

Appendix B

Design Plans and Options

B-1: Design Plans

B-2: Typical Sections

B-3: Pike River Bridge Sections

B-4: Grade Separation Access Options

B-5: 72nd Avenue/90th Street Realignment Option 2

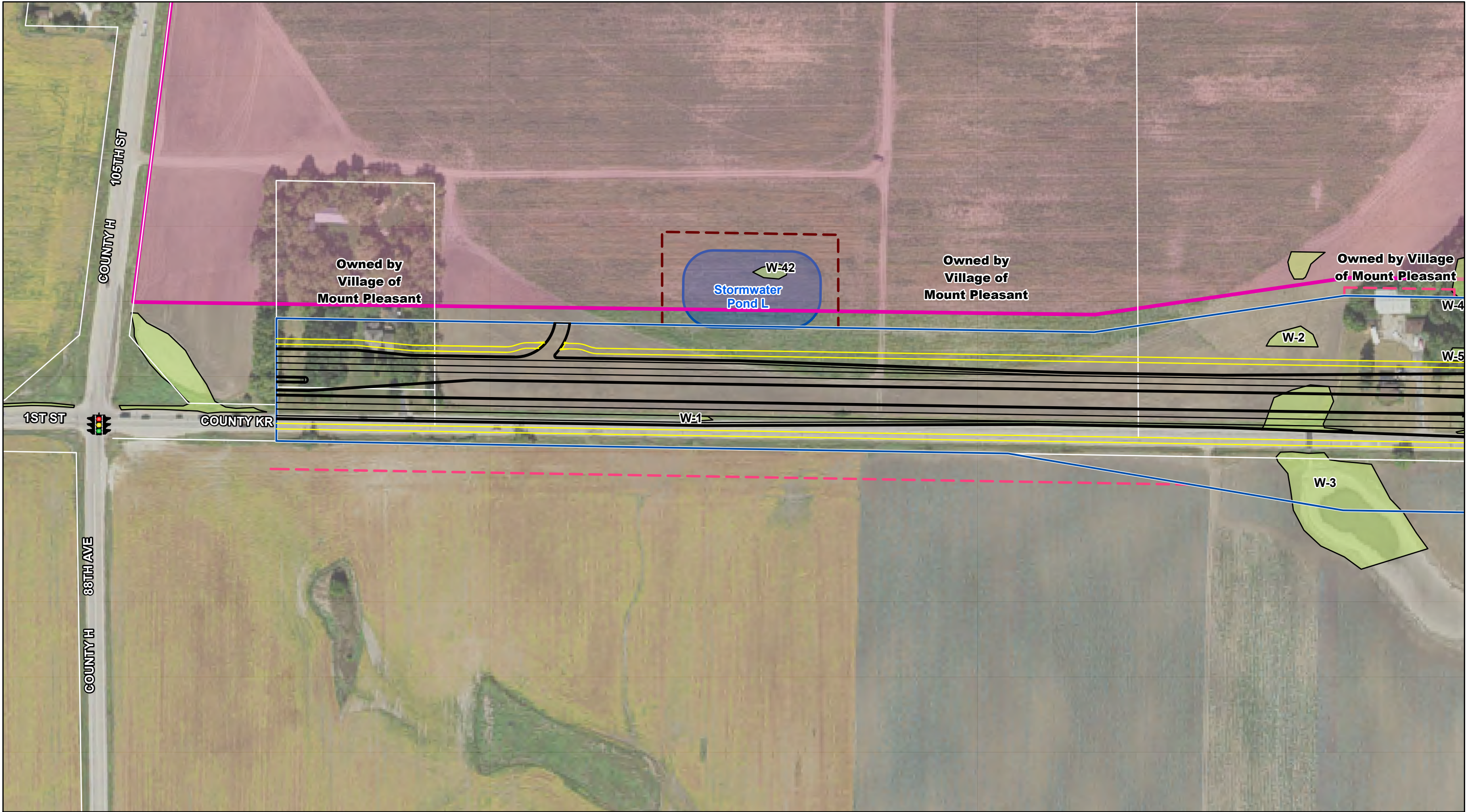
B-6: Median Access Options between UPRR and 56th Avenue

**B-7: Median Access Options between 43rd Avenue and East
Project Terminus**

B-8: Bypass Alternative

B-9: Construction Detour Options

Appendix B-1: Design Plans



Project Features

- Linework
- Wall
- Multi-Use Path
- Stormwater Ponds
- Railroad
- Property Line
- Structure
- Existing Signals
- Proposed Signals
- Full Residential Acquisition
- Proposed Right-of-Way
- Permanent Easement
- Temporary Easement

Environmental Features

- 100 Year Floodplain
- Delineated Wetlands
- Pike River Restoration Area
- Pike River Pathway
- Waterways
- Parks
- Foxconn Development Area 3





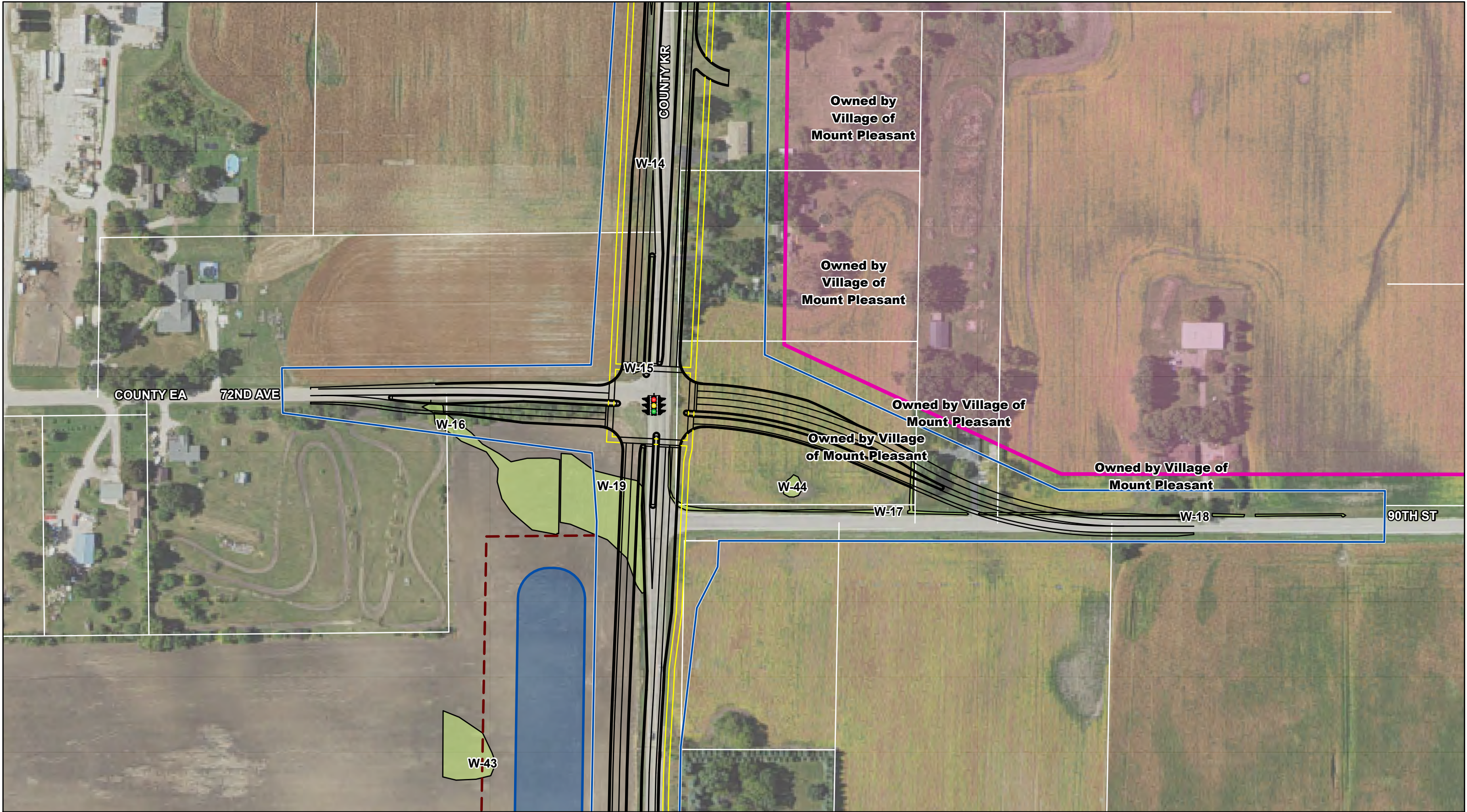
Project Features

- | | | |
|--------------------|-------------------------|--------------------------------|
| — Linework | ⋈ Railroad | 🚦 Existing Signals |
| — Wall | — Property Line | 🚦 Proposed Signals |
| — Multi-Use Path | — Structure | 🏠 Full Residential Acquisition |
| — Stormwater Ponds | — Proposed Right-of-Way | |

- | |
|----------------------|
| — Permanent Easement |
| — Temporary Easement |

Environmental Features

- | | |
|-----------------------------|----------------------------|
| 100 Year Floodplain | Waterways |
| Delineated Wetlands | Parks |
| Pike River Restoration Area | Foxconn Development Area 3 |
| Pike River Pathway | |

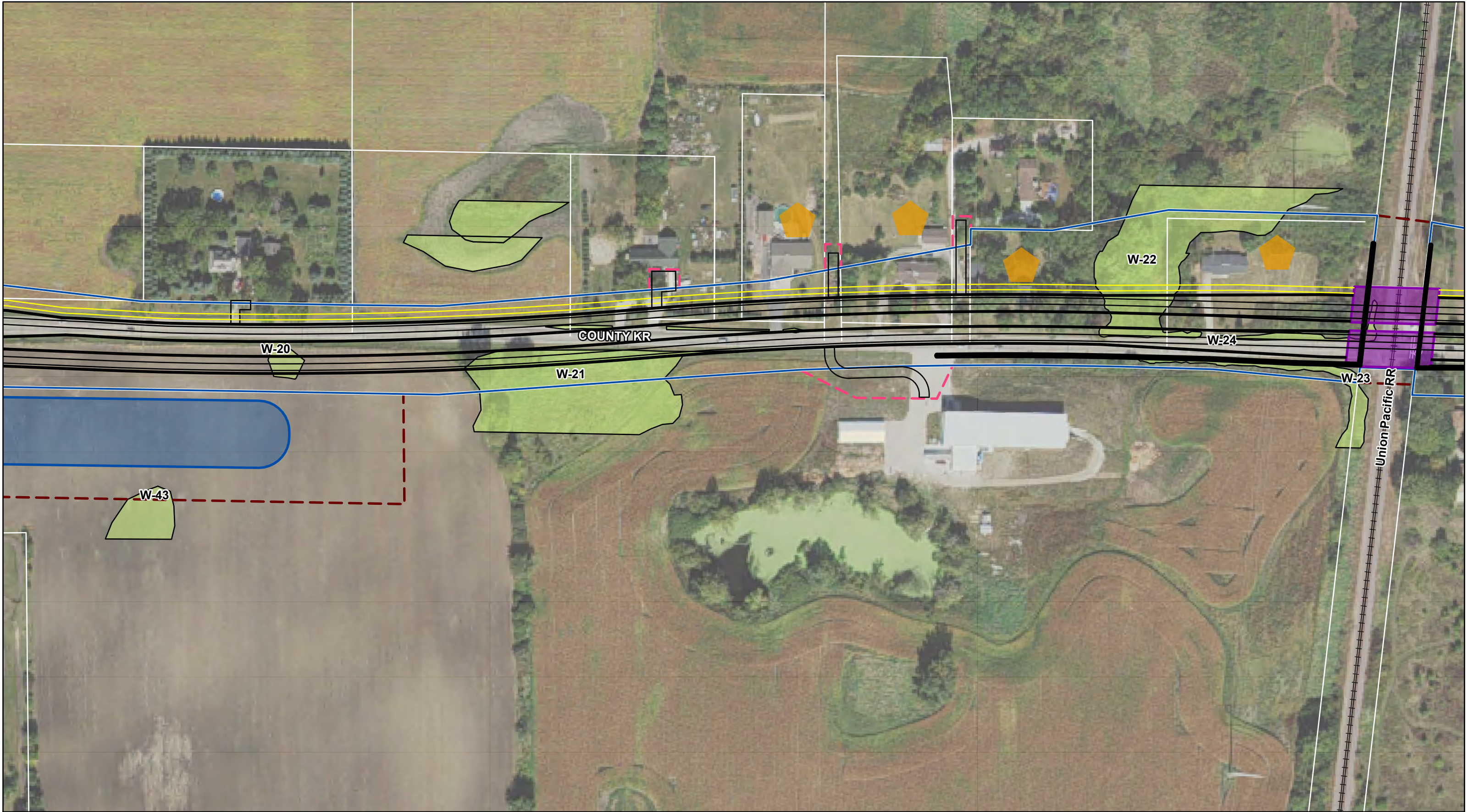


Project Features

- | | | |
|--------------------|-------------------------|--------------------------------|
| — Linework | ⋯ Railroad | 🚦 Existing Signals |
| — Wall | — Property Line | 🚦 Proposed Signals |
| — Multi-Use Path | — Structure | 🏠 Full Residential Acquisition |
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Environmental Features

- | | |
|-----------------------------|----------------------------|
| 100 Year Floodplain | Waterways |
| Delineated Wetlands | Parks |
| Pike River Restoration Area | Foxconn Development Area 3 |
| Pike River Pathway | |



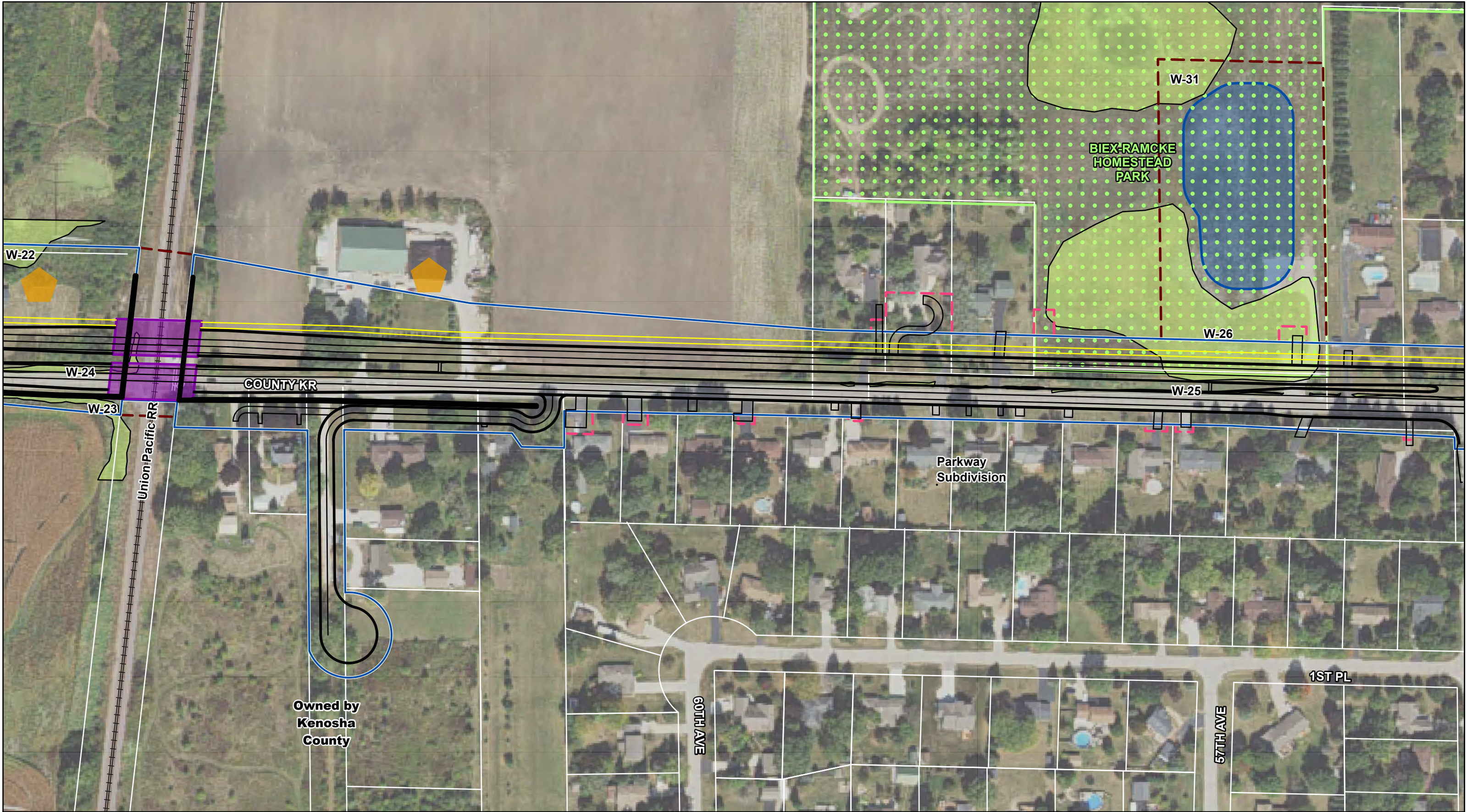
Project Features

- | | | |
|--------------------|-------------------------|--------------------------------|
| — Linework | ⋯ Railroad | 🚦 Existing Signals |
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Environmental Features

- | | |
|-----------------------------|----------------------------|
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| Pike River Restoration Area | Foxconn Development Area 3 |
| Pike River Pathway | |

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|----------------------|
| — Permanent Easement |
| — Temporary Easement |



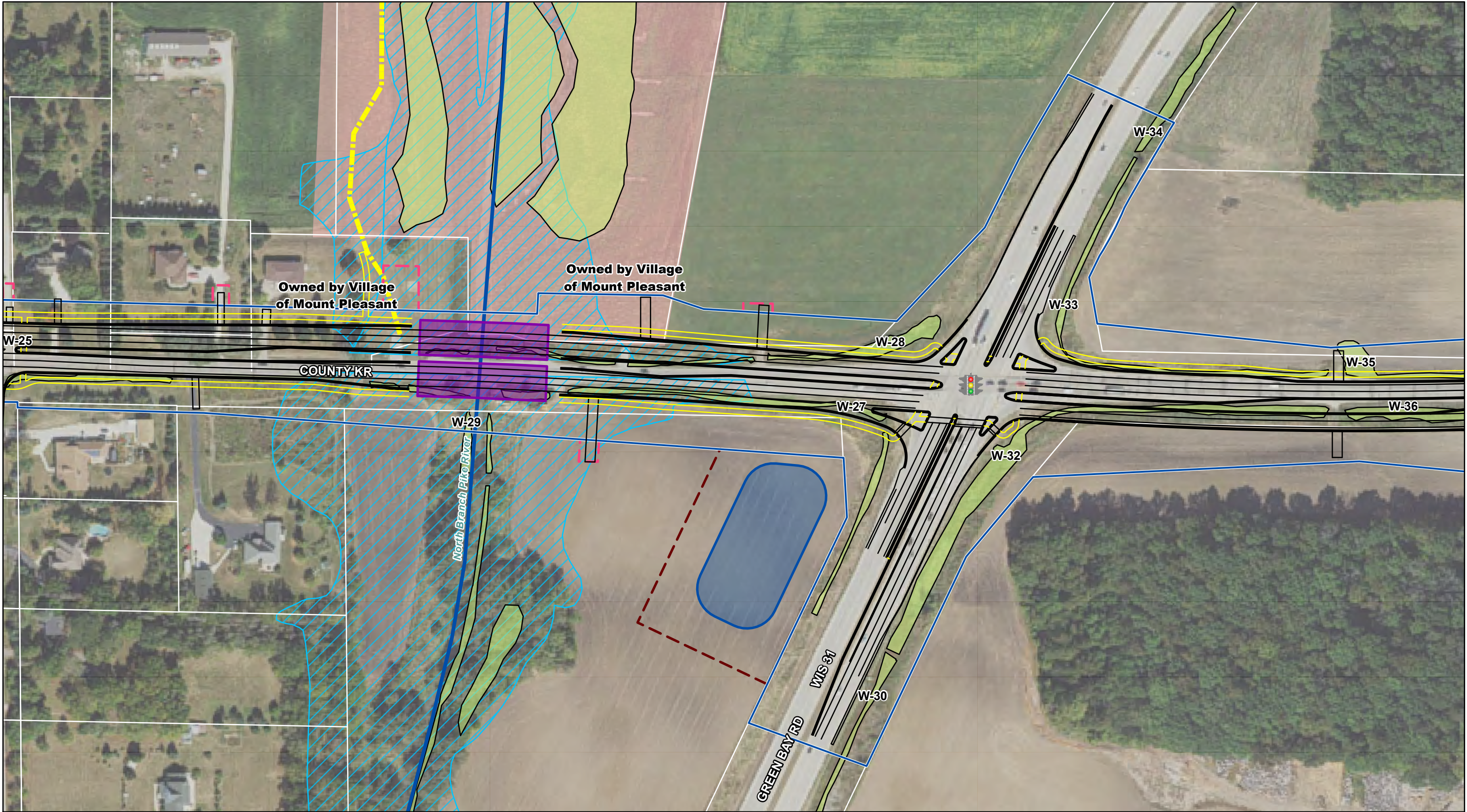
Project Features

- | | | |
|--------------------|-------------------------|--------------------------------|
| — Linework | ⋈⋈⋈ Railroad | 🚦 Existing Signals |
| — Wall | — Property Line | 🚦 Proposed Signals |
| — Multi-Use Path | — Structure | 🏠 Full Residential Acquisition |
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- | |
|----------------------|
| — Permanent Easement |
| — Temporary Easement |

Environmental Features

- | | |
|-----------------------------|----------------------------|
| 100 Year Floodplain | Waterways |
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| Pike River Pathway | |



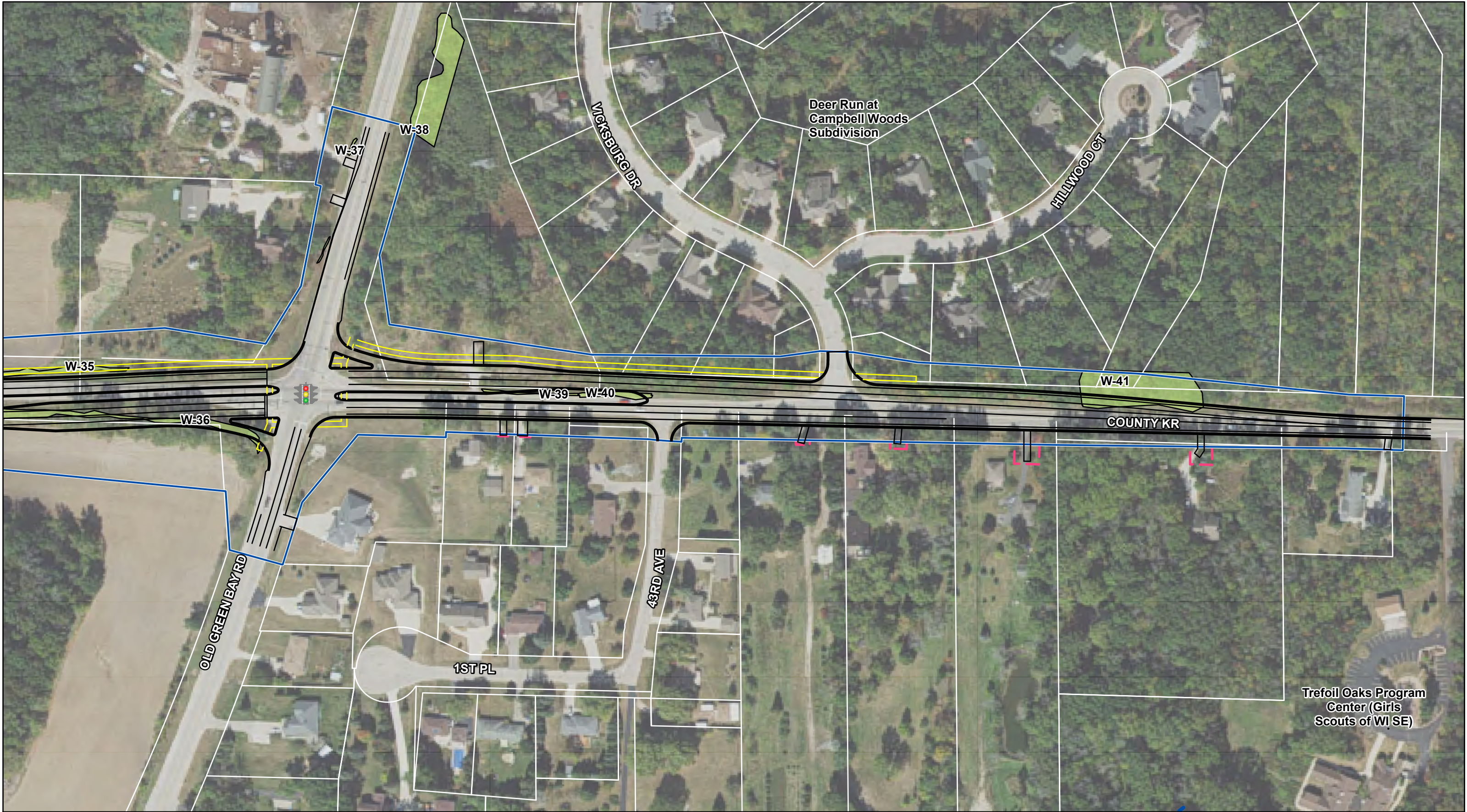
Project Features

- | | | |
|--------------------|-----------------|--------------------------------|
| — Linework | ⋈⋈⋈ Railroad | 🚦 Existing Signals |
| — Wall | — Property Line | 🚦 Proposed Signals |
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- | |
|----------------------|
| — Permanent Easement |
| — Temporary Easement |

Environmental Features

- | | |
|-----------------------------|----------------------------|
| 100 Year Floodplain | Waterways |
| Delineated Wetlands | Parks |
| Pike River Restoration Area | Foxconn Development Area 3 |
| Pike River Pathway | |



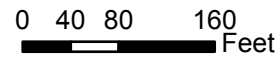
Project Features

- | | | |
|--------------------|-------------------------|--------------------------------|
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| — Wall | — Property Line | 🚦 Proposed Signals |
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| — Stormwater Ponds | — Proposed Right-of-Way | |

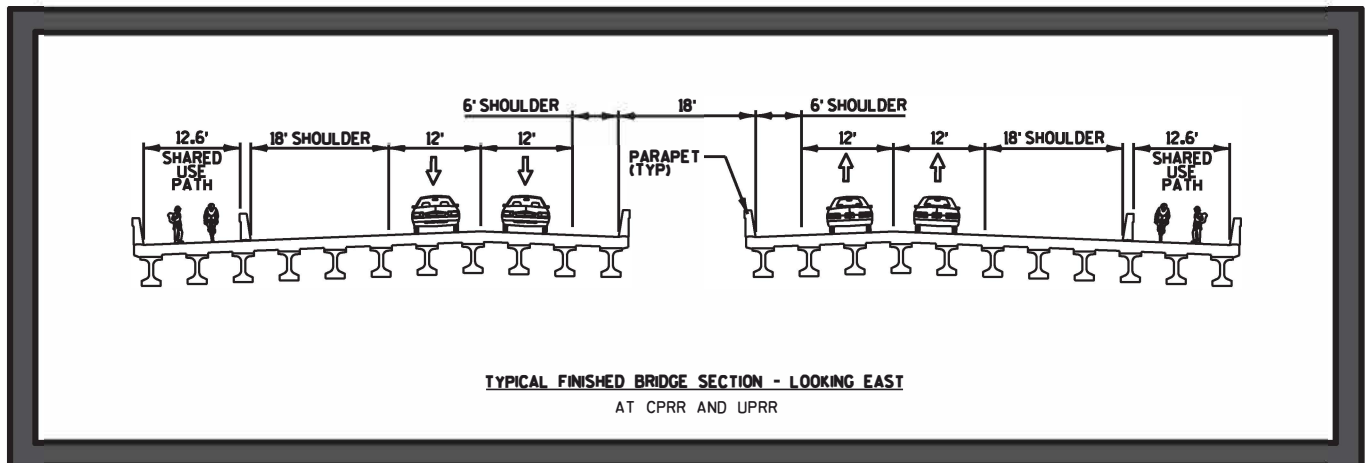
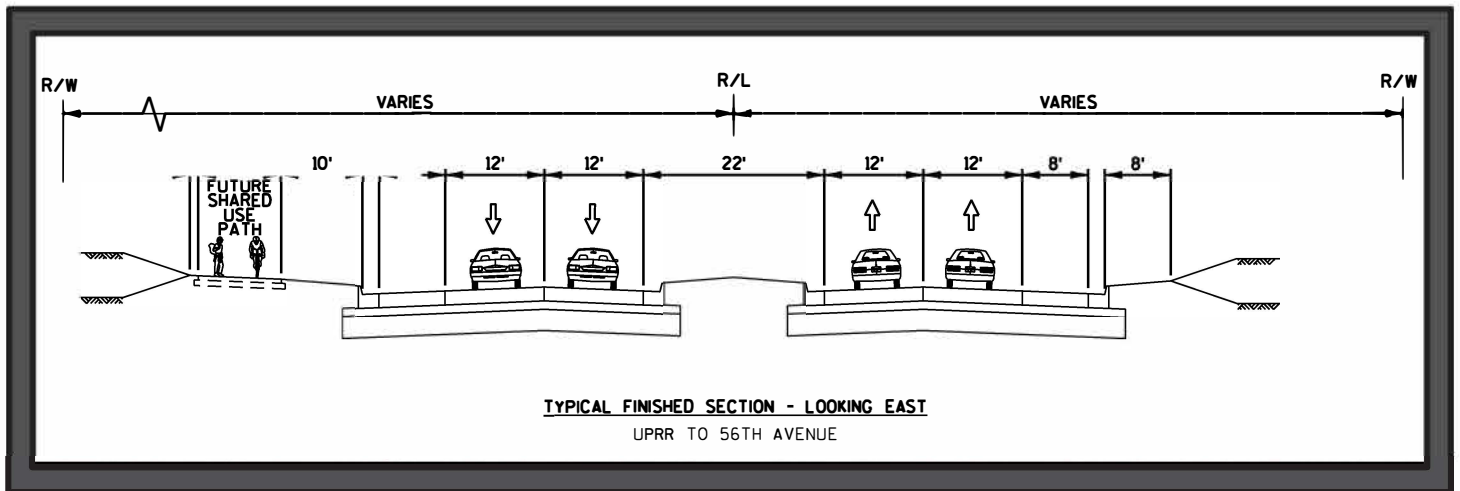
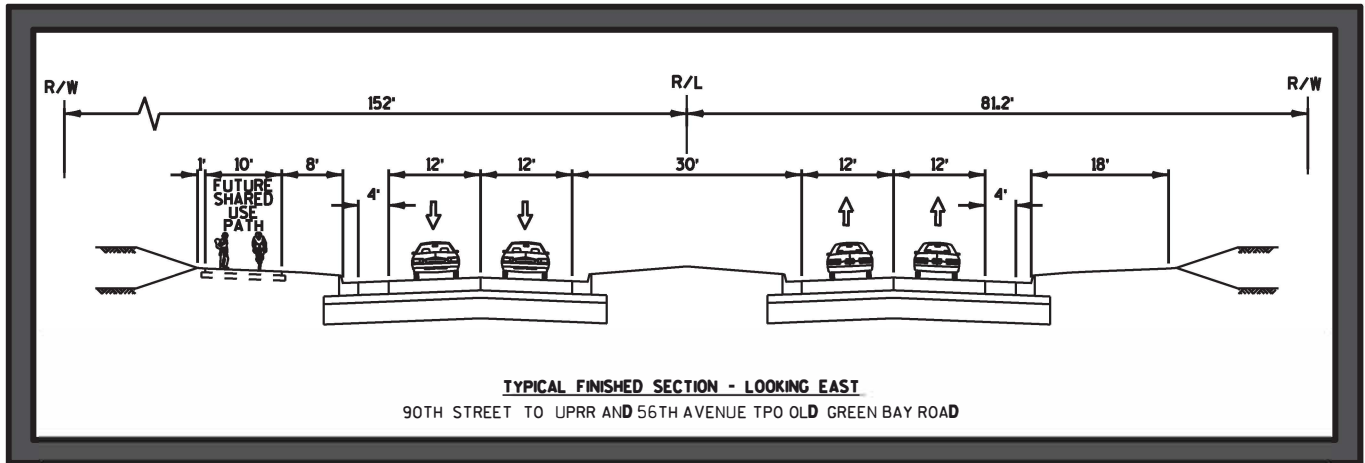
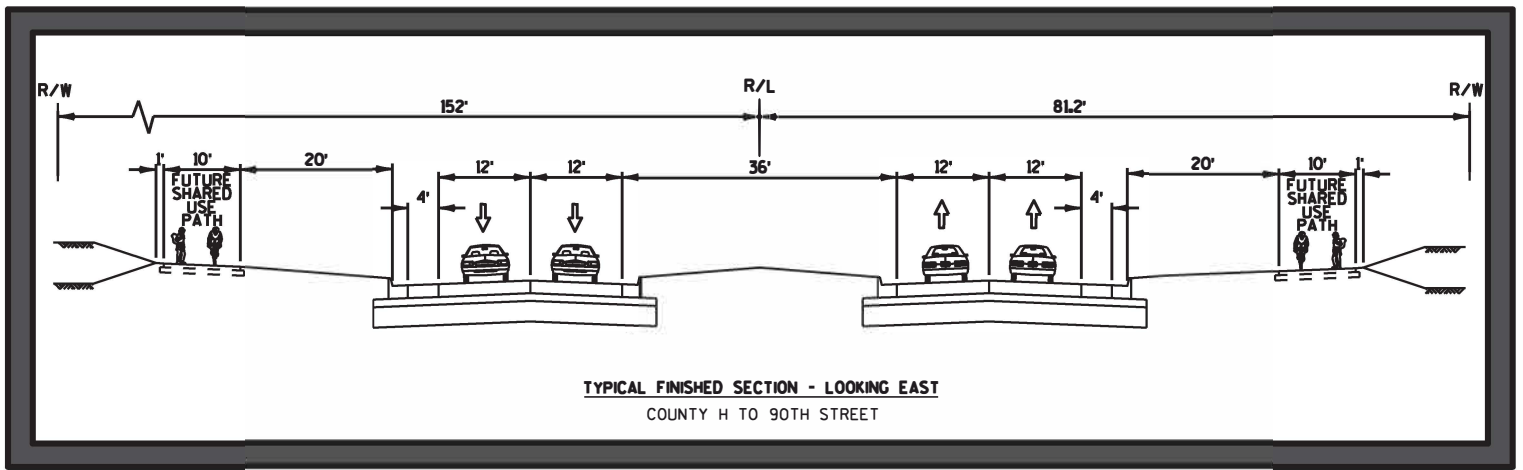
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| — Permanent Easement |
| — Temporary Easement |

Environmental Features

- | | |
|-----------------------------|----------------------------|
| 100 Year Floodplain | Waterways |
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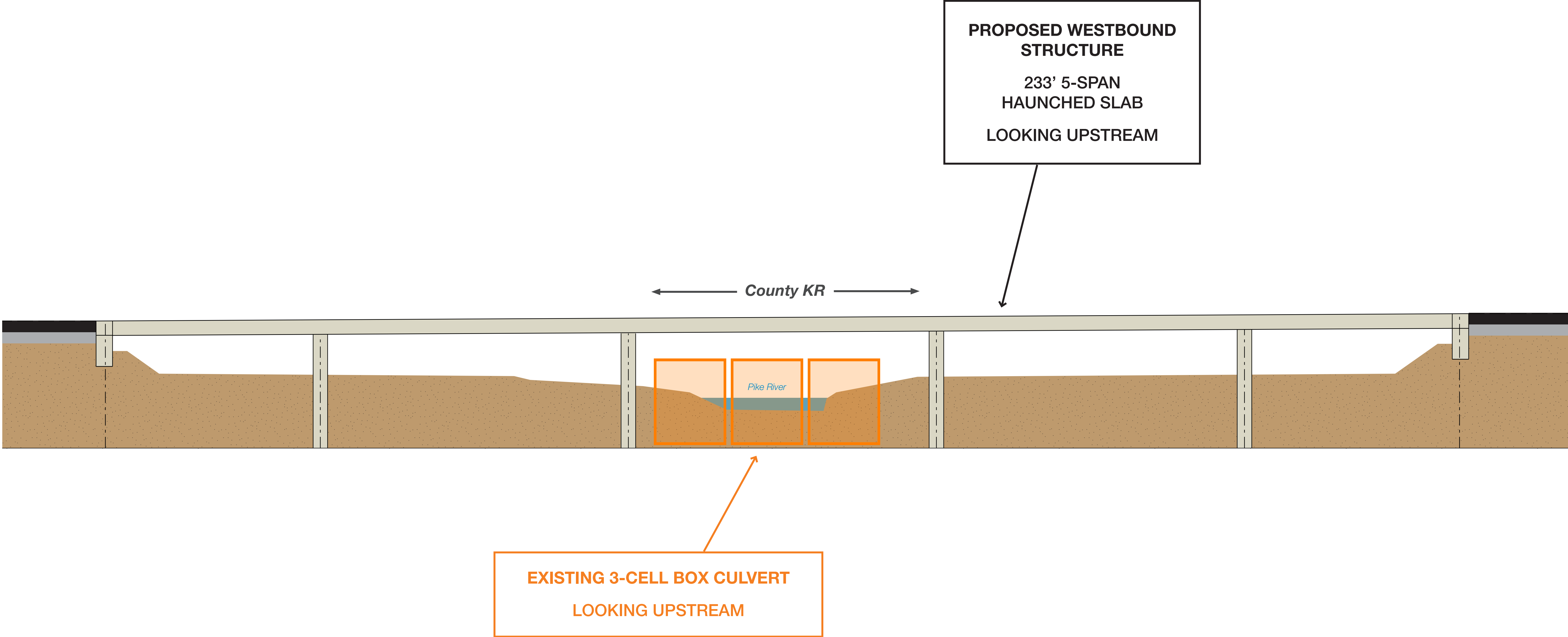
Appendix B-2: Typical Sections

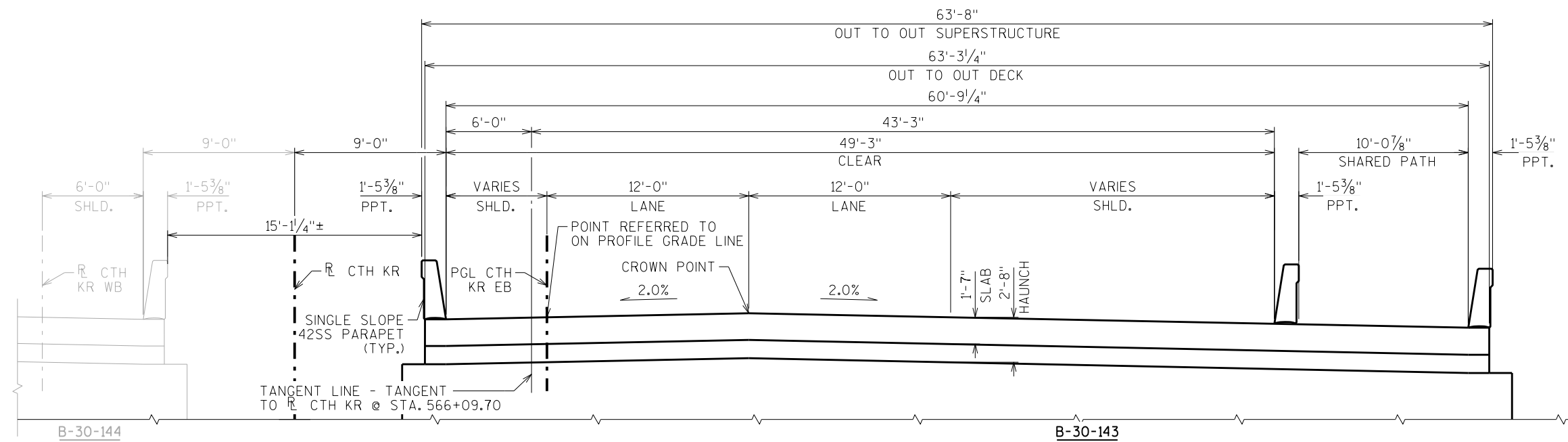


Appendix B-3: Pike River Bridge Sections

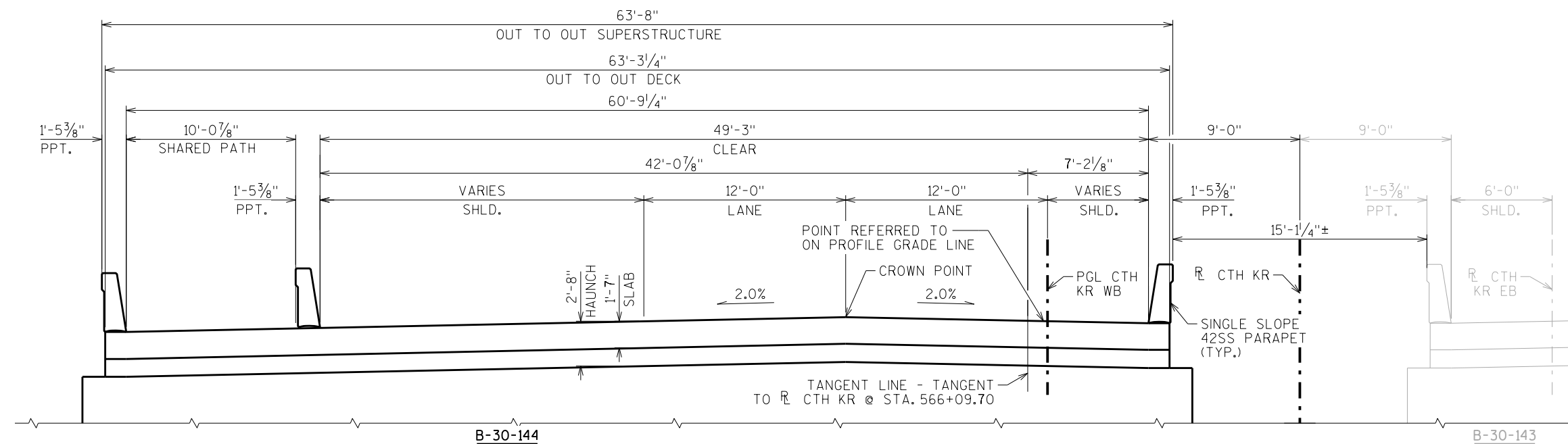
COUNTY KR BRIDGE OVER PIKE RIVER

OCTOBER 2018





County KR Cross Section Through Roadway - Eastbound Lanes

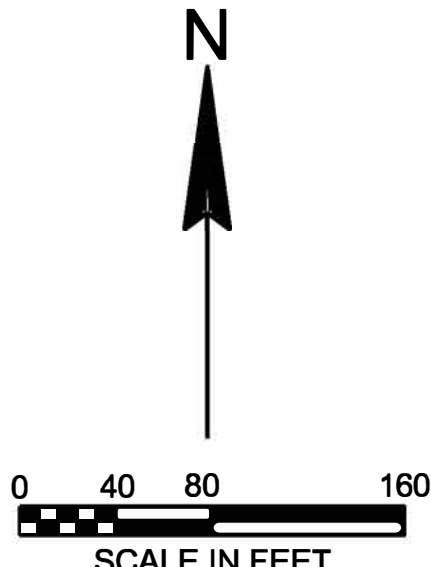


County KR Cross Section Through Roadway - Westbound Lanes

Appendix B-4: Grade Separation Access Options

Grade Separation and Access Road

Option #1: Retaining wall with
access road off County KR



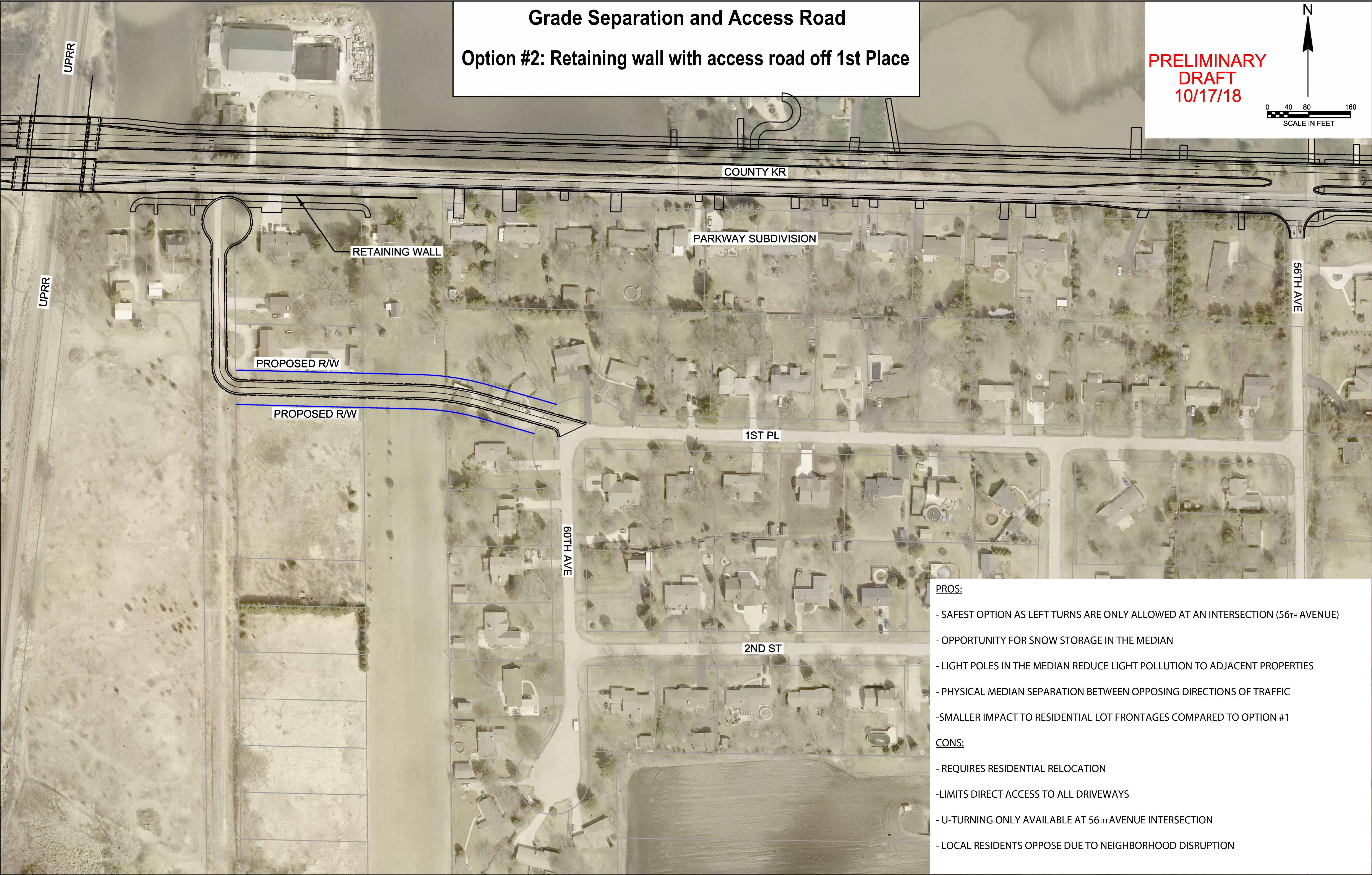
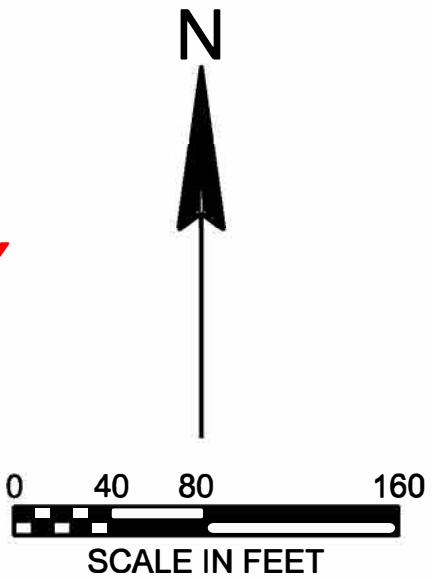
PRELIMINARY
DRAFT
10/17/18



- PROS:
- SAFEST OPTION AS LEFT TURNS ARE ONLY ALLOWED AT AN INTERSECTION (56TH AVENUE)
 - OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
 - LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - PHYSICAL MEDIAN SEPARATION BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
- CONS:
- LIMITS DIRECT ACCESS TO ALL DRIVEWAYS
 - U-TURNING ONLY AVAILABLE AT 56TH AVENUE INTERSECTION

Grade Separation and Access Road
Option #2: Retaining wall with access road off 1st Place

**PRELIMINARY
DRAFT
10/17/18**



- PROS:
- SAFEST OPTION AS LEFT TURNS ARE ONLY ALLOWED AT AN INTERSECTION (56TH AVENUE)
 - OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
 - LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - PHYSICAL MEDIAN SEPARATION BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
 - SMALLER IMPACT TO RESIDENTIAL LOT FRONTAGES COMPARED TO OPTION #1
- CONS:
- REQUIRES RESIDENTIAL RELOCATION
 - LIMITS DIRECT ACCESS TO ALL DRIVEWAYS
 - U-TURNING ONLY AVAILABLE AT 56TH AVENUE INTERSECTION
 - LOCAL RESIDENTS OPPOSE DUE TO NEIGHBORHOOD DISRUPTION

Appendix B-5: 72nd Avenue/90th Street Realignment Option 2

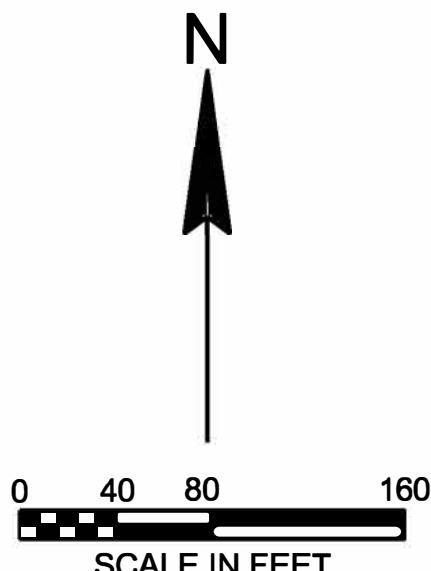
72nd Avenue/90th Street Realignment Option 2



Appendix B-6: Median Access Options between UPRR and 56th Avenue

Median Access: UPRR to 56th Avenue

Option #1: Full median with no access



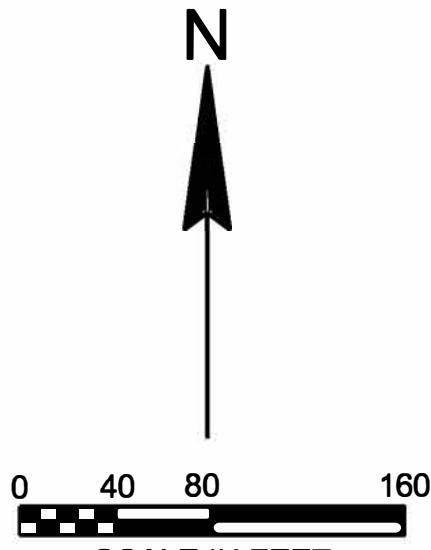
PRELIMINARY
DRAFT
10/17/18



- PROS:
- SAFEST OPTION AS LEFT TURNS ARE ONLY ALLOWED AT AN INTERSECTION (56TH AVENUE)
 - OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
 - LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - PHYSICAL MEDIAN SEPARATION BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
- CONS:
- LIMITS DIRECT ACCESS TO ALL DRIVEWAYS
 - U-TURNING ONLY AVAILABLE AT 56TH AVENUE INTERSECTION

Median Access: UPRR to 56th Avenue

Option #2: Median opening with left turn lanes



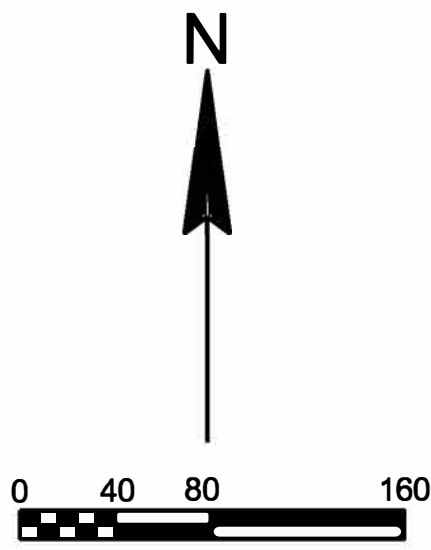
PRELIMINARY
DRAFT
10/17/18



- PROS:
- IMPROVED SAFETY WITH LEFT TURNS AT MEDIAN OPENINGS
 - OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
 - LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - PROVIDES U-TURN OPPORTUNITIES AT MULTIPLE LOCATIONS
- CONS:
- LIMITS DIRECT ACCESS TO MOST DRIVEWAYS

Median Access: UPRR to 56th Avenue

Option #3: Two way left turn lane



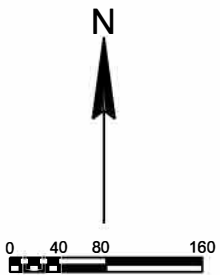
PRELIMINARY
DRAFT
10/17/18



- PROS:**
- PROVIDES DIRECT ACCESS TO ALL DRIVEWAYS
- CONS:**
- POTENTIAL FOR MORE CRASHES DUE TO INCREASED NUMBER OF TRAFFIC CONFLICT POINTS
 - MORE SNOW REMOVAL AND LESS STORAGE OPTION
 - LIGHT POLES ON THE OUTSIDE INCREASE LIGHT POLLUTION TO ADJACENT PROPERTIES

Appendix B-7: Median Access Options between 43rd Avenue and East Project Terminus

**Median Access:
43rd Ave to East Project Terminus
Option #1: Right-In / Right-out**

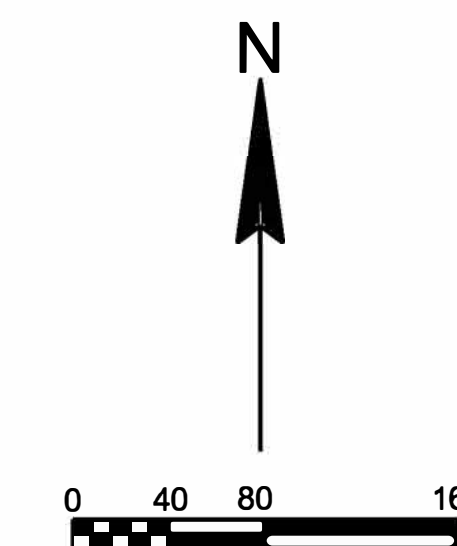


**PRELIMINARY
DRAFT
10/17/18**



- PROS:**
- OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
 - LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - PROVIDES BEST TRAFFIC OPERATIONS FOR ADJACENT ROADWAYS
- CONS:**
- LIMITS DIRECT ACCESS FOR SUBDIVISIONS AND PRIVATE DRIVEWAYS
 - REQUIRES U-TURNS AROUND THE EAST MEDIAN NOSE

**Median Access:
43rd Ave to East Project Terminus
Option #2: Painted Median**



**PRELIMINARY
DRAFT
10/17/18**

OLD GREEN BAY ROAD

DEER RUN AT CAMPBELL WOODS SUBDIVISION

VICKSBURG DR

COUNTY KR

43RD AVE

PROS:

- FULL ACCESS FOR SUBDIVISIONS AND PRIVATE DRIVEWAYS TO / FROM COUNTY KR

CONS:

- NO PHYSICAL MEDIAN BETWEEN OPPOSING DIRECTIONS OF TRAFFIC

- LIMITED REFUGE FOR TWO-STAGE TURNS

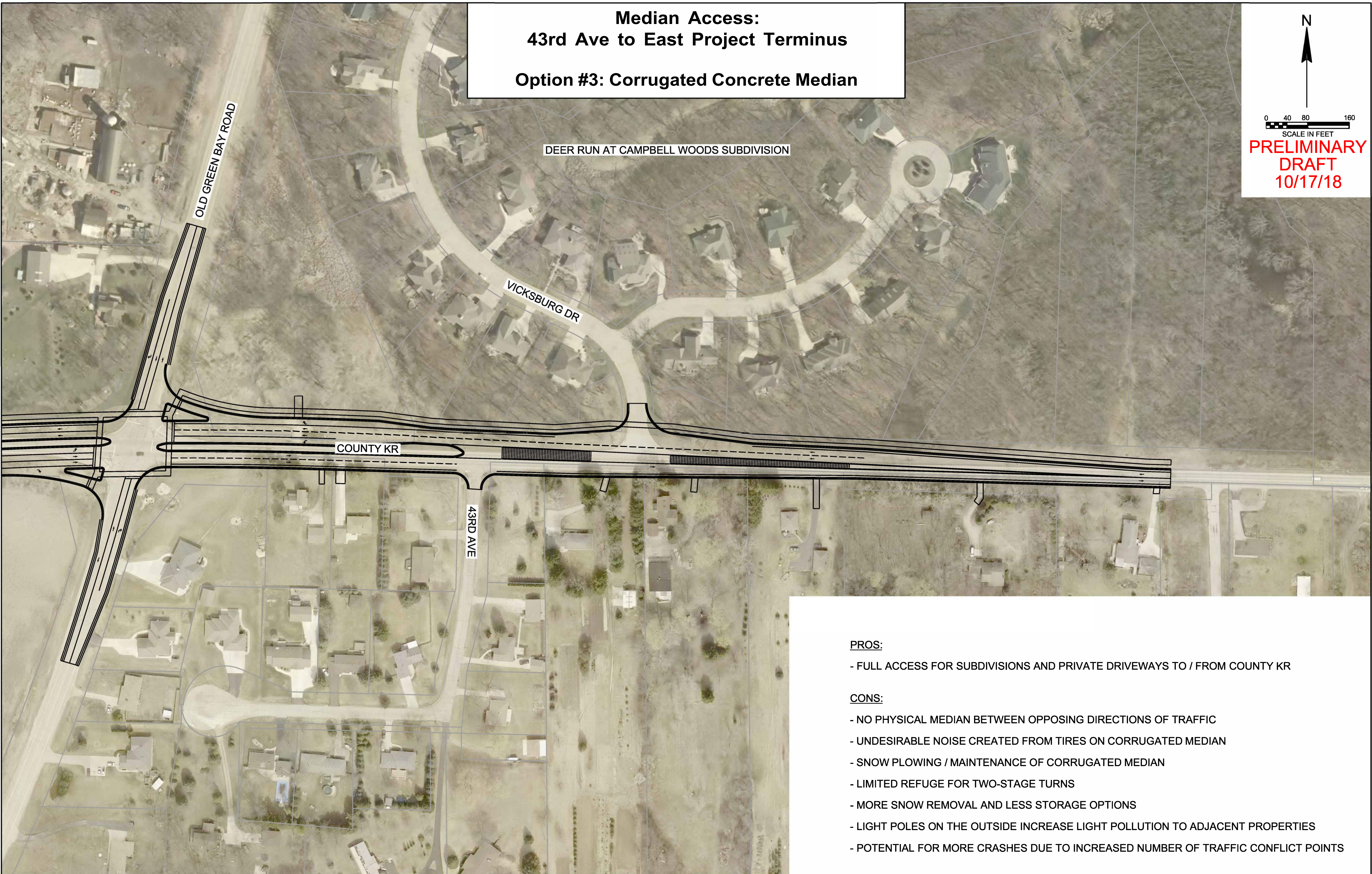
- MORE SNOW REMOVAL AND LESS STORAGE OPTIONS

- LIGHT POLES ON THE OUTSIDE INCREASE LIGHT POLLUTION TO ADJACENT PROPERTIES

- POTENTIAL FOR MORE CRASHES DUE TO INCREASED NUMBER OF TRAFFIC CONFLICT POINTS

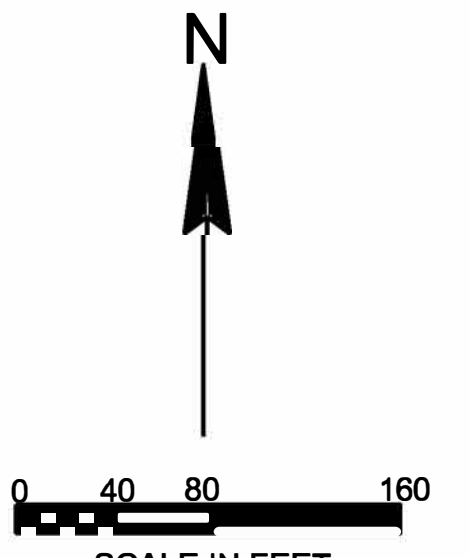
**Median Access:
43rd Ave to East Project Terminus
Option #3: Corrugated Concrete Median**

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0 40 80 160
SCALE IN FEET
**PRELIMINARY
DRAFT
10/17/18**



- PROS:**
- FULL ACCESS FOR SUBDIVISIONS AND PRIVATE DRIVEWAYS TO / FROM COUNTY KR
- CONS:**
- NO PHYSICAL MEDIAN BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
 - UNDESIRABLE NOISE CREATED FROM TIRES ON CORRUGATED MEDIAN
 - SNOW PLOWING / MAINTENANCE OF CORRUGATED MEDIAN
 - LIMITED REFUGE FOR TWO-STAGE TURNS
 - MORE SNOW REMOVAL AND LESS STORAGE OPTIONS
 - LIGHT POLES ON THE OUTSIDE INCREASE LIGHT POLLUTION TO ADJACENT PROPERTIES
 - POTENTIAL FOR MORE CRASHES DUE TO INCREASED NUMBER OF TRAFFIC CONFLICT POINTS

**Median Access:
43rd Ave to East Project Terminus
Option #4: Left Turn Lane**



**PRELIMINARY
DRAFT
10/17/18**

DEER RUN AT CAMPBELL WOODS SUBDIVISION

VICKSBURG DR

COUNTY KR

43RD AVE

PROS:

- FULL ACCESS TO NORTH SUBDIVISION - VICKSBURG DRIVE
- MEDIAN SEPARATION PROVIDED BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
- TURNING TO / FROM COUNTY KR AT PREDICTABLE LOCATIONS
- OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
- LIGHT POLES IN THE MEDIAN REDUCES LIGHT POLLUTION TO ADJACENT PROPERTIES

CONS:

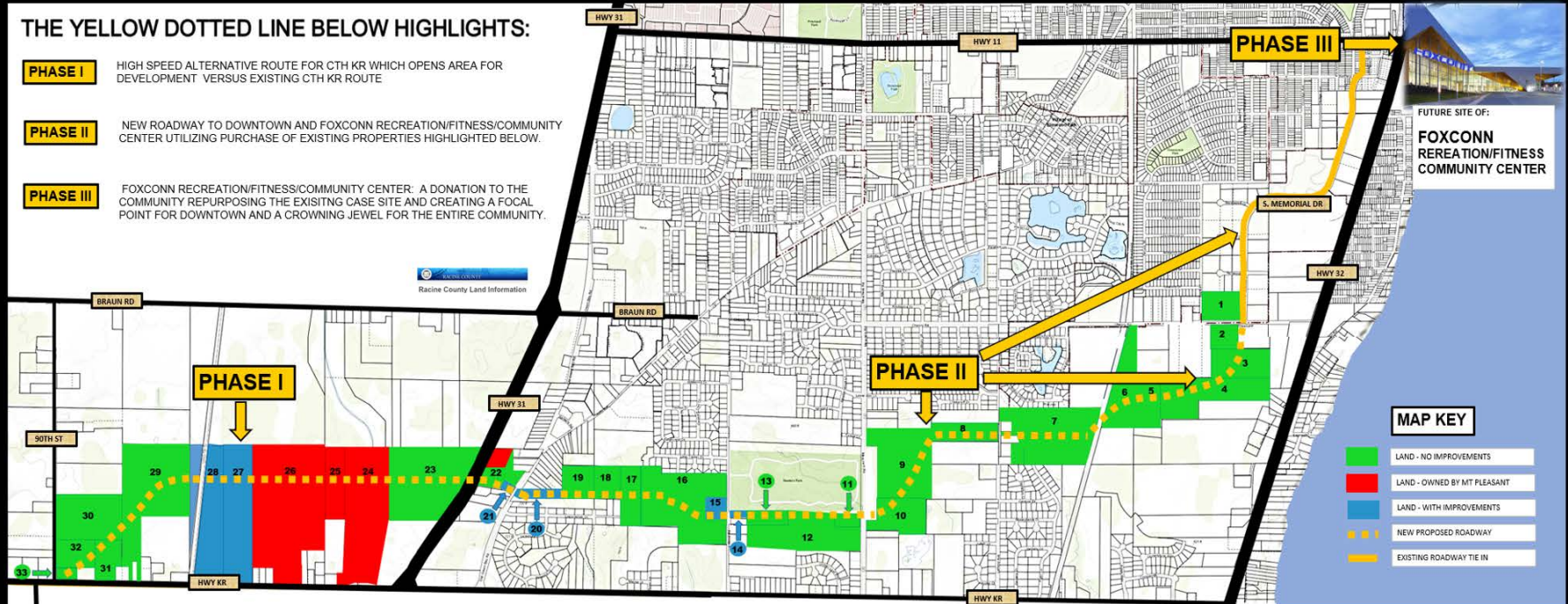
- RESTRICTED ACCESS FOR SOUTH SUBDIVISION – DOES NOT PROVIDE FULL ACCESS AT 43RD AVE
- LIMITED REFUGE FOR TWO-STAGE TURN

Appendix B-8: Bypass Alternative

ALTERNATE PLAN FOR CTH KR - CREATING A NEW CORRIDOR TO DOWNTOWN RACINE

THE YELLOW DOTTED LINE BELOW HIGHLIGHTS:

- PHASE I** HIGH SPEED ALTERNATIVE ROUTE FOR CTH KR WHICH OPENS AREA FOR DEVELOPMENT VERSUS EXISTING CTH KR ROUTE
- PHASE II** NEW ROADWAY TO DOWNTOWN AND FOXCONN RECREATION/FITNESS/COMMUNITY CENTER UTILIZING PURCHASE OF EXISTING PROPERTIES HIGHLIGHTED BELOW.
- PHASE III** FOXCONN RECREATION/FITNESS/COMMUNITY CENTER: A DONATION TO THE COMMUNITY REPURPOSING THE EXISTING CASE SITE AND CREATING A FOCAL POINT FOR DOWNTOWN AND A CROWNING JEWEL FOR THE ENTIRE COMMUNITY.



PHASE I
ESTIMATED ACQUISITION COST OF HIGHLIGHTED PROPERTIES
\$451,200 (ASSESSED VALUES PER RACINE COUNTY LAND INFO)

PHASE II
ESTIMATED ACQUISITION COST OF HIGHLIGHTED PROPERTIES
\$1,090,000 (ASSESSED VALUES PER RACINE COUNTY LAND INFO)

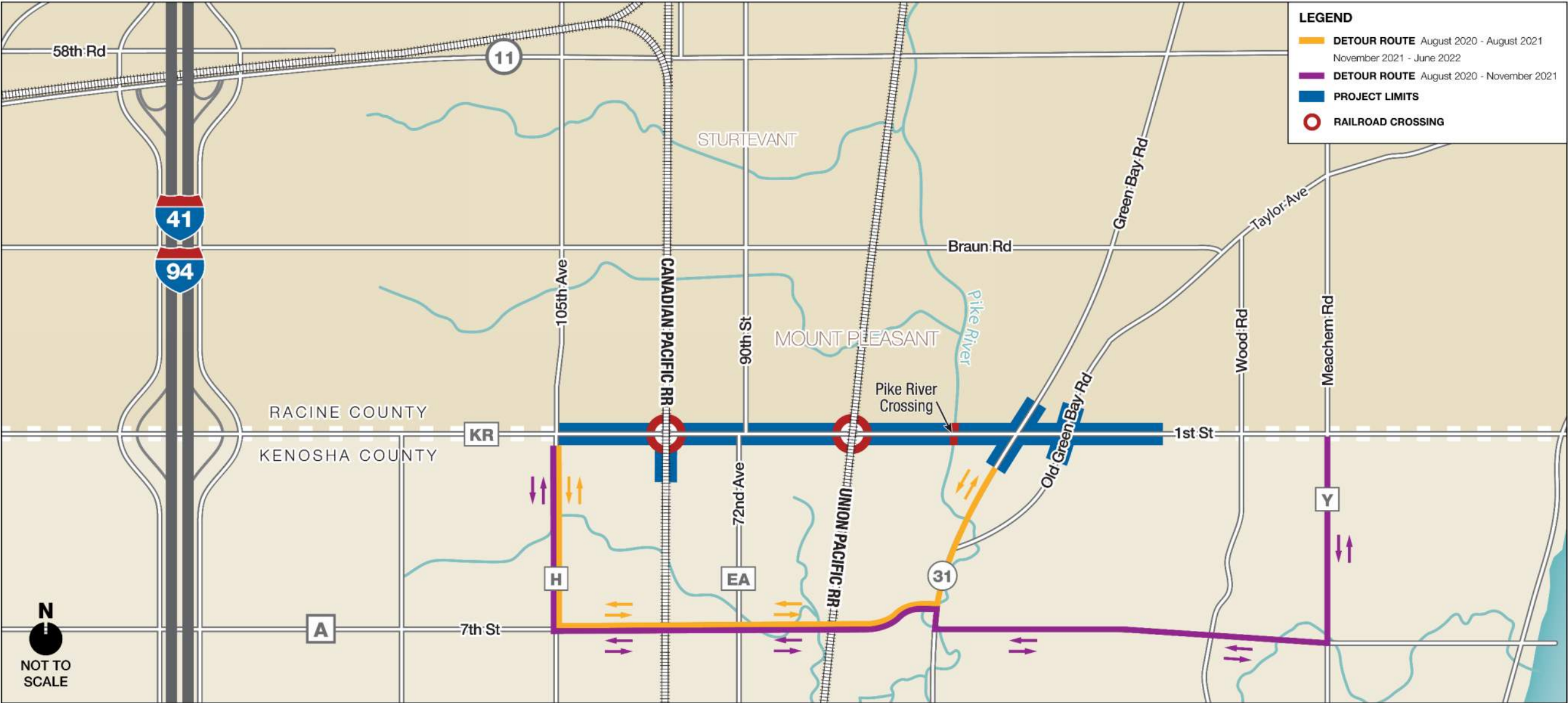
PHASE III
ESTIMATED ACQUISITION COST OF PROPERTY UNKNOWN

SUBMITTED BY: CONCERNED SOMERS PROPERTY OWNERS DETAILS/DRAWINGS: JEANNINE & AL BROKMEIER 5632 1ST PLACE KENOSHA WI 53144

Appendix B-9: Construction Detour Options

COUNTY KR PROPOSED DETOUR ROUTE: OPTION 1

OCTOBER 2018



COUNTY KR PROPOSED DETOUR ROUTE: OPTION 2

OCTOBER 2018

