project, just a few miles to the East.

As I'm sure you are aware, the media has been reporting for weeks that Foxconn is not planning to build a factory in our Village of Mount Pleasant, and is reneging on it's promise of 13,000 jobs. The media reported again today that analysts are giving it a less than 10% chance of even the Gen 6 factory which was already a substantial reduction in jobs for WI.

My point here and what is stated in my Written Testimony is, that before we destroy people's homes and lives by taking their land for this road expansion for a factory that may and probably won't ever be built, we should pause, reevaluate, and conduct further study into whether this disruption of people's homes and lives is even nesessary? And, certainly before you start mowing down 100+ year old Oak trees?

As a visual, I've also attached a photograph, taken right from the WisDOT's road expansion proposal, of what you (WisDOT) are planning to do to my home and property. The red line, I'm being told, is permanent right of way and everything in its path is gone----every beautiful pine, Aspen, shrub, bush, perinneal, and rock garden-----and nothing may be replanted for fear of WisDOT or the Counties needing access to the road or 10-foot walking path you plan on building right through what used to be my beautifully landscaped front yard.

I ask you----if this were your home, would you go down without a fight? My beautiful, rural log home and property......destroyed by a 4-lane road that no one is even sure we need, but the Counties of Racine and Kenosha desire as it gets "folks faster to the lake"-----by 2-minutes.

Best Regards,

Leslie Maj 7820 County Line Road Mount Pleasant, WI. 53403 847.912.3321

Sent from Outlook

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



Name (please print): Leslie Mgj. Address: <u>1820 County Line Rd M</u> Phone Number (optional): <u>847-912-</u> , <i>f</i> E-mail Address Testimony (use additional pages if necessary):	ount Pleasant, WI 53 ount Pleasant, WI 53 is (optional): leslie, major hotmail.
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Written Testimony Form
Addendum A
(Also attached is Addendum B – Photo of proposed impact to my property)

Leslie Maj 7820 County Line Road, Mount Pleasant, WI. 53403 847.912.3321

Please accept this as my written testimony in regard to the County KR - Phase 2 Public Hearing - Environmental Assessment held at the Somers Village Hall, February 28, 2019.

I would like to go on formal record that I am not in favor or support of the recommendations for Phase 2, or the proposed upcoming Phase 3 projects. Here are some of my concerns:

PROPERTY LOSS:

I do not wish to lose any of my property to this project. As you can see from the attached photo, so much of my front yard is being taken, it is essentially creating an "uneconomic remnant" of what will remain of my property. The red line of permanent easement is just feet from my front door. This taking of land will de-value my property so substantially I will be "upside down" in my mortgage when I attempt to sell it, which is my plan once the road construction is complete.

I purchased this property just a little over a year ago, (immediately proceeding both the Foxconn and KR expansion projects were announced,) for several specific reason,

- 1. Rural feel (It's a log cabin) and lifestyle;
- Set back from the road which minimizes road noise and increases safety. The former owners who built the house had the forethought to plant a line of pine trees along the border of our property. Those trees have now matured and provide noise reduction and privacy;
- 3. Sufficient parking to allow for family and guests when we entertain which is often;
- 4. Sufficient parking to allow us to store our camper on property for ease of loading and unloading.

SPEED:

Currently, vehicles, including semis, routinely speed through our residential neighborhood well in excess of the current posted speed limit of 45 mph. There are many accidents (as referenced in your report) with property damage that occur feet from my property. No one is policing the speed. WisDOT and the Counties of Racine and Kenosha are proposing to leave the speed limit through our neighborhood at 45 mph with our homes so much closer to the road. That is unsafe. Having vehicles barreling down from a 23-foot overpass, just a few hundred feet away and directly into our neighborhood is unsafe. Because everyone knows, to some drivers, 45

means 55-65-70 mph. People are going to be injured or killed. Our children, grandchildren, and pets play in our yards.

The Counties of Racine and Kenosha are placing their own agendas ahead of the safety of their residents. A reduction to 35 mph from 45 mph would only mean a 2-MINUTE DIFFERENCE in travel time! Is it going to take the loss of someone's loved one to get the Counties to heed to safety and reduce the speed limit to 35 mph through our residential neighborhood?

Lastly, it will be next to impossible to safely pull our camper in and out of our driveway onto KR---- or our cars/trucks for that matter. With what is currently being proposed in terms of the expansion project, traffic on KR will substantially increase. Drivers will begin choosing KR over other East-West routes they're currently using as, with access to two lanes each way, it enables increased speeds. In its current form, KR is somewhat "self-policing. Currently, someone who is going the speed limit "holds back" the speeders. That will be negated as individuals who wish to go over the speed limit will simply pass the conscientious drivers and continue down our road in an unsafe manner.

GREEN INFRASTRUCTURE LOSS:

I do not wish to lose any trees or landscaping. The trees marked for destruction, beyond being beautiful and increasing my property value, serve a purpose. They provide privacy and act as a noise buffer for traffic. There are dozens of mature pines, Aspen, shrubs, decorative rock walls, perineal gardens, etc. all with big "X's" on them. I lose privacy, noise-reduction, and substantial property value with their loss.

I do not wish to be "paid" for my trees and landscaping. I simply wish to have them left alone.

Furthermore, this concern is consistent shared by just about every property owner along KR. The subdivision of Campbell's Woods, for example, is completely tree-lined and forested along KR. I'm being told some of those trees are 100-year-old Oaks. Why has not one bit of consideration been given to the impact of all this loss of "Green Infrastructure"? Tearing down trees that are 100+ years old for a road is foolish and heartbreaking.

It should also be noted, both of Campbell's Wood retention ponds lie along KR and are within the area being taken for the proposed road. Retention ponds being replaced with impermeable road surfaces? That sounds like a disaster waiting to happen as we already consistently have flooded property and fields in our area.

QESTIONING WISDOT DATA

In the material distributed at the Public Hearing on 2/28/19, it stated that the WisDOT study estimated approximately 9000-9500 vehicles utilize KR between Highway H and Old Green Bay Road? I simply do not believe, nor do many of my neighbors who have lived in this area for over 30 years, this is an accurate figure, and feel it has been inflated to further support an

unpopular and unjust project. Why were human counters used versus a traffic strip counting mechanism? During the morning and evening rush hour, traffic is pretty steady. The rest of the day and night? It's light traffic. For example, while I was being interviewed by a reporter the other evening at 6 PM which is the tail end of rush hour, about this project, even the reporter commented as to how light the traffic was and why was this project needed?

It is my honest opinion that traffic counts were taken during peak periods, then multiplied to arrive at the stated number of 9000-9500 to bolster the Counties desire and stated need for this road expansion.

FOXCONN:

The Counties of Racine and Kenosha may publicly state that this project is not tied in any way to the Foxconn Project. However, the residents know that is simply not true. There has been talk for years over widening one of the East-West corridors, with no action. All of a sudden, Foxconn is coming and this needs to be done right now?

Just today, more information came out in the media identical in nature to what was announced in early January, 2019. Foxconn does not wish to build a factory here of any kind. No one knows what or if they will build anything at all beyond the one building they have put up. Residents adjacent to the property said there has been no building activity for weeks, since early January. Weather can not be blamed as it is not stopping all the infrastructure improvement work, i.e. sewer, road, etc.

This "flim-flamming" by Foxconn assures us of one thing. The anticipated traffic due to all the jobs created by their factory is NOT coming.

This leads me to my final point. This project should be placed on hold until there is sufficient time for further study, and a deeper evaluation on whether this road truly needs to be widened. And, further reflection as to whether there are any other possible routes that would accomplish the same objectives without negatively impacting so many residents by taking their land and rural way of life away from them.

For example, there was a well-researched, very well-thought-out alternate route plan which took months to prepare by a resident that was submitted to WisDOT. This alternate route potentially impacted very few residents vs. 100+, as it rerouted KR north through what is primarily vacant land. WisDOT's refusal to consider this plan by stating it would be more or too expensive is suspect. There has not even been a Cost Analysis done yet for Phase 3. How can you compare costs when you don't have all the facts (Foxconn) and data (Phase 3)?

Secondly, the plan was also dismissed out of hand due to some impact to wetlands? I feel that is also suspect as it did not, for one minute, stop Foxconn from having their project approved.

\$59 MILLION TAXPAYERS DOLLARS (not including Phase 3!) for a project in which all the data in terms of need has not yet been made available, and that the Counties are saying is simply to "get people to the lake" a couple minutes faster, AND that is destroying people's homes and lives?

That is FISCALLY and MORALLY irresponsible.

PONVIA

Leslie Maj



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): HELEN MCCROSSEN Date: 3-2-19
Address: 7604 COUNTY LINE RD.
Phone Number (optional): E-mail Address (optional): HMCCROSSEN @ ATT, NET
Testimony (use additional pages if necessary): $@ATT, NET$
9,400 Caro daily? !! - LIAR, LIAR, PANTS ON FIRE.
THEY WANT A 4-LANE HIGHWAY WITH AN ISLAND AND WALKING/BIKE PATHS TO NOWHERE. ANY TRAFFIC TO OR FROM FOXCONN WILL GO WEST TO THE FREEWAY, NOT EAST TO HIGHWAYS 31 OR 32 TO TRAVEL THROUGH CITIES.
THEY WANT TO CUT DOWN ON ACCIDENTS - THE SPEED LIMIT IS 45 MPH BUT THEY WANT TO RAISE IT TO SOMPH! NONSENSE! THAT DOESN'T MAKE SENSE!
NOBODY WANTS SIDEWALKS OR PATHS. THAT'S
WHY WE MOVED HERE. IF THEY WANT TO
WALK BIKE THEY'LL BE ABLE TO PARK IN
THE PIKE RIVER PARK AND WALK BIKE IN
THERE.
AN ISLAND WILL FORCE ME TO GO WEST

SHOPPING IS A LEFT TURN OUT

OUR DRIVE TO GO EAST TO HWY 31!

PAGE 2 OF 3

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/

PLUS WE HAVE A TRUCKING COMPANY
AND MY HUSBAND KEEPS HIS TRUCK HERE.
HOW SAFE WOULD IT BE TO GO WEST AND
THEN MAKE U-TURN TO GO EAST TO THE
RACINE QUARRY! NOT SAFE AT ALL! I HAVE
A JOB IN TRANSPORTATION SO PLEASE DON'T
TRY TO PULL THE WOOL OVER MY EYES.
THE PEOPLE WHO WANT THESE CHANGES DON'T
LIVE HERE. THEY DON'T CARE ABOUT

US OR OUR NEIGHBORHOOD. THEY
DON'T UNDERSTAND SAFETY. THEY JUST
WANT TO TAKE OUR PROPERTY, WHICH
WE LOVE, TO SPEND TAXPAYERS' MONEY
ON AN UNNECESSERY PROJECT, AND TO
PUT A FEATHER IN THEIR CAPS FOR
WHO KNOWS WHAT AGENDA.

How's THIS FOR AN IDEA:

.ÿ

WIDEN THE TWO LANES BY A COUPLE OF FEET. PUT IN GRAVEL "PARKING" LANES ON THE NORTH + SOUTH SIDE FOR EMERGENCY STOPPING AND TO PROTECT OUR MAILMAN. SLOW THE TRAFFIC TO 35 MPH TO PROTECT OUR CHILDREN AND GRANDCHILDREN

THESE PLANNERS MAY HAVE DEGREES IN URBAN PLANNING BUT THEY DON'T HAVE ANY IDEA WHY WE ALL MOVED HERE - BECAUSE WE LIKE IT QUIET - WITHOUT HEAVY TRAFFIC, NO SIDEWALKS, NOT IN THE CITY BUT CLOSE ENOUGH

Huer Mc Crosser

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



Name (please print):	TOM NUELLO	ER	Date: 3/4/201 53066
Address: 628	GEORGE STI OC	ON OVERWAL WI	53066
Phone Number (option	al): <u>262-751-305</u> 3 E-r	mail Address (optional):	tg mueller 47 Cyai
	cional pages if necessary):		
PLEASE	SEE ATTACHED		
-			

Dear DTSD Southeast Region,

The Mueller Family has owned the property at 220 Old Green Bay Road (formerly Rt. 4 Box 448) in Kenosha County, Village of Somers, for over a century and a quarter. Our Grandfather, Peter Mueller, purchased it in the late 1890s. He farmed it until his death in 1946. It then passed to our parents, Edwin (Red) Mueller and Marcella Thomas Mueller. He farmed it for another 25 years. Since 1973, the bulk of the tillable land has been leased to the Wilkes Brother, who have raised corn, wheat and soybeans and our farm.

Beginning in the 1950s Mom and Dad attempted to sell various portions of the farm at various times, to raise extra money, and make things a little easier for them and their young and growing family (there are eleven of us Mueller siblings). To a farmer, selling good fertile land is never easy. But our Dad had a family to feed, and for us, he was willing to make the sacrifice.

At every turn, the powers that be, whether it was Kenosha County or the Town of Somers, foiled his efforts. Our father claimed that the authorities had their own plan for the farm, his farm, and he had very little to say about it. He was bitter about the treatment he received from local and county bureaucrats for the remainder of his ninety-nine years. The farm passed to us, his and Marcella's children, in 2017 on the death of the both of them.

Now it's our farm and our battle. Our parents felt bad they couldn't give us all the comforts as we were growing up. One thing they could give us, beyond a stable and loving family, was the farm. They knew it had value. And that value has grown as southeastern Wisconsin grew and developed around us. The land, the farm, would provide a nest egg, a legacy, for their eleven kids. We all believed in that same dream.

When my grandfather purchased the farm, it was 89 acres. When our parents purchased it from Grandma, Mary Mueller, in 1946, it was the same 89 acres. In those days, a smart, hard working farmer could support a family on 89 acres.

Then in the early 1950s, Green Bay Road, Highway 31, needed to be widened. The State of Wisconsin, the Department of Transportation, Kenosha County and the Township of Somers, took by eminent domain, the necessary right of way. It cut about 20 feet into our eastern boundary and cost us the row of cherry trees we all loved.

About ten years later, the state came calling again. This time they needed acreage to improve the intersection of Hwy 31 and KR on the northeast corner of our farm. Eminent domain again. They needed to improve the usability and safety of the intersecting roads. Who can argue with that?

Flash forward to the late 1990s. The Department of Transportation decided it needed to widen and straighten Hwy 31, a major north-south artery between Racine and Kenosha. Instead of the widening and straightening taking place on the then current path of Green Bay Road (which had been the old Green Bay Trail since settler days), the authorities decided on a different path. They took 12 acres that went through the heart of our farm.

Red was upset, to put it mildly. He ranted and he railed. He talked to his neighbors. He talked to the authorities. He consulted an attorney. Could they really do this? Well, yes, they could—eminent domain. For the public good. The spokesmen for the Township, the County and the DOT pacified my father by convincing him that he would now have 2 corners on the new Hwy 31 and KR. Two "million dollar corners" that he could sell himself or leave to his children. Mollified somewhat by the eminent domain money, the promise of two "million dollar corners" and the larger legacy for his children, my father took their money, and surrendered his land. But he was never happy about it. He harbored ill feelings toward bureaucrats, politicians and lawyers who could just take his land when they pleased, for the remainder of his 99 years.

Now it's happening again, to Red and Marcella's children this time. It seems that the State of Wisconsin, its DOT, the Village of Somers and Kenosha County earmarked one of those "million dollar corners" for a retaining pond for their KR expansion project. This project would widen KR, the county line between Racine and Kenosha Counties, to four lanes from I-94 east to Hwy 32 at Lake Michigan. That put it right on the farm's northern property line. The state will take in excess of three acres of our frontage on KR. The state, the county and the township say they also need one of our" million dollar" corners for a drainage ditch to handle rainwater and runoff from the proposed new highway. They told us they can't put it anywhere else. For the good of the project, for the good of the village, the good of the county and the good of the state, they need our land, again.

As natives of the Village (formerly Town) of Somers and Kenosha County, we recognize the need for KR expansion, because of FoxConn. We also know that our property has value, independent of anything that happens with FoxConn. Why didn't they widen KR when they improved Hwy 31? They should have known the improvements and increased usage of that highway was going to put added stress on the old County Line Road.

You can't stop growth, progress or change. Mom and Dad learned that lesson many years ago. But you can limit the damage it does to people's lives. You can mitigate the pain and stress sometimes—through thoughtful, caring management of that change. That should be the goal of all public officials. Don't just look for the quickest way, or the cheapest way. Try to find the way that offers the most benefit and the least pain to those involved. We don't believe that's been done in this situation. It seems like the mission is to jam it through before the public realizes what's going on.

We don't know all of the ramifications of the FoxConn project in Mt. Pleasant, our neighbor to the north. Perhaps it <u>will</u> provide thousands of good jobs. Maybe it <u>will</u> require fast action on the KR expansion project, and other changes to the infrastructure. But we don't know that for sure. If things come to pass as predicted by our politicians and bureaucrats, the stress that a successful FoxConn would put on our current infrastructure would be alarming, if not dangerous. Nobody wants that.

In anticipation of the coming eminent domain letter, we've engaged a well-known and respected eminent domain appraiser who will prepare our response to the state's request. We have also contacted several good real estate attorneys and have chosen one to represent us. We do hope,

however, that this latest tilt with the authorities <u>won't</u> end in legal action. But we're determined that what happened to our parents won't happen to us.

We do need action. We do need solutions. But we also need some transparency and some good faith bargaining. Honesty and transparency would go a long way toward building public understanding and support for the project. What's happening with FoxConn? How urgent is the necessary KR expansion? No one seems to know for sure. If the powers-that- be do know, they're not willingly sharing it with the public. Absent such information, should we be in such a rush to seize people's property, devalue their homesteads and dash their dreams?

IF we can't get some reasonable answers to our questions and some good faith negotiations, the next time you see this letter it may be in the Kenosha News, the Racine Journal Times, the Milwaukee Sentinel—and USA today, if we can manage it. You may also hear about it on Contact6, TMJ4, Fox News, WISN 12 News and CBS 58. We hope it doesn't come to that. We're not looking for trouble, just transparency and fairness.

With frustration and concern,

The Mueller Family

Tom Mueller
Mike Mueller
Mary Mueller Reinhart
Ellen Mueller Pfenninger
Bill Mueller
Mark Mueller
Jane Mueller Powell
Steve Mueller
Tim Mueller
Donna Mueller Wilson
Beth Mueller Schumacher

And all 34 grandchildren, 33 great-grandchildren and 6 great-great grandchildren.

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



Name (please print): Ryon and Ruckel Murphy Date: 3-4-2019

Address: 4901 /s + Street Kenotha, WI 53/74

Phone Number (optional): E-mail Address (optional):

Sic altrachael.

Please place this form in the box on the comment table located in Lobby Hallway or mail by March 7, 2019. If

Dear Mr. Hoff,

My wife and I are writing regarding the proposed county KR road expansion described in the February 28th, 2019 meeting at the Village of Somers Town Hall. We understand the need to develop our community and the Foxconn development will require the expansion of County Highway KR in order to ensure the area can safely accommodate the increased traffic. We also understand that the road has to come further onto our property to be able to tie into the existing road. However, the current proposal for our property in this expansion does not allow for the safety of our family and home. Therefore, it is not an acceptable solution.

- 1. Vehicles traveling at 45+ mph will be approximately 40 feet from our bedroom. In the 4 years we have been in the home, there have already been incidents of vehicles leaving the roadway and damaging our property. Our family will no longer be a safe distance away to prevent us from being collateral damage.
- 2. The ditch currently separating the road from our property will be removed. This makes it even easier for a car to be able to enter the front of our home when they leave the roadway.
- 3. Above ground telephone lines will be about 20-25 feet from our home. Are they too unsafe to be above a walking path but they can be that close to our home? When a vehicle or storm eventually takes down the high voltage power lines, what will keep it from contacting our home?
- 4. Our mature and new trees will be taken down to expand the road, which act as both a sound and safety barrier. There will no longer be the space to re-plant trees because we cannot safely plants trees close to the new power lines that will be going in place, nor so close to our house that they will compromise the foundation. How will we ensure our safety, let alone provide a sound barrier?
- 5. Based on the age and location of our home, the construction to expand KR has a strong chance of compromising the foundation of our home. Our house was built in 1870 and has a stone foundation.
- 6. The state's plan spells out that residences east of Old Green Bay Road will have full driveway access from the East or West bound lands. To the contrary, we will not be able to turn left out of, or into our driveway. This will result in daily U-turns, which the project tried to avoid due to safety concerns.
- 7. The property at 8438 County Line Road in Racine County is being bought-out for this project. It is a further distance from a high-speed highway than our home. Is Kenosha county not protecting its residents at the same level?

Feel free to contact us with any questions you may have.

Thank you for your time,

Ryan and Rachel Murphy Rcmurphy4@gmail.com Rcmurphy31@gmail.com 4401 1st Street Kenosha, WI 53144

George H Nelson 5257 Vicksburg Drive Mt Pleasant WI 53403-9459 262-553-1244

May 6, 2019

WISDOT 141 NW Barstow St Waukesha WI 53187

Attn: Mr. Steve Hoff, Project Manager

Hi, Mr. Hoff!

I'm a resident of Campbell Woods, located just northeast of the Hwy. 31/KR intersection. Having become a self-proclaimed "expert" on road construction ideas, please consider this idea, which should save a half million dollars or so from the KR Construction project. (I worked all summers of my high school and college years in Minnesota surveying for the highway department — both regular and construction surveys.)

You've done great job looking at the narrowing possibilities of KR east of Highway 31 – especially with the long range aspect of KR traffic volume in 20 to 40 years from there to the Lake. But in 20 to 40 years, of course, any work you've done now will long since be in need of maintenance, repair, and upgrading.

Instead of expensive construction east of Old Green Bay Road, with substantial damage to the ecology by obliterating trees and ponds along Campbell Woods (which folks have saved for and spent big bucks to live in this unique place), why not revisit the possibility of narrowing KR in the 1/3 mile between Hwy.31 and old Green Bay Road?

A substantial percentage of eastbound traffic on KR turns north or south at Hwy 31. Most westbound traffic on KR wanting to turn south on 31 will drive those 15-20 seconds to 31 even now rather than turn on Old Green Bay Road, since they are not protected by a light at that corner of Old Green Bay Road and 31.

A wild and crazy option to this may be to put a "No Left Turn" sign westbound on KR at Old Green Bay Road, thus eliminating the hazard of turning south on 31 at the Old Green Bay Road intersection (without stop light protection), and at the same time, saving the taxpayers \$400,000 or \$500,000 of design and construction costs on KR east of Old Green Bay Road (with the narrowing function performed on KR between Highways 31 and Old Green Bay Road), plus preserving the Campbell Woods ecology.

Beside the big cost saving, you will help us keep the region green, and natives happy! Thanks, Steve!

george nelson | // //////

FEB 1 1 2019
Village of Mt. Pleasant

Harv & Jeanne Radke 4823 Old Green Bay Road Mount Pleasant, WI 53403 (262) 554 7462 Email: hjradke@tds.net

11 February 2019

Bike Trail Intersection with KR(re. JT "DOT meeting set on Highway KR", 11 Feb)

As chair of Mt Pleasant Parks at the time, my experience dates to the proposed Pike R. flood control project. Eventually the vision evolved to make the service road serve as a bike/foot trail as well. Sunny Havn took on the leadership of the project and it has become reality.

The trail has two massive safety failures. Crossing hwy 20 at grade on Oakes Rd. and hwy 11. The Hwy 20 failure starts, understandably, with the unwillingness of UPRR to share any of their land for trail use(at the hwy overpass). Even Paul Ryan could not bend their leadership. Next, The State was unwilling to consider any modification of the slope on the east side of the RR for trail use. That idea should be kept on the table for the future.

If left unaddressed the bike path intersection with KR will look like the one at hwy 11. Accidents and deaths waiting to happen!

A solution at KR, and a future one as well at Hwy 11, when an upgrade happens is simple. Twin culverts. The second ones bottom must be above normal stream flow level. It would serve a duel purpose, normally a trail but at flood stage a path for storm water flow. This is not some revolutionary, hairbrained idea. It is in use on streams that cross the BNRR(now BNSRRR) along the Mississippi providing river access for motor vehicles except during times of high water.

The project would have some additional cost including that of the second culvert and possibly raising the road a bit, if not already in the plan.

Another revision/improvement: If the trail in Kenosha Co. were kept in the west side of hwy 31 I believe that it could pass under the highway at the Pike River bridge.

Most sincerely,

Haven H. Radhe

- - - -

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 2:05 PM **To:** 'Carol Rannow' < crannow1@gmail.com>

Cc: gstoner@somers.org; county.executive@kenoshacounty.org; Sen.Wanggaard - LEGIS

<Sen.Wanggaard@legis.wisconsin.gov>; Sen.Wirch - LEGIS
<Sen.Wirch@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; Rep.Barca@legis.wisconsin.gov; info@tonyevers.com

Subject: RE: Highway KR expansion response and concerns

Good afternoon, Ms. Rannow-

Thank you for your detailed comments regarding the County KR project. We will review your comments with both Racine and Kenosha Counties, and we will take them into consideration as we select a final alternative for County KR. Your written testimony has been received and will be entered into the public record for the County KR EA hearing.

Steve Hoff, P.E.

Project Manager

WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: <u>steve.hoff@dot.wi.gov</u>

From: Carol Rannow < crannow1@gmail.com>

Sent: Wednesday, March 06, 2019 7:24 PM

To: Hoff, Steve - DOT <Steve.Hoff@dot.wi.gov>; gstoner@somers.org;

county.executive@kenoshacounty.org; Sen.Wanggaard - LEGIS

<Sen.Wanggaard@legis.wisconsin.gov>; Sen.Wirch - LEGIS

<Sen.Wirch@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; Rep.Barca@legis.wisconsin.gov;

info@tonyevers.com

Subject: Highway KR expansion response and concerns

Highway KR expansion response from: Carol Rannow

5621 1st Street – Highway KR Racine, WI 53403 <u>crannow1@gmail.com</u>

Key Points:

Does the road need to be upgraded?

• Yes, the traffic on KR has increased through the 30 years we have lived on this road. When we purchased the house it was known that there were state plans to expand to four lanes. The road has degraded and is in need of repair. We also see regular use by bicycle riders heading West on KR. Safety has been an issue both personally (getting mail) and with the numerous accidents occurring near our home.

Deciding on the style and sizing of the road.

- The size/style should be based on current and potential future use.
 - o The current use is farmland and residential.
 - o The potential use is business use from Interstate 94 through Highway H and potential business use from Highway H through 90^{th} street.
 - o The potential use from 90th street East to Sheridan road is residential.
- Foxconn: This development is looking more and more like it will either fall apart in total or downsize dramatically from the original plans.
 - o Foxconn is facing stiff competition globally which our area cannot compete with the wages they need to remain competitive. They are highly dependent on Apple for their manufacturing and Apples

growth has stalled and will need to change to remain competitive.

- o <u>Should we spend millions on infrastructure costs when the agreement looks to be in jeopardy?</u> **NO**. Reduce the scope. This reduces costs and will give us a new roadway that is based on the two types of future potential development along KR, **Business and Residential**.
- Review the scope of the plans to reduce our infrastructure cost. The roadside choice should reflect the current and future uses along Highway KR.
 - o Current differences in roadside land use:
 - The roadside west of 90th street is now all farms, an entrance to mobile home park and limited housing.
 - The roadsides east of 90th street through 22nd/Meachem Blvd. is majority single family residences, a high end housing development and limited farmland.
 - The roadsides east of 22nd/Meachem has limited single family homes and farmland.
 - o West of 90th is <u>potential</u> development and expansion for **business use**. They will need better access to I-94.
 - o East of 90th street currently is **residential** and <u>potential</u> housing development.

Because the main use of Highway KR East of 90th street will be residential, the road choice should reflect this. A critical change for this expansion should be the REDUCTION in the speed limit to correspond with the residential usage. If the speed limit from 90th Street East to Sheridan road is reduced to 30-35mph the size and scope of the 4-lane improvement can be reduced.

By reducing the current median width and formulating the road to be more like the 4 lane roads on Meachem road (that head into Kenosha), the amount of additional land required can be dramatically reduced; while still giving the needed upgrades for a 4-lane road.

Making this change will go a LONG WAY to reducing costs and improve relations with the homeowners along KR. This change will SHOW them you ARE listening to their needs. We NEED a 4-lane road but DON'T NEED a 55+mph Highway! **Residential** areas should be built as residential areas.

My concerns are:

- 1. We need a 4-lane road
- 2. In residential areas we don't need 55+mph, we need 35 mph.
- 3. By limiting the speed in the residential area the amount of land needed to build the road expansion will reduce dramatically. Equals happier homeowners.
- 4. How are you addressing the residents SAFETY? Are you looking at the closeness of the homes along a 55+mph highway for safety?
 - We've lived here 30 years and have seen numerous accidents. They are mainly due to slippery roads, inattentiveness and speed.
 - If this road is brought closer to my home, my life <u>IS</u> in Jeopardy. My bedrooms face KR and most of the accidents are late at night or early morning while we're in our bedrooms.
 - Can you guarantee my safety? I'll feel much safer with 35 mph speed limit. Not to kid myself that the speeds won't be 10+mph faster but it's much better than 65-70+mph in a 55 mph zone.

PLEASE reduce the 4-lane from 90th street to Sheridan for a 35 mph speed limit for the approval and safety of the residents. LISTEN for once and show us you care!

Carol Rannow
crannow1@gmail.com
262-553-5444
5621 1st Street
Racine, WI 53403

From: Hoff, Steve - DOT

Sent: Wednesday, March 06, 2019 11:20 AM **To:** 'Kevin Rannow' < <u>krannow1@wi.rr.com</u>>

Cc: gstoner@somers.org; county.executive@kenoshacounty.org; info@tonyevers.com; Sen.Wanggaard - LEGIS <Sen.Wanggaard@legis.wisconsin.gov>; Sen.Wirch - LEGIS <Sen.Wirch@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; Rep.Barca@legis.wisconsin.gov

Subject: RE: Written Testimony - County KR - Phase 2 County H to Old Green Bay Rd

Mr. Rannow,

Thank you for your detailed comments – we will discuss them with both Racine and Kenosha Counties. Your written testimony has been received and will be entered into the public record for the County KR EA hearing.

Steve Hoff, P.E.
Project Manager
WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: steve.hoff@dot.wi.gov

From: Kevin Rannow < krannow1@wi.rr.com>
Sent: Sunday, March 03, 2019 10:45 AM
To: Hoff, Steve - DOT < Steve.Hoff@dot.wi.gov>

 $\textbf{Cc:} \ \underline{krannow1@wi.rr.com}; \underline{gstoner@somers.org}; \underline{county.executive@kenoshacounty.org}; \underline{info@tonyevers.com}; \underline{Sen.Wanggaard} - \underline{LEGIS}$

<Sen.Wanggaard@legis.wisconsin.gov>; Sen.Wirch - LEGIS <Sen.Wirch@legis.wisconsin.gov>; Rep.Kerkman - LEGIS

<Rep.Kerkman@legis.wisconsin.gov>; Rep.Barca@legis.wisconsin.gov

Subject: Written Testimony - County KR - Phase 2 County H to Old Green Bay Rd

Kevin Rannow 3/3/2019 5621 1st St (CTH KR), Racine, WI 53403 262.553.5444

Mr. Hoff,

I have been involved in each of the Wis DOT information sessions on the CTH KR Phase 2 project. I have provided input in person and by email. I appreciate this opportunity.

In summary below are my concerns and positions on this project.

I live at 5621 1st St (CTH KR) which is in the project area.

- I do not want to lose any land to widen the right-of-way.
- I do not want to lose any trees that are currently on my lot.
- I would like to see the new road designed with Wis DOT standard (FDM 11-20 Attachment 1.1 Urban Streets Modernization Roadway Design Criteria for Posted Speed Limits of 40 mph or less) at 35 mph instead of current design standard (Wisconsin DOT's Facilities Development Manual Section 11-20, Attachment 1.5 Transitional and High Speed Urban Roadway Criteria For Posted Speed Limits Of 45 55 mph, Design Class UA2) which requires more right-of-way.

Land – As individual lots were developed in this area many were required to give additional right-of-way of 65 feet to the centerline for future road purposes. This 65 feet width in addition to the historic 33 feet on the opposite side of the road totals 98 feet. Below is an example of recently constructed 4-lane road CTH Y in Mt Pleasant, Racine County. The right-of-way is 110 feet. This seems much more realistic than what is currently proposed for CTH KR. An eight foot bike lane is shown on the right in the photo. This also accommodates vehicle right turns so no dedicated turn lane is required.





Trees – We have planted and maintained many trees on our lot. The trees along the frontage were intentionally planted for protection from wind, snow, vehicle headlights and errant highway traffic. There have been several instances of vehicles leaving the roadway due to weather, speeding, medical emergencies, intoxication, etc. We have even had a large trailer wheel break off of an axle and crash into our property. I do not want to lose this protection.

35 MPH – While I don't agree with their study conclusions for many reasons, I understand that Racine wants to move vehicles quickly down CTH KR and into the city. Do you realize that the distance from 90th St to Sheridan Rd (STH 32) will take less than two additional minutes at 35 mph than it would at 45 mph? (STH 32 is the next section of road proposed). 35 mph would be much safer and more pleasant for those traveling this route and living in the area. We all know that vehicles tend to go 8-10 mph over the posted limit and multilane roads even faster. The density of homes in this area warrants 35 mph per Wisconsin Statute 346.57 (4) (f) or (g). 35 mph would also allow using the Wis DOT construction standard that requirse less private land to be acquired for new right-of-way. You could have better public support of the project and improved safety for less than two additional minutes.

Thank you for this opportunity to comment. I hope and expect that this, and comments from others, receives fair consideration.

Respectfully, Kevin Rannow

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



Name (please print): Gail Naomi Sharpe Date: 3-6-2019	
Address: 6225 Ist Street Pacine, WI 53403	
Phone Number (optional): .552 -7301/ E-mail Address (optional):	
Testimony (use additional pages if necessary):	
I agree with the concerns and opposition to the Hwy KR	
"improvements" stated by my neighbors. In additioning	
"improvements" stated by my neighbors. In additioning The Sandhill cranes have returned to this areal for the the year. They	
make several trips over the UPRR to the fields south of KR to feed. How wi	11
they be sustained? Bullfrogs have returned to wetlands around my	
home How will the redirection of prinwater and huy runoff effect them	
3 Deer + coyotes cross KR regularity. Due to the ra overpasses, they will	
be funnelled into smaller corridors and cross 4 lanes of traffic - dang	
ous for People and wildlife. & By DOT estimation, traffic will double,	
yet the matrix chart claims ug air quality concerns, How can this be	
The air quality in this area is already the worst in the state. (5) Wir	
the loss of farmland-force some farmers to end their operation?	
family forms are already threatened & why were the environmental	
impacts of this project not discussed? Mr. Hoff referred to only the	
-Pirst half of the Matrix chart, Items listed under the environment	el
impacts" heading were ignored,	
My family has been on this land for 74 years. Many of my neighb	205
have been here my whole lifetime, we are more than lines on a	
have been here my whole lifetime, We are more than lines on a platte map. Please carefully consider our objections and concerns.	
Thank-you.	
Louen Sparpe	
3/6/19	

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 1:57 PM

To: 'Jack Thorsen' < <u>jack.thorsen@sbcglobal.net</u>>

Subject: RE: Written Testimony - WISDOT County KR Phase 2

Good afternoon, Jack-

Thank you for submitting your comments – we will discuss them with both Racine and Kenosha Co's and take them into consideration as we select our final alternative for County KR. Your written testimony has been received and will be entered into the public record for the County KR EA hearing.

Steve Hoff, P.E.

Project Manager

WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: <u>steve.hoff@dot.wi.gov</u>

From: Jack Thorsen < <u>jack.thorsen@sbcglobal.net</u>>

Sent: Wednesday, March 06, 2019 4:40 PM **To:** Hoff, Steve - DOT <Steve.Hoff@dot.wi.gov>

Subject: FW: Written Testimony - WISDOT County KR Phase 2

From: Kathy Thorsen < tkathy6@gmail.com > Sent: Wednesday, March 6, 2019 2:56 PM
To: Jack Thorsen < iack.thorsen@sbcglobal.net >

Subject: Re: Written Testimony - WISDOT County KR Phase 2

How about adding something that speaks to the destruction of our wetlands and to our conservation area priorities?

Κ

On Wed, Mar 6, 2019 at 1:59 PM Jack Thorsen < iack.thorsen@sbcglobal.net> wrote:

Kathy:

Please add

Steve:

Here is a stab at bullet point comments on this County KR widening:

- 4 lanes should end at Hwy 31 Green Bay Rd.. There is no reason to extend to Old Green Bay Rd, based on traffic counts. Begin the narrowing 2,000 feet before the 31/Kr intersection as KR moves east from
- If you extend to Old Green Bay Rd. and/or you will still take part of six lots on Campbell Woods, The Campbell Woods HOA requests a heavy deciduous visual and sound barrier adjacent to KR.
- There is no reason to extend the multiuse trail east to Vicksburg Dr. Where Vicksburg joins KR may become a parking lot for users of the trail and we only would have on street parking clogging us pure trance.
- Why don't you split the private property impingement equally on both sides of KR? That seems more fair to all inhabitants adjacent to KR.

While we appreciate the concern for our safety relative to urban development and increased traffic patterns, we question the urgency of the proposed construction at this time.

Regards,

Jack and Kathy Thorsen

262.237.1130

From: Hoff, Steve - DOT

Sent: Friday, March 08, 2019 4:02 PM **To:** 'Beth Vitt' < <u>vitfam86@gmail.com</u>>

Subject: RE: KR Expansion

Good afternoon, Ms. Vitt-

Thank you for your comments on the County KR project. We will discuss them with Racine and Kenosha Counties as we work toward selecting a final alternative for this project.

Steve Hoff, P.E.

Project Manager

WisDOT Southeast Region

Phone - o: (262)548-6718 / c: (414)750-0514

email: <u>steve.hoff@dot.wi.gov</u>

----Original Message-----

From: Beth Vitt <<u>vitfam86@gmail.com</u>> Sent: Thursday, March 07, 2019 6:11 PM

To: Hoff, Steve - DOT < Steve. Hoff@dot.wi.gov >

Subject: KR Expansion

I was shocked to find out that the new plan is to continue the expansion of KR with four lanes past Vicksburg in Campbell Woods. The addition of a ten foot wide multipurpose path is especially heinous. Besides being a waste of taxpayers' money, this plan is also dangerous since traffic will be going 55mph while we will be trying to turn into our quiet neighborhood. Speaking of quiet, that's something we will lose during the years of construction and then with a 4 lane highway going nowhere! Furthermore, ending a multipurpose path at the entrance of our subdivision seems like an open invitation to strangers to wander through our subdivision.

It is criminal that you are taking down oak trees, destroying vegetation and wildlife, and ruining precious wetlands. I'm upset that some of my neighbors will be losing up to 50 feet of property for absolutely no good reason. This entire project is nothing but a boondoggle that is about to reduce the quality of life that we have worked so hard to maintain. I ask that you stop the expansion of KR past Green Bay Road or better yet, stop it past H.

Beth Vitt 6536 Hillwood Ct. Campbell Woods Mt. Pleasant, Wi

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



Name (please print): Tom Vollenbort Date: 3-4-19
Address: 2714 County Line Rd. my, Pleasant
Phone Number (optional): 262-994-05 4 E-mail Address (optional): Tom Vollen Cyahoo. co-
Testimony (use additional pages if necessary):
You can count my vote as a "no" in regards to
the Huy KR - Reconstruction, I don't leave a problem
with Sight ingerovements and drawing work, I don't
believe as need a size type hypeway coming down
a regulantial area. Her project takes up too much
level and property of reselection owners. I'm sail
most lary residential owner moved here to be
away from the hustle + traffic. Morn your are talking of
greatly executing the road and taking our
I have level on Hwy Kot for 43ys. Jewell
infosion is wellen show are 4500 cars going part
Thave level on Hovy KR for 43ys. I fewlet imposible to believe where are 9500 cars going past my house every day I wire areas other than Hevy 31 intersection counted?
a 22' median walkery parch and earths are mit
what I wish for Venesha and Racere have enough
wads into and out of town. This project and any
future grozects on KR are not what most revolents
want Itwell elements homes and superty and course
heaitache for many
V

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): Date:
Address: 4007 1st. STREET KENOSHA WI 53144
Phone Number (optional): 262-552-8130 E-mail Address (optional): byvasse wirr. com
Testimony (use additional pages if necessary):
The DOT Environmental Assessment page 7 cites 37 crashes
(2013-2017) at the intersection of Country KR and WIS 31
as a justification for widening KR. We disagree.
Living in the immediate neighborhood, we have to
driven through this intersection daily since New 31 &
was built. It is a dangerous intersection, but not & &
because of KR.
The danger lies in inattentive drivers going too of
fast traveling south on 31. They pick up speed on 137
the long downward slope, and, for whatever 35
reason, the intersection does not register. Your of
engineers should be able to figure out why fand
What to do about it.
Over the years our family has personally seen
three such instances: vehicles southbound on Hy 31
at high votes of speed that drove straight through
the red light. By the grace of God and the fact that
of these instances resulted in collision, injury or death.
You could fix this intersection now. The
You could fix this intersection now; The crash rate has little or nothing to do with KR.

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): Dancy Washburn Date: 3/5/2019
Address: 7450 County Line RD, mT. Pleasant
Phone Number (optional): 262-818-1836 E-mail Address (optional):
Testimony (use additional pages if necessary): Nancy Lynnwash Lorn a
Tax Keys: 151.032235052010/1510322 gmail.co
My hosband Eugene Fink + Lown our
Tancon III on the Will Course
of Huy 31 & extends west of the Pike River where our home is located.
These takings will represent our third
3) municipal or Dot Taking in 20 years.
as testimony in this project.
See attached comments
I am sharing this evith a wide assortment of Village, County + local officials.
Dancy Wast

County KR Construction Phase 2 Written Testimony from Nancy Washburn

7450 County Line Road, Mt. Pleasant

Roadway: Based on the build out projections from Foxxconn I see no warrants in the traffic counts that require this size road for almost a decade. Our home was set back 90 feet from the ROW at the time we built it in 1997. That ROW was predicated on HWY KR being a 4-lane route in the future. With the additional ROW now being promoted our house will be 42 feet from the ROW, a typical setback for a residential subdivision. Typical HWY setbacks are 50 feet or greater depending on the road and its classification.

The enlarged ROW with median crossing in front of our home will have a significant negative impact on the value of our property as well as detract from its desirability.

We appreciate the fact that the future road reservation has been recognized. The 10 acres behind our house is zoned mixed use residential in the Comprehensive plan and has sewer currently abutting it.

IT IS IMPORTANT TO NOTE THAT OUR FARM ACCESS ON HWY KR WILL BE GREATLY DISRUPTED DURING CONSTRUCTION. WE REQUEST THAT FARM ACCESS BE TEMPORARILY RELOCATED TO HWY 31 FRONTAGE FOR OUR USE DURING THE CONSTRUCTION. IT IS ACTIVELY FARMED AT THIS TIME.

Intersections: We are actively working with the Area 2 DOT Access group to further determine access for our property on the Northwest corner of the intersection of Hwy 31 and Hwy KR. The ball is in our court and we have hired Pat Hawley from RA Smith to provide the Traffic Impact analysis for the corner. In addition, we submitted a CSM to the Village illustrating our proposed roadways, land uses and access. I have no further comment at this time.

Pike River Bridges: This improvement needs to be made regardless of the decision on the KR Roadway and Construction. For all the millions of dollars spent on storm water projects in the last years by Racine County, The Village of Mount Pleasant and Kenosha County along the Pike River the amount of water coming to the bridge has increased and the bridge culverts remained the same. If what I was told by an engineer for the DOT is true, the bridge was designed for a 5-year storm event which falls way short of any modern rain event design standards. The back up during rain events is catastrophic, has caused constant damage to our ditch lines, driveways and front yards and over tops KR on a regular basis creating a hazardous situation for travel and safety.

Pedestrian and Bicycle Accommodations: In our existing condition, Mount Pleasant and Kenosha County have spent millions of dollars to expand and enhance the Pike River corridor with miles and miles of multipurpose walking paths and trails that connect to Village Parks and County Forest Preserves. Those improvements were for the most part paid for by grants from the ACOE or other entities making them a reasonable investment for the community. I find it a foolish waste of expensive acquisition dollars and yearly maintenance dollars to encourage people to walk along a loud, congestion filled 4 lane highway when there are existing miles and miles of trails that keep pedestrians and bicyclist safely OFF the highway, away from cars and congestion.

Page 2 – Washburn-KR testimony

On the short term (3 to 5 years) the miles of sidewalk will need to be maintained, shoveled, repaired and monitored when we are years away from the residential population increase promised by Foxxcon. This would decrease the area needed for acquisition and use existing resources efficiently.

Stormwater Drainage Facilities: This, along with the Pike River Culvert/bridge expansion are the most important aspects of the project that serve an immediate need and need immediate implementation. Water desperately needs to be detained east of 90th street now. The existing driveway culverts on the north side of Hwy KR are sized for water volumes from years ago and consistently over top. The culvert to let the water into the Pike River is too small for the current capacity of flow coming to it. Our driveways and front yards are flooded and impossible to maintain. The pond located on the Village Park Property is in exactly the right place and will be of great benefit and relief and slow down the velocity east to the Pike River.

County KR – Phase 2 (County H to Old Green Bay Road)
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Phone Number (optional): E-	-mail Address (optional):
Testimony (use additional pages if necessary):	
Retention ponds	
O water in it always Ison	netimes that drains away
@ depth	
3) seconty - NOTHING LIK	E IT IN THE AREA NOW. I
	HOT DAYS- CHILDREN SWIMMING
INIT	·
@ WITH WATER IN IT - M	OSQUITO CONTROL
	AWS DUKES / GEESE. WE.
	=LYWAY COEESE MIGRATION
· · · · · · · · · · · · · · · · · · ·	WHOLT IS THE HEALTH CONC
	SE LANDING AND DEFECATION
IN THE WATER & SURV	
•	
PROJECTED TRAFFIC VOLUME	
	1/2
HOW COMPUTED? HOW CON	D. WHAT IS THE RALL DAT

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): RAM BHATIA Address: 1700, Contenual Lahr, Mt. Plea Phone Number (aptional): (2/2)7/6-68/2-Email Address (aptional):	Date: 192/28/2019
Address: 1700, Contemial Lank, Mt. Plea	Sant, WI. 53406
Phone Number (optional): (262) 366 - 6862 E-mail Address (optional):	vampb2003@yahoo.com
Testimony (use additional pages if necessary):	
WHY IS THE PROPOSED EXP	ANSION ONLY
UNTIL JUST EAST OF OLD GA	LEEN BAY ROAD?
THE PROJECT IS TO PRE	
ANTICIPA	
THE NUMBER OF VEHICL	€ 5,
SO WHAT WILL HAPPEN	TO THE
(INCREASED) TRAFFIC FAST PROPOSED CONSTRUCTION)	of THE
PROPOSED CONSTRUCTION	AREA ?
WHERE ALC ALL	THOSE VEHICLES
BRUING TO GU?	
WHY NOT EXPAND	> KR ALL
THE WAY TO SHORID	S GADA CO
Ranks.	
(100.00)	

Harv & Jeanne Radke 4823 Old Green Bay Road Mount Pleasant, WI 53403 (262) 554 7462

Email: hjradke@tds.net

11 February 2019

Bike Trail Intersection with KR(re. JT "DOT meeting set on Highway KR", 11 Feb)

As chair of Mt Pleasant Parks at the time, my experience dates to the proposed Pike R. flood control project. Eventually the vision evolved to make the service road serve as a bike/foot trail as well. Sunny Havn took on the leadership of the project and it has become reality.

The trail has two massive safety failures. Crossing hwy 20 at grade on Oakes Rd. and hwy 11. The Hwy 20 failure starts, understandably, with the unwillingness of UPRR to share any of their land for trail use(at the hwy overpass). Even Paul Ryan could not bend their leadership. Next, The State was unwilling to consider any modification of the slope on the east side of the RR for trail use. That idea should be kept on the table for the future.

If left unaddressed the bike path intersection with KR will look like the one at hwy 11. Accidents and deaths waiting to happen!

A solution at KR, and a future one as well at Hwy 11, when an upgrade happens is simple. Twin culverts. The second ones bottom must be above normal stream flow level. It would serve a duel purpose, normally a trail but at flood stage a path for storm water flow. This is not some revolutionary, hairbrained idea. It is in use on streams that cross the BNRR(now BNSRRR) along the Mississippi providing river access for motor vehicles except during times of high water.

The project would have some additional cost including that of the second culvert and possibly raising the road a bit, if not already in the plan.

Another revision/improvement: If the trail in Kenosha Co. were kept in the west side of hwy 31 I believe that it could pass under the highway at the Pike River bridge.

Most sincerely,

Havey H. Radhe

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): SCOTT PLAN MAN Date: 2-28-19
Address: 6123 ZST 5T2
Phone Number (optional): 252-989-7276 E-mail Address (optional): S. PLAWMAN @SBC
Testimony (use additional pages if necessary):
MEDDLE OFROADS - EVERYDAY- PONOT WANT TO GEEAST AND MAKE A UTURN
MIDDLE OFROADS - EVERYDAY-
DONOT WANT TO GOEAST AND
MAKE A UTURN

County KR – Phase 2 (County H to Old Green Bay Road)
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February 28, 2019



Name (please print): Krista Reck Date: 2128/19
Address: 6007 7+6 St. Kenasha Wt 53144
Phone Number (optional): 262 308-5177 E-mail Address (optional): rpi Keriver @ aol, ron
Testimony (use additional pages if necessary):
I own the property at 6565 ist street
The new road will be on my property and
cross an area deleneated as wetland.
I propose that where the road crosses
the wetland that it be supported by
can flow underneath the road . This
way the existing wetland can stary in tact.
By filling it in and expanding the road
the current wetland will move and expand.
Please consider my idea and let me know
what your conclusion is
on another note, this area is predominately
farmland and the current land owners have I no interest in not farming it. In Fact
there may be land owners that will put
their properties in a farmland conservancy
They need road access for their machinery
Luck of an end on a setting to day
tarm machines aren't commetable and
this is the situation that will be a reality in several years.
O soverou gears.

Foxconn is a "contract manufacturer" and their business depends on what their cust omers want. If customers don't order, they have no work. That being said, Foxconn has already signaled they are scaling back their plans for Mt Pleasant.

pan whereby they would push back their construction timetable to align with Less traffic, fewer employees If the # isnt there the project should be post poned.

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): Kim Tudida Date: 2-28-19
Name (please print): Kim Tudidu Date: 2-28-19 Address: 5828 2 w 57 Kewosky
Phone Number (optional): 261-7483718 E-mail Address (optional):
Testimony (use additional pages if necessary): Between EA
Bile Trail on north side of road, will
IT go up and over or STAY Flat
Change Stop Signs on 31 + KR to yearld +
yeild to Stop
ON KR between EH + 31 have left
Tura lanes ju center of Rould
Who maintains the Bike Path for Swow
And Corring gods
Speed Limit to 35

County KR – Phase 2 (County H to Old Green Bay Road)
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Name (please print): JAMES WARNOCK	Date: 2-28-19
Address: 5723-15 St. Racin (Somers) 5340	
Phone Number (optional): 262 552-9160 E-mail Address (optional):	JD WARNOCK 580
Testimony (use additional pages if necessary):	(s //
My Primary Concern is the location Mail Box. Currently it is on	of our
Mail Box. Currently it is on	the Agein
Side which requires Crossing a +	-wolane
highway (busy highway), will the	Mail Box
highway (busy highway), will the remain on the Racine Side veg	wiring wo
to cross on over husier four	1 Cane
highway or will it be reloc	ated to the
Lighway or will it be reloce Somers Side?	
	

County KR – Phase 2 (County H to Old Green Bay Road)
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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): Ed + Ivane Kuiper	Date: 3-4-2019
Address: 8800 County line Rd Mt Pleasant 52402	
Phone Number (optional): $\frac{2624974994}{262498.4996-L}$ E-mail Address (optional): $\frac{17606}{262498.4996-L}$ ed was	. Kuiper Qamail.com
restimony (use additional pages if necessary):	
We are unhappy that the road widening is still procee	eding despite
the uncertainty of Foxconn. We do think it's better that 90)th street is
curving to meet up with EA. We hope that means less of o	ur frontage Will
be taken for a turning lane. However, we are concerned	how we will
get in and out of our driveway. Will there be a break	in the median
by our house/driveway so we can pull out to go east? W	rill it be safe?
After being home on medical leave for the last 10 months,	I've noticed
how fast people drive past our house. I know the speed lim	it changes here,
but I'm concerned with the speed. Even though our home a	and the Gustins'
(at 8536 county line Rd.) will be the only homes left on this :	side of the road,
We'd like to see the speed limit lowered past our home. Espe	ecially in light
of the bike trails with walkers and bikers,	
we don't want to lose any of the trees we've planted. We ha	ave a hickory
tree near the road that was here when my grandparents, An	ugust and Elsie
Sievers, lived here. Another tree, an osage orange tree i	s said to be
one of the oldest in the county. As you know, this home ha	as been in my
family for 86 years. The Gustins' home, 8536 county line Rd.	was a home
my uncle built almost 70 years ago.	
-	

Thank you for your consideration, in thinking about the families this affects and for our overall safety.

Chere Heipor

Zhurf Kuj

County K-R 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 the Lobby Hallway Or mail by March 7, 2019. If returning by mail, self – addressed stamped envelopes at

The sign in table are for your use.

Name (please print) ROBERT C. SZYMCZAK Date: 3-7-19

Addtress: 5208 VICKSBURG DR. MT. PLEASANT, WI 53403

Phone Number (Optional) 847-778-7764

E-Mail Address: rdoortszymczak@hotmailcom

Testimony (Use additional pages if necessary):

I would like to take the opportunity to comment on the proposed County K-R Phase 2 plan being proposed Wisconsin DOT.

After reading The Capital Times Article (3/6/19) and The Milwaukee Journal Sentinel article (3/7/19) it is even more imperative we take a step back to evaluate The current and future status of The Foxconn Project. We certainly should not be Committing the State and Village resources for a project that may never materialize To the extent these improvements have been planned to accommodate. These are Tax dollars which need to be scrutinized closely as to not bankrupt Mt. Pleasant. As we all know, if the project is not completed as originally proposed there will be A major shortfall in the proposed revenues.

In addition to the monetary risk we are taking there is a human element to this Proposal as well. The disruption of Family homes and Homesteads and the removal of dozens of Old-Growth Oak Trees are a factor which is difficult to measure but nonetheless it has a very negative effect on the residents in both Racine and Kenosha Counties.

I don't see any reason for carrying the expansion of Highway K - R East of Highway 31.

As we know, Highway 31 is a major State arterial which could easily funnel traffic North and South to existing East - West Roads. There is more than sufficient space to funnel Highway Eastbound KR 4-lanes back to two lanes with a dedicated Right and Left turn at Highway 31. If and when Foxconn firms up more extensive plans The State could then consider any improvements East of Highway 31.

In closing, please re-consider Highway K - R improvements East of Highwy 31 until We all have a better idea of where Foxconn is heading. It is fiscally responsible to take this approach and what the Citizens of Racine and Kenosha deserve.

Respectfully,

Robert C. Szymczak / Smyah

CC: The Honorable Governor Tony Evers

PRIVATE VERBAL TESTIMONY (from transcript)

MR. LASHLY: So let's see, my concerns are as far as I am the one house in a group of three that they're leaving. I'm concerned about my property value. I'm going to be selling the house within two years. My concern is two different things, is the property value, the problem with that for the timeline of this. My concerns are keeping the egress in and out of there while the construction is going on. The -- they're going to have to purchase some of my property in the front anyway. They're going to have to restore a blacktop driveway. And it's -- to me, it would be more advantageous just as a taxpayer, to me, and also personal reasons, is to get me out of there. My concern is that it's going to go -- they could start construction and it could be getting wiped out anyway, my house. So I want it on record that I want out. I want to get bought out of there. I don't want to be there. And I've talked to everybody, from Michael Pirates to some other people, and off the record they agreed with me. That they understood that I don't want to sit and stare at a 35-foot rise overpass, you know. I'm the only house there. So those are my concerns. Do you have anything else?

MS. ADE: No, that's pretty much it.

MR. LASHLY: And that's my concerns. The salt wash off from my pines, the one buffer that I do have, I'm afraid they're going to die. I mean, it's just -- It's just -- I need to go out of there. The neighbors are going to be gone. Not that that's a real problem. But I just think – I want it on record that I want out of here. That's about it.

COURT REPORTER: Could I have your name, please?

MS. ADE: Tiffany Ade, A-D-E.

MS. BAKER: This KR project ends west of where we live. But going from four lanes down to two lanes doesn't mean that the traffic is going to be two-lane traffic the way it used to be. It's still going to be heavier traffic, and there's going to be people coming -- continuing on KR east looking for alternatives to go north or south. Wood Road is one of those north/south alternatives, which is the road that we live off of. Between Wood Road -- on one side of Wood Road and the other side of Wood Road there's a park and there's houses. From our subdivision to get to the entrance to the park is all of two lots, two -- two home lots. It is dangerous -- it is difficult to walk from the entrance to our subdivision to the entrance to the park, which is all of 150 feet. There's no shoulder on the road. Traffic is picking up. It has already shown an increase. And it's going to have more traffic because people coming off of KR from this four-lane down to two-lane are going to be looking for alternate routes to go north or south. And I have concerns about the entire length of Wood Road being unsafe to walk on, unsafe to cross for pedestrians, unsafe to ride bicycles on. There's not a direct line of sight; it's hilly. Speed limits are supposed to be 35, but routinely students going out to Parkside are running at 50 or more. And I want to know what kind of accessory planning that the DOT has taken into account for all of this extra collateral traffic that is going to be coming off of this four-lane project. For example, Wood Road. Two-lane road. In many areas it has no shoulder, no shoulder at all. People that walk from the two subdivisions around Sanders Park to get into Sanders Park have to walk on Wood Road or they have to cross Wood Road. And it is -- we've already spoken with the park director and asked him to lower the chain so that we can jump the chain to go into the service entrance instead of walking two lots, two home lots, south to get into the public park entrance because it is so dangerous to walk on Wood Road. There are many people -- I've spoken to somewhere between 15 to 20 walkers that all express extreme concern and say that they are afraid to walk on Wood Road anymore. So this is the collateral fallout that's starting to happen from increasing traffic on these through roads off of KR. This project is going to bring more collateral traffic. What are we going to do?

MR. LUEER: I mean, we're -- we're okay with the relocation if that makes it --

MS. LUEER: Any easier.

MR. LUEER: Yeah. We don't have any issues with it.

MS. LUEER: Yeah. MR. LUEER: Right. MS. LUEER: So --

MR. GUSTIN: I'm the neighbor which is not being relocated. And from what I'm seeing on here and the numbers they're giving me, there's going to be nothing left of my front yard. The roadway and what they're taking is going to go right up into my front yard. I'm losing a whole circle driveway. And by the time they're done – I guess it's just not acceptable, is what they're telling me, what I'm saying. So I don't know what else to -- they told me to talk to you, so –

MR. LUEER: He's never going to be able to have his RVs in his driveway.

MR. GUSTIN: I want to be relocated, to be out of there. I want to make it simple. I want to be gone. And by the time they're done with their work, it's not going to be the same. I don't know what else to say.

MR. LUEER: Yeah, I would -- I think you hit it on. It ain't going to be the same. It ain't going to be safe. It's -- period.
MR. GUSTIN: I got vehicles -- like he said, I got vehicles that won't fit in the driveway by the time they get done taking everything they're going to take from the front yard. I got privacy trees across the front that have been growing for 17 years, 18 years. Everything will be gone, all that stuff will be gone. The whole front will be wide open. The last six months, the relocation's been going back and forth, back and forth. One month I'm relocated, the next month I'm not, the next month I am,

the next month I'm not, so -- basically this month I'm not, and that's what I'm looking for.

MR. MCCROSSEN: So we live at 7604 County Line Road. Name's Todd McCrossen. And we live right next to the village of Mount Pleasant park that they are putting in. So we own a trucking company. And I park one truck at the house, and I have to back into my driveway. Putting a four-lane is going to be -- and a median in the middle, I won't be able to park my truck. I haul out of Racine quarry over on Three Mile and 32. And if I have to go up the other way and around to get the fuel right on E and 31 -- 32 -- 31, sorry, 31 -- then I'm actually wasting resources, time, putting wear and tear on my truck that doesn't need to be put on it. I think we should just wide – they should just widen the road a few feet and call it a day. I have a hard enough time parking the truck the way it is, because the traffic going in both directions, when you put your hazards on and get ready to back in the driveway, they don't realize, they're too stupid, I should say, that – to realize that you're going to be backing up into a driveway. So I don't personally think that they should put it as a four-lane highway, period. So that's about all I got to say.

MS. LOCKHART: First thing is a statement. Watching what's happened on the Racine side of KR has made the rest of us very leery of what happens on the south side. So that out there. It is demoralizing to watch people that I've seen for 60, 70 -- well, not me 70 years, but to see them for 60 years, neighbors, feel like they're not going to be given straight information, it's demoralizing. The other thing is a question, and it's not clearly -- I just talked with somebody out at the pictures and charts. The corner of 56th Avenue and KR they said is under study. Has not -- let me back up. If the speed limit is going to be what they think it's going to be on KR, and the traffic is as much as they say it's going to be on KR, then that intersection needs to be addressed. Those of us who live down there who currently have no problem most of the time getting out onto KR. There's a subdivision, and then the rest of us who all live on 56th Avenue would like that to be addressed. Not just oh, we're looking at it. Like to be addressed. I think that's it.

MS. BELL: So my name is Hayley Bell. I live at 6119 1st Street right on KR. My home is one of the five homes in -- our home is one of the five affected by the overpass. From what I understand, they're going to have five homes exit, or coming on and off of the, what's that road called? See, I couldn't do this in there, 'cause it's taking too long. An access road. The access road will go up to the shoulder for us to get on and off of or onto KR. I think that's very dangerous. I think it's dangerous for school buses, for our children. I'm not happy with that. I think it's devastating for me and for my family, for the older folks who don't like to get up to speed as quickly as the young, lead foot kids do. My other question was, if the pedestrian and bike trail is not going to be on the south side of KR, I'm wondering why they need to take so much property in front of our home. I'm going to basically step out my front door onto KR or into the brick wall, and I don't like that either. I don't think it's fair that people bought these properties to enjoy what they were looking at, to enjoy the piece and quiet, with a train every once in a while, which you don't hear after so long. To have to look at a brick wall, don't look at farm fields anymore. You can't see those; you're looking at a brick wall. That's all I have.

MR. FEEST: I'm a trustee in the village of Mount Pleasant, and I have been following this road path for quite some time. I agree with the principal and the idea. One concern that I want on public record is the DOT's wish to put overpasses on the railroad tracks and the adjacent neighbors that are going to be subject to viewing the wall. I did not see any indication via Yellow Star that certain homes that are close to the railroad tracks, i.e., looking at a rather tall wall, were given an option other than a shortened landscaping and possibly an access road adjacent to

this wall to get out onto the street. I would hope that as the DOT is moving forward with this project, that if those neighbors deem that wall as their main visual a deterrent that they wish not to have to deal with, that we would somehow work out a process to purchase their property and allow them to move to somewhere that does not have a 40- to 60-foot wall as their front view. That's basically my concern. There are a lot of other concerns, but this one is in the forefront because it appears to be some residents, especially on the Kenosha side, that are going to be dealing with this up close and personal. And I don't think it's fair to construct a cement wall in front of somebody's home and tell them this is just the way it is, you have to live with it. There has to be other options available to these residents. Thank you.

PUBLIC VERBAL TESTIMONY (from transcript)

Leslie Maj

MS. MAJ: Hello, Leslie Maj, 7820 County Line Road, Mt. Pleasant. I purchased and moved to my Mt. Pleasant home in late 2017, right before the Foxconn and Highway KR road expansion projects were announced. Imagine our shock upon finding out that the investment we had saved ten years for, our beautiful rural home, would become one to two miles from the Foxconn development, and that with the KR road expansion, our home would be butted up right next to a four-lane highway. Because you will be taking two traffic lanes, a 22-foot median, a 10-foot walking path, and an 8-foot shoulder all from my front yard. However, as they say, it is what it is. Here are my major concerns. Without question, we need a two-way left turn median versus the original, um, raised median, so that myself and my neighbors have access to our driveways going both ways. I think it's unsafe to be making U-turns in order to access our homes. The current speed limit in our residential section of KR is 45,

which is already unsafe. Let's face it, 45 means 55 to 60. And since moving here, there have been many excessive speed, multiple-vehicle accidents right in front of our home, where people were injured and there was property damage. Every day all day vehicles and semis come barreling through here well in excess of 55. I understand the counties of Racine and Kenosha, especially Racine, dreaming of KR being the thoroughfare to the city and the lakefront. But, remember, our children, grandchildren and pets play in this neighborhood. It is a residential area with homes that are and will be very close to the road. The speed limit should be reduced to 35 miles per hour, just like it is on Green Bay Road going north from KR to 11. The speed limit drops from 55 to 35 as you drive through the residential area of Mt. Pleasant. Counties of Kenosha and Racine, especially Racine, you are forgetting one important thing in your zeal for this highway to the lake, the safety of your residents and taxpayers. Someone is going to get hurt or killed if you don't stop to take our safety into consideration. We purchased this home in part for its long driveway that supplies ample parking for guests and for our 30-foot camper. You are taking that away from us against our will. Where are we going to park our camper now? Pay for off-site storage? Where are our family and guests going to park when we entertain, which is often? Along KR? I don't think so. Are you going to pay to asphalt a double driveway for me and my family and guests, and along the side of my home so I'll have a place to park my camper and want to entertain? Last but not least, I am devastated by what will be the loss of land and landscaping. There are at least a half dozen or more beautiful mature pine trees planted along what is the current edge of my property along KR. These trees were planted over 30 years ago by the previous owner to act as a privacy and noise buffer. You will be mowing them down like weeds when you take my property for your road expansion. There are rock and perennial gardens, fruit and Aspen trees, and more that are slated for the demo -- demolition crews. I am heartbroken and angry. In closing, at this point, no one is even sure if Foxconn is even coming, or if they do, in what downsized form it will be. Taking KR to four lanes all the way to 32, gets you to 32. There's still a substantial drive north to the City of Racine through what is a high-crime area, and is in many places still two lanes, with no room for expansion, unless you plan on demoing all their homes, too. It takes forever to get to Racine that way with all the stoplights and stop signs on 32 going north. I simply do not understand your logic in uprooting and disrupting so many people's homes for this expansion east of EA when there are already two four-lane east/west roads in the form of 20 and 11. Thank you.

Kathy Dahl

MS. DAHL: I'm Kathy Dahl. kay, Kathy Dahl, 101-56th Avenue, which is the corner of KR and 56th Avenue. All right, um, one thing. Your -- I did print out the 79 pages, and I read through it. It made for some interesting reading. It talked about, and as you quote in your hand-out today, 9,000 to 9,500 vehicles per day, and expected to double. I question, where did that number come from? I have lived on KR almost 20 years, and there are not 9,000 cars coming past my home every day. Um, I saw car counters out there. They were -- they would sit there during the peak hours. I'm guessing that they counted the peak hours and multiplied it by 24. I'd like to see the raw data on this information. Ah, I did call and ask why didn't they use the strips, the electronic strips instead of humans that allow for error. I think the number is exaggerated to maybe, you know, bulk up the -the probability of getting this done. Um, then I'd like to say I question the noise. How is that going to affect the – because of the noise, they said there's -- they gathered the information from 138 positions. Again, I'd like to see the raw data on that. I don't know if that's available. And because of their - what they've collected, they're saying the new setback will be 75 feet due to the noise. Well, how does that affect the people that are living along there that are at 35 feet right now? It's -- it's not going to be good. One more thing. The speed limit. The residents have been asking to reduce the speed limit over there to 35 for some time. But now, according to this that I printed out, you actually are looking at raising it to 50. That is a death wish. I can see the accidents. There is a lot of accidents up on KR to 31, I can see it from my kitchen window. We can -- you know, it's often. So increasing that speed limit I think is just going to make it more dangerous. I have neighbors that they say they've almost been taken out a few times. Cars take out 12 -- and I've seen the accidents on -- and I worry 13 about the light pollution of the cars that are going to be turning around in there into my house 15 that -- so I think that's all of my concerns. But, 16 yes, lower that speed limit for everybody's safety. Thank you.

Esther Roberts

MS. ROBERTS: My name is Esther Roberts. I live at 2775 11th Place, Number 812, Kenosha, Wisconsin. Um, this project is happening now due to Foxconn, whose project plan is not stable and always changing. I think an intermediate alternative should be considered should the Foxconn project not meet the traffic expectations. I don't know if your contract is set that you must move forward on the KR expansion regardless of the final decisions by Foxconn, but I believe the implementation of this project should be contingent on real-time projections of Foxconn's to-be-announced scope and impact. Thank you.

Jeannine Brokmeier

MS. BROKMEIER: Hello, I'm the trouble maker that submitted this alternate bypass plan that got to 86. But, anyway, I still have hopes for that. But, anyway, I'm just going to start. I want to thank the Village of Somers and the DOT for hosting this public meeting and giving us a forum to review the plans for this project. As -- although this is a small section of a much larger project, to those of us who live in the area and are vested in this community, this is a big deal. Although this highway has been identified for possibly expansion for many years, it has come into sharp focus most recently as an offshoot of the massive infrastructure changes to accommodate the proposed Foxconn project. Countless millions of dollars have been spent and

scores of homes and farmland have been destroyed in the name of progress. I for one call into question what kind of progress this is. I'm not ashamed to say that I like my community the way it is, but I'm not so parochial as to think that things will always be the same. Change is inevitable, but it shouldn't be preceded without checks and balances. This project has been on the fast track from day one, but why the rush to judgment? We as citizens and taxpayers have the right to request, insist and demand that our best interests as a whole be represented in the plans brought forth by our officials and public servants, both on the local and state levels. To date, I nor anyone I have spoken with has been able to get a straight answer to the following question. Who is taking responsibility for the expansion of this highway? Is it Racine County? Their county executive or their county board? Is it Kenosha County and their county executive and their county board? Is it the Village of Somers or the Village of Mt. Pleasant? Is it the Wisconsin DOT, and if so, is it the project planner, the project manager, or who else? My head spins when I think about how many phone calls and e-mails and others have devoted to getting an answer to this question. Who's calling the shots? It's obvious that the Wisconsin Department of DOT has been handed the reigns, but who is pulling the reigns? Many of us feel like ping pong balls being deflected from one agency or political representative to another. This is why we feel a forum where all decision makers regarding this project can be accountable in a panel where the audience can ask questions, and, more importantly, hear the answers to those questions collectively. Before I delve into the changes being proposed, I have a few observations. Does KR need to be a four-lane highway? Kenosha has at least six routes east/west from I-94 to Sheridan Road; Racine has two. So although both counties are in agreement that KR might need some attention, Racine is in dire need. Kenosha is not. The DOT forecast as usable -- that usage from Highway KR will more than double from 9,500 vehicles per day to 18- to 20,000 vehicles per day by the year 2042, causing traffic operations to pass the two-lane capacity of the existing County KR. That's 23 years from now. How good is your crystal ball? Which one of you predicted the death of shopping malls as a result of on-line shopping, or the popularity of on-line education and telecommuting? Will mass transit networks be the wave of the future? The State of Wisconsin's own future population report by the DOT projects that by the year 2040, Racine's population will drop 2 percent, and that Kenosha's population will increase 24 percent. This results in an average increase of 12 percent overall for both municipalities by the year 2040. This will result in a total of 11,000 vehicles per day, a far cry from the projected 18-to 20,000. Where are the remaining 9,000 vehicles per day coming from Foxconn? Foxconn, which has had millions of dollars in infrastructure already spent? Foxconn, a development which may never come to fruition? Do we want to send good money after bad? Another factor is that young people are leading the trend towards reduced driving. There are strong reasons to believe that stagnation in vehicle travel will continue. As an example, in the span between 2011 to 2017, Highway 20 in Racine has experienced a reduction in usage at four monitoring locations going from I-94 to highway 31, and from Highway 31 to downtown Racine. Who would have thunk it? Young people are more likely to prefer to live in mixed-use neighborhoods, where transit accessibility and close proximity to shopping, dining, schools and work are available, rather than the sprawled-style suburban developments of previous generations. And I hate to say I'm one of the previous generations. Given the near flatline trending and highway usage as borne out by the Wisconsin DOT's own vehicle usage data available online, it seems only prudent to maintain the status quo and not move forward with this section of the highway project until further consideration can be given. This project deserves more attention and deserves better alternatives. Thank you.

Al Brokmeier

MR. BROKMEIER: Thank you very much. I also want to thank both the DOT, members of the Village of Somers that have invited us here today, counties and all the other officials that are here to hear the testimony. Um, I am the lucky man that's married to that wonderful lady who came up with the idea of the alternative route, um, going downtown Racine. And it's a wonderful plan. And one thing that's not been mentioned about, too, is everything is going to be wiped out, a number of homes heading in the project's path, going from Old Green Bay Road to Sheridan Road. That is very heavily populated, and everybody kind of keeps that at hush right now. But in the future, that is going to be huge. The alternative route should be looked at again very carefully. One thing I want to bring up, I read in the Bloomberg Business Review article, dated February 6th, 2019, it stated that there's going to 24 be 10 percent assembly jobs out at Foxconn, and approximately 90 percent knowledge workers. That's a change of course into the research and development field. Now, I had the opportunity to go to EPIC, and I'm pretty sure you all know EPIC is the health care facility that basically does records for health care. They are huge. They have 950 acres and about 10,500 employees. I walked through their campus, I saw practically nobody. A lot of buildings, hardly anybody was there. The reason being, things are done on Skype. Things are done, um, through telecommunications. People don't have to be in a building anymore. They are able to work at home. That's where business is going. Now, if you have a situation where you do not need to have the people be in the buildings, such as an assembly plant, then you're not going to have as much traffic that needs to get there. So, you know, I submit that you're looking at a situation where you will not have as much traffic as you think you're going to have, based on the fact that people will be working at home. The other thing I want to bring up, is that read through this Bloomberg Business Review article, of course dated February 6th, 2019, that stated that Foxconn got half their revenues from Apple. Apple right now is hurting. And this article stated that Foxconn this year is looking to cut \$2.9 billion. And in order to do that, they're looking at eliminating 100,000 jobs. Now, I don't think that really bodes very well for Wisconsin. I just think we ought to think about these things. Take another look at what is being done with the alternative route. It's a way to get to downtown Racine. And think about do we really need four lanes and such a massive structure. In my mind we don't.

Tom Mueller

MR. MUELLER: Good afternoon. My name isTom Mueller, and I represent the Mueller family, and, ah, the Red and Marcella Trust, LLC that was formed to develop the property that came to the 11 kids that -- when my folks passed away in 2017. The disputes and the saga of -- of the Mueller property, and disputes with Somers and Kenosha County goes back pretty close to 50 years. Over the years, my dad has had several opportunities to sell portions of his land, and it seemed like Somers or Kenosha County was always there to prevent it. They had a reason, they had a rule, they had an ordinance, whatever, and they prevented any of that ever from happening. Until about 19 or 20 years ago when they straightened out Highway 31, and they took 12 acres of my dad's property that -- right through the middle of his farm. He was not happy about it. Yes, he got paid for it, he got compensated for it, but it's been a -- it's been a history of, ah, obstruction and falsehoods, and false promises. My dad was told, one of the things that pacified him, even though he couldn't cash in the way he maybe could have, was that his kids would be

able to cash in, because we now had \$2 million corners on the corner of KR and 31, one east and one west. Well, we're losing one of those million-dollar corners to a retention pond that's fit in with the KR project. I guess my question would be, where is the transparency, and why are we to believe anything we're told anymore by anyone that's putting these plans through or has these grand plans that affects us and our land? We've been on that property, our family's been on that property over 130 years. My grandfather started out with 89 acres. It was reduced to about 75 acres after the Highway 31 was straightened. And when this two separate projects go through, we're going to be reduced maybe to 65 acres, if we're lucky. And that 65 acres will not be usable the way it would have been 20 or 30 years ago, because 31 cannot be -- we can't get a curb cut or an access there. Now we are not going to get access on KR between, ah, the western edge of our property and Old 31, which is the eastern edge of our property, because of these medians and all this four-lane development. And all that's left then is Old Highway 31. And I'm wondering if we should be, you know, getting a push on to do something quick before they take the rest of it from us. My question again is, where is the transparency, and who are we supposed to believe in this situation? I have talked to some – some fair-minded, some helpful people that work for both the County and, um, for various companies that have been contracted by the DOT or Kenosha County, and they're all nice people. They all speak well, they're all here to soothe our -- our, ah, emotions, to calm our ruffled feathers. And – but I'm left with the question, you know, how can we trust these people? And then when they tell us that, well, this is a totally independent project from Foxconn, it has nothing to do with Foxconn. And I can't think of that as being anything but a bald-faced lie. Because nothing -- KR has needed some kind of work or some kind of expansion probably for the last ten or fifteen years. Anybody that lives there and has witnessed the accidents and the things that have gone on can tell you that. And it only increased when they straightened out 31 and made that a four-lane, or whatever it is now. Um, you know, as -- I don't live there anymore, I live in Oconomowoc, all right. But my family, one of my brothers still lives on the property, and we all have an interest in that property, and it's dwindling right before our eyes. And with the -- with the power of eminent domain, what power do we have? What can we do about it? Do we have to spend, you know, the value of the property that we are -- that we inherited, do we have to spend every dollar of that on attorneys to protect our rights? That's certainly the way it's starting to look to me. And I guess I'm looking for some answers. Like I said, the people I've talked to have been all friendly, all cooperative, all we're on your side. Well, then why is this happening? And who's behind it and what's happening? Give us the truth, let's have some transparency. You cannot tell me that the Foxconn situation hasn't put the brakes on this whole thing and pushed out those deadlines. We were told we are going to get eminent domain offers in January, then it was February, now it's April. And I can't believe that it doesn't have something to do with the brouhaha over Foxconn and what's going to happen with that, and how much that, if that is -- turns out to be a total debacle, who's going to be left, you know, holding the bag on that. And I've got a feeling it's going to be us. And I guess that's pretty much -- you guys have anything else to say? Okay, thank you.

Kimberly Mahoney

MS. MAHONEY: Good evening. Um, my name Kim Mahoney. I am the last homeowner in Foxconn Area 1. All of my neighbors have been bullied, intimidated, and lied to and pushed out. Now I hear from the Village of Mt. Pleasant that they don't need my property. They're going to let us stay there and build a fence around us. Apparently Foxconn doesn't need it, it will just be green space. Well, then why did my 13 neighbors have to sell? I would echo Esther Roberts' comments that this project should wait to see what happens with Foxconn. They were supposed to release bit package four and five in early January, it's not out yet. There's been no work done inside the development in the last five weeks. I see it from my -- from my living room. And, yet, the sewer contractors are trenching every day. The DOT's still working on the roads, and the ATC is going strong on the electric substation. So all of the infrastructure can be done during winter, but Foxconn can't do any work? All that work stopped two days before the Reuter's article came out. My comments are also directed to the homeowners that are here that are going to be affected. I strongly urge you to hire an attorney or consult with an attorney, because these people that have been hired by your village or your town or the county, are -- are pros, and they will lie to you, they will bully you, they will throw out statutes. And a lot of times it's not true. They've used fake road plans, they've used fake access rights to roadways to try to push people out of their homes, and it's worked. There's only three of us left. So I really strongly urge you to hire an attorney or consult an attorney, to make sure that what they are doing is right, and what they're offering you is fair. Um, there's a couple of -- of tenants that were offered relocation benefits. And then once they kicked them out of their home

and bulldozed the homes, um, those -- the Village reneged on those relocation benefits, didn't give those people their money. So while you may trust your village representatives, um, I -- I -- you can't trust their hired consultants. These people are paid lots of money, they know what they're doing, they know how to get around these laws. And last, I would suggest that you go to these village meetings regularly, go to your county board meetings, speak up even when corporation counsel says that they can't get involved. Because your trustees and your supervisors are here to represent you. They should be representing your interests, not the DOT's, interests, not the – not Foxconn's interests, a wealthy foreign corporation, they should be representing your interests. But they can't hear you unless you come to these meetings and speak out. Thank you.

Perry Zamagne

MR. ZAMAGNE: 182-56th Avenue. It's going to be a short one. But I travel Highway E a lot to and from H to 31. If you want to see a road that works really well, it goes from EA to H. It's two 12-foot lanes, I believe. Maybe it's 10-foot lanes each. Then they've got the side part with the curb. That side part acts as a place for people to walk and ride their bikes, and people can get into that lane to turn right. There's no parking on those lanes. But it's 35 miles an hour. And there's been a couple accidents at EA and E, that's because of cross traffic going north and south, the idiots were doing 30,000 miles an hour. But if you want to see a road that works well, just go to E between EA and H right through the tracks there and everything. It's 35 miles an hour. And you wouldn't have to keep it at 35 all the way to, um, H or anything, but at least from EA to 31 or Old Green Bay Road. And do the nice wide lanes, with the side lanes that aren't for parking, with the curb, and it works very well. That's all I have to say.

Kevin Rannow

MR. RANNOW: Hello, my name is Kevin Rannow, I live at 5621 1st Street, which is Highway KR. I would like to see, if the road goes through, I would like to see it designed for 35 miles an hour. According to our state statutes, due to the density of the driveways from EA to Old Green Bay Road, it recommends 35 miles an hour. And I was told that's a recommendation and the engineers can choose to have a different speed limit, but I think that statute was created for a reason, due to the density. Some of those driveways along there don't -- don't have the ability to turn a car around in them, so people would have to back out into traffic. Ah, we know in, from DOT engineers, they will agree that once you have a divided multi-lane road, the -- the traffic tends to go faster. Right now it's kind of self-limiting, because it is – it is only one lane in each direction. If you have one car that follows the limit, everyone behind them has to follow the limit. Where once you have multiple lanes, people tend to jockey around and try to get around each other and go faster. The benefit of going to 35 miles an hour, it would allow the State to design the highway with narrower, ah, median, narrower, ah, clear zones on the side of the road. That would require a lot less real estate to be acquired to fit four lanes in there. That's my only topic, thank you.

Scott Plawman

MR. PLAWMAN: Hello, my name is Scott Plawman, I live at 6123 1st Street on the south side of the road, which is now known as Racine. First question would be, are we going to get turned into Kenosha? And are we going to get mailboxes in our area? I live right next door to the railroad tracks, myself and five other people. We're really taking it in the shorts. My neighbor has plans, and it's only 6 feet off of his front door, that's terrible, the frontage road. If we do have to turn west, I would like to see a paved median instead of going down, making a U-turn, and going west. Thank you.