Appendix A

Project Location

Sturtevant

Mount Pleasant

Somers

BRAUN RD

1ST ST

7TH ST

BERRYVILLE RD

RACINE COUNTY

KENOSHA COUNTY

KR

H

A

EA

31

105TH ST

90TH ST

88TH AVE

100TH AVE

56TH AVE

TAYLOR AVE

LINCOLNSHIRE DR

WOOD RD

MEACHEM RD

GREEN BAY RD

OLD GREEN BAY RD

UNION PACIFIC RAILROAD

CANADIAN PACIFIC RAILROAD

Pike River

Pike Creek

Legend

- Project Limits
- Racine County
- Kenosha County
- Municipal Boundaries

0 1,000 2,000 4,000 Feet

COUNTY KR - PHASE 2
PROJECT LOCATION

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

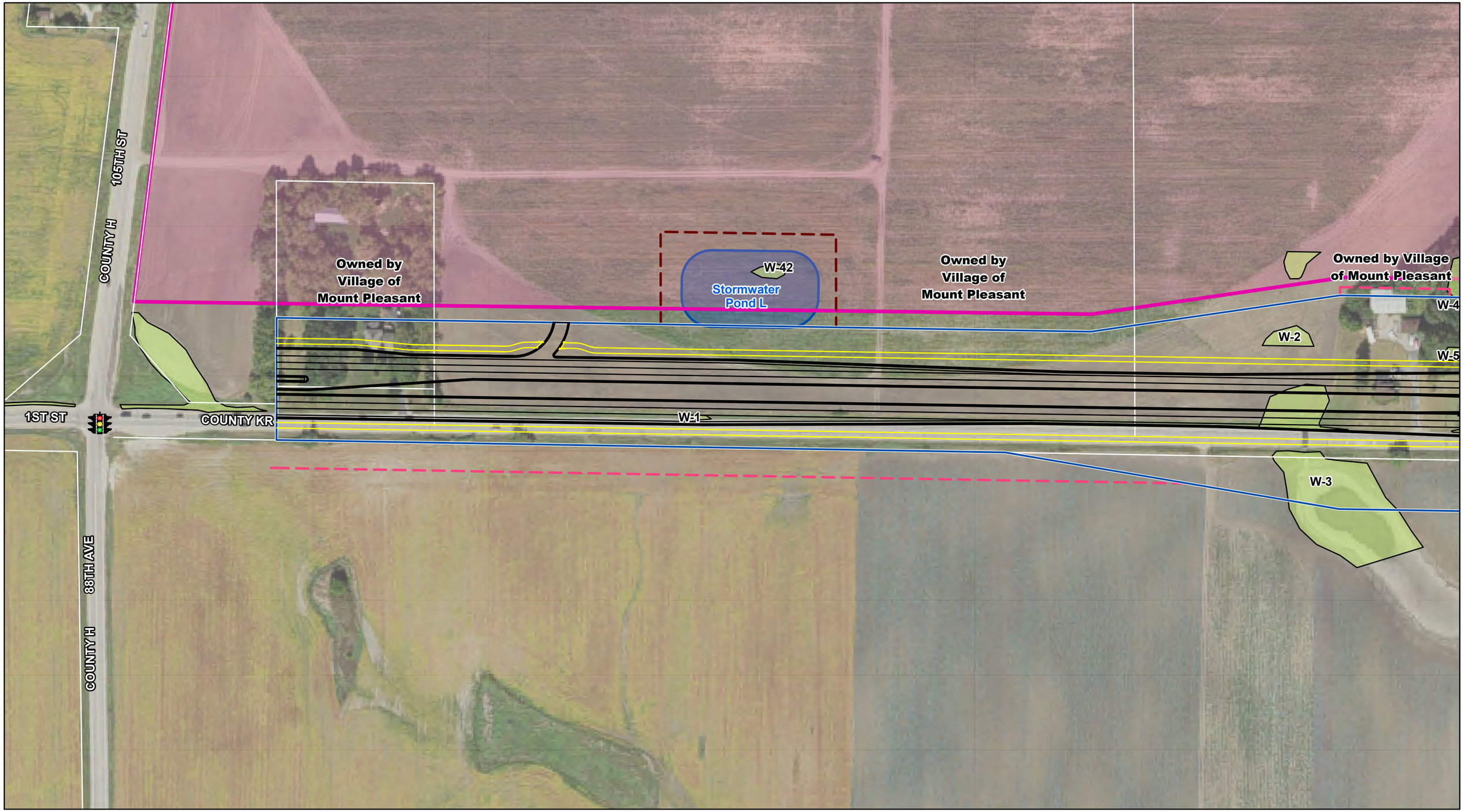
B-6: Median Access Options between UPRR and 56th Avenue

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

0 40 80 160 Feet

COUNTY KR-PHASE 2

Project Features

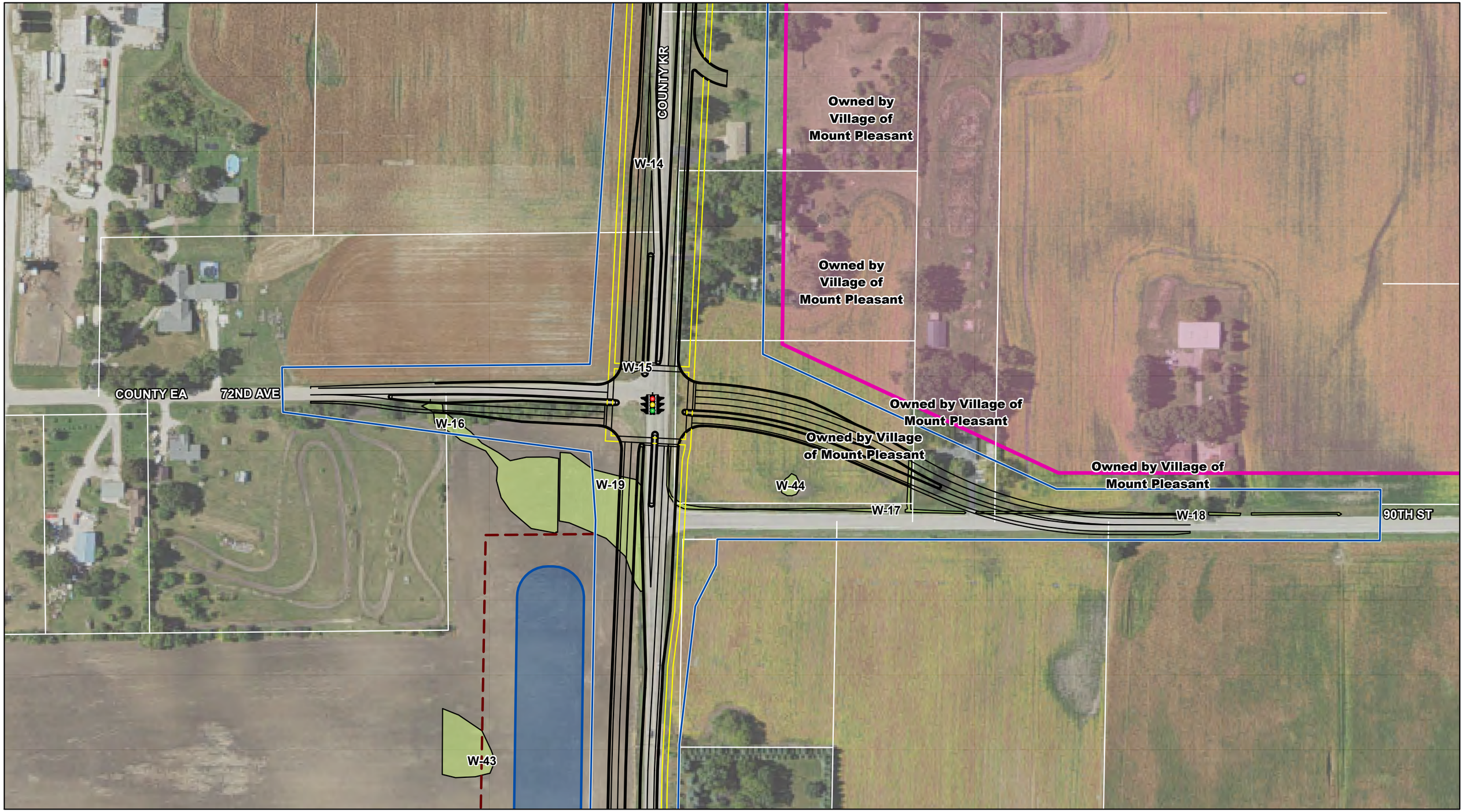
- Linework
- Wall
- Multi-Use Path
- Stormwater Ponds
- Railroad
- Property Line
- Structure
- Existing Signals
- Proposed Signals
- Full Residential Acquisition
- Proposed Right-of-Way
- Permanent Easement
- Temporary Easement

Environmental Features

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

0 40 80 160 Feet

COUNTY KR-PHASE 2



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

0 40 80 160 Feet

COUNTY KR-PHASE 2

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

0 40 80 160 Feet

N

COUNTY KR-PHASE 2

The preferred median access option between UPRR and 56th Avenue initially identified in the EA was Option #1, Full Median with No Access. This was changed to Option #3, Two Way Left Turn Lane for the selected alternative. (See Appendix B-6, Page 3 for two-way left turn lane design plans between UPRR and 56th Avenue.)

W-22
W-24
W-23
W-31
W-26
W-25
BIEX-RAMCKE HOMESTEAD PARK
COUNTY KR
Union Pacific RR
Parkway Subdivision
Owned by Kenosha County
60TH AVE
57TH AVE
1ST PL

Project Features

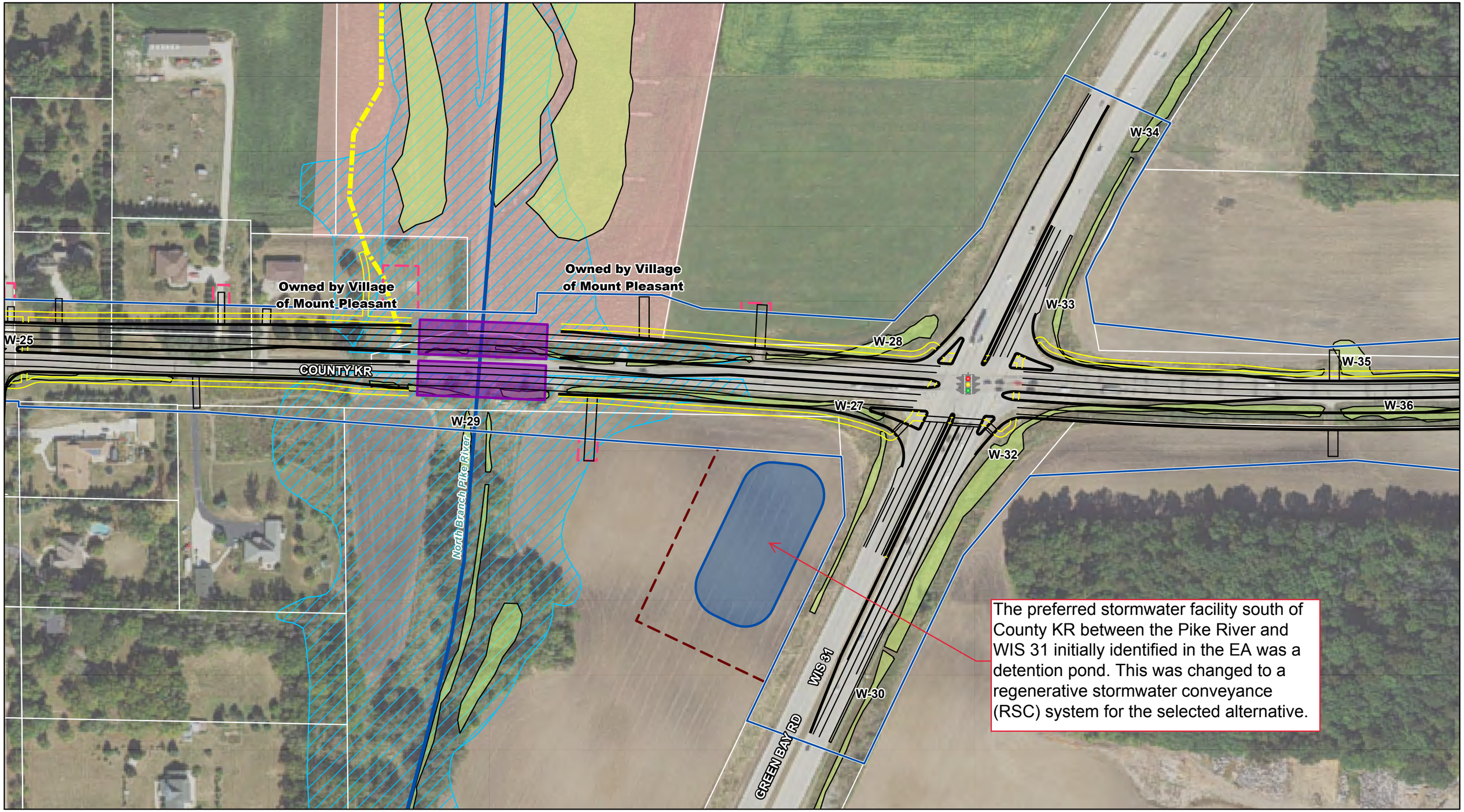
- Linework
- Wall
- Multi-Use Path
- Stormwater Ponds
- Railroad
- Property Line
- Structure
- Existing Signals
- Proposed Signals
- Full Residential Acquisition
- Proposed Right-of-Way
- Permanent Easement
- Temporary Easement

Environmental Features

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

0 40 80 160 Feet

COUNTY KR-PHASE 2



Project Features

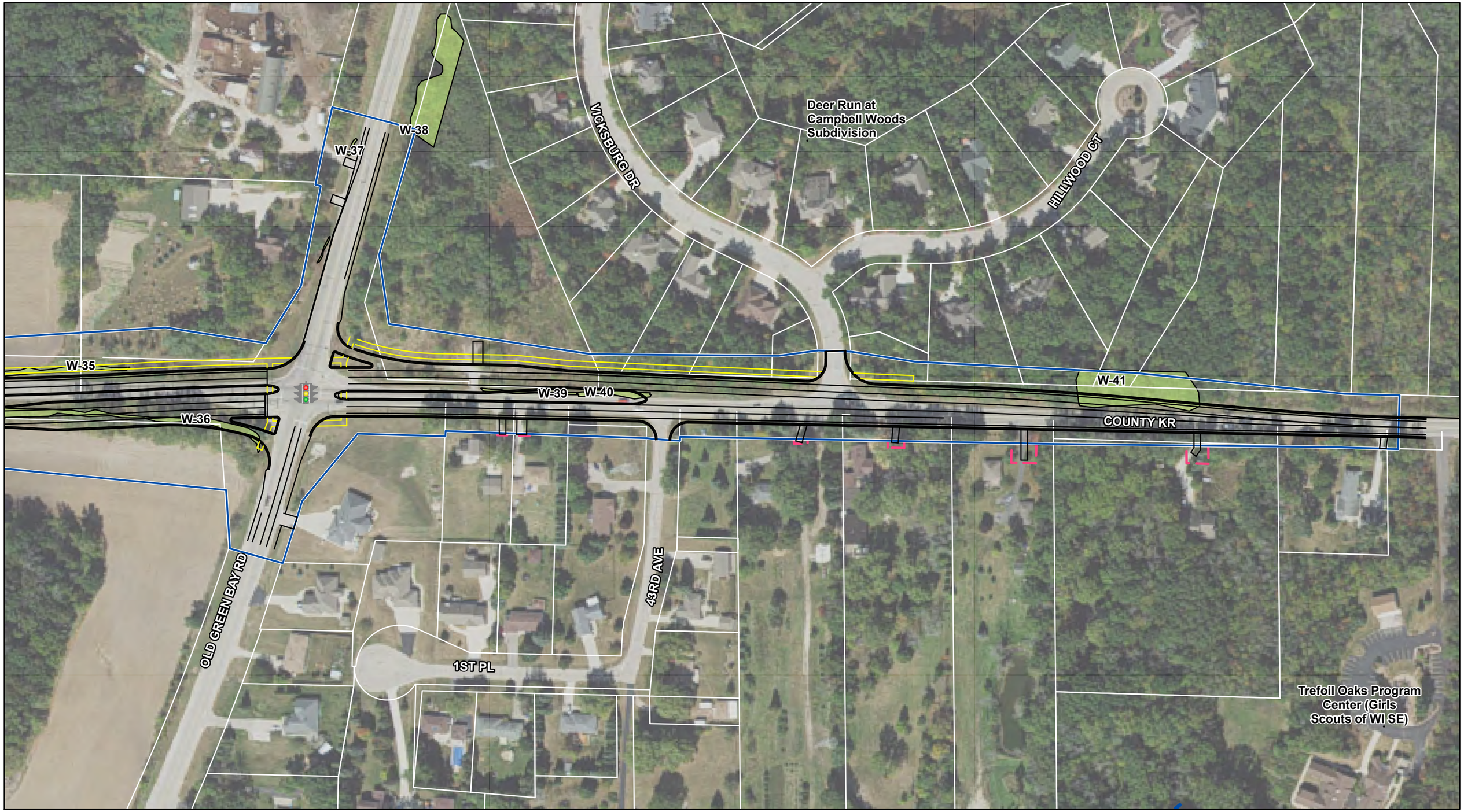
- Linework
- Wall
- Multi-Use Path
- Stormwater Ponds
- Railroad
- Property Line
- Structure
- Existing Signals
- Proposed Signals
- Full Residential Acquisition
- Proposed Right-of-Way
- Permanent Easement
- Temporary Easement

Environmental Features

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

0 40 80 160 Feet

COUNTY KR-PHASE 2



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

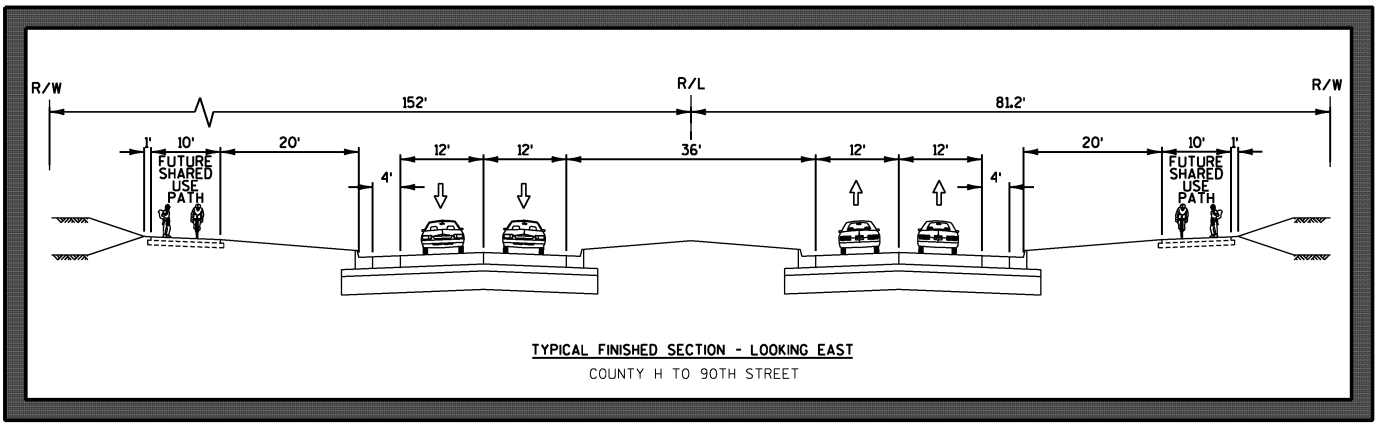
Environmental Features

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

0 40 80 160 Feet

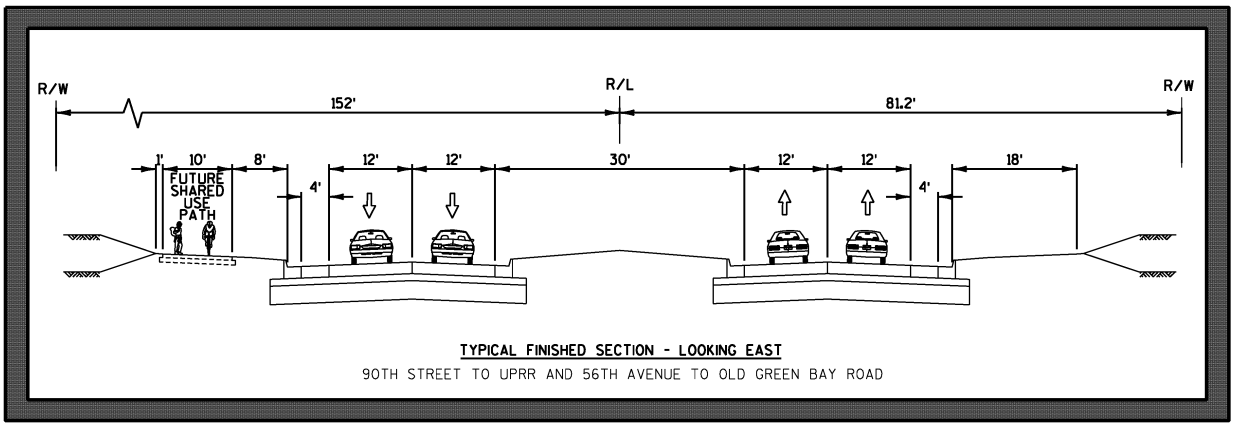
COUNTY KR-PHASE 2

Appendix B-2: Typical Sections



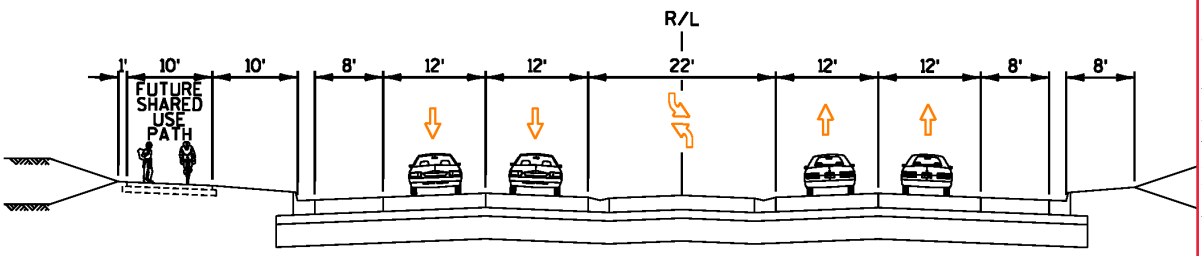
TYPICAL FINISHED SECTION - LOOKING EAST

COUNTY H TO 90TH STREET



TYPICAL FINISHED SECTION - LOOKING EAST

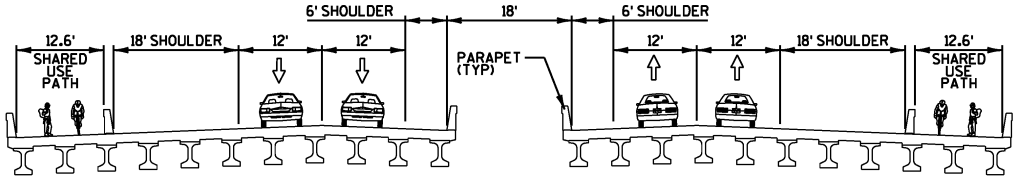
90TH STREET TO UPRR AND 56TH AVENUE TO OLD GREEN BAY ROAD



TYPICAL FINISHED SECTION - LOOKING EAST

UPRR TO 56TH AVENUE

The preferred median access option between UPRR and 56th Avenue initially identified in the EA was Option #1, Full Median with No Access. This was changed to Option #3, Two Way Left Turn Lane for the selected alternative.



TYPICAL FINISHED BRIDGE SECTION - LOOKING EAST

AT CPRR AND UPRR

Appendix B-3: Pike River Bridge Sections

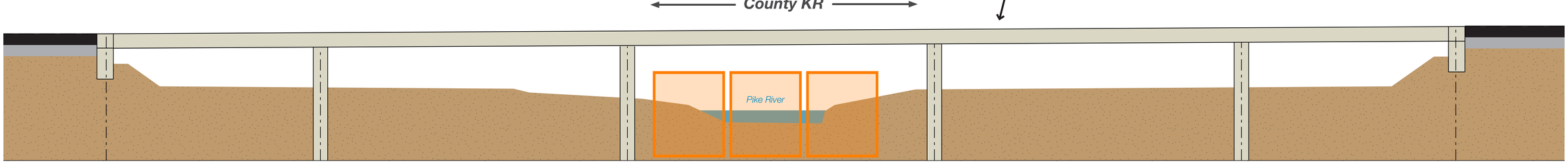
COUNTY KR BRIDGE OVER PIKE RIVER

OCTOBER 2018

PROPOSED WESTBOUND STRUCTURE

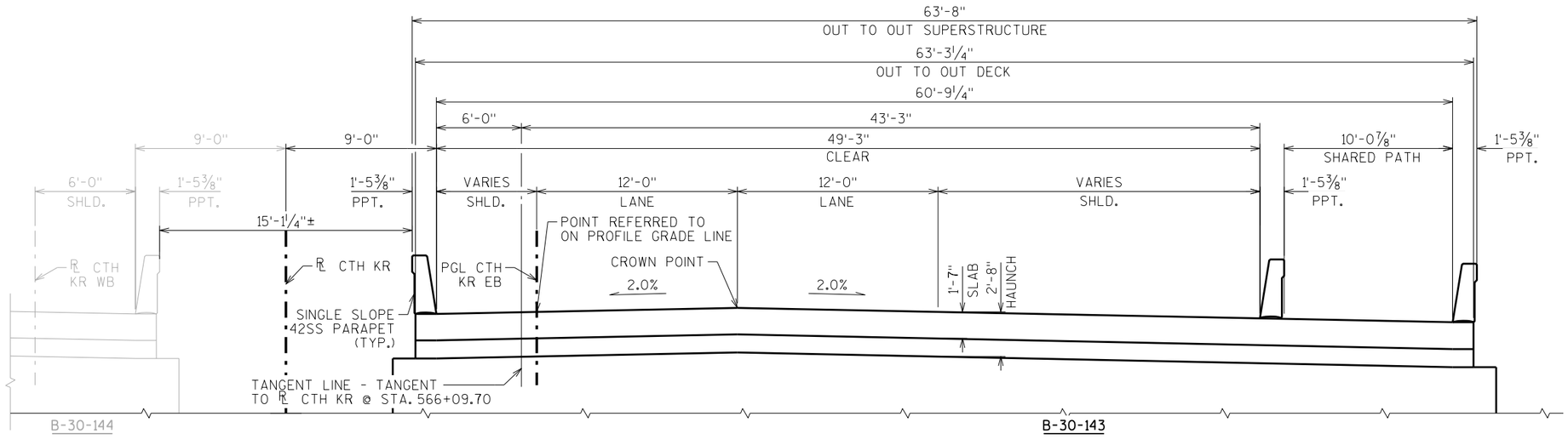
233’ 5-SPAN
HAUNCHED SLAB

LOOKING UPSTREAM

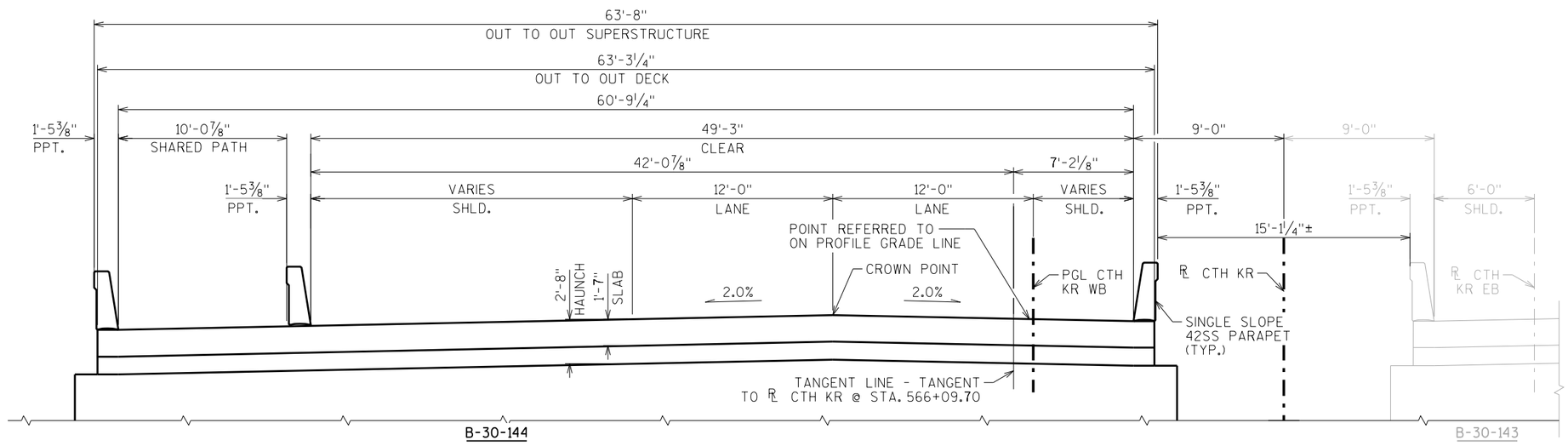


EXISTING 3-CELL BOX CULVERT

LOOKING UPSTREAM



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

The preferred median access option between UPRR and 56th Avenue initially identified in the EA was Option #1, Full Median with No Access. The preferred median access option was changed to Option #3, Two Way Left Turn Lane for the selected alternative. (See Appendix B-6, Page 3 for two-way left turn lane design plans between UPRR and 56th Avenue.)

N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

UPRR

COUNTY KR

RETAINING WALL

PARKWAY SUBDIVISION

56TH AVE

UPRR

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

N

0 40 80 160
SCALE IN FEET

UPRR

UPRR

COUNTY KR

PARKWAY SUBDIVISION

RETAINING WALL

56TH AVE

PROPOSED R/W

PROPOSED R/W

1ST PL

60TH AVE

2ND ST

The preferred median access option between UPRR and 56th Avenue initially identified in the EA was Option #1, Full Median with No Access. The preferred median access option was changed to Option #3, Two Way Left Turn Lane for the selected alternative. (See Appendix B-6, Page 3 for two-way left turn lane design plans between UPRR and 56th Avenue.)

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

N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

UPRR

COUNTY KR

RETAINING WALL

PARKWAY SUBDIVISION

56TH AVE

UPRR

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

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

N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

UPRR

COUNTY KR

RETAINING WALL

PARKWAY SUBDIVISION

56TH AVE

UPRR

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

N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

PROS:

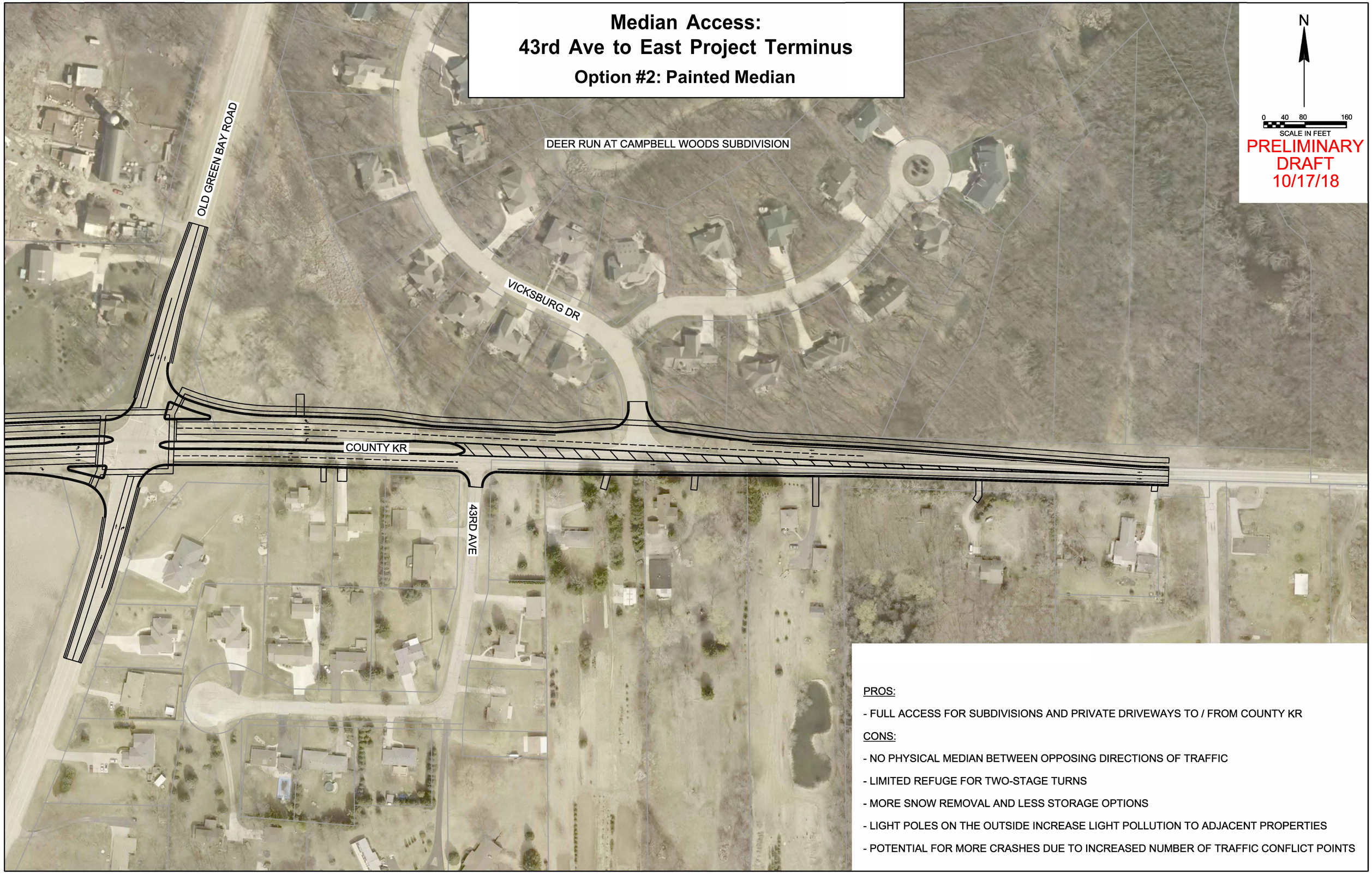
- OPPORTUNITY FOR SNOW STORAGE IN THE MEDIAN
- LIGHT POLES IN THE MEDIAN REDUCE LIGHT POLLUTION TO ADJACENT PROPERTIES
- PROVIDES BEST TRAFFIC OPERATIONS FOR ADJACENT ROADWAYS

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



N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

PROS:

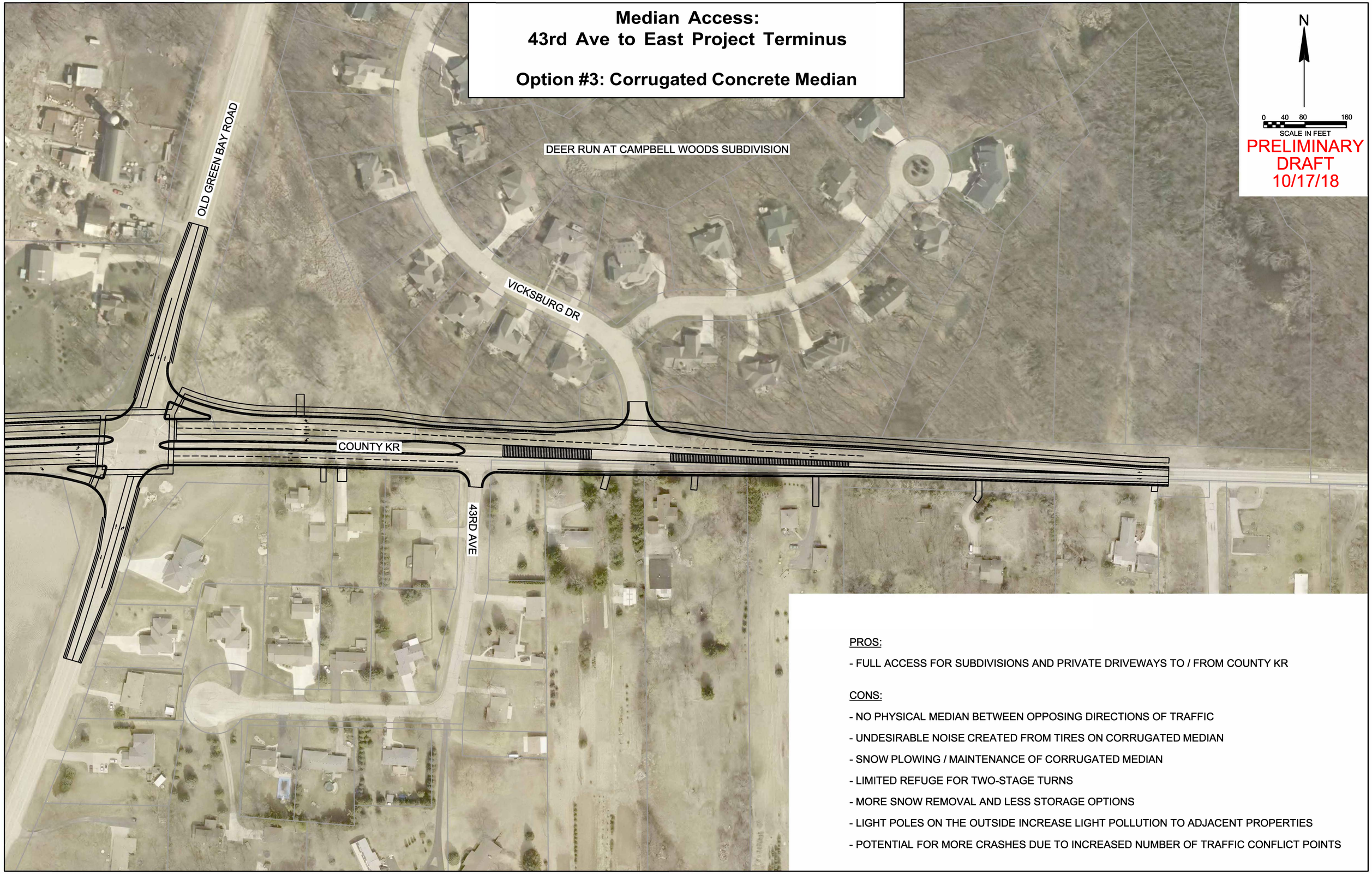
- FULL ACCESS FOR SUBDIVISIONS AND PRIVATE DRIVEWAYS TO / FROM COUNTY KR

CONS:

- NO PHYSICAL MEDIAN BETWEEN OPPOSING DIRECTIONS OF TRAFFIC
- 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



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

N

0 40 80 160

SCALE IN FEET

PRELIMINARY DRAFT 10/17/18

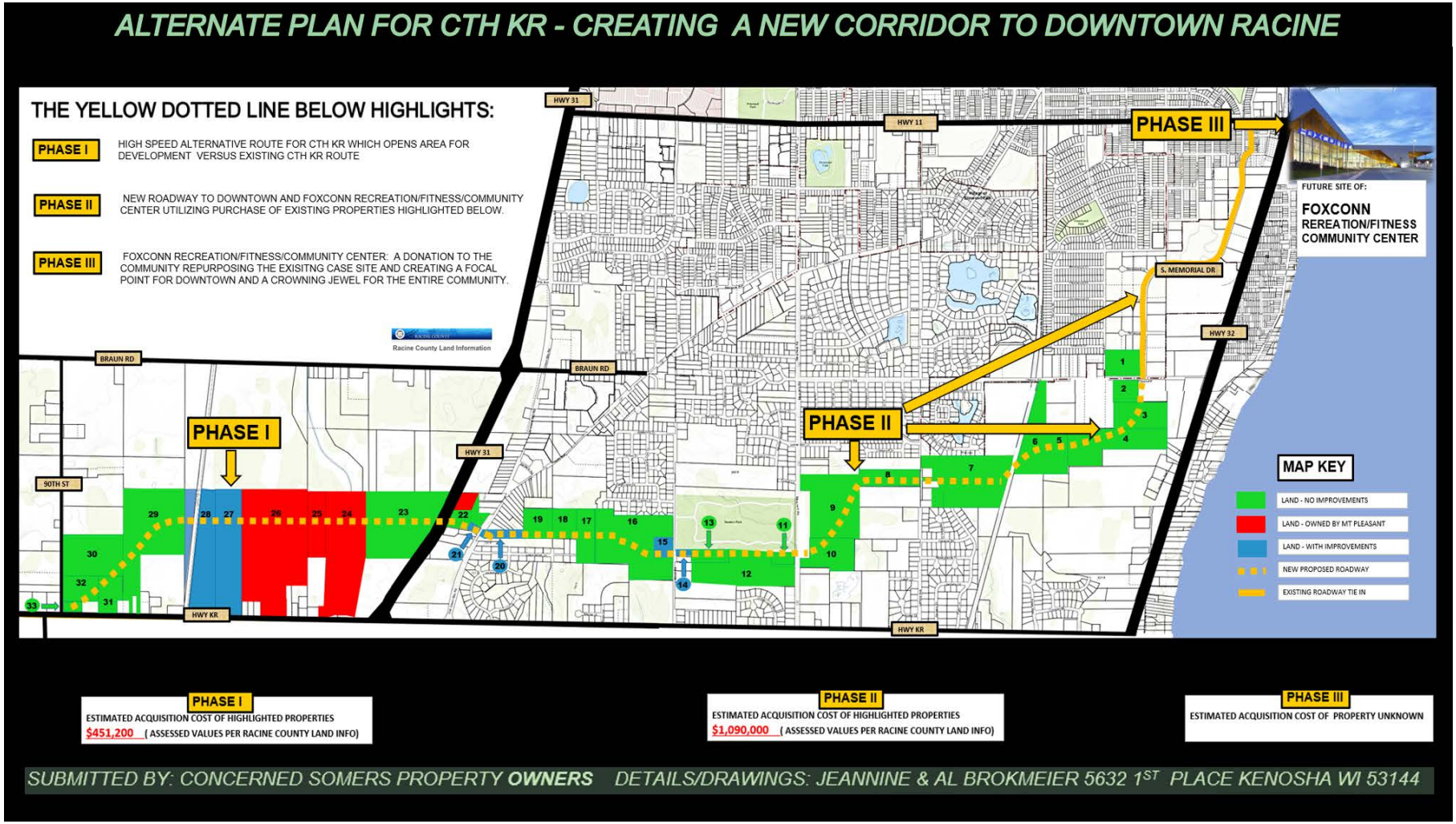
PROS:

- 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

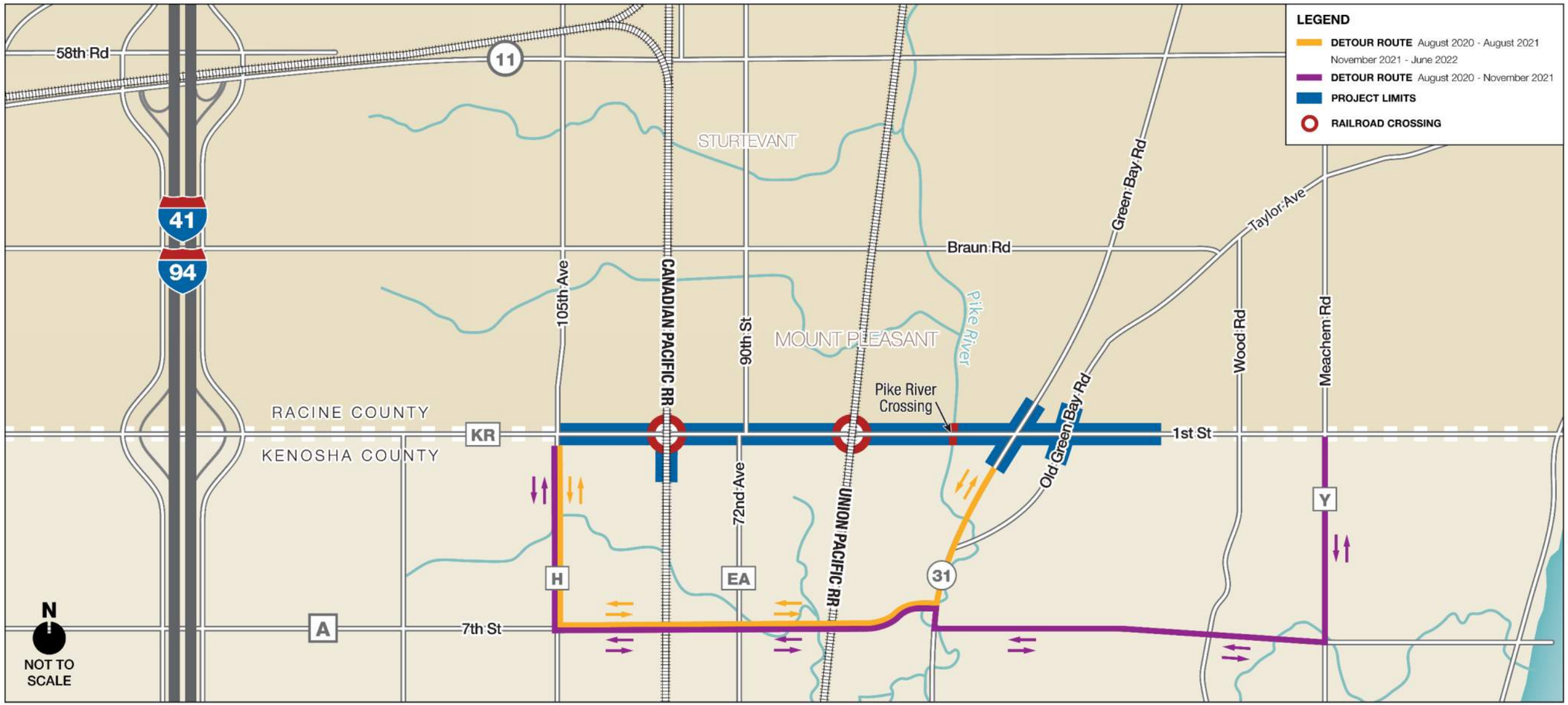
Appendix B-8: Bypass Alternative


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 EXISITNG CASE SITE AND CREATING A FOCAL POINT FOR DOWNTOWN AND A CROWNING JEWEL FOR THE ENTIRE COMMUNITY.
Racine County Land Information
BRAUN RD
90TH ST
HWY KR
HWY 31
HWY 11
S. MEMORIAL DR
HWY 32
FUTURE SITE OF:
FOXCONN
REREATION/FITNESS
COMMUNITY CENTER
MAP KEY
LAND - NO IMPROVEMENTS
LAND - OWNED BY MT PLEASANT
LAND - WITH IMPROVEMENTS
NEW PROPOSED ROADWAY
EXISTING ROADWAY TIE IN
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

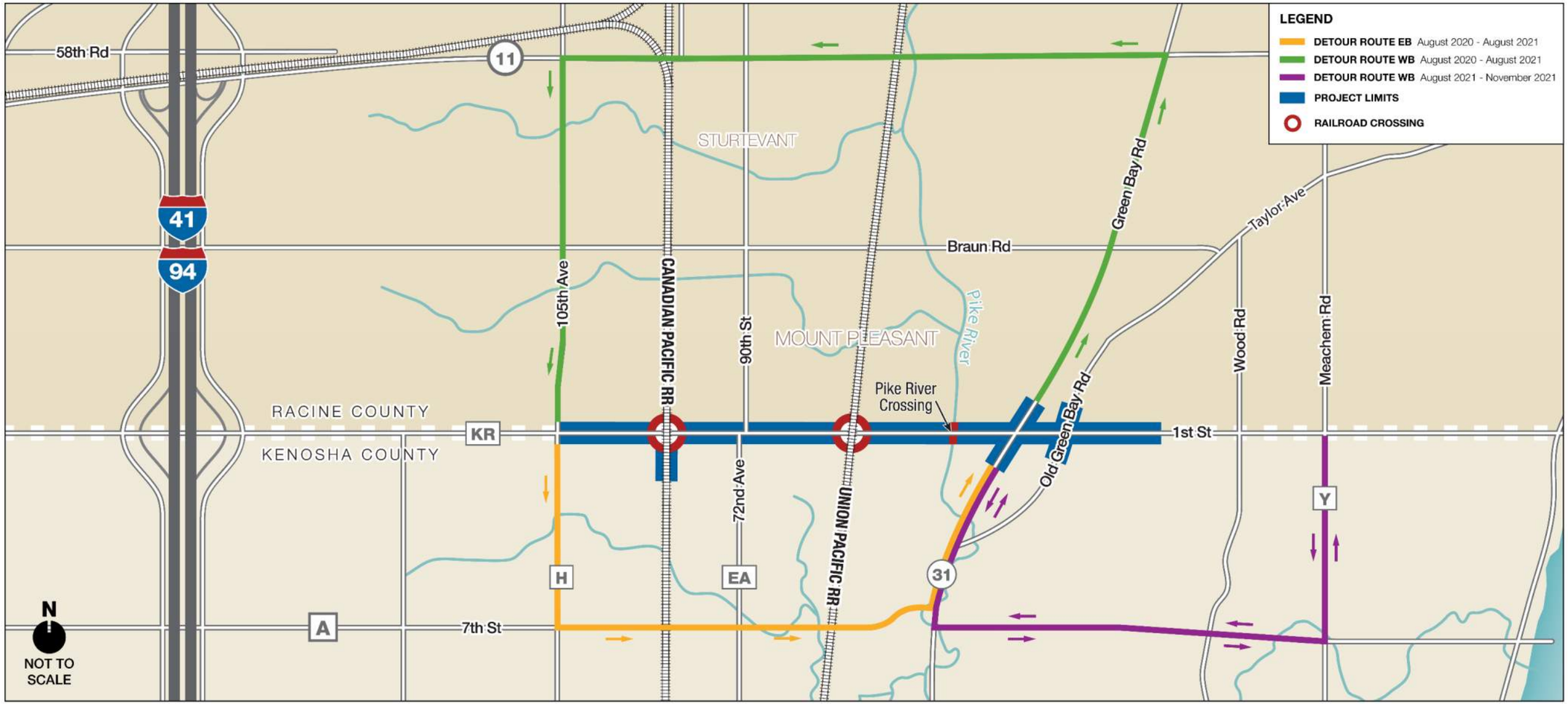
COUNTY KR PROPOSED DETOUR ROUTE: OPTION 1

OCTOBER 2018



COUNTY KR PROPOSED DETOUR ROUTE: OPTION 2

OCTOBER 2018



Appendix C

Rendering of Retaining Wall

Overhead view of the proposed retaining wall at residential area on south side of County KR, east of the UPRR tracks.

View of the proposed retaining wall from residential area on south side of County KR, east of the UPRR tracks.

Appendix D

Indirect and Cumulative Effects Technical Report

County KR – Phase 2

County H to Old Green Bay Road

Racine and Kenosha Counties

WisDOT No. 3763-00-04

INDIRECT AND CUMULATIVE EFFECTS TECHNICAL REPORT

March 2019

TABLE OF CONTENTS

1 Introduction 1

1.1 Project Background 1

1.2 Project Alternatives 1

2 Indirect Effects 3

2.1 Step 1: Scoping, Selecting Activities, and Determining the Study Area 4

2.1.1 Scoping Indirect Effects 4

2.1.2 Selecting Activities/Methodology 4

2.1.3 Determining the Study Area 5

2.1.4 Analysis Timeframe 5

2.2 Step 2: Inventory the Study Area and Notable Features 7

2.2.1 Local and Regional Trend Data 7

2.2.2 Existing Land Use Patterns 9

2.2.3 Local and Regional Plans 11

2.2.4 Local Regulations 17

2.2.5 Notable Resources 17

2.3 Step 3: Identify Impact Causing Activities of the Project 21

2.4 Step 4: Identify Potentially Significant Indirect Effects 22

2.4.1 Induced Development 22

2.4.2 Likelihood of Induced Development 24

2.5 Step 5: Analyze Indirect Effects, Describe Their Significance For The Project Alternative(S) And Evaluate Assumptions 28

2.5.1 Community/Residential 28

2.5.2 Traffic 28

2.5.3 Agriculture 30

2.5.4 Rivers, Streams, Floodplains 30

2.5.5 Wetlands 33

2.5.6 Stormwater 33
2.5.7 Threatened and Endangered Species 33
2.6 Step 6: Assess Consequences And Identify Mitigation Activities 36
2.6.1 Community/Residential 36
2.6.2 Traffic 36
2.6.3 Agriculture 37
2.6.4 Rivers, Streams, Floodplains 37
2.6.5 Wetlands 38
2.6.6 Stormwater 38
2.6.7 Threatened and Endangered Species 38
2.7 Summary of the Indirect Effects Analysis 39
3 Cumulative Effects 41
3.1 Scoping Cumulative Effects 41
3.1.1 Resources Considered 42
3.1.2 Study Area 42
3.1.3 Timeframe 42
3.1.4 Methodology 44
3.2 Identification of Other Past, Present and Reasonably Foreseeable Future Actions 44
3.3 Cumulative Effects Analysis 48
3.3.1 Community/Residential 49
3.3.2 Traffic 51
3.3.3 Agriculture 53
3.3.4 Rivers, Streams, Floodplains 56
3.3.5 Wetlands 58
3.3.6 Stormwater 61
3.3.7 Threatened and Endangered Species 63
4 References 67

TABLES

Table 1: Past Population 7
Table 2: Projected Population 9
Table 3: Employment (Number of Jobs) 9
Table 4: Existing Land Use for Study Area 11
Table 5: Threatened and Endangered Species 21
Table 6: Induced Development Potential – Supporting Factors 25
Table 7: Other Past, Present and Future Projects 45

FIGURES

Figure 1: County KR-Phase 2 Project Location 2
Figure 2: Indirect Effects Study Area 6
Figure 3: Demographic Study Area Population 8
Figure 4: Existing Land Use 10
Figure 5: Foxconn Development Areas and Local Road Improvements 12
Figure 6: Mount Pleasant Master Plan 14
Figure 7: Somers Adopted Land Use Plan 15
Figure 8: Notable Resources 18
Figure 9: Potential Induced Development Areas 23
Figure 10: Community/Residential Resources and Potential Induced Development Areas 29
Figure 11: Agricultural Resources and Potential Induced Development Areas 31
Figure 12: Water Resources and Potential Induced Development Areas 32
Figure 13: Wetlands and Potential Induced Development Areas 34
Figure 14: Habitat and Potential Induced Development Areas 35
Figure 15: Cumulative Effects Study Area 43
Figure 16: Community Resources 50
Figure 17: Agricultural Resources 54

Figure 18: Water Resources 57

Figure 19: Wetland Resources 59

Figure 20: Environmental Corridors 64

APPENDICES

APPENDIX A: Meeting Summaries A-1

APPENDIX B: Local Planning Boundaries B-1

1 INTRODUCTION

This report documents the indirect and cumulative effects analysis for the County KR-Phase 2 project. This report is part of the Environmental Assessment (EA) prepared for the project, in accordance with the Wisconsin Environmental Protection Act (WEPA) that is required for state funded projects. The indirect effects analysis is under **Section 2** and the cumulative effects analysis is under **Section 3** of this report.

1.1 PROJECT BACKGROUND

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

WisDOT, Racine County and Kenosha County agreed upon a state trunk highway jurisdictional transfer agreement in April 2018 for the County KR improvements between I-94 and Old Green Bay Road. The agreement allows WisDOT to complete design and construction activities for this section of County KR. The counties are responsible for right of way acquisition and relocations. After construction, WisDOT will return jurisdiction of the roadway to the counties for ongoing control, access rights and maintenance.

The design and construction of the section of County KR between I-94 and County H is being completed as part of a separate project. The section between County H and Old Green Bay Road is being evaluated in this report and the EA and is referred to as the County KR-Phase 2 project.

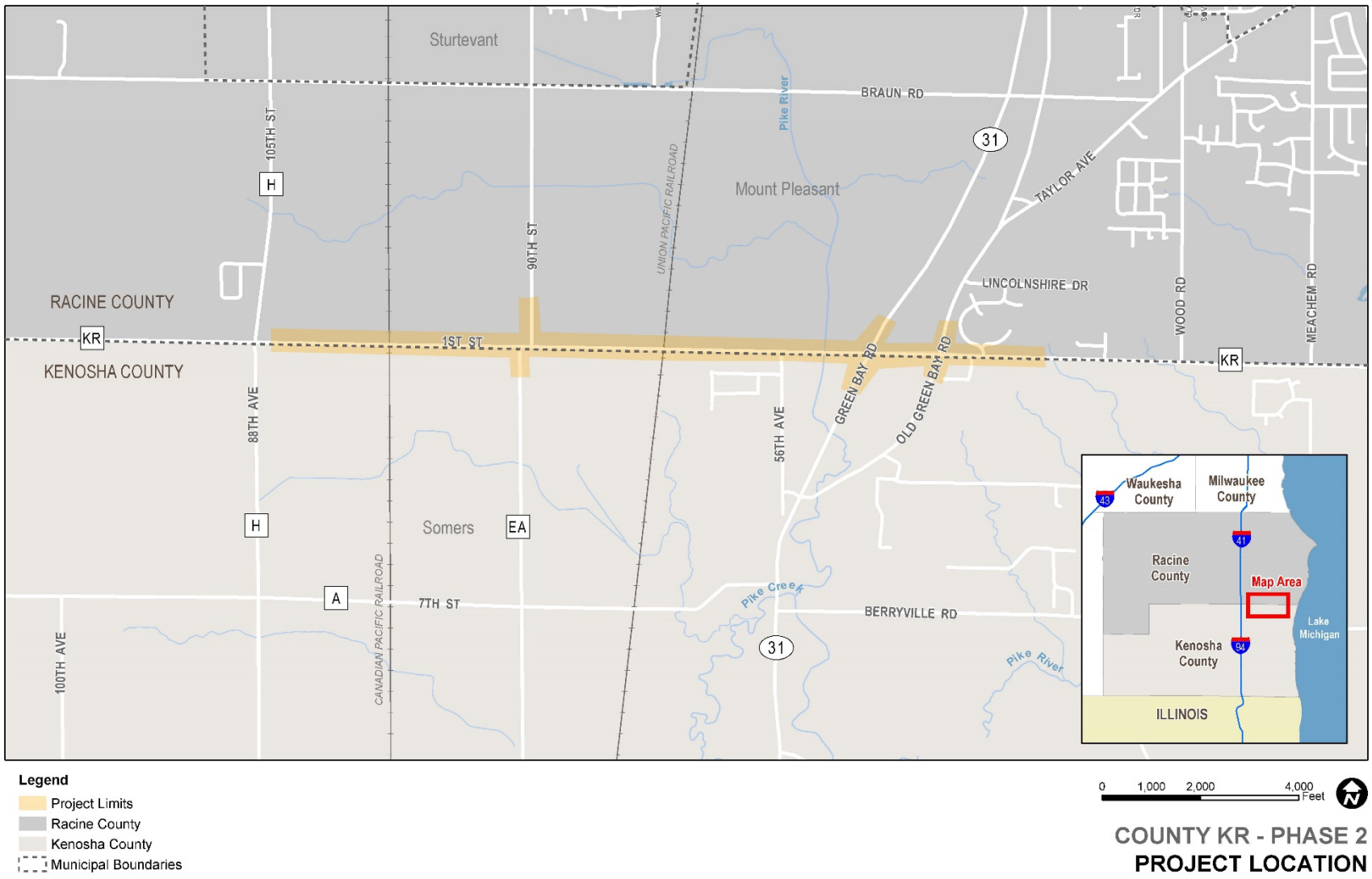
1.2 PROJECT ALTERNATIVES

This report and the EA for the County KR-Phase 2 project evaluated a No Build Alternative and a Build Alternative (Reconstruction) as described below.

No Build Alternative: The EA for the County KR-Phase 2 project evaluated a No Build Alternative to serve as a baseline for comparison to the Build Alternative. Under the No Build Alternative, the roadway would remain in its current configuration as a two-lane undivided rural roadway with two 12-foot travel lanes, 1-3-foot shoulders and drainage ditches within a 66-foot right of way.

Build Alternative (Reconstruction): The Build Alternative would reconstruct and widen County KR as a four-lane urban divided roadway with two 12-foot travel lanes that are divided by a median. The median between County H and 90th Street would be 36-feet and the median for the remainder of the corridor would typically be 30-feet with the following exceptions: between the Union Pacific railroad and 56th Avenue County KR would have a ~~22-foot median and 8-foot shoulders to allow vehicles to decelerate to and accelerate from driveways~~ center two-way left turn lane for continuous access from driveways and roadways in this section; and the median along County KR between 43rd Avenue and east the project terminus would be a painted median that allows full access to residential areas and driveways.

Figure 1: County KR-Phase 2 Project Location



The Build Alternative (Reconstruction) would include intersection improvements (signals and turn lanes) to maintain traffic operations at the County KR intersections with WIS 31 and Old Green Bay Road, and it would realign 90th Street on the north to match County EA (72nd Avenue) intersection on the south. The existing at-grade railroad crossings at Canadian Pacific railroad and Union Pacific railroad would be grade separated with County KR built over the railroad corridors. The box culvert conveying the Pike River would be replaced with new bridge structures. Existing drainage ditches would be replaced with curb and gutter, and stormwater would be conveyed to detention ponds. A 10-foot shared-use path would be built on both sides of the road between County H and 90th Street and on the north side of County KR between 90th Street and WIS 31. The existing shared-use path on the south side of County KR between 56th Avenue and WIS 31 would be replaced in generally the same configuration except bicyclists and pedestrians would be rerouted onto a bike/pedestrian lane on the new County KR bridge over the Pike River.

2 INDIRECT EFFECTS

This section documents the indirect effects analysis conducted as part of the EA for the County KR-Phase 2 project. The analysis is conducted in accordance with WEPA, which is required for state funded projects. WEPA substantially follows the National Environmental Policy Act (NEPA), which is interpreted by the Council on Environmental Quality (CEQ).

Indirect effects, as defined by the CEQ, are project impacts "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." Indirect effects may include growth inducing effects and other effects related to the induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems." (40 CFR § 1508.8)

The indirect effects analysis adheres to the WisDOT Guidance for Conducting an Indirect Effects Analysis (Wisconsin Department of Transportation, November 2014) and it follows the systematic six step approach outlined in the guidance document:

- Step 1: Scoping, Selecting Activities, and Determining the Study Area.
- Step 2: Inventory the Study Area and Notable Features.
- Step 3: Identify the Impact Causing Activities of the Proposed Project Alternatives.
- Step 4: Identify the Potentially Significant Indirect Effects.
- Step 5: Analyze the Indirect Effects and Evaluate Assumptions.
- Step 6: Assess Consequences and Identify Mitigation Activities.

2.1 STEP 1: SCOPING, SELECTING ACTIVITIES, AND DETERMINING THE STUDY AREA

The purpose of Step 1 is to determine the methodology for conducting the indirect effects analysis. This step involves scoping for the indirect effects analysis to determine the direction of the analysis, selecting activities and tools that will be used to conduct the analysis and determining the study area and timeframe for the analysis.

2.1.1 Scoping Indirect Effects

During the scoping process, the project's alternatives, proposed actions, purpose and need, and geographic setting were reviewed to identify a preliminary list of indirect effects that could be caused by the transportation project. Based on this information, it was determined that the proposed improvements for the Build Alternative (Reconstruction) could have growth inducing effects because the transportation project is occurring in an area that is currently agricultural and is in the process of transitioning to urban uses due to local economic development projects and land use plans.

2.1.2 Selecting Activities/Methodology

Indirect impacts were evaluated based on the potential for induced land development resulting from the implementation of the Build Alternative (Reconstruction) for the County KR-Phase 2 project. This includes project-induced development of land from increased transportation accessibility that could generate indirect impacts on social and natural resources.

Based on the scoping process and WisDOT's indirect effects guidance document, it was determined that a qualitative approach based on trend data, land use, development regulations, resource inventories and input from stakeholders would be used for the indirect effects analysis.

Demographic data was obtained from the U.S. Census Bureau. Available GIS data, local plans and development regulations were collected from the village of Mount Pleasant, village of Somers, Racine County, Kenosha County and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for use in the analysis. Also, available data from state and federal agencies was collected and reviewed for natural resources, threatened and endangered species, historic resources and other notable resources in the area.

Stakeholder involvement included interviewing local officials from adjacent municipalities and SEWRPC to assess the study area's current and planned land use and development patterns and to obtain input on the project's potential to induce development and cause indirect effects. **Appendix A** includes a summary of the meetings. In addition, several project meetings were held with the Wisconsin Department of Natural Resources (DNR) throughout the environmental process and coordination with the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP), Wisconsin State Historic Preservation Officer (SHPO), United States Army Corps of Engineers (USACE), United State Fish and Wildlife Service (USFWS) and United States Coast Guard (USCG) was completed for the project's EA. Also, input obtained at the two public meetings on July 12, 2018 and October 17, 2018 for the project were reviewed and considered in the analysis.

2.1.3 Determining the Study Area

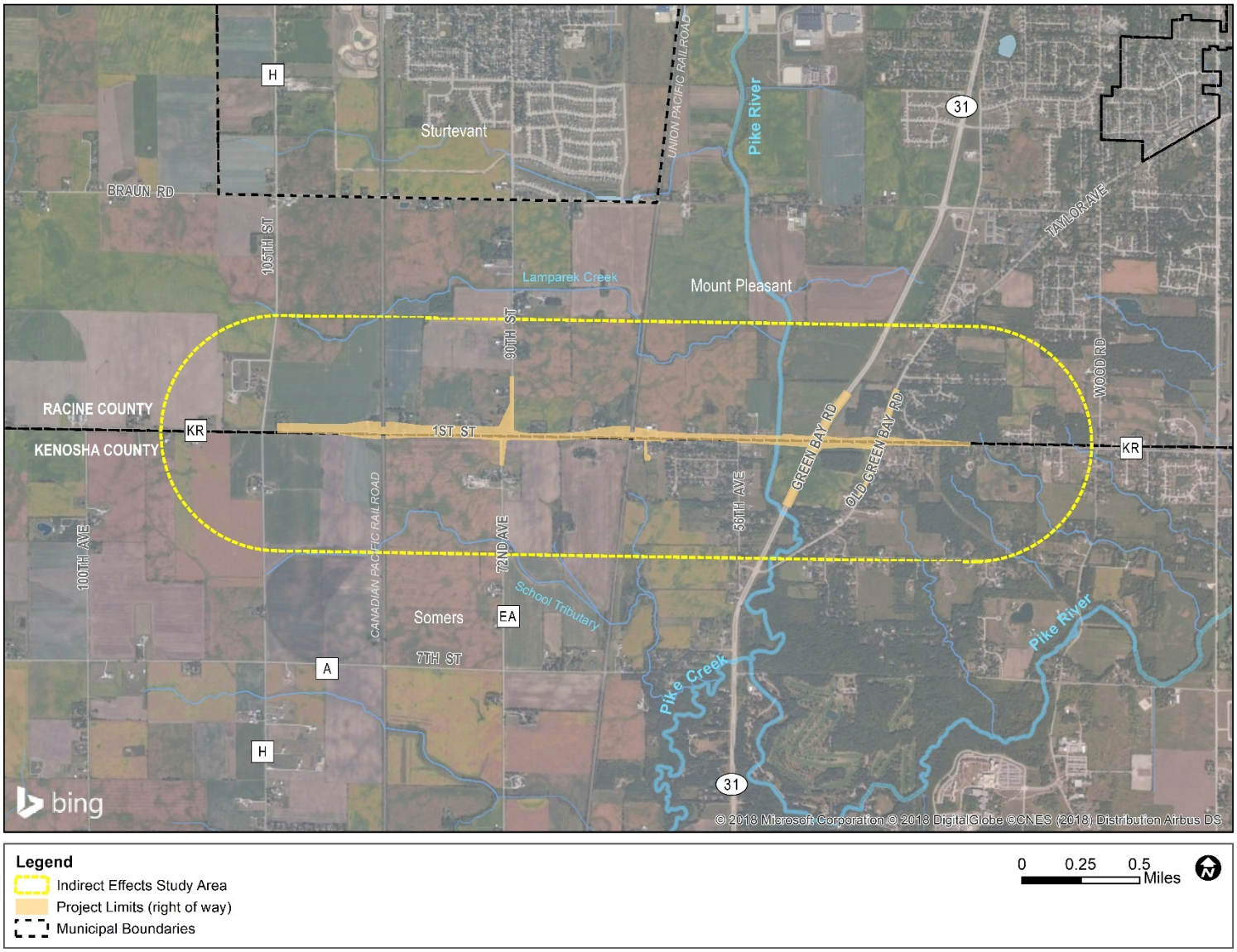
The indirect effects study area is a defined geographic area that may experience indirect effects to resources from development that could be induced by the Build Alternative (Reconstruction). The indirect effects study area, as shown on **Figure 2**, includes portions of the village of Mount Pleasant and the village of Somers approximately a half-mile to the north and south of County KR, respectively. The study area extends beyond the project corridor because indirect effects can occur at some distance from the proposed project.

The study area determination was based on a review of project area conditions and trends, interviews with local officials, local land use and development plans and resource inventories. The study area is where potential indirect effects are most likely to occur as it incorporates potential future developable lands (currently zoned agricultural) adjacent to the project that are most likely to depend on County KR for transportation access. Since the east-west roads to the north and south of County KR are a mile apart, it is assumed the lands within a half-mile of County KR would generally depend on County KR for access and have the greatest potential to experience indirect effects from the Build Alternative (Reconstruction). It is assumed the influence of County KR on future developable land would diminish beyond a half mile as those lands would be influenced by adjacent east-west roads (i.e. Braun Road to the north and County A to the south).

2.1.4 Analysis Timeframe

Based on the guidance and preliminary information collected during the scoping process, the timeframe for the indirect effects analysis is 2042, about 20 years after the implementation of the proposed project. This is long enough for indirect effects to unfold but is not so far into the future that the effects become too difficult to reasonably anticipate, or for stakeholders to provide meaningful feedback. It is also consistent with available traffic, population and employment projections.

Figure 2: Indirect Effects Study Area



2.2 STEP 2: INVENTORY THE STUDY AREA AND NOTABLE FEATURES

The purpose of Step 2 is to collect data and information to understand the general trends and goals of the study area. For this step, an inventory of the study area was completed that includes local and regional trend data, land use information, relevant plans and local regulations. These inventories provide the framework for current and future development in the area. An inventory of notable features, including social, natural and historic resources, was also completed for the study area.

2.2.1 Local and Regional Trend Data

This section reviews population and employment data for the study area and the surrounding local units of government to assess local and regional trend data.

Table 1 shows population figures for years 2010 and 2016 for the demographic study area and the municipalities and counties that bisect the study area. **Figure 3** shows the distribution of the demographic study area population by census block group. The demographic study area extends beyond the indirect effects study area due to the availability and geography of the Census Bureau block group data.

In 2016, the demographic study area had a population of 4,143, which was an increase of 12.6 percent since 2010 (U.S. Cenuss Bureau, 2010) (U.S. Census Bureau, 2016). The demographic study area population is increasing at a higher rate compared to Mount Pleasant, Racine County and Kenosha County, which all experienced less than 1 percent growth during this timeframe. The population of Somers declined by 4.6 percent between 2010 and 2016 (U.S. Cenuss Bureau, 2010) (U.S. Census Bureau, 2016). The population loss is likely due to annexations that occurred prior to village incorporation in 2015.

Table 1: Past Population

AREA	2010	2016	PERCENT CHANGE
Study area	3,680	4,143	12.6%
Mount Pleasant	26,197	26,237	0.2%
Somers (village and town)	9,597	9,157	-4.6%
Racine County	195,408	194,873	-0.3%
Kenosha County	166,426	167,896	0.9%

Sources: 2016 - U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates;
2010 - U.S. Census Bureau, Census Summary File 1

Figure 3: Demographic Study Area Population

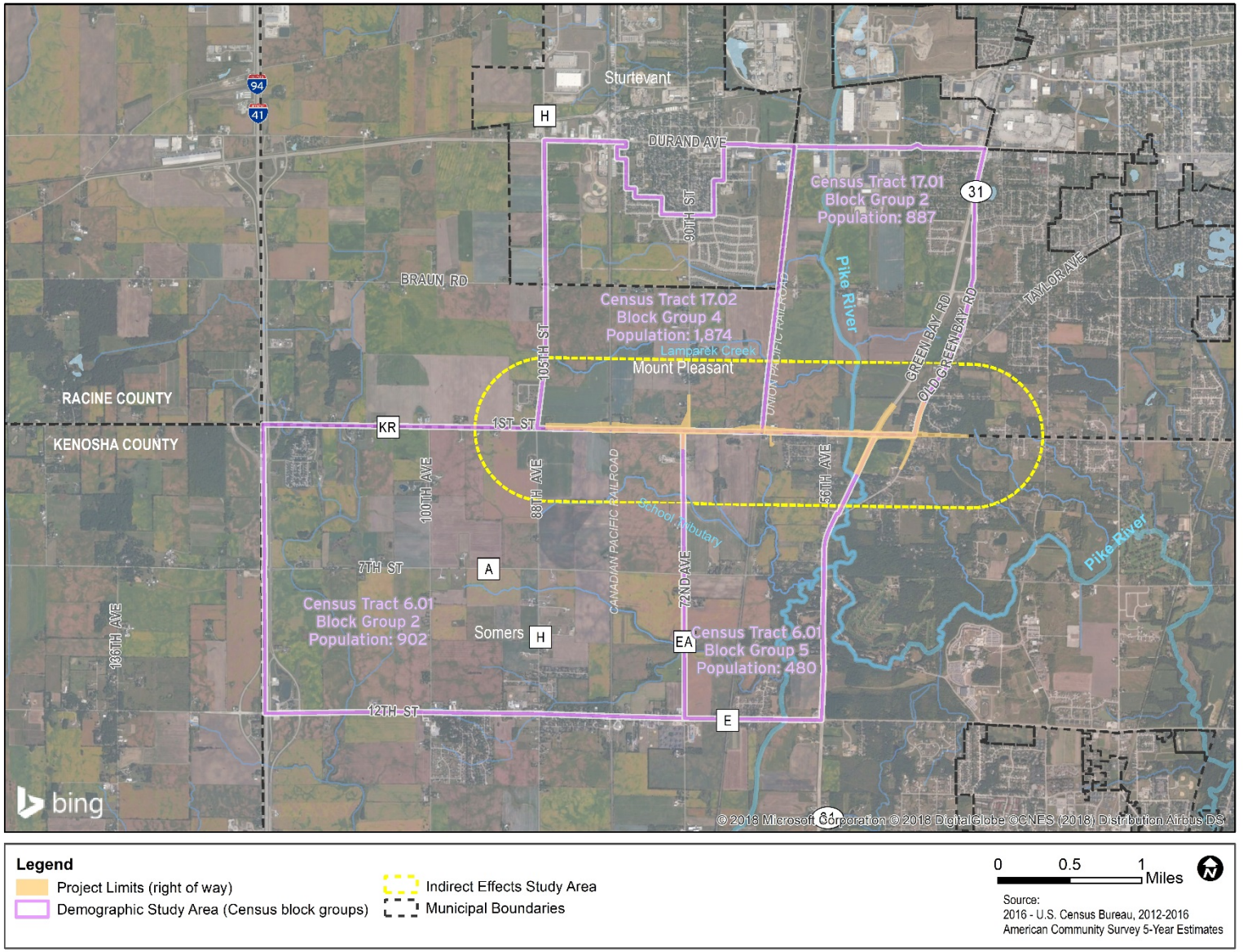


Table 2 shows projected population for the study area municipalities. Projections are not available for the demographic study area. All the study area municipalities are projected to experience population growth between 2020 and 2040, including Mount Pleasant (13.8 percent), Somers (5.1 percent), Racine County (5.0 percent), and Kenosha County (15.2 percent) (Wisconsin Department of Administration, December 2013).

Table 2: Projected Population

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.

Table 3 shows the 2000 and 2010 past employment and 2050 projected employment for Racine County and Kenosha County. Local municipality and study area specific employment data are not available. Between 2000 and 2010, jobs in Racine County declined by 5.9 percent. However, by 2050, Racine County is expected to experience employment growth, increasing jobs by 41.7 percent. Kenosha County, which increased employment by 10.3 percent from 2000 to 2010, is expected to continue adding jobs through 2050, with employment growth of 50.6 percent between 2010 and 2050. (Southeastern Wisconsin Regional Planning Commission, April 2013)

Table 3: Employment (Number of Jobs)

AREA	2000	2010	PERCENT CHANGE (2000 – 2010)	2050 (PROJECTED)	PERCENT CHANGE (2010 – 2050)
Racine County	93,800	88,300	-5.9%	125,100	41.7%
Kenosha County	67,900	74,900	10.3%	112,800	50.6%

Source: SEWRPC, Technical Report No. 10 (5th Edition), The Economy of Southeastern Wisconsin, 2013.

2.2.2 Existing Land Use Patterns

As shown on **Figure 4**, the existing land use in the study area is predominately agricultural. **Table 4** shows existing land use categories by acre for the study area (Racine County, 2010) (Kenosha County, 2010). Agricultural is the largest land use category, encompassing 74 percent of the study area. Residential comprises 11 percent of the study area. Residential use is concentrated on the east side of the study area, predominately along County KR. Transportation, communication, and utilities makes up 7 percent of study area land use. Surface water, wetlands and woodlands make up 8 percent of the land use in the study area. Commercial use accounts for less than 1 percent of the study area and no industrial use is present.

Figure 4: Existing Land Use

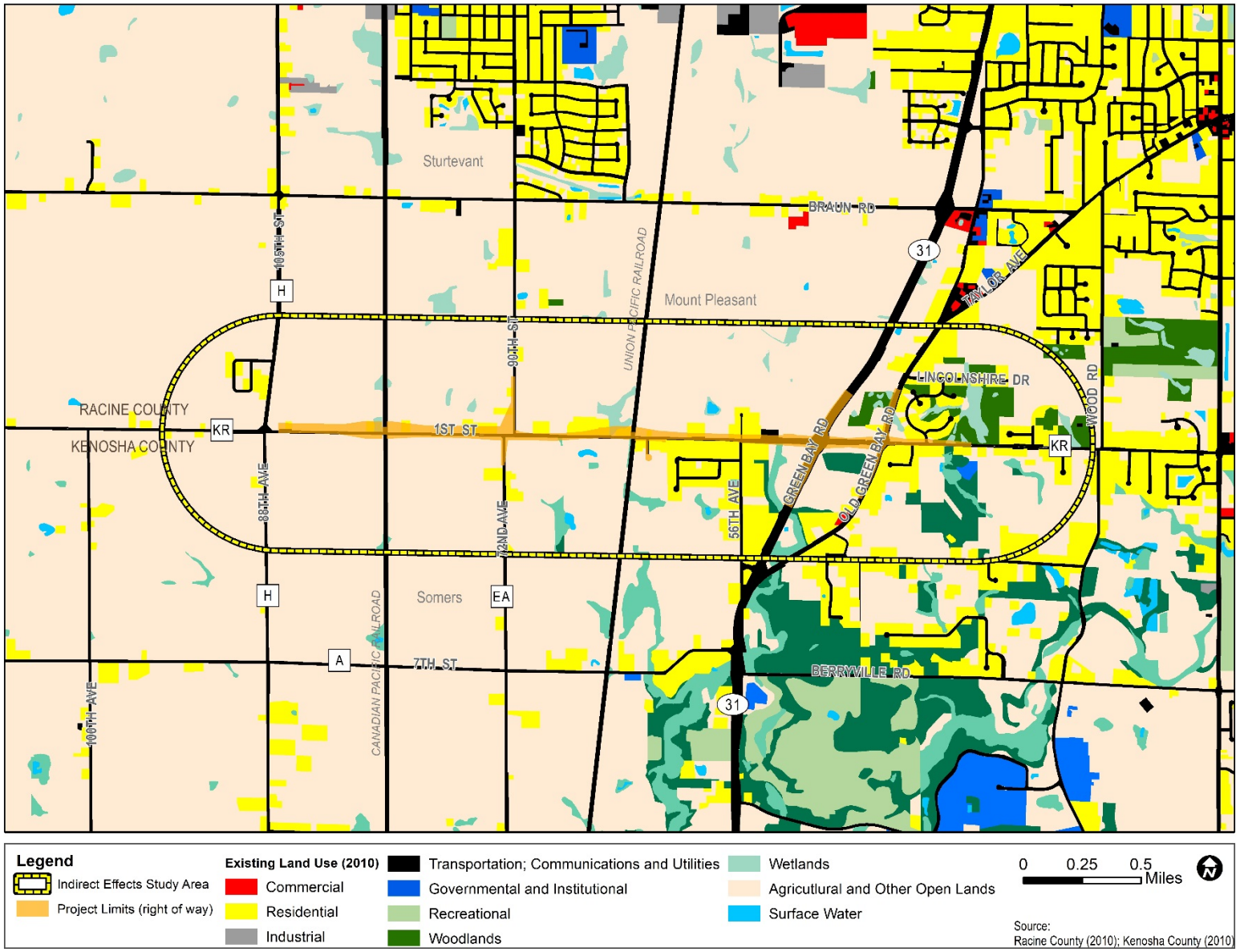


Table 4: Existing Land Use for Study Area

CATEGORY	ACRES	PERCENT
Transportation, Communication, and Utilities	162	7
Agricultural and Other Open Lands	1,764	74
Governmental and Institutional	3	0
Commercial	1	0
Residential	274	11
Industrial	0	0
Surface Water	6	0
Wetlands	78	3
Woodlands	108	5
Recreational	0	0
Total	**2,396**	**100**

Source: Kenosha and Racine Counties – Existing Land Use, 2010

2.2.3 Local and Regional Plans

This section inventories local and regional plans that are relevant to the study area. The plan review shows the local municipalities along the project corridor have taken steps to facilitate the transition of existing agricultural land use in the study area to urban land use including land use plan amendments, sewer service area extensions and tax increment districts.

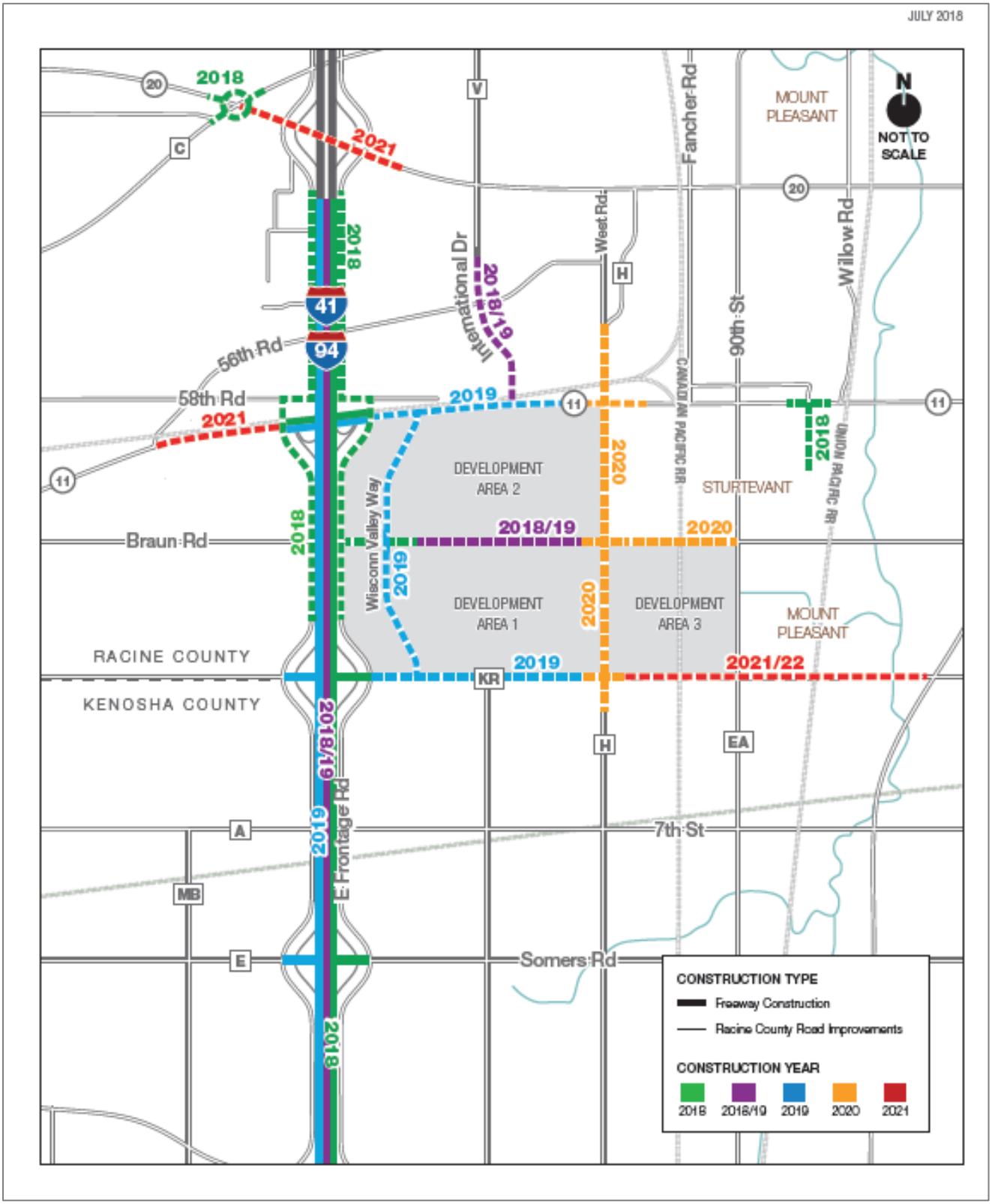
Foxconn Manufacturing Campus/Development Roads

In 2017, Foxconn Technology Group (Foxconn) chose an approximately 3,000 acre site in Mount Pleasant to construct a new LCD panel glass fabrication plant. The site, as shown in **Figure 5**, is generally bound by I-94 to the west, 90th Street to the east, County KR to the south and WIS 11 to the north. The $10 billion facility will include 22 million square feet of new development that could potentially create up to 13,000 jobs (State of Wisconsin, 2018). Additional development is planned around the core manufacturing campus that is expected to attract other companies and suppliers to locate near the Foxconn facility.

Since the Foxconn development is in an existing agricultural area, infrastructure improvements including sanitary sewer, water, utilities and new roadways are needed to support the development. WisDOT partnered with Mount Pleasant, Racine County and Kenosha County to improve and expand several roadways around the Foxconn development including Braun Road, International Drive, WIS 11, County H and County KR. (Wisconsin Department of Transportation, 2018). Also, a new road, Wisconn Valley Way is being constructed. See **Figure 5**. These roadway projects are collectively known as the Wisconn Valley Development Roads project (learn more at https://projects.511wi.gov/fdr/).

The County KR – Phase 2 project is compatible with the Foxconn development plan since the project is being completed to accommodate the increase in travel demand on Wisconn Valley Development Roads that is expected from Foxconn and other planned development.

Figure 5: Foxconn Development Areas and Local Road Improvements



Source: https://projects.511wi.gov/fdr/full-project-overview/

Village of Mount Pleasant

The village of Mount Pleasant amended their 2035 Master Plan land use map, as shown on **Figure 6**, in November 2017 (Village of Mount Pleasant, November 2017). The amendment changed the previously planned agricultural land to a "business park" designation along the I-94 corridor and County KR corridor between I-94 and 90th Street in anticipation of the Foxconn development. The land use plan shows the area to the north of County KR between 90th Street and the Pike River as agricultural; however, according to local officials this area will likely transition to urban uses over time (See **Appendix A**). The land use plan shows the area to the north of County KR between the Pike River and WIS 31 is planned for residential, commercial and institutional uses. According to local officials, Mount Pleasant is encouraging many types of housing in the village. They anticipate higher density residential developments will be located along major roadways and the Pike River. The Mount Pleasant land use plan does not differentiate between residential types, giving the village flexibility with development proposals.

In 2017, Mount Pleasant implemented tax increment district (TID) No. 5 that encompasses 3,921 acres of land to pay for public infrastructure and land acquisition to facilitate the construction of the Foxconn manufacturing facility and other businesses within the TID project area (Village of Mount Pleasant, October 2017). The southern boundary of the TID extends along County KR from I-94 to just past the Canadian Pacific railroad. In March 2018, an amendment to the Reginal Water Quality Management Plan for the City of Racine and Environs was approved to extend the sanitary sewer service area to the Foxconn campus in Mount Pleasant (Village of Mount Pleasant, March 2018). This amendment brought the entire village into the sewer service area.

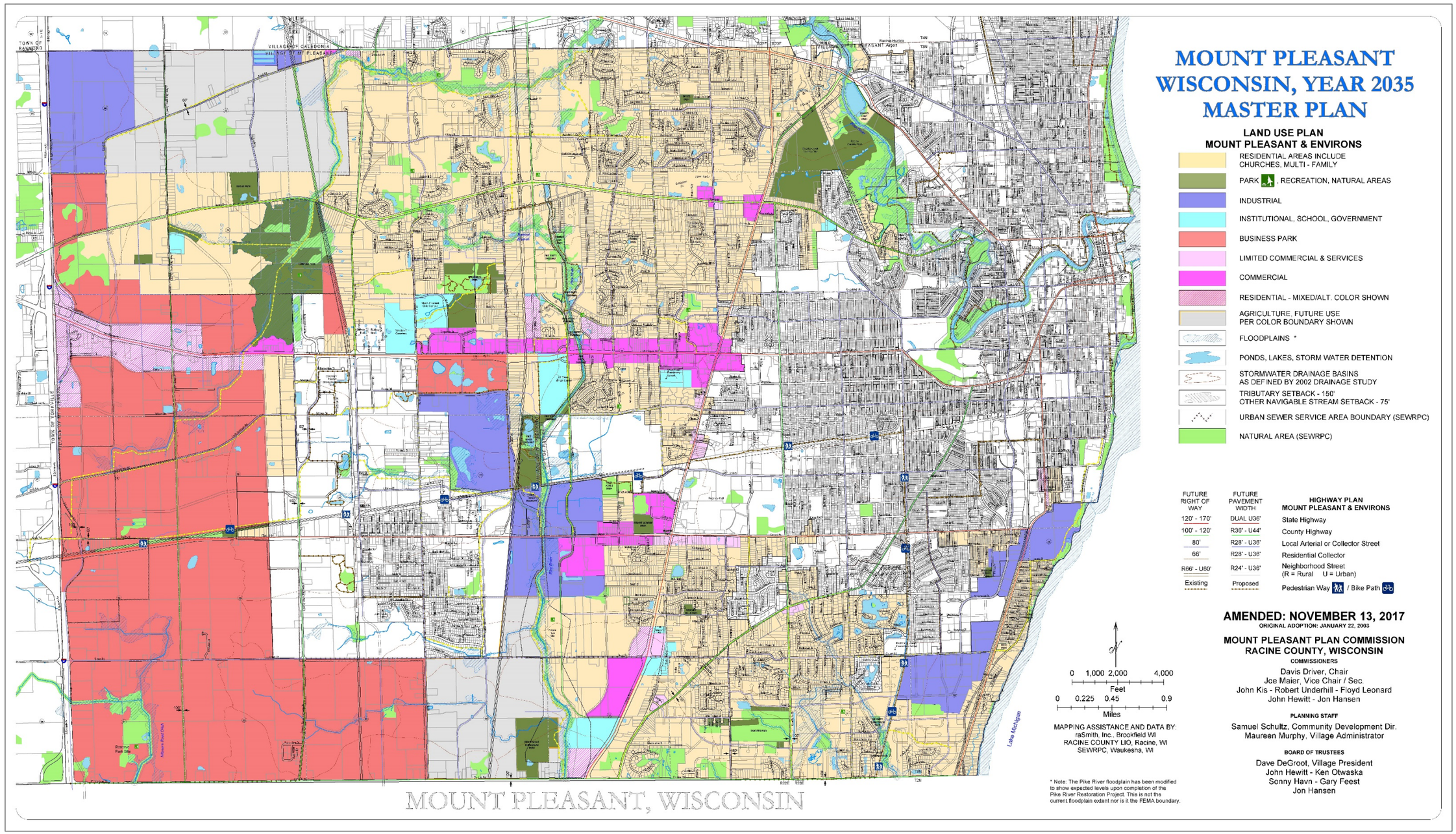
Improving County KR from a rural cross section to an urban cross section as part of the County KR – Phase 2 project is compatible with the Mount Pleasant land use and economic development plans that anticipate the transition of the existing agricultural uses to urban uses.

Village of Somers

The village of Somers completed a Land Use Study (Village of Somers, May 2018) and adopted the 2050 Land Use Plan Area in July 2018 (Village of Somers, July 2018) to update the 2035 planned land uses in the northwest portion of the municipality, as shown in **Figure 7**. The land use plan shows a 2050 land use plan area to the south of County KR that is planned as business/industrial park and medium density residential. Also, a cooperative boundary agreement was approved in November 2017 between the Town of Paris, City of Kenosha, and village of Somers for lands surrounding the I-94 corridor that led to future land use plan and sewer service area amendment changes (Wisconsin Department of Administration, November 2017). In addition, Somers is in the process of creating Tax Increment District No. 7 to facilitate development to the south of County KR (Village of Somers, July 2018). Furthermore, Somers is working with SEWRPC to amend the Regional Water Quality Management Plan for the Greater Kenosha Area, which will allow for sewer service extensions to all areas of the village (Southeastern Wisconsin Regional Planning Commission, September 2018). Approval is anticipated by the end of 2018.

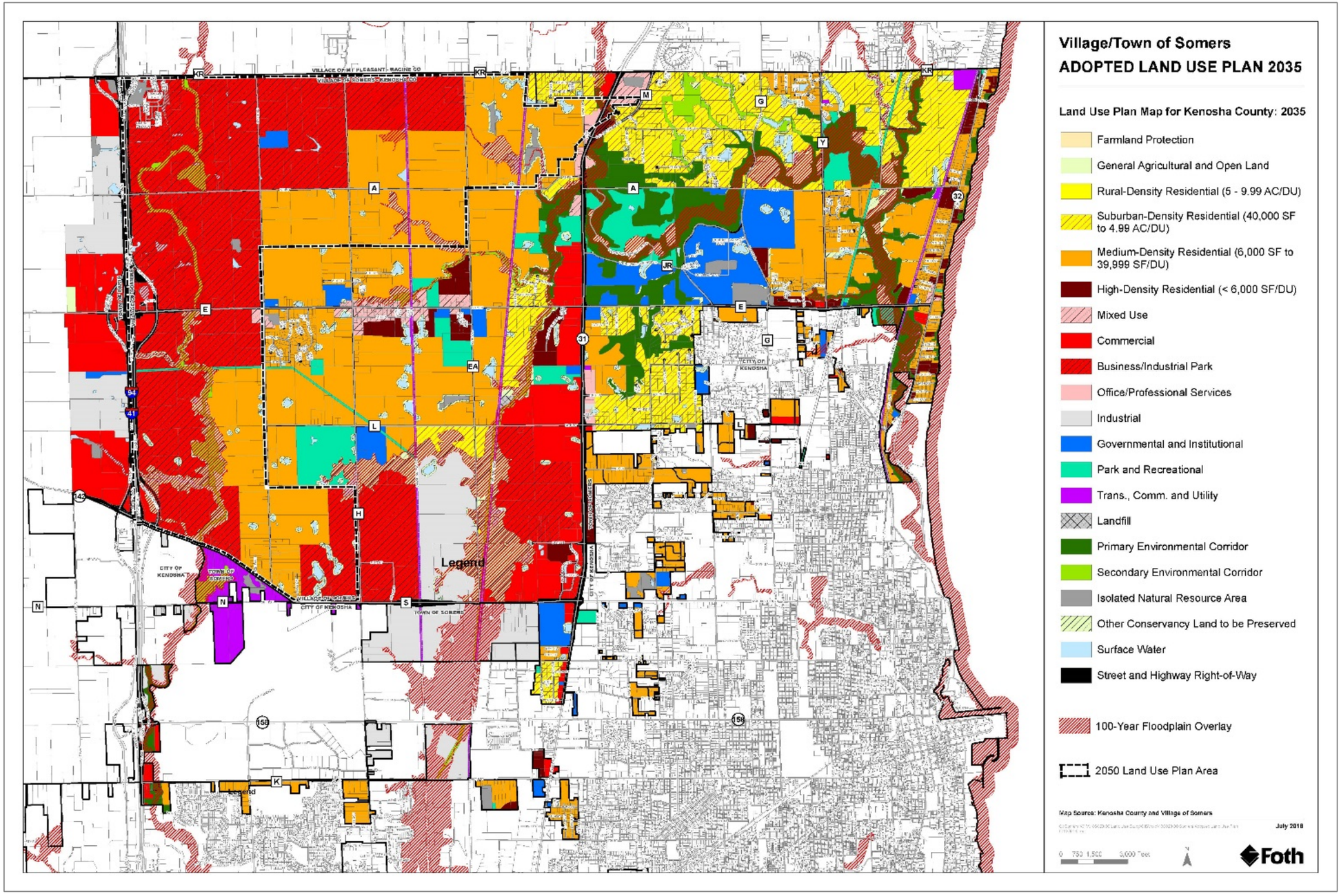
Improving County KR from a rural cross section to an urban cross section as part of the County KR – Phase 2 project is compatible with the Somers land use and economic development plans that anticipate the transition of the existing agricultural uses to urban uses.

Figure 6: Mount Pleasant Master Plan



Source: http://www.mtpleasantwi.gov/DocumentCenter/View/1285/2035-Master-Land-Use-Plan-2017-Update

Figure 7: Somers Adopted Land Use Plan



Source: Village of Somers, 2018

VISION 2050: A Regional Land Use and Transportation Plan

VISION 2050, prepared by SEWRPC, is the long-range plan for land use and transportation in Southeastern Wisconsin. The plan is an advisory vision for how the seven-county region can achieve the type of land use and transportation infrastructure that will help attract new talent and encourage economic growth. Key plan recommendations include preservation of primary environmental corridors; encouraging more compact development; improving public transit; enhancing bicycle and pedestrian networks; keeping major streets in a state of good repair; and strategically adding capacity to congested roadways and implementing complete streets. The 2050 land use development pattern shows the County KR corridor on the west side of Mount Pleasant and Somers as agricultural. The functional improvement plan for arterial streets and highways recommends preserving right of way along County KR between I-94 and WIS 32 for a future four lane facility.

SEWRPC is in the process of amending VISION 2050 to incorporate land use changes to accommodate additional residents related to the Foxconn manufacturing campus in Mount Pleasant in Racine County. In addition, the plan amendment incorporates transportation improvements to serve the Foxconn development area and recommends the widening of County KR from two to six travel lanes between I-94 and County H and from two to four travel lanes between County H and WIS 32.

The County KR-Phase 2 project is compatible with the VISION 2050 amendment that recommends the widening of County KR to the east of County H from two to four lanes.

A Multi-Jurisdictional Comprehensive Plan for Racine County: 2035

Racine County, in coordination with all municipalities in the county, adopted a multi-jurisdictional comprehensive plan in 2009 (Southeastern Wisconsin Regional Planning Commission and Racine County Planning and Parks Department, November 2009). According to the comprehensive plan, the land use plan seeks to encourage new urban development within planned urban service areas; it envisions that new residential development outside of planned urban service areas would occur primarily at rural densities; and it calls for the preservation of the primary environmental corridors and the most productive farmlands remaining within the planning area. The planned land use map also identifies areas where new urban development could be accommodated during the planning period. This plan assumed the area to the north of County KR between I-94 and WIS 31 in Mount Pleasant would remain agricultural through 2035.

The more recent land use and economic development plans adopted by the village of Mount Pleasant and the proposed amendment to the SEWRPC VISION 2050 supersede the land use and transportation recommendations in the county plan. The County KR-Phase 2 project is compatible with the updated plans.

Kenosha County Multi-Jurisdictional Comprehensive Plan

Kenosha County adopted a multi-jurisdictional comprehensive plan in 2010 (Southeastern Wisconsin Regional Planning Commission, April 2010). This plan involved 10 local units of government including Somers. The plan includes a 2035 land use plan for Kenosha County and each of the participating local municipalities that indicates where urban development should be encouraged and where agricultural and environmentally sensitive areas should be preserved. This plan assumed the area to the south of

County KR between I-94 and County EA in Somers would remain agricultural through 2035 and is classified as farmland protection.

The more recent land use and economic development plans adopted by the village of Somers and the proposed amendment to the SEWRPC VISION 2050 supersede the land use and transportation recommendations in the county plan. The County KR-Phase 2 project is compatible with the updated plans.

2.2.4 Local Regulations

This section inventories local development regulations that are relevant to the study area.

Village of Mount Pleasant Zoning Ordinance

The Mount Pleasant Community Development and Planning Department administers the Zoning ordinance under Chapter 90 of the Municipal Code (Village of Mount Pleasant, December 2017). Mount Pleasant rezoned the Foxconn development area and County KR corridor between I-94 and 90th Street from agricultural to Business Park (B-P). This designation provides space where diverse office, retail and customer service uses may be mixed with industrial uses. The area north of County KR between 90th Street and Old Green Bay Road is zoned agricultural. This zoning designation is for farming and is intended to protect the area from non-agricultural development. The land along the Pike River north of County KR is zoned for Public or Utility Plans (PUL). This zoning designation is for areas under public or utility ownership where the use for public purpose is anticipated to be permanent. The Community Development and Planning Department also administers the Mount Pleasant Subdivision Ordinance (Chapter 74 and the Floodplain/Wetland and Shoreland-Wetland Ordinance (Village of Mount Pleasant, December 2017).

Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance

The village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance regulates the use of land within the village limits (Village of Somers, 2015). Chapter 18 of the Somers Municipal Code controls land division and platting in the village (Village of Somers). Somers has an agreement with Kenosha County to administer the village's ordinances. Most of the land within the study area to the south of County KR is zoned A-1 (Agricultural Preservation District) or A-2 (General Agricultural District). Many of the wetlands in the area are zoned C-1 (Lowland Resource Conservancy District). The residential areas on the east side of the study area are zoned R-2 (Suburban Single-Family Residential District) or R-3 (Urban Single-Family Residential District).

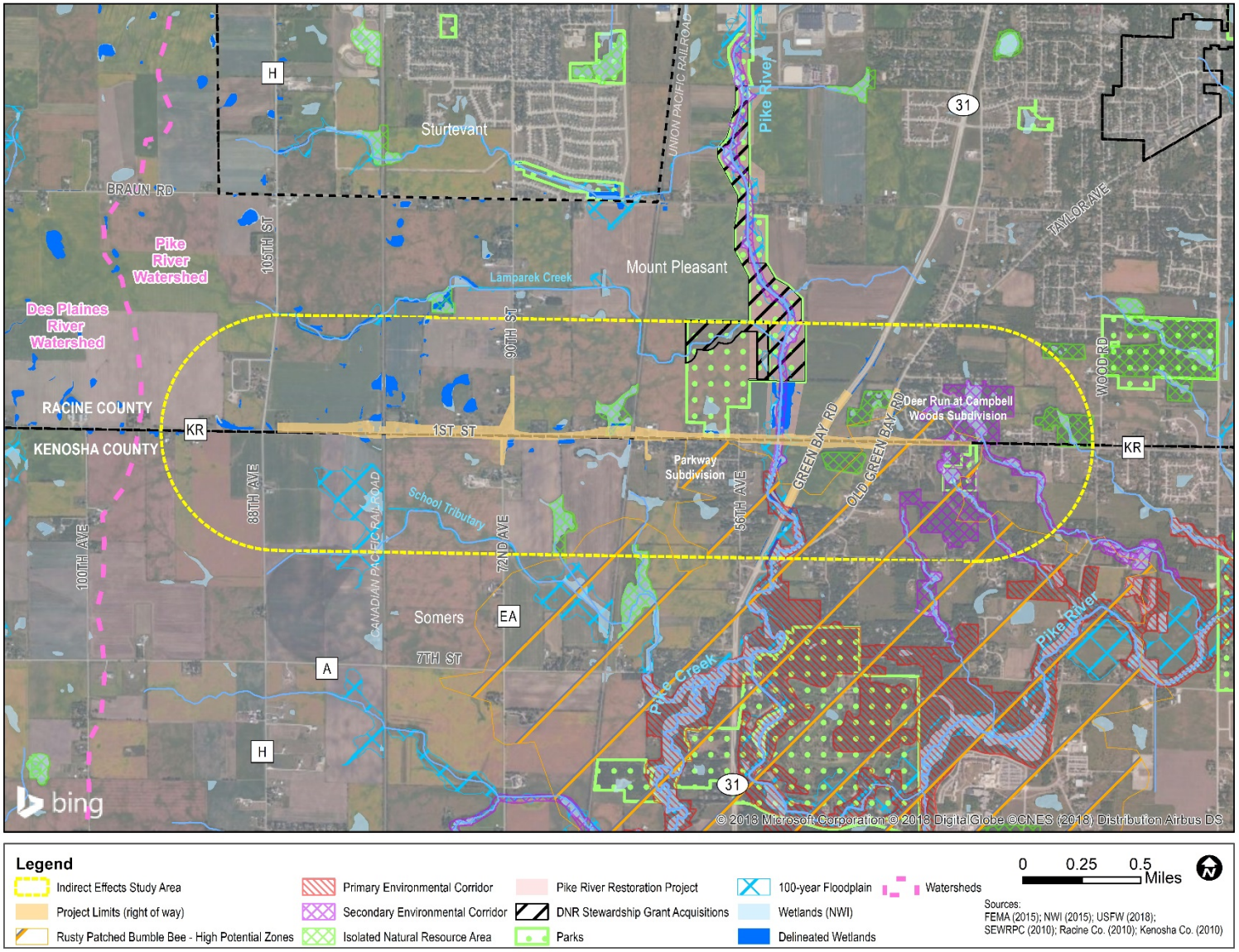
2.2.5 Notable Resources

This section describes notable resources within the study area, which are displayed on **Figure 8**.

Community/Residential

The study area has about 270 acres of land in residential use as shown on **Figure 4,** comprising about 11 percent of the study area's land use (Racine County, 2010) (Kenosha County, 2010). Several farm-related residences are scattered throughout the study area and are mostly located along County KR, 90th Street, County EA (72nd Avenue) and County H (88th Avenue) in the study area. A cluster of suburban density homes, including the Parkway Subdivision, is located on the east side of the study area to the south of

Figure 8: Notable Resources



County KR between the Union Pacific Railroad and just east of 56th Avenue in Somers. Several residences are also located off Old Green Bay Road to the north and south of County KR. The Deer Run at Campbell Woods Subdivision is just east of the study area in Mount Pleasant to the north of County KR and east of Old Green Bay Road.

Agriculture

Based on the existing land uses in the study area, 74 percent of the study area is agricultural and other open lands (Racine County, 2010) (Kenosha County, 2010). (See **Figure 4**.) Most of the soils in the study area are classified as prime farmland. Several active farms are in the study area that operate dairy farms and have cropland. One specialty farm, an aquaponics facility, is located to the south of County KR and west of the Union Pacific railroad.

Most of the agricultural production in Kenosha and Racine counties occurs in the western portions of both counties rather than in the eastern areas, where the proposed project is located (DATCP, October 2018). The eastern areas have more urban development than the western areas of the counties. According to the Kenosha County Farmland Preservation Plan, the portion of the study area in Somers is not recommended for farmland preservation (Kenosha County , July 2013). According to the Racine County Farmland Preservation Plan, most of the study area in Mount Pleasant is not recommended for farmland preservation except for the area to the west of the Canadian Pacific railroad (Racine County, December 2013). Based on the recently amended land use plans for Mount Pleasant and Somers and the development of the Foxconn manufacturing campus, agricultural use in the study area is planned to be replaced by urban land uses over time.

Environmental Corridors

SEWRPC delineates environmental corridors for Southeastern Wisconsin. Environmental corridors are linear areas in the landscape that contain significant concentrations of natural resources including the region's best remaining woodlands, wetlands, prairies, wildlife habitat, surface water and associated floodplains and riparian buffers, park and open space sites, scenic views, and natural areas and critical species habitat sites (Southeastern Wisconsin Regional Planning Commission, 2018). According to SEWRPC, the primary environmental corridors are concentrations of significant natural resources at least 400 acres in area, at least two miles in length, and at least 200 feet in width. Secondary environmental corridors are concentrations of significant natural resources at least 100 acres in area and at least one mile in length. Isolated natural resource areas are those remaining significant natural resources at least five acres in area and at least 200 feet in width.

The study area contains 15 acres of primary environmental corridor and 119 acres of secondary environmental corridor (Southeastern Wisconsin Regional Planning Commission, 2010). Within the study area, the primary environmental corridor is located along the Pike River in the Kenosha County portion of the study area. The secondary environmental corridor is located on the eastern end of the study area and along the Pike River generally in the Racine County portion of the study area. Patches of isolated natural resource areas, encompassing 56 acres, are in the study area to the east of Green Bay Road.

Rivers, Streams, Floodplains

The study area is in the Pike River Watershed that encompasses over 50 square miles in Racine and Kenosha counties (Root-Pike Watershed Initiative Network , August 2013). Mount Pleasant and Somers represent the largest portions of the watershed. The Pike River is the main waterbody in the study area along with other smaller tributary streams including the Lamparek Creek to the north of County KR and School Tributary to the south of County KR.

The USACE, in partnership with Mount Pleasant, completed a Pike River restoration project in 2016 that extends one mile north from County KR. The project included channel, wetland, prairie and in-stream habitat improvements. The lands along the Pike River, where the restoration project occurred, are under public ownership and protected from development. SEWRPC proposes to reclassify this section of the Pike River corridor, including the Pike River Restoration area, as a primary environmental corridor (Southeastern Wisconsin Regional Planning Commission, March 2018). Lamparek Creek runs east-west through the study area to the north of County KR. It is protected from development by a 150-foot buffer on both sides that is enforced by village stormwater management regulations. The Somers Shoreland Zoning Ordinance applies to the School Tributary to the south of County KR.

The study area contains 99 acres of floodplain associated with the Pike River, Lamparek Creek and the School Tributary stream (Federal Emergency Management Agency, 2015).

Wetlands

The study area contains about 112 acres of wetlands (per the National Wetland Inventory) and over 40 acres of wetlands that have been delineated for transportation and development projects in the study area. The wetlands are generally located near streams and other relatively small patches throughout the study area (U.S. Fish & Wildlife Service, 2015). Most of the wetlands in the study area have been disturbed by past agricultural practices and scattered urban development.

Historic Properties

No historic properties are listed on the National Register of Historic Places in the study area. Archeological sites may occur in the study area; however, the area is highly disturbed from historic agricultural use and scattered urban development.

Threatened and Endangered Species

Wildlife habitat has been disturbed by past agriculture activities in the study area. Wildlife habitat is found primarily in remaining and limited environmental corridors and isolated natural resources in the study area. The recent Pike River restoration project north of County KR focused on re-establishing wetlands, prairie and in-stream habitat along one mile of the river corridor. Other benefits of the project include enhancement of aquatic macro-invertebrates, reduced suspended solids, phosphorous and nitrogen, as well as improved water quality through overland filtration (U.S. Army Corps of Engineers, January 2016).

The southeastern portion of the study area is in the rusty patched bumble bee high potential zone (U.S. Fish & Wildlife Service, 2018). This bee is a federally designated endangered species. High potential zones assume the species is present where suitable habitat is present.

Early coordination with the USFWS and the Wisconsin DNR for the County KR-Phase 2 project identified the potential presence of threatened and endangered species along the project corridor, as well as species of special concern shown in **Table 5**.

Table 5: Threatened and Endangered Species

SPECIES	FEDERAL STATUS	STATE STATUS
Northern Long-eared Bat (mammal)	Threatened	N/A
Red Knot (bird)	Threatened	N/A
Whooping Crane (bird)	Experimental Population, Non-Essential	N/A
Rusty Patched Bumble Bee (insect)	Endangered	N/A
Eastern Prairie Fringed Orchid (flowering plant)	Threatened	N/A
Forked Aster (plant)	N/A	Threatened
Heart-leaved Skullcap (plant)	N/A	Special Concern
Cooper's Milkvetch (plant)	N/A	Endangered
Twinleaf (plant)	N/A	Special Concern
Smooth Black-haw (plant)	N/A	Special Concern
Waxleaf Meadowrue (plant)	N/A	Special Concern
False Hop Sedge (plant)	N/A	Endangered
Prairie Crayfish (crustacean)	N/A	Special Concern/N (No laws regulating use, possession or harvesting)
Blanchard's Cricket Frog	N/A	Endangered

Source: USFWS, DNR

2.3 STEP 3: IDENTIFY IMPACT CAUSING ACTIVITIES OF THE PROJECT

This step reviews the Build Alternative (Reconstruction) for the County KR-Phase 2 project and determines if the alternative would increase accessibility to lands in the study area. Increased accessibility is the starting point for the indirect impacts analysis because it is essential for a transportation project to have growth inducing effects.

The Build Alternative (Reconstruction) for the project would not necessarily increase access for properties along County KR since access is already permitted in accordance with Racine County and Kenosha County access permit processes. Instead, the Build Alternative (Reconstruction) is expected to have growth inducing effects because proposed improvements would make the land around the project corridor more suitable for urban/suburban scale development served by public roadways and intersections with County KR.

The impact causing activities of the Build Alternative (Reconstruction) include:

- Reconstructing and widening the existing two-lane undivided rural roadway into a four-lane divided urban roadway with cross access typically at medians opening and roadway intersections.
- Improving intersections with turn lanes and signals and realigning 90th Street on the north with County EA (72nd Avenue) on the south.

2.4 STEP 4: IDENTIFY POTENTIALLY SIGNIFICANT INDIRECT EFFECTS

This section assesses the potential for the impact causing activities of the Build Alternative (Reconstruction) to induce development within the study area and compares it to the No Build Alternative to determine how land use and growth is expected to change with and without the project. For a transportation project, induced growth can be exhibited in several ways including changes in the type, amount, location, and pace of growth.

2.4.1 Induced Development

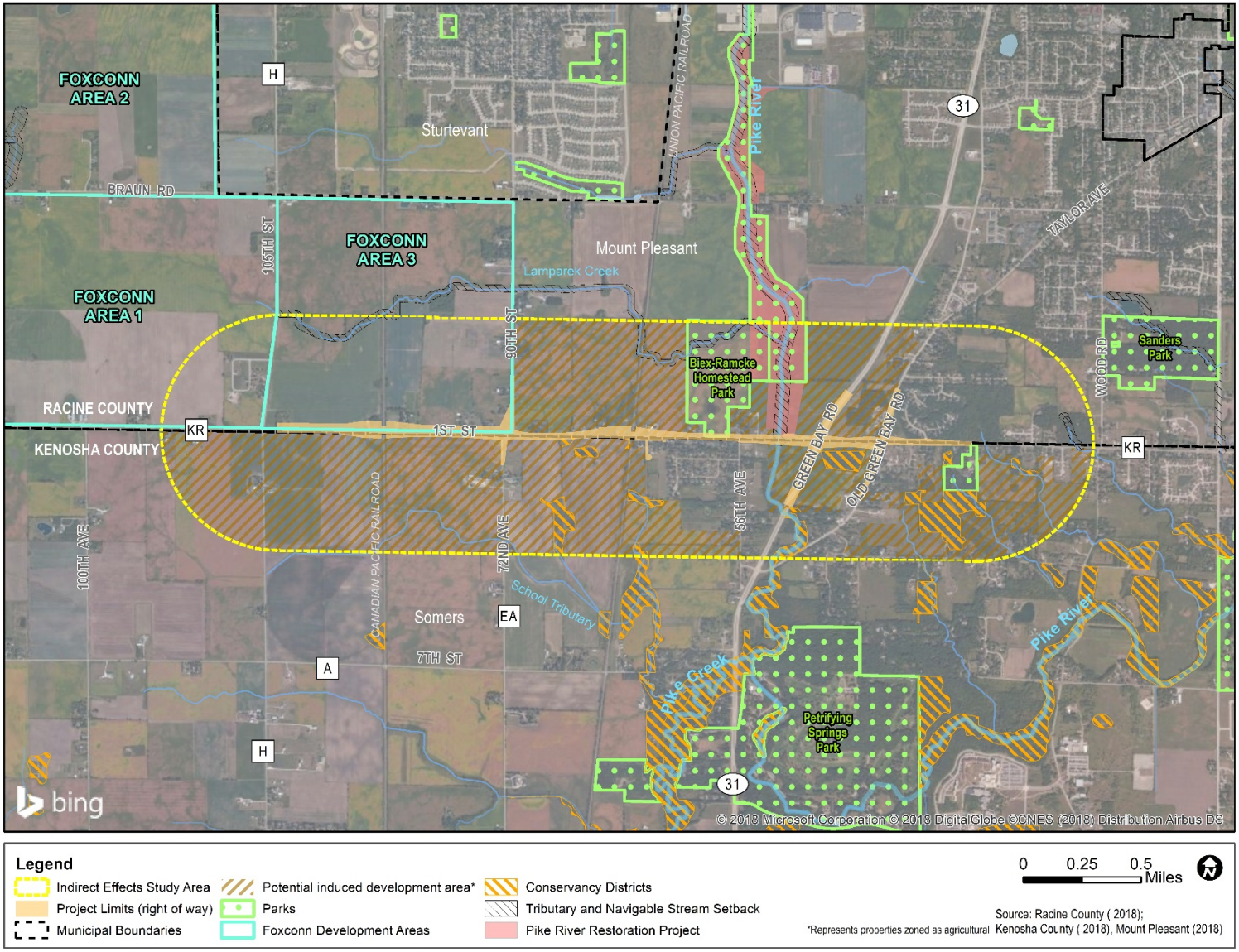
Based on research of local plans and study area conditions discussed in **Section 2.2,** and input from stakeholders (**Appendix A**), the Build Alternative (Reconstruction) may induce growth since improvements to County KR would make the existing agricultural land around the project corridor more suitable for urban/suburban scale development. **Figure 9** shows the areas within the study area that may experience induced development from the Build Alternative (Reconstruction). Potential induced development areas are properties that are currently zoned as agricultural and are not restricted by regulations that prohibit development such as parks, conservancy districts, stream setbacks and the Pike River restoration area. Since the local municipalities are planning for the transition of agricultural use to urban uses, the study area is expected to develop over time. However, the pattern and pace of development would be different under the project's No Build Alternative and the project's Build Alternative (Reconstruction). The following subsections discuss the differences between the project's alternatives.

No Build Alternative

Under the No Build Alternative, County KR between County H and Old Green Bay Road would remain as a rural two-lane cross section that is not improved to accommodate travel demand from planned urban land use patterns. As a result, the municipalities along County KR, under the No Build Alternative, would be less likely to capture new commercial, industrial and residential development demand created by the Foxconn campus. New development would be more likely to occur in other areas of Racine and Kenosha counties that are already prepared for development and have transportation and utility infrastructure in place. Not improving County KR would slow the pace of development in the study area and make it more difficult for the adjacent municipalities to implement their land use and economic development plans.

Under the No Build Alternative, the study area would likely develop with lower density/larger lot residential subdivisions and smaller scale commercial and industrial uses. Since the lower-density development under the No Build Alternative would not likely warrant the construction of a local road

Figure 9: Potential Induced Development Areas



network off County KR, development patterns would likely concentrate along lands immediately adjacent to County KR with individual driveway access points and/or cul-de-sacs permitted in accordance with the access standards for Kenosha and Racine counties.

Build Alternative (Reconstruction)

Under the Build Alternative (Reconstruction), County KR between County H and Old Green Bay Road would be improved as an urban four-lane urban cross section to accommodate the travel demand anticipated from planned urban development. As a result, the municipalities along County KR would be more likely to capture new commercial, industrial and residential development demand that could be created by the Foxconn campus. This would increase the pace of development in the study area and help the adjacent municipalities implement their land use and economic development plans.

Under the Build Alternative (Reconstruction), the potential induced development areas (**Figure 9)** in the study area would likely develop in accordance with local land use plans that call for industrial, commercial and residential development patterns at urban/suburban densities. Based on input from local officials, individual driveway access points along County KR would be discouraged through the development of an access management plan and new development would instead be served by a system of local roads that intersect with County KR. This would allow development to extend beyond the immediate properties along County KR and be built in a cohesive manner that minimizes mobility impacts to County KR.

The extent of development that could be facilitated by the Build Alternative (Reconstruction) in the study area would depend on a range of factors and market conditions. These factors are discussed in the following section.

2.4.2 Likelihood of Induced Development

Research has shown that improved transportation accessibility alone is not enough for a transportation project to induce development. According to a 2012 Transportation Research Board (TRB) report, *Interactions Between Transportation Capacity, Economic Systems, and Land Use*, transportation projects with supporting non-transportation local factors such as available infrastructure, land use management and financial incentives are most likely to create economic development outcomes. On the other hand, transportation projects that lack these local supporting factors will inhibit economic development (TRB 2012).

Based on this research, improved access from the Build Alternative (Reconstruction) in combination with other supporting non-transportation factors were considered in this analysis step to determine the likelihood of the project's induced development potential. As shown in **Table 6**, the study area was assigned an overall medium for potential induced development based on the range of factors evaluated. The qualitative ratings are based on the context of the study area. A low-rating means mostly non-supporting factors are present in the study area and a high-rating means mostly supporting factors are present in the study area. A medium rating means the study area has both supporting and non-supporting factors. The following subsections discuss each factor and its rating in greater detail.

Table 6: Induced Development Potential – Supporting Factors

RATING	IMPROVED ACCESS	AVAILABLE LAND	PUBLIC POLICY	INFRASTRUC-TURE	LOCAL ECONOMIC CONDITIONS	OVERALL ASSESSMENT
Strong	New transportation access	Predominately undeveloped and/or agri-cultural land	Pro-growth policies	Sewer and water services in place	Strong market for develop-ment	High induced development potential
▪						
▪		X	X			
▪	X			X	X	X
▪						
▪						
Weak	Modifications to existing transportation access	Predominately developed land	Anti-growth policies	No plans for future service	Weak market for develop-ment	Low induced development potential

Note: The factors in the above table were derived from the 2012 TRB report, Interactions Between Transportation Capacity, Economic Systems, and Land Use. It is a qualitative assessment based on the context of the study area.

Improved Access

The Build Alternative (Reconstruction) would make capacity and intersection improvements to an existing transportation facility that would facilitate planned urban development. Without an improved County KR, local development plans would be difficult to achieve at the planned densities because the current configuration of County KR would not accommodate the projected traffic volumes. The existing two-lane roadway currently handles about 9,000 to 9,500 vehicles per day. Future traffic volume on County KR is expected to more than double to 18,000-20,000 vehicles per day by the year 2042. The traffic analysis prepared for the project indicates that, under the current two-lane undivided configuration, County KR is expected to operate at level of service (LOS) E in the year 2042. This means traffic along County KR would experience delays and have unstable flow, speeds that change quickly and low maneuverability. Under the Build Alternative (Reconstruction), traffic would operate a D level of service in 2042, which would improve mobility and reduce congestion along the project corridor (Wisconsin Department of Transportation, June 2018). This factor was given a medium rating because even though the Build Alternative (Reconstruction) would improve mobility along the corridor, the lands along County KR are already accessible from the roadway in accordance with county access permit regulations.

Available Land

A medium-high rating was assigned to this factor since the study area is currently predominated by agricultural uses that could become available for development if the property owners were to sell their land to developers. Also, some land on the north side of County KR to the west of 90th Street has been purchased by the village of Mount Pleasant as part of the Foxconn development. (Per **Section 2.2.2**, the study area is 74 percent agricultural and open lands.) The amount of land currently for sale within the

study area is unknown; however, there is precedent in the area for property owners to sell land for development. Also, some parcels along County KR have recently accepted offers for purchase by private entities.

Some existing residential areas are present on the east side of the study area that would not be available for development since they are located within existing clusters of residential land use. Also, land under public ownership along the Pike River and other waterway easements that are present within the study area would not be available for development (See **Section 2.2.5** for more information on these resources).

Public Policy/Growth Policies

As discussed in **Section 2.2**, the local municipalities in the study area have implemented several pro-growth policies to facilitate the transition of existing agricultural land uses in the study area to urban land uses by approving land use plan amendments, sewer service area extensions and tax increment districts. The local municipalities are seeking to create a cohesive and orderly development pattern in the study area that would be directed by local comprehensive plans and development regulations and based on the local development review and approval processes. Local preferences and policies for development would likely dictate the type, density and location of development within the study area. For example, the village of Mount Pleasant land use plans would allow for the development of multifamily housing whereas the village of Somers land use plan gives preference for single family homes with limited opportunities for multifamily development.

This factor was given a medium-high rating because of the pro-growth policies put in place. The highest rating was not assigned since the local plans and zoning regulations would place some limits on the intensity of development and type of development in the study area.

Infrastructure

According to local officials in Mount Pleasant, sewer service can be extended to new development along County KR relatively easily from a main sewer interceptor currently along the Pike River. Water service is sporadically available throughout the Mount Pleasant portion of the study area and planned along Braun Road. The cost to extend sewer and water services to the Mount Pleasant portion of the study area is not seen as a major impediment to development since facilities are close by. In addition, the village of Mount Pleasant and the city of Racine are in the process of working on an agreement that would extend $100 million of new water lines to Foxconn's manufacturing campus and other land near I-94. If the agreement is approved, Mount Pleasant would pay for the water main extensions as part of the TID for Foxconn. Also, the agreement would substantially lower the water connection fees for future homes and businesses, which could spur new development.

According to local officials in Somers, extending sewer and water services to the Somers portion of the study area is possible, but would be expensive because current facilities are some distance from the County KR corridor. The village of Somers is not allowed to extend services from Racine County since their boundary agreement with Kenosha requires them to stay proprietary to the Kenosha waste water treatment plant. As a result, sewer and water facilities will need to extend within the municipality from the south to serve the study area. Given the high cost of utility expansion, Somers anticipates the residential component of the land use plan will be dependent on the commercial area developing first. The cost of extending utilities to the study area in Somers could slow the pace of development in the

Somers portion of the study area since commercial and industrial sites with existing services tend to be more attractive to developers.

This factor was given a medium rating because even though the study area is within a planned sewer service area, sewer and water infrastructure needs to be extended to serve new development areas.

Local Economic Conditions

The study area is currently predominately agricultural and has not experienced urban growth pressures in recent years. However, the recent development of the $10 billion Foxconn manufacturing campus is changing the market dynamics of the area. Foxconn is building a 22 million square foot facility just west of the study area that is expected to attract other companies and suppliers to the area. New housing development is also expected to support employees who wish to relocate near this new employment center. Demand for retail goods and services is also expected to increase with an influx of new residents and employees to the area.

Although Foxconn is expected to increase demand for other development, there is uncertainty in the marketplace as to how much development will happen, where that development will be located and how close that development will prefer to be to the main campus of Foxconn. Also, land values are currently inflated due to the recent Foxconn land purchases. According to interviews with local officials, this is making it difficult to develop single family homes and attracting developers to multifamily development. Mount Pleasant is open to multifamily development in certain areas of the study area, but Somers' land use policies are focused primarily on single family residential. This could slow the pace of development in the Somers portion of the study area.

Although it is expected that Foxconn will increase market demand for development in the study, this factor was given a medium rating due to the uncertainty of the market for development and the relatively high land prices that may discourage development in some portions of the study area.

Overall Assessment

Based on the assessment of supporting factors, the study area was assigned a medium for overall induced development potential. The study area has several factors that would support the potential for induced development including improving County KR to handle higher traffic volumes from planned development; pro-growth land use and development policies; substantial amounts of undeveloped land that could be used for greenfield development if property owners are willing to sell; and tax increment districts to incentivize development. Factors that may slow the progress of development and/or minimize the potential for induced development include the cost to extend sewer and water utilities to the study area and uncertainty with the market potential of the area. It is unclear at this point how much demand for suppliers and other new development Foxconn will generate in the area and how close that development would prefer to be to the main campus of Foxconn.

2.5 STEP 5: ANALYZE INDIRECT EFFECTS, DESCRIBE THEIR SIGNIFICANCE FOR THE PROJECT ALTERNATIVE(S) AND EVALUATE ASSUMPTIONS

This section evaluates potential indirect effects to resources in the study area that could result from the Build Alternative's induced development potential. The following resources were selected for this analysis based on their presence in the study area according to the resource inventory completed in **Section 2.2.5,** the importance of the resource to municipalities and other government agencies that play a role in managing these resources and input from the project's public involvement process.

2.5.1 Community/Residential

Figure 10 shows the location of community/residential resources in the study area in relation to the potential induced development areas identified in **Section 2.4.1**. The induced development areas generally do not overlap with existing residential subdivisions in the study area that are primarily located on the east side of the study area. Although induced development is not expected to physically alter existing subdivisions, the Build Alternative (Reconstruction) may indirectly affect community character in the study area as development fills in around the existing residential areas. This would transition the predominately rural/open space character of the study area to a more built environment with industrial, commercial and residential uses and associated infrastructure. This change in community character is consistent with local government land use and economic development plans that call for a transition of agricultural use to urban uses in the study area.

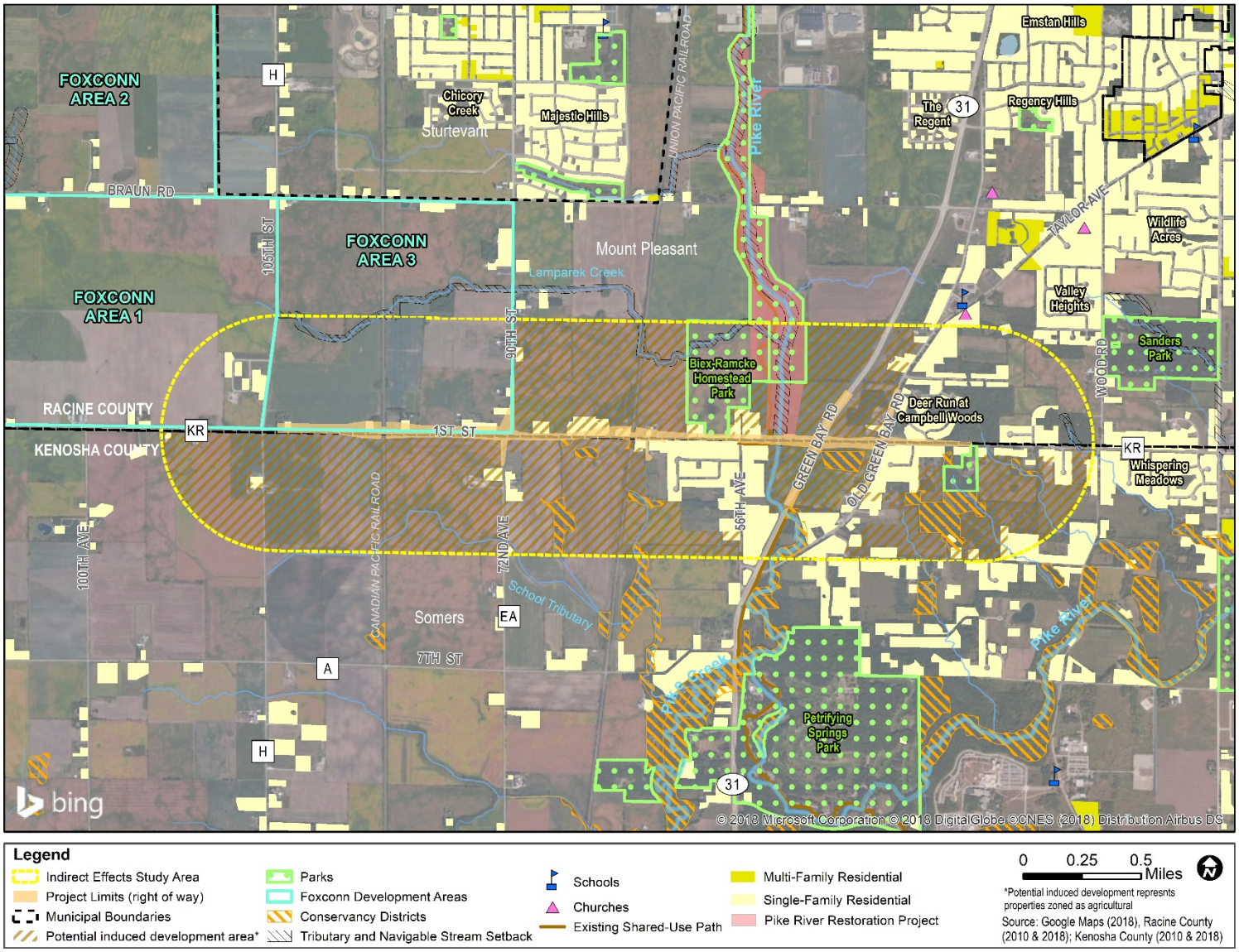
The transition to urban uses would provide new housing and employment opportunities for current and future residents and it may bring new amenities to the study area such as new shopping and entertainment uses and walking and biking paths. Also, it would increase the property tax bases of local governments that are used to provide public services. At the same time, local governments would also experience increased demand and costs for public services such as schools, government facilities, parks and police, fire and emergency services as the area develops.

In addition to community character effects, the Build Alternative (Reconstruction) could have encroachment effects to existing residential areas in the study area, especially those that have front yards facing County KR. Some residents have expressed concerns that direct impacts from the Build Alternative (Reconstruction) such as increased noise, increased traffic, access changes and community character changes could diminish the quality of life for residential properties adjacent to the project corridor particularly on the east side of the study area where most residential properties are present. Residents have expressed concerns that these direct impacts could make adjacent residential areas less desirable places to live over time, which could diminish the value of homes or increase the amount of time it takes to sell a home.

2.5.2 Traffic

The Build Alternative (Reconstruction) could indirectly affect traffic mobility because the induced development, as identified in **Section 2.4.1,** would likely seek to obtain access permits along County KR in accordance with the Racine County and Kenosha County access permit regulations. If access along County KR is not adequately managed, traffic congestion could increase along County KR and mobility between I-94 and the cities of Racine and Kenosha would be diminished. The Eastern Racine County

Figure 10: Community/Residential Resources and Potential Induced Development Areas



Transportation Task Force has determined that maintaining mobility along County KR is important because it is one of the few east-west roadways in Racine County that currently provides adequate capacity without major impediments to traffic flow. A decrease in mobility along east-west corridors, according to the task force, is problematic for workers and economic development purposes since the City of Racine is the largest city in Wisconsin that does not have direct freeway access (Eastern Racine County Transportation Task Force, June 2018).

2.5.3 Agriculture

Figure 11 shows the location of agricultural resources in the study area in relation to the potential induced development areas identified in **Section 2.4.1**. Since most of the land in the study area is agricultural, the Build Alternative (Reconstruction) would indirectly affect agricultural land if induced development occurs. This would contribute to a loss of prime agricultural soils in the counties. It would also diminish the agricultural economies and agricultural-related jobs in the counties over time. This effect is not expected to be substantial since most of the agricultural production in Kenosha and Racine counties occurs in the western portions of both counties rather than in the eastern areas where the study area is located (DATCP, October 2018). Also, as stated in Section 2.2.5, most of the study area is not recommended for farmland preservation in accordance with the county farmland preservation plans (Kenosha County , July 2013) (Racine County, December 2013).

The conversion of agricultural land to urban development, which is consistent with local plans, could lead to increased conflicts between agricultural operations and urban/suburban land uses in the study area. This could reduce the functionality of farms in the study area over time and make it more challenging for the remaining farms to operate in an efficient manner. The pace of farmland conversion in the study area would depend on the willingness of property owners to sell land and local market conditions. Also, local municipalities would need to rezone the agricultural land for urban development and issue building permits.

2.5.4 Rivers, Streams, Floodplains

Figure 12 shows the location of water resources (rivers, streams and floodplains) in the study area in relation to the potential induced development areas identified in **Section 2.4.1**. The Build Alternative (Reconstruction) may indirectly affect rivers, streams and floodplains in the study area since the potential induced development area overlaps with some water resources in the study area including the Pike River, portions of the Lamparek Creek in Mount Pleasant and the School Tributary in Somers, and their associated floodplains.

The Build Alternative (Reconstruction) could indirectly affect these resources from new stream crossings and fill material in floodplains associated with new development that could be induced by the Build Alternative (Reconstruction). If not properly managed, these activities could lead to a reduction in the flood storage capacity of waterways and an increase in the potential for flooding. Also, improperly designed culverts at stream crossings can affect stream hydrology and create barriers for aquatic organisms because the normal stream bottom transitions to a human-made bottom. In addition, new development that could be induced by the Build Alternative (Reconstruction) could increase impervious area within the study, which could increase stormwater runoff. Runoff from urban environments typically contains suspended solids from parking lots, buildings and streets and is a source of water

Figure 11: Agricultural Resources and Potential Induced Development Areas

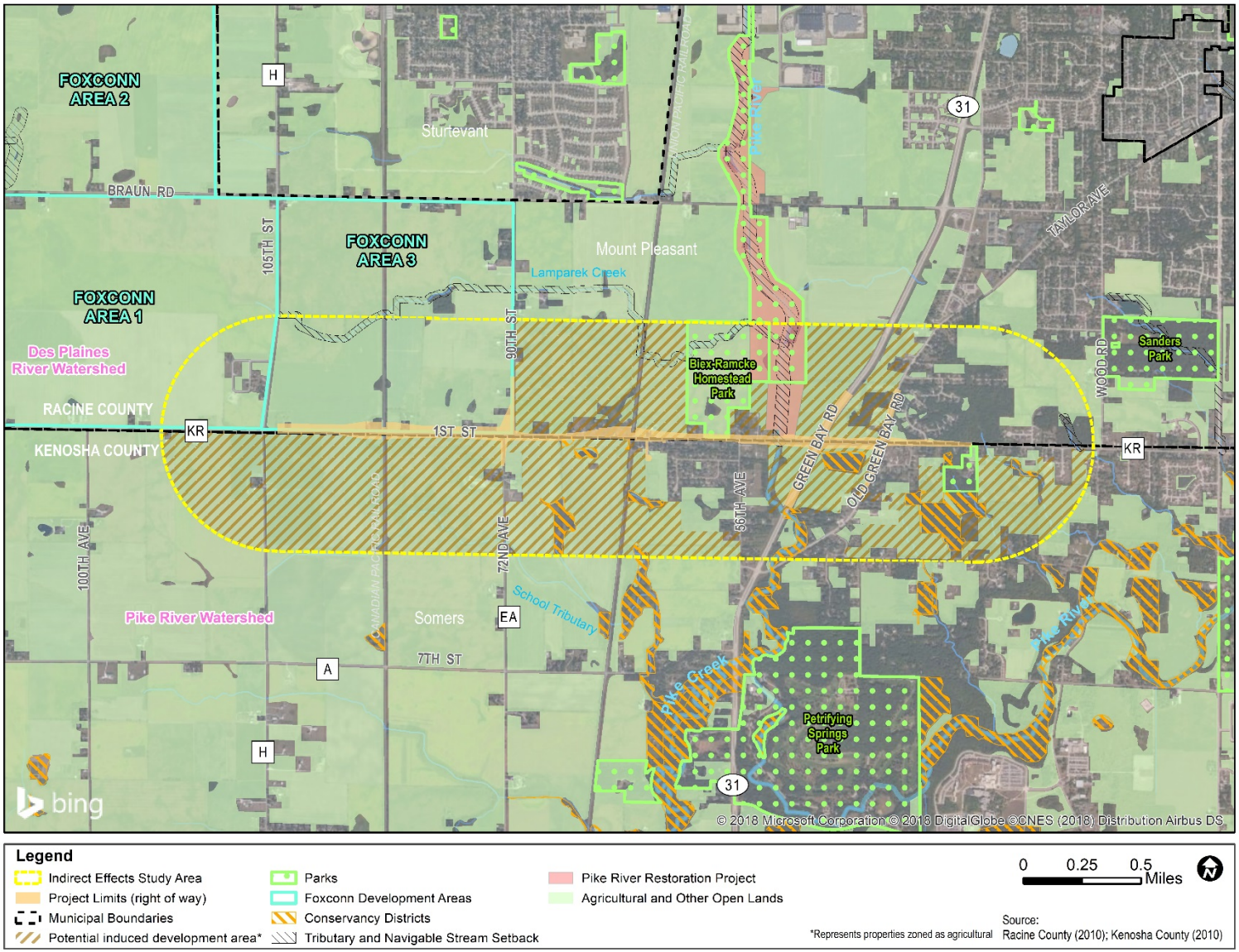
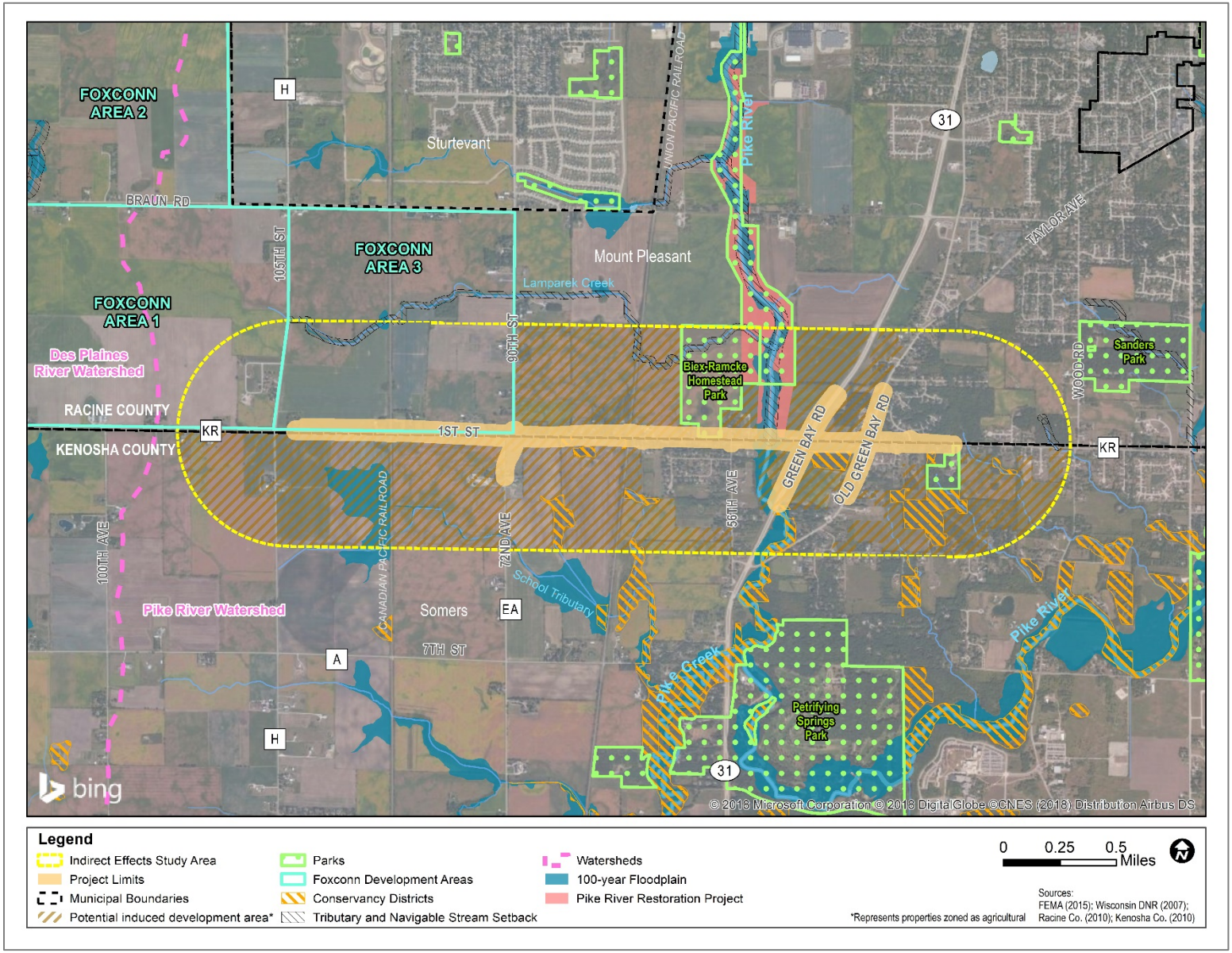


Figure 12: Water Resources and Potential Induced Development Areas



pollutants such as fecal coliform bacteria, salts and nutrients. Urban runoff could affect water quality by increasing the amount of pollutants that enter water ways within the Pike River watershed.

The Build Alternative (Reconstruction) would impact 0.38 acres of the Pike River Restoration area. This is not expected to result in encroachment effects that would change the functionality of the restoration area within the timeframe of this analysis. The USACE determined the proposed County KR project generally avoids the portion of the Pike River restoration area in Mount Pleasant that includes the newly realigned Pike River and associated restoration improvements. Also, USACE determined that the proposed work for County KR in the immediate vicinity of existing County KR avoids impacting the long-term function of the restoration area (U.S. Army Corp of Engineers, November 2018).

2.5.5 Wetlands

Figure 13 shows the location of wetlands in the study area in relation to the potential induced development areas identified in **Section 2.4.1**. As can be seen, the induced development area overlaps with some wetlands in the study area. As a result, the Build Alternative (Reconstruction) could indirectly impact wetlands through filling, excavating, grading and clearing activities during construction of new development that could be induced by the project in the study area. Wetland disturbances can impact the quality and function of wetlands, which can affect water quality, reduce flood storage, impact fish and wildlife habitat, reduce groundwater recharge areas, and change drainage patterns.

2.5.6 Stormwater

Development that may be induced by the Build Alternative (Reconstruction) would increase the amount of impervious land in the study area since most of the study area is currently undeveloped. An increase in impervious area would increase stormwater runoff in the Pike River watershed, which could increase the velocity of runoff and increase the amount of water in waterbodies and streams above normally carried capacities. If stormwater is not properly managed, it could lead to increased flooding risk and affect water quality from increased erosion and sediment in waterways. These effects could occur within the potential induced development area identified in **Section 2.4.1**.

2.5.7 Threatened and Endangered Species

Figure 14 shows the location of potential habitat areas (environmental corridors and the Rusty Patched Bumble Bee high potential zone) in the study area in relation to the potential induced development area identified in **Section 2.4.1**. Some overlap between these resources and the potential induce development area is present especially on the east side of the study area where environmental corridors and the Rusty Patched Bumble Bee high potential zone are present.

The Build Alternative (Reconstruction) could indirectly affect habitat used by threatened and endangered species and other wildlife if induced development occurs. This could reduce habitat and areas of refuge for terrestrial and aquatic species. However, prior and ongoing agricultural and suburban development have substantially reduced natural habitats in the study area and the remaining areas that may contain habitat are confined to narrow environmental corridors and isolated natural areas on the eastern side of the study area.

Figure 13: Wetlands and Potential Induced Development Areas

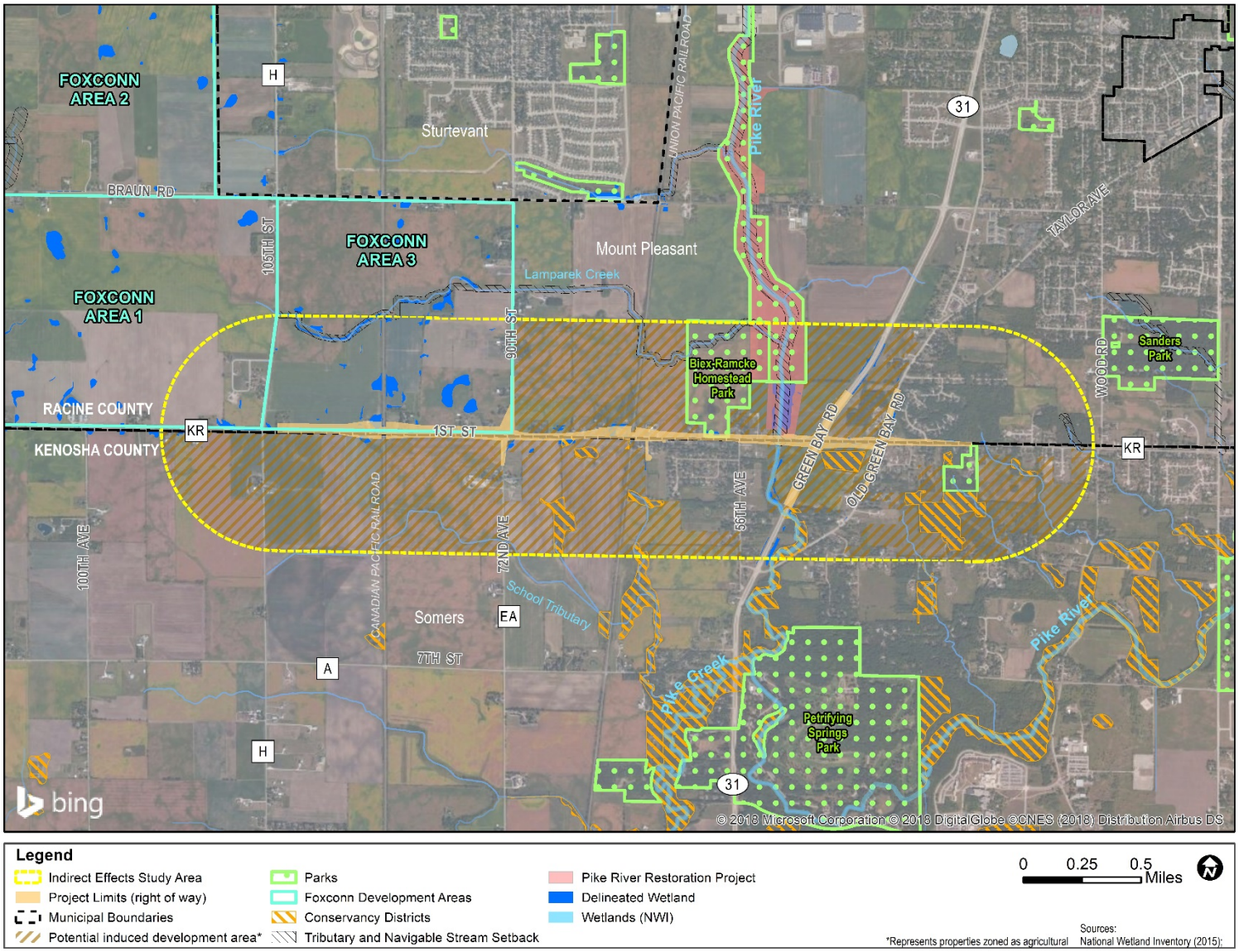
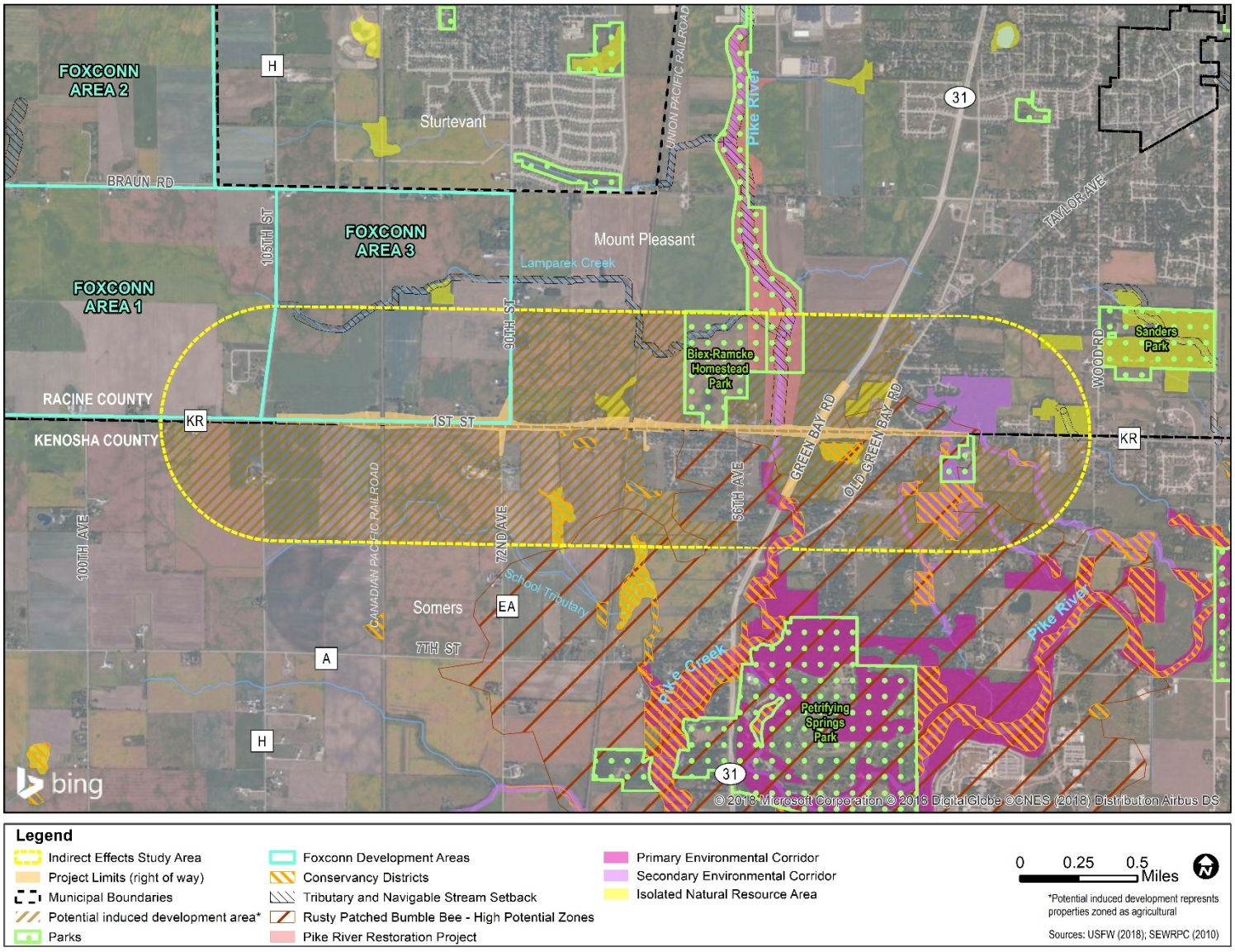


Figure 14: Habitat and Potential Induced Development Areas



2.6 STEP 6: ASSESS CONSEQUENCES AND IDENTIFY MITIGATION ACTIVITIES

The objective of Step 6 is to examine the potential indirect effects to resources identified in Step 5 and identify strategies, including mitigation activities, to avoid or minimize undesirable indirect effects to resources.

The potential indirect effects to resources in the study area can be managed and minimized by local, state and federal regulations that are intended to manage growth and protect resources as discussed in the following subsections.

2.6.1 Community/Residential

The best way to manage potential indirect community/residential effects from the Build Alternative (Reconstruction) is through local land use and development policies that are under the jurisdiction of the local governments in the study area. Local governments have the authority under Wisconsin state statutes to control land use decisions through a variety of tools including comprehensive planning, zoning and land division ordinances. These tools help local governments direct the character of their community by regulating the amount and location of development and its type and density.

Mount Pleasant and Somers both have dedicated planning staff that administer their comprehensive plans, site plan review processes, zoning regulations and land division ordinances. Both municipalities also have plan commissions that are responsible for implementing development in accordance with local plans and ordinances. Any development that would be induced by the Build Alternative (Reconstruction) would need to comply with these regulations.

The local governments in the study area have already taken steps to make sure development in the study area occurs in a coordinated and cohesive manner. As discussed in **Section 2.2.3**, Mount Pleasant and Somers have recently updated their land use plans, implemented tax increment districts and extended sewer service areas to address potential development that may occur in the study area.

Capital improvement plans can be used by local governments as an effective way for local governments to plan for future capital expenditures for infrastructure such as roads, sewers, water systems, equipment, buildings and parks. These plans help local governments determine if its available financial resources are consistent with their land use and development plans. Mount Pleasant and Somers are already using this tool to establish priorities for their municipalities and to ensure adequate funds are committed to public infrastructure and services.

2.6.2 Traffic

To help manage traffic increases from development that may be induced by the Build Alternative (Reconstruction) and other projects in the area, local governments can build a system of local roads to serve new development and implement access management standards for County KR. This will help address increased traffic and minimize congestion that may result from new development.

Access permits along County KR are currently administered by Kenosha and Racine counties and any development that could be induced by the Build Alternative (Reconstruction) would need to seek an access permit from the counties. As part of the State Trunk Highway Jurisdictional Transfer Agreement

for County KR, the counties and WisDOT agreed to develop a long-range access management vision for the corridor. Through this process, the local municipalities in the study area could work with the counties and WisDOT to determine the appropriate number of new public street intersections along County KR that would be permitted and to discourage individual driveway permits that could diminish traffic flow along County KR. Ideally, these decisions should be made prior to development occurring to ensure traffic operations are maintained. Managing access along County KR would be consistent with the intent of the Racine County Transportation Task Force that is seeking to maintain and improve transportation mobility along east-west roadways in Racine County for economic development purposes.

2.6.3 Agriculture

Minimizing indirect effects to agricultural resources is ultimately determined by local governments through land use plans and zoning ordinances. In the study area, the potential conversion of agricultural land to urban development is consistent with local plans and policies. The land use plans for Mount Pleasant and Somers are planning for the land in the study area to transition from agricultural uses to urban/suburban development patterns over time. Development of farmland zoned for agriculture would require a change in zoning and permits from local governments.

The land in the study area is currently predominately zoned for agricultural use. Based on input from local officials, this classification is likely to remain until specific development proposals are brought forward for approvals. This allows existing agricultural uses to remain in place in conformance with the zoning ordinance and maintains agricultural property tax assessment rates.

If agricultural parcels are desired for purchase, offers of compensation would be made to landowners by private entities and agricultural land owners may or may not choose to accept the offers, in accordance with applicable state and federal real estate laws.

2.6.4 Rivers, Streams, Floodplains

Potential indirect effects to rivers, streams and floodplains from the Build Alternative (Reconstruction) would be minimized by local, state and federal regulations that are intended to protect and manage these resources.

The USACE and the DNR protect and regulate water bodies through Section 404 of the Clean Water Act and the Wisconsin 401 Water Quality Certification process, as well as other DNR regulation for work in waterways under Chapter 30 of the Wisconsin Statutes. Any development within the study area that would impact regulated waterways would require a permit. As part of the permit process, measures to avoid, minimize, and compensate impacts would be required.

Mount Pleasant and Somers have floodplain zoning in place in conformance with the requirements of Sections 87.30 of the Wisconsin Statutes. Minimum standards for floodplain regulations are provided in NR 116 of the Wisconsin Administrative Code. Mount Pleasant and Somers also have shoreland-wetland zoning in place as required by Section 62.231 and 61.351 of the Wisconsin State Statutes. NR 117 of the Wisconsin Administrative Code establishes minimum standards for city and village shoreland zoning ordinances that must include the protection of shoreland areas.

The village of Mount Pleasant owns the land adjacent to the Pike River within the Mount Pleasant portion of the study area. This public ownership permanently protects the Pike River corridor from the encroachment of development. Also, the Mount Pleasant Master Plan designates a 150-foot tributary setback along the Pike River and Lamparek Creek. Somers land use plan map shows a 100-Year floodplain overlay on the Pike River and School Tributary.

See **Section 2.6.6** for mitigation measures for stormwater runoff.

2.6.5 Wetlands

Indirect effects to wetlands from the Build Alternative (Reconstruction) would be managed through existing local, state and federal regulations. Private development that proposes to impact wetlands must obtain a permit from the Wisconsin DNR before proceeding with the project through the requirements of section 281.36 of the Wisconsin State Statutes and NR 299 and NR 103 of the Wisconsin Administrative Code. The Wisconsin DNR reviews permit applications to determine if the project would have adverse impacts on the quality of Wisconsin's wetlands and other waters and verifies that the project avoids and minimizes wetland impacts to the maximum extent practical. Also, DNR provides Section 401 Water Quality Certification under the federal Section 404 permit process for wetlands regulated by the USACE under the Clean Water Act.

Mount Pleasant and Somers also have shoreland-wetland zoning in place as required by Section 62.231 and 61.351 of the Wisconsin State Statutes. NR 117 of the Wisconsin Administrative Code establishes minimum standards for shoreland zoning ordinances that must include the protection of wetlands five acres in size lying in shoreland areas. In addition, the village of Somers protects several wetlands in the study area from development by designating as C-1 or C-2 conservancy district zones.

2.6.6 Stormwater

To manage stormwater runoff from development that could be induced by the Build Alternative (Reconstruction), Chapter 216 of the Wisconsin Administrative code requires local governments with municipal storm sewers to obtain a Wisconsin Pollutant Discharge Elimination System (WPDES) Stormwater Discharge Permit to meet the requirements of Section 402 of the federal Clean Water Act. Municipal permittees are required to use best management practices (BMPs) to control and prevent pollutants in storm water runoff and are required to implement a reduction in total suspended solids (TSS) in runoff that enters waters of the state. BMPs include storm water infiltration basins, wet ponds, bioretention and other practices. Also, landowners of most construction projects where one or more acres of land will be disturbed must obtain a WPDES Construction Site Storm Water Discharge Permit.

The Drainage Utility District in Mount Pleasant and the Stormwater Utility District in Somers are responsible for reviewing and approving development projects and ensuring that storm water management standards and specifications are being enforced in compliance with state and local guidelines and statutory requirements.

2.6.7 Threatened and Endangered Species

Because most of the study area has been disturbed by agricultural uses and suburban development, substantial indirect impacts to threatened and endangered species from the Build Alternative

(Reconstruction) are not anticipated. A substantial area of the remaining natural resources containing potential habitat for threatened and endangered species within the study area is publicly owned and protected within the Pike River corridor in Mount Pleasant and by conservancy zoning, and shoreland and floodplain ordinances in Somers.

Sewer service extension plans, developed by SEWRPC, discourage extensions of sewers to serve new development in environmental corridors and isolated natural resources areas (Southeastern Wisconsin Regional Planning Commission, March 2018) (Southeastern Wisconsin Regional Planning Commission, September 2018). Local governments can further manage potential indirect effects through local plans and zoning regulations.

Potential effects on threatened and endangered species are further mitigated through state and federal regulatory oversight. Wisconsin's Endangered Species Law, Section 29.604 of the Wisconsin Statutes, and the federal Endangered Species Act regulate taking, transport, possession, processing or selling protected species. Both state and federal regulations issue permits for "incidental takes" of individual endangered or threatened species, that does not put the overall population of the species at risk.

2.7 SUMMARY OF THE INDIRECT EFFECTS ANALYSIS

An indirect effects analysis was completed as part of the EA for the County KR-Phase 2 project, in accordance with WEPA. The indirect effects analysis follows the WisDOT Guidance for Conducting Indirect Effects Analysis (Wisconsin Department of Transportation, November 2014) and used a qualitative approach based on trend data, land use plans, development regulations, resource inventories and input from stakeholders, the public and resource agencies to inform the analysis and draw conclusions. The indirect effects study area includes portions of the village of Mount Pleasant and the village of Somers approximately a half-mile to the north and south of County KR, respectively. The study area is where potential indirect effects are most likely to occur as it incorporates potential future developable lands adjacent to the project that are currently zoned for agriculture and are most likely to depend on County KR for transportation access.

The analysis determined the Build Alternative (Reconstruction) for the County KR – Phase 2 project would provide transportation infrastructure needed to support local plans for urban development. As a result, the proposed Build Alternative (Reconstruction) has the potential to induce development in the study area and increase the potential for the study area to capture the increased development demand that is expected from the nearby Foxconn manufacturing campus. The type and location of development that may be induced by the Build Alternative (Reconstruction) would be consistent with local land use plans that call for industrial, commercial and residential development in the study area at urban densities.

The study area has several factors that would support the potential for induced development including increasing the capacity of County KR to handle higher traffic volumes; implementing supporting local land use and development policies; substantial amounts of undeveloped/agricultural land that could be used for greenfield development; and tax increment districts to incentivize development. Factors that may slow the progress of development and/or minimize the potential for induced development include

the costs to extend sewer and water utilities to the study area and uncertainty with the market potential of the area.

Based on input from local officials along the corridor, development that may be induced by the Build Alternative (Reconstruction) would help implement local land use and economic development plans that are already in place.

The Build Alternative (Reconstruction) could indirectly affect resources if induced development occurs as follows:

- Change in community character as the existing agricultural uses transition to urban uses.
- Increase in traffic and a reduction in mobility along County KR and other local streets.
- Reduction of the local farm economy and increases in conflicts between agricultural and urban uses.
- Wetland impacts from filling, grading and clearing activities associated with construction.
- Increased impervious area resulting in increased stormwater runoff and pollutants to waterways in the Pike River watershed.
- Impacts to habitat used by threatened and endangered species.

The potential indirect effects to resources in the study area would be minimized by local, state and federal regulations and policies that are intended to manage growth and protect resources as follows:

- Local land use plans, zoning and other development regulations will direct the type and location of development consistent with the community character envisioned by local comprehensive plans.
- The use of access management plans for County KR and the implementation of a local road network off County KR to serve local development.
- Local municipalities maintaining agricultural zoning to allow existing agricultural uses to remain in conformance with zoning and maintain agricultural property tax assessment rates until agricultural property owners agree to sell their land for development.
- Local, state and federal laws that regulate impacts to waterbodies and wetlands including Section 404 of the Clean Water Act and the Wisconsin 401 Water Quality Certification process; Chapter 30 of the Wisconsin Statutes, local government floodplain and shoreland-wetland ordinances per Section 62.231 and 61.351 of the Wisconsin State Statutes and in accordance with NR 117 of the Wisconsin Administrative Code.
- Wetland permits from the Wisconsin DNR per the requirements of section 281.36 of the Wisconsin State Statutes and NR 299 and NR 103 of the Wisconsin Administrative Code.
- Chapter 216 of the Wisconsin Administrative code manages stormwater by requiring local governments with municipal storm sewers to obtain a Wisconsin Pollutant Discharge Elimination System (WPDES) Stormwater Discharge Permit to meet the requirements of Section 402 of the

federal Clean Water Act. Mount Pleasant and Somers both have Storm Water Drainage districts that review and approve development projects in accordance with local and state regulations.

- The study area's remaining habitat that could be used by threatened and endangered species is protected or managed by public ownership of lands along the Pike River in Mount Pleasant, local zoning, and floodplain and shoreland-wetland regulations. Also, the Regional Water Quality Management Plans for Racine and Kenosha prepared by SEWRPC do not permit the extension of sewers to serve new development in environmentally sensitive areas identified in the plans. Wisconsin's Endangered Species Law, Section 29.604 of the Wisconsin Statutes, and the federal Endangered Species Act further regulate taking, transport, possession, processing or selling of protected species.

3 CUMULATIVE EFFECTS

This section documents the cumulative effects analysis conducted as part of the Environmental Assessment (EA) for the County KR-Phase 2 project in accordance with the Wisconsin Environmental Protection Act (WEPA), which is required for state funded projects. WEPA substantially follows the National Environmental Policy Act (NEPA), which is interpreted by the Council on Environmental Quality (CEQ).

As defined by CEQ, "cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." (40 CFR § 1508.7)

The cumulative effects analysis adheres to the WisDOT Guidance for Conducting a Cumulative Effects Analysis that includes a systematic 11-step approach for the evaluation of cumulative effects (Wisconsin Department of Transportation, November 2014). The 11-step approach is organized into the following sections:

- **Section 3.1**: Scoping cumulative effects which include resources considered, study area, timeframe and methodology
- **Section 3.2**: Identification of other past, present and reasonably foreseeable future actions
- **Section 3.3**: Cumulative effects analysis which includes a description of the affected environment and a determination of the environmental consequences for each resource under evaluation.

3.1 SCOPING CUMULATIVE EFFECTS

Scoping cumulative impacts involves determining the key resources to consider in the analysis, identifying the cumulative effects study area, determining a timeframe for the analysis, and developing a methodology for analyzing cumulative impacts.

3.1.1 Resources Considered

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would have direct impacts and potential indirect effects to the following resources: community/residential; traffic; agriculture; rivers, streams, floodplains; wetlands; stormwater; and threatened and endangered species. In addition, the project is in an area that is changing from agricultural to urban due to the forthcoming Foxconn manufacturing campus and other anticipated development that is planned by local municipalities. These other projects would also likely affect these same resources.

Based the project's anticipated direct impacts and indirect effects and the resources that could be affected by other projects occurring in the area, the following resources are included in the cumulative effects analysis: community/residential; traffic; agriculture; rivers, streams, floodplains; wetlands; stormwater; and threatened and endangered species.

3.1.2 Study Area

The cumulative effects study area, as shown on **Figure 15** includes portions of the village of Mount Pleasant and the village of Somers approximately two miles to the north and south of County KR, respectively. It is generally bound by I-94 to the west, County Y to the east, WIS 11 (Durand Avenue) to the north and County E (Somers Road/12th Street) to the south.

The study area was shaped by the boundaries of interconnected local community plans and the boundaries of major transportation, land use and development activities occurring in the area including:

- Somers 2050 land use plan area boundary (Somers 2035 Adopted Land Use Plan)
- Somers TID No. 7 boundary (south of County KR between I-94 and County EA)
- Greater Kenosha Sanitary Sewer Service Area Amendment boundary
- Mount Pleasant 2035 Master Plan Business Park Designation
- Mount Pleasant TID No. 5 boundary (north of County KR between I-94 and 90th Street)
- City of Racine and Environs Planned Sanitary Sewer Service Area Amendment boundary
- Foxconn development areas 1, 2 and 3
- Wisconn Valley Development Roads project area boundaries (Racine County)

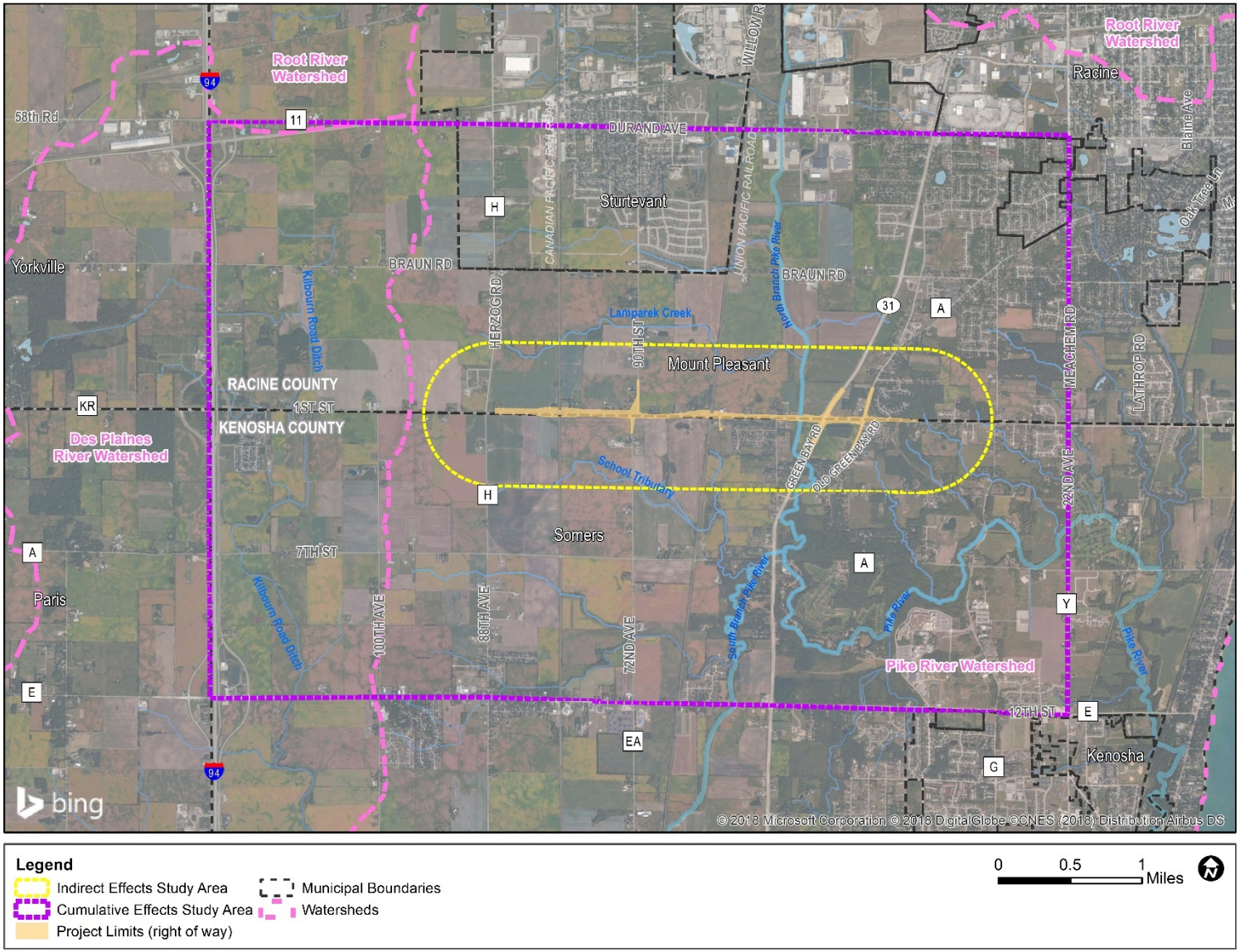
Maps of these local plans and transportation and development areas are in **Appendix B** for reference.

The study area also considers the boundaries of natural resources such as watersheds and environmental corridors and is of sufficient size to capture resource boundaries that could be directly and/or indirectly affected by the project.

3.1.3 Timeframe

The timeframe for the cumulative effects analysis is 2042. This is the planning horizon for the County KR-Phase 2 project traffic projections and other impact analyses. It is also within the available timeframes for population and employment projections for the area and within the timeframe for the regional long-range transportation and land use plans (SEWRPC – Vision 2050).

Figure 15: Cumulative Effects Study Area



3.1.4 Methodology

The cumulative effects analysis uses a qualitative approach to assess the combined impact to resources under evaluation that could be directly and/or indirectly impacted by the project in conjunction with the anticipated resource impacts from other past, present and reasonably foreseeable future actions. The analysis considers the regional and local trends associated with the presence and condition of resources under evaluation as well as regulations and ordinances in place that help to manage impacts to resources. The resources considered for the analysis were identified and mapped for the cumulative study area based on available GIS files obtained from local, state and federal agencies.

The stakeholder meetings documented in **Appendix A** help inform the cumulative effects analysis. In addition, several project meetings were held with the Wisconsin Department of Natural Resources (DNR) throughout the environmental process and coordination with the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP), Wisconsin State Historic Preservation Officer (SHPO), United States Army Corps of Engineers (USACE), United State Fish and Wildlife Service (USFWS) and United States Coast Guard (USCG) was completed for the project's EA. Also, input obtained at the two public meetings on July 12, 2018 and October 17, 2018 for the project were reviewed and considered in the analysis.

3.2 IDENTIFICATION OF OTHER PAST, PRESENT AND REASONABLY FORESEEABLE FUTURE ACTIONS

Table 7 shows a list of other past, present and reasonably foreseeable future projects in the study area and their anticipated impacts to resources under evaluation for cumulative effects. These other projects and their potential resource impacts were identified from historic aerial photographs, identification of subdivision and development plans, local community plans, available GIS files, environmental documents and permits, local community websites, and coordination with local municipalities and resource agencies.

Other past, present and reasonably foreseeable projects in **Table 7** include:

- Past projects that have occurred since the year 2000:
- Present projects under construction; and
- Future projects that are likely to happen by 2042.

Potential resource impacts are indicated if a resource is present near the development based on available resource inventories, and do not necessarily represent an actual impact to a resource.

Table 7: Other Past, Present and Future Projects

TIME	OTHER PROJECTS	PROJECT TYPE	RESPONSIBLE ENTITY	GENERAL LOCATION	POTENTIALLY AFFECTED RESOURCE*
Past	WIS 31 expansion	Transportation infrastructure	WisDOT	Throughout study area, Mount Pleasant and Somers	Community/residential, traffic, agriculture, streams, stormwater,
	Subdivision between 41st Avenue and 45th Avenue at Somers Road	Residential development	Private developer	Somers	Traffic, agriculture, stormwater
	Carrington Court Condominiums & adjacent subdivision	Residential development	Private developer	Somers	Traffic, agriculture, stormwater
	Parkside Springs of Somers Subdivision	Residential development	Private developer	Somers	Traffic, agriculture, stormwater
	Highway E Sewer Relief Project	Sewer infrastructure	Village of Somers	South of County E from County H to Somers Elementary School	Stormwater
	Chicory Creek Subdivision	Residential development	Private developer	West of 90th Street and south of Broadway Drive, Sturtevant	Traffic, agriculture, streams, floodplain, wetlands, stormwater, environmental corridor
	Majestic Hills Subdivision	Residential development	Private developer	East of 90th Street and south of Broadway Drive, Sturtevant	Traffic, agriculture, streams, floodplain, wetlands, stormwater
	Deer Run at Campbell Woods Subdivision	Residential development	Private developer	County KR and Old Green Bay Road, Mount Pleasant	Traffic, agriculture, wetlands, stormwater, environmental corridor
	The Regent Subdivision	Residential development	Private developer	WIS 31 and Biscayne Avenue, Mount Pleasant	Traffic, agriculture, stormwater,
	Mount Pleasant Corporate Center/WIS 11/Oaks Road commercial	Commercial development	Private developer	South of WIS 11 and east of UPRR, Mount Pleasant	Traffic, agriculture, streams, floodplain, stormwater, environmental corridor

TIME	OTHER PROJECTS	PROJECT TYPE	RESPONSIBLE ENTITY	GENERAL LOCATION	POTENTIALLY AFFECTED RESOURCE*
	Pike River Restoration (Phases 7-9)	River and habitat restoration project	Village of Mount Pleasant, USACE	Pike River corridor between County KR and Oakes Road, Mount Pleasant	Agriculture, stream, floodplain, wetland, environmental corridor
	County KR shared-use path	Recreational trail	Kenosha County	County KR from 56th Avenue to WIS 31, Somers	Streams, floodplain
	WIS 31 shared-use path	Recreational trail	Kenosha County	WIS 31 from County KR to County E, Somers	Streams, floodplain
Present	Foxconn development Area 1	Industrial development	Private developer	Bounded by I-94, County KR, County H and Braun Road, Mount Pleasant	Community/residential, agriculture, streams, floodplains, wetlands, stormwater, environmental corridors
	Braun Road (I-94 to County H)	Transportation infrastructure	WisDOT, Racine County	Braun Road from I-94 to Count H, Mount Pleasant	Streams, floodplains, wetlands, community/residential
	Willow Road / WIS 11	Transportation infrastructure	WisDOT, Racine County	WIS 11 near the UPRR Railroad, Sturtevant	Wetlands, community/residential, streams, environmental corridor
	Water mains (Braun Road, International Drive, County H, East Frontage Road)	Water infrastructure	Racine Water Utility	Generally located along local roads being constructed or expanded for Foxconn, Mount Pleasant	Agriculture, wetlands, streams, floodplain
	Mount Pleasant Tech Interconnection Project (MPTIP)	Electric infrastructure	American Transmission Company	Substations and electrical connections throughout project area	Agriculture, wetlands
	Pike River Pathway (Phases 7-9)	Transportation/recreation infrastructure	Village of Mount Pleasant	Mount Pleasant	Floodplain, stormwater, environmental corridor
	I-94 North-South Freeway reconstruction project (South Segment)	Transportation infrastructure	WisDOT	I-94 from WIS 20 to WIS 142, Racine and Kenosha counties	Floodplain, streams, wetlands, threatened and endangered species, environmental corridors

TIME	OTHER PROJECTS	PROJECT TYPE	RESPONSIBLE ENTITY	GENERAL LOCATION	POTENTIALLY AFFECTED RESOURCE*
Future	Foxconn Development Area 2	Industrial, commercial	Private developer	Bounded by I-94, WIS 11, County H and Braun Road	Community/residential, agriculture, stream, floodplain, wetland
	Foxconn Development Area 3		Private developer	Bounded by County H, Braun Road, 90th Street and County KR	Community/residential, agriculture, stream, floodplain, wetland
	Water mains (Wisconn Valley Way, East Frontage Road, International Drive)	Water infrastructure	Racine Water Utility	Generally located along local roads being constructed or expanded for Foxconn, Mount Pleasant	Agriculture, wetlands, streams, floodplain
	Sewer mains (County H, County KR, Wisconn Valley Way)	Sewer infrastructure	Racine Sewer Utility	Generally located along local roads being constructed or expanded for Foxconn, Mount Pleasant	Agriculture, wetlands, streams, floodplain
	WIS 11 Phase 1	Transportation infrastructure	WisDOT	WIS 11 west of County H, Mount Pleasant	Wetlands, natural resource area, community/residential
	Wisconn Valley Way	Transportation infrastructure	WisDOT	New roadway just east of I-94 between WIS 11 and County KR, Mount Pleasant	Wetlands, environmental corridor, streams, floodplain, agriculture
	Wisconn Valley Way / County KR Intersection	Transportation infrastructure	WisDOT	Mount Pleasant and Somers	Wetlands, floodplain, agriculture
	County KR Phase 1	Transportation infrastructure	WisDOT, Racine County	County KR between County H and I-94, Mount Pleasant and Somers	Wetlands, community/residential, streams, environmental corridors, floodplain, agriculture
	County H Phase I	Transportation infrastructure	WisDOT, Racine County	County H between Braun Road and County KR, Mount Pleasant	Wetlands, streams, community/residential, agriculture

TIME	OTHER PROJECTS	PROJECT TYPE	RESPONSIBLE ENTITY	GENERAL LOCATION	POTENTIALLY AFFECTED RESOURCE*
	County H Phase II	Transportation infrastructure	WisDOT, Racine County	County H between Braun Road and WIS 11, Mount Pleasant	Wetlands, streams, floodplain, community/residential, agriculture
	WIS 11 / County H Intersection	Transportation infrastructure	WisDOT	Sturtevant	Agriculture
	Braun Road Phase II	Transportation infrastructure	WisDOT, Racine County	Braun Road between County H and County EA, Mount Pleasant	Wetlands, agriculture, community/residential
	Hiawatha passenger rail (increased frequency)	Transportation infrastructure	WisDOT, IDOT, Amtrak	Canadian Pacific Railroad	Transportation
	County KR to WIS 32	Transportation Infrastructure	WisDOT, Racine County	County KR between KR Phase II and WIS 32	Wetlands, streams, natural resource area, community/residential, agriculture
	Commercial and industrial in Somers TID	Commercial development	Private developers	TID area generally south of County KR, east of I-94, west of County EA, north of County A in Somers	Wetlands, streams, agriculture, floodplain, stormwater, environmental corridors

*Potential resource impacts are indicated if a resource is present near the development based on available resource inventories, and do not necessary represent an actual impact to a resource.

3.3 CUMULATIVE EFFECTS ANALYSIS

This section assesses the resources that could experience cumulative effects as a result of the direct and indirect effects from the Build Alternative (Reconstruction) for the County KR-Phase 2 project and the estimated impacts of other past, present and reasonably foreseeable actions listed in **Table 7**.

For each resource, the affected environment is first described to establish the baseline conditions of the resources and to determine the trends affecting the resources. Then, an evaluation of the environmental consequences is conducted for each resource. This includes examining the cause and effect relationships between human activities and affected resources and determining the magnitude of the cumulative effect. The analysis also considers avoidance, minimization and mitigation measures WisDOT can take for the Build Alternative (Reconstruction) to minimize cumulative effects to the greatest practical extent. Also, the analysis considers the role of agencies that oversee local, state and federal regulations that can further minimize cumulative effects to resources from other project's occurring in the study area. The findings of the analysis are summarized by resource in the following subsections.

3.3.1 Community/Residential

Affected Environment

A substantial portion, 66 percent, of the study area is characterized as a rural community with scattered homes primarily associated with agricultural uses and other open lands. Larger residential clusters and subdivisions are present in the eastern portions of the study area in Mount Pleasant and Somers and in Sturtevant to the north. Residential land use encompasses about 13 percent (1,936 acres) of the study area with single-family residential being the dominate residential type. (See **Figure 16.**)

Several subdivisions were built in the study area including Majestic Hills (Sturtevant), Chicory Creek (Sturtevant), Deer Run at Campbell Woods (Mount Pleasant) and The Regent (Mount Pleasant) in the early 2000's (Google Earth, 2018). Residential development in the study area has been diminished since the economic recession in the late 2000s. Community facilities such as schools, churches and parks are generally found in the more populous portions of the study near residential areas.

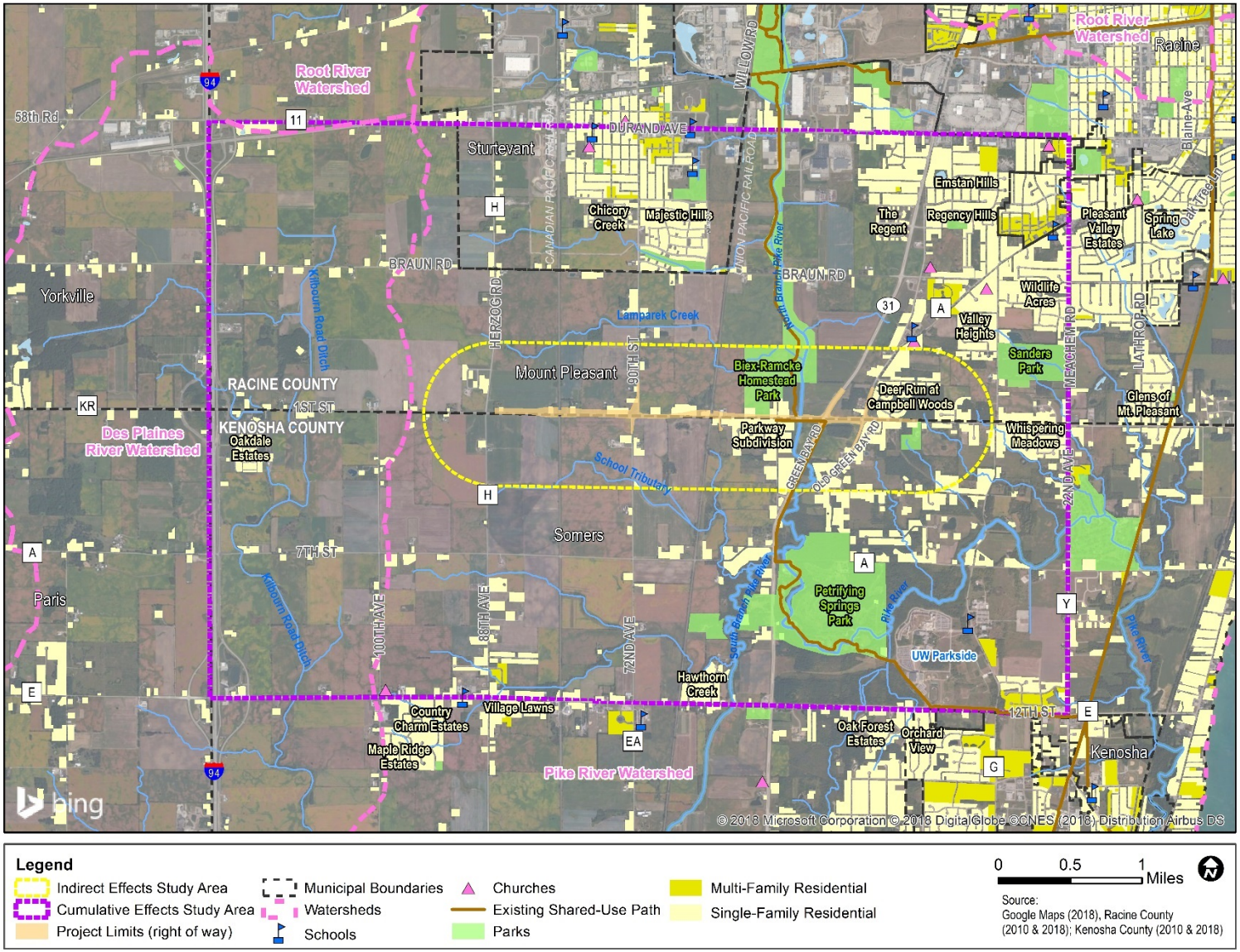
The current rural character of the study area is expected to change due to the construction of the approximately 3,000-acre Foxconn manufacturing campus and other local development projects and plans anticipated in the study area. The land use plans for Mount Pleasant and Somers anticipate the agricultural uses in the study area will transition to urban uses over time (See **Section 2.2.3** for local and regional plan descriptions). Although a substantial portion of the study area is planned for business and industrial uses, the local municipalities are also planning for new residential areas primarily on the eastern side of the study area.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would convert nearly 12 acres of residential use to transportation use and acquire five residential properties on the north side of County KR. The project may indirectly affect community/residential resources if induced development occurs from the conversion of residential properties to commercial and business uses especially if property owners are willing to sell to private developers. As identified in **Table 7**, Foxconn and other projects, including the expansion of local roads, have also converted residential properties to business and transportation uses in the study area including lands purchased by the village of Mount Pleasant for the Foxconn development. Additional planned development in Mount Pleasant and Somers would continue to convert land to urban uses over time in the study area. Although individual residential properties could be converted for future development, the existing residential subdivisions in the study area are expected to remain intact and new subdivisions could expand the residential character of the study area.

The project's direct and indirect impacts would contribute to a cumulative effect on residential properties and community character in combination with the property impacts from Foxconn and other projects and planned development in the study area. These combined impacts are changing the rural character of the community to an urbanized area with expanded roadway infrastructure that will serve a major employment center with commercial and industrial development. Although, these projects have resulted in the loss of some residential properties, the study area is expected to attract new residential development to accommodate the anticipated influx of 13,000 workers at the Foxconn campus. The planned development will also provide new job opportunities for the region and could attract new amenities such as new shopping and entertainment uses, new community facilities and new

Figure 16: Community Resources



walking and biking paths in the study area. New development would increase the tax base for local municipalities, but the costs for public services such as schools, government facilities, and police, fire and emergency services would also increase.

Potential Minimization and Mitigation Measures

Several tools are available to help minimize and mitigate the cumulative effect to community/residential resources in the study area. For the County KR-Phase 2 project, Racine County is responsible for property acquisitions and relocation assistance in Mount Pleasant and Kenosha County is responsible for property acquisitions in Somers. The counties will utilize standard county procedures for property acquisitions and relocations to mitigate the project's direct property impacts. The best way to manage indirect effects to community/residential resources that may occur if project-induced development occurs is through comprehensive plans, zoning and other development regulations. These growth management tools are already used by the municipalities in the study area to direct the character of their communities and regulate the amount, type, density and location of development. These tools are also being used to manage community impacts from other projects occurring in the study area including Foxconn and other areas planned for urban development in the study area. In addition, property impacts from Foxconn are being mitigated through the acquisition process being conducted by the village of Mount Pleasant.

3.3.2 Traffic

Affected Environment

The existing roadway network in the study area is primarily comprised of two-lane county highways and local arterials that are oriented in an east-west direction between I-94 and the cities of Racine and Kenosha. The study area is also traversed by north-south county highways and local arterials. State highways in the study area include WIS 11 and WIS 31. I-94 along the western edge of the study area links the local and state roads with the Milwaukee and Chicago regions and other interstate destinations. Most of the existing roads in the study area do not have dedicated pedestrian and bicycle facilities. Regional paths are found along the Pike River in Mount Pleasant and along County KR (east of WIS 31 in Somers and along WIS 31.

According to the regional transportation plan, Vision 2050, most of the arterial streets and highways in the study area are "at or under design capacity," meaning the facilities do not experience congestion during typical operating conditions (Southeastern Wisconsin Regional Planning Commission, July 2017). One exception is WIS 11. According to the regional plan, sections of this highway in the study area are classified as moderately congested, severely congested and extremely congested (Southeastern Wisconsin Regional Planning Commission, July 2017).

The existing two-lane County KR roadway in the project area currently handles about 9,000 to 9,500 vehicles per day. Future traffic volume on County KR is expected to more than double to 18,000-20,000 vehicles per day by the year 2042 (TADI, June 2018). The traffic analysis prepared for the project indicates that, under the current two-lane undivided configuration, County KR is expected to operate at level of service (LOS) E in the year 2042 (TADI, June 2018). This means traffic along County KR would experience delays and have unstable flow, speeds that change quickly and low maneuverability. Under the Build Alternative (Reconstruction), traffic would operate a D level of service in 2042, which would improve

mobility and reduce congestion along the project corridor (Wisconsin Department of Transportation, June 2018)

The full build-out of the Foxconn project is expected to increase traffic volumes on roadways throughout the study area and produce an estimated 87,870 new daily trips by 2040 (TADI, December 2017). To address the increase in traffic, WisDOT partnered with Mount Pleasant and Racine County to improve and expand several roadways around the Foxconn development including Braun Road, International Drive, WIS 11, County H and County KR (Wisconsin Department of Transportation, 2018). Also, a new road, Wisconn Valley Way is being constructed. Shared-use paths will be incorporated along several sections of these road projects. See **Figure 5** for a map of the Wisconn Valley Development Roads.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would not directly impact traffic along County KR. However, it would accommodate the anticipated travel demand that is being generated by local development projects and it would maintain a desirable level of service along this important east-west corridor for Racine and Kenosha counties. Also, the project would provide new shared-use paths along County KR that would connect with other regional shared-use paths in Racine and Kenosha counties. The Build Alternative (Reconstruction) may indirectly affect traffic if induced development occurs by increasing traffic along County KR and increasing congestion from new access points along County KR and other arterials in the study area. Foxconn and other ongoing development in the study area would generate increases in traffic on the roadway network in the study area. As discussed above, Foxconn is estimated to generate 87,870 new daily trips by 2040 (TADI, December 2017).

The project's indirect effects to traffic along with the anticipated increases in traffic from other projects, most notably Foxconn, are likely to have a cumulative effect on traffic in the study area since many of the existing roadways are not designed to accommodate projected traffic volumes. If not properly managed, the traffic increases could reduce mobility along east-west corridors, which according to the Eastern Racine County Transportation Task Force, would be problematic for workers and economic development purposes (Eastern Racine County Transportation Task Force, June 2018). Also, as the number of access points for local development increases, the safety of local roadways could decline due to increased vehicular turning movement conflicts. This could also diminish safety for pedestrian and bicyclists.

Potential Minimization and Mitigation Measures

The cumulative effect to traffic would be addressed through the reconstruction and expansion of roadway infrastructure in the study area through the Wisconn Valley Development Road projects being undertaken by WisDOT in coordination with Mount Pleasant and Racine County. The roadway projects, including County KR, Braun Road, County H and WIS 11, are being designed and constructed to manage anticipated levels of traffic from Foxconn and to maintain mobility in a manner that is consistent with the recommendations in the Eastern Racine County Transportation Task Force report. Also, several of the roadway projects including County KR, County H and Braun Road will incorporate shared-use paths that will provide dedicated facilities for pedestrians and bicyclists in the study area and link to other existing and planned shared-use paths in Racine and Kenosha counties. In addition, these road improvements would accommodate the planned commuter, local and express bus routes per

recommendations in the regional transportation plan, Vision 2050, that are being considered by local officials to improve accessibility for workers in the region.

As part of the State Trunk Highway Jurisdictional Transfer Agreement for County KR, Racine and Kenosha counties, in coordination with WisDOT, agreed to develop a long-range access management vision for the County KR corridor. This process will help manage access along County KR and determine future intersections and driveway access points in a safe and efficient manner to maintain desired traffic operations and mobility.

3.3.3 Agriculture

Affected Environment

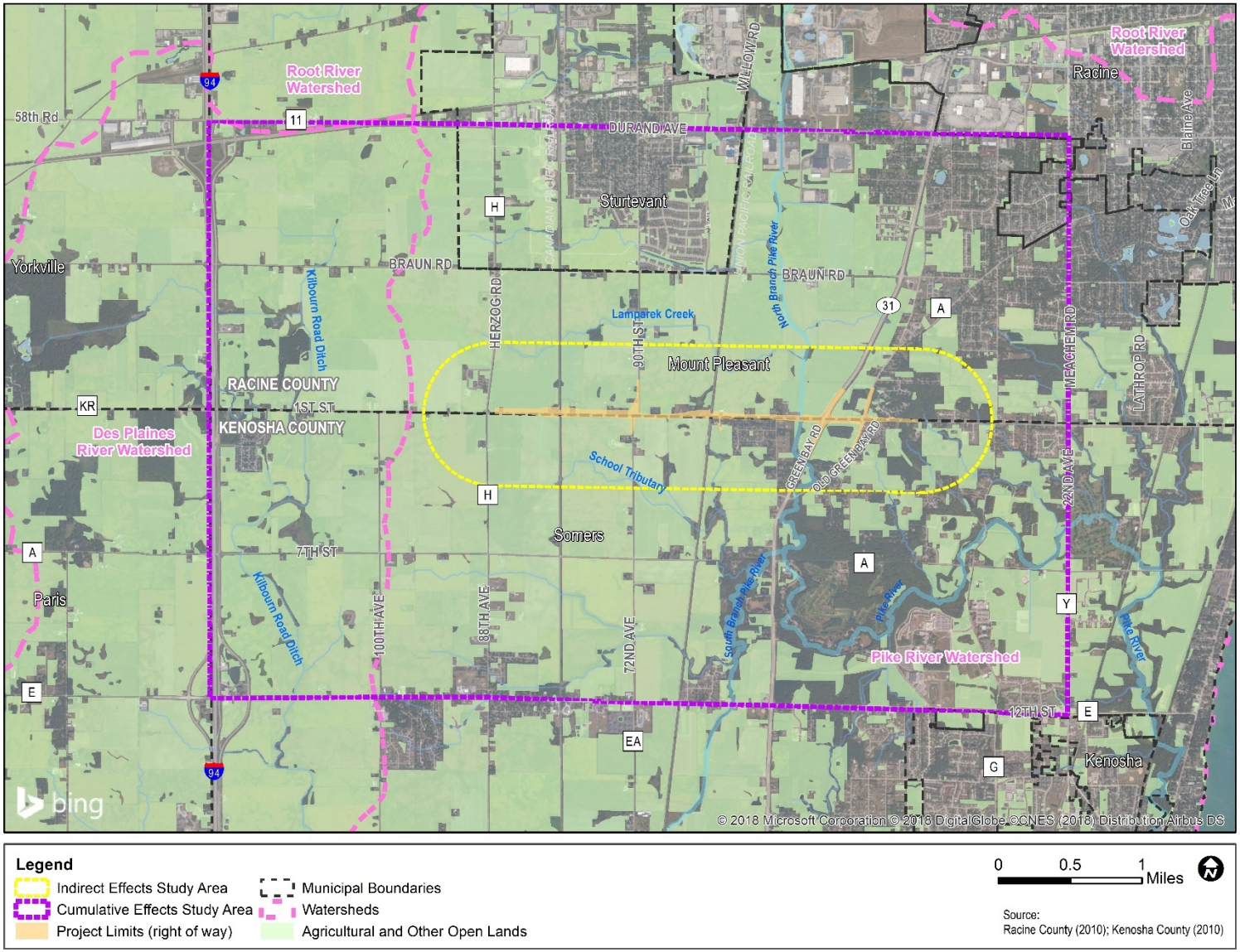
The study area contains over 10,000 acres of agricultural and other open lands, comprising 66 percent of the study area. (See **Figure 17**.) Most of the soils in the study area are considered prime farmland as defined by the U.S. Department of Agriculture. Several active farms are in the study area, including dairy farms and croplands.

According to the 2012 Census of Agriculture, Racine County ranks 48th out of 72 counties in Wisconsin for the total value of agricultural products sold ($94.8 million) and Kenosha county ranks 54th ($68.9 million) (U.S. Department of Agriculture, 2012) (U.S. Department of Agriculture, 2012). Between 2007 and 2012 both counties saw a 9 percent decrease in farmland acreage. The primary crops in both counties are corn and soybeans.

According to DATCP, the majority of agricultural production in Kenosha and Racine counties occurs in the western portions of both counties rather than in the eastern areas, where the proposed project is located. The eastern areas have more urban development than the western areas of the counties. Based on local land use plans and the development of the Foxconn manufacturing campus, agricultural use is planned to be replaced by urban land uses over time and the eastern areas of these counties where the study area is located will continue to lose agricultural land.

As discussed in **Section 2.2.3**, Local and Regional Plans, the land use plans for Mount Pleasant and Somers anticipate the agricultural lands in the study area will transition to urban uses over time. The transition is happening in Mount Pleasant with the acquisition of land by the village for the nearly 3,000-acre Foxconn manufacturing campus. The village of Somers is also planning for industrial, commercial and residential development south of County KR. The village recently amended their land use plan and implemented a tax increment district to spur development in the northwestern portion of the community, which is currently dominated by agricultural use. Also, the sanitary sewer service area plans for Kenosha and Racine have been amended, which allows Mount Pleasant and Somers to extend sewer service to the entire study area and serve urban development.

Figure 17: Agricultural Resources



Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would convert approximately 53.4 acres of agricultural land to transportation use. The Build Alternative (Reconstruction) would also indirectly affect agricultural resources if induced development occurs that would convert additional agricultural land to commercial and business uses especially if property owners are willing to sell to private developers. As identified in **Table 7**, Foxconn, roadway expansion projects, subdivision development and other projects have also impacted agricultural land in the study area. Ongoing development in the study area is likely to continue to convert agricultural land to urban uses over time since Mount Pleasant and Somers are not planning for agricultural preservation.

The project's direct impacts and indirect effects to agriculture in combination with impacts to agriculture from other projects (see **Table 7**) would cumulatively affect agricultural resources in the study area. The conversion of agricultural land would reduce the acreage of farmland in the counties and diminish the agricultural economy and agricultural-related jobs in the area. The conversion of agricultural land to urban uses, on the other hand, would create new opportunities related to employment, housing and shopping.

Potential Minimization and Mitigation Measures

The direct impacts to agricultural land from the County KR-Phase 2 project Build Alternative (Reconstruction) have been minimized to the extent practical by paralleling the existing roadway and restoring access to agricultural parcels where feasible to prevent parcels from becoming landlocked. Racine County is responsible for property acquisitions in Mount Pleasant and Kenosha County is responsible for property acquisitions in Somers for the project. The counties will utilize standard county procedures for property acquisitions and relocations to mitigate the project's direct property impacts on agricultural properties.

Mitigation of cumulative effects to agricultural resources from development that could be induced by the project and from other projects (**Table 7**) occurring in the study area is ultimately determined by local government land use plans, zoning ordinances and other development regulations under local jurisdiction. Any development on farmland zoned for agricultural use would require a change in zoning and a permit from the local government. Since the land use plans for Mount Pleasant and Somers specify commercial, industrial and residential uses for most of the study area, the existing agricultural resources are likely to transition overtime in accordance with local plans. If agricultural parcels are desired for purchase, offers of compensation would be made to landowners by private entities and agricultural land owners may or may not choose to accept the offers, in accordance with applicable state and federal real estate laws.

Outside the Foxconn development areas, Mount Pleasant and Somers have maintained agricultural zoning until specific development proposals are brought forward for approval in accordance with the local land use plan. This allows existing agricultural uses to remain in place in conformance with the zoning ordinance and maintains agricultural property tax assessment rates.

3.3.4 Rivers, Streams, Floodplains

Affected Environment

The study area encompasses nearly 216,600 linear feet of streams and rivers and over 1,200 acres of floodplain as shown on **Figure 18**. The study area is in the Pike River and Des Plaines River watersheds, which are separated by the subcontinental divide.[1] The Pike River and the Kilbourn Road Ditch are the main waterbodies in the study area along with other smaller tributaries including Lamparek Creek to the north of County KR and School Tributary to the south of County KR.

The Pike River and its tributaries are part of the Pike River watershed. According to the Wisconsin DNR watershed report for the Pike River Watershed, rural and urban nonpoint sources are a major contributor to high sediment loads and nutrients within the watershed (Wisconsin Department of Natural Resources, 2018). The 2018 assessment of the North Branch Pike River showed impairment by chloride and it was placed on the Wisconsin Impaired Waters list in accordance with Section 303(d) of the Clean Water Act.

The USACE, in partnership with Mount Pleasant, completed a Pike River restoration project in 2016 that extends one mile north from County KR. The project included channel, wetland, prairie and in-stream habitat improvements for this section of the river. The project has increased flood storage, expanded the existing environmental corridor, improved water quality and aquatic habitat, restored and increased wetlands, and provided a recreational trail system. SEWRPC proposes to reclassify this section of the Pike River corridor, including the Pike River Restoration area, as a primary environmental corridor (Southeastern Wisconsin Regional Planning Commission, March 2018).

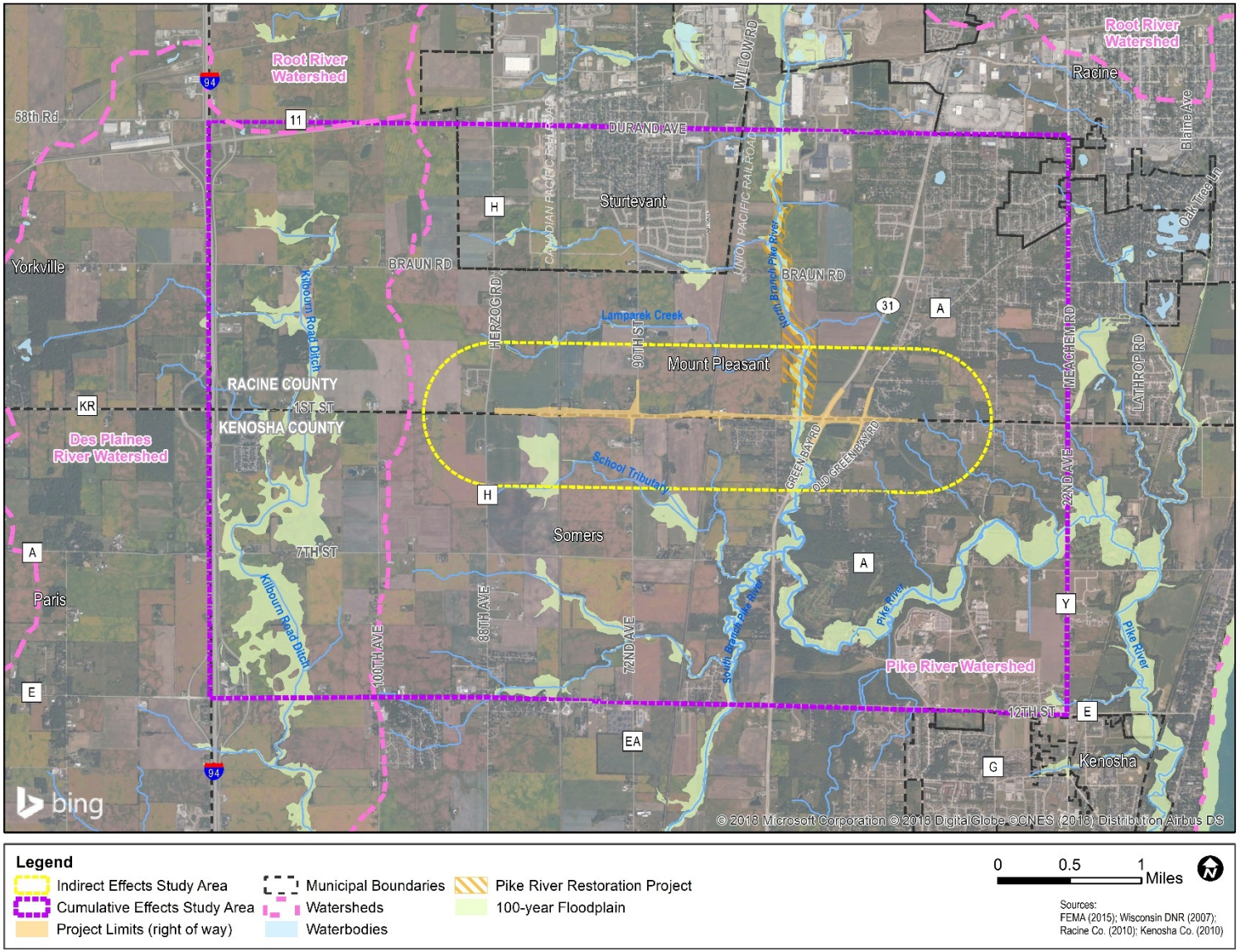
The Kilbourn Road Ditch and its tributaries are part of the Des Plaines River Watershed. According to the Wisconsin DNR watershed report for the Des Plaines River Watershed, some stream reaches in this basin are affected by increased nutrient loads, increased sediment loads, drain tile impacts and historic ditching due to heavy agricultural land use. Also, the watershed is listed as a high priority overall for nonpoint source pollution due to high rankings for stream, lake, and groundwater nonpoint source pollution (Wisconsin Department of Natural Resources, 2018). The Kilbourn Road Ditch, which is a tributary to the Des Plaines River, is a perennial stream that has a general water quality condition of fair and a current use for fish and aquatic life, according to the DNR.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project crosses the North Branch Pike River and floodplain to the west of WIS 31. The proposed work would cross the floodplain and include excavating and filling approximately 2.7 acres within the floodplain. If not appropriately managed, development that may be induced by the project and other projects (**Table 7**) occurring in the study area could also impact rivers and streams from new stream crossings. Improperly designed culverts at stream crossings create barriers for aquatic organisms and change natural stream bottoms to human-made bottoms. This can affect hydrology and make it difficult for fish to swim through the culvert during low-flow conditions.

[1] *The subcontinental divide is the boundary separating the Mississippi River and the Great-Lakes-St. Lawrence River surface water drainage system.*

Figure 18: Water Resources



Also, fill material in floodplains from development could lead to a reduction in the flood storage capacity of waterways and an increase in the potential for flooding in the study area. The magnitude of this cumulative impact is managed in large part through compliance with, and enforcement of regulatory requirements designed to protect water resources and floodplains.

Potential Minimization and Mitigation Measures

Potential cumulative effects to rivers, streams and floodplains from the County KR-phase 2 project in combination with other development occurring in the study area would be minimized by local, state and federal regulations that are intended to protect and manage these resources. USACE and the DNR protect and regulate water bodies through Section 404 of the Clean Water Act and the Wisconsin 401 Water Quality Certification process, as well as other DNR regulation for work in waterways under Chapter 30 of the Wisconsin Statutes. Any development within the study area that would impact regulated waterways would require a permit. As part of the permit process, measures to avoid, minimize, and mitigate impacts would be required. In addition, Mount Pleasant and Somers have floodplain zoning in place in conformance with the requirements of Sections 87.30 of the Wisconsin Statutes. Minimum standards for floodplain regulations are provided in NR 116 of the Wisconsin Administrative Code. In addition, local land use plans and zoning in Mount Pleasant and Somers identify floodplains and setbacks to minimize encroachments into the floodplain.

3.3.5 Wetlands

Affected Environment

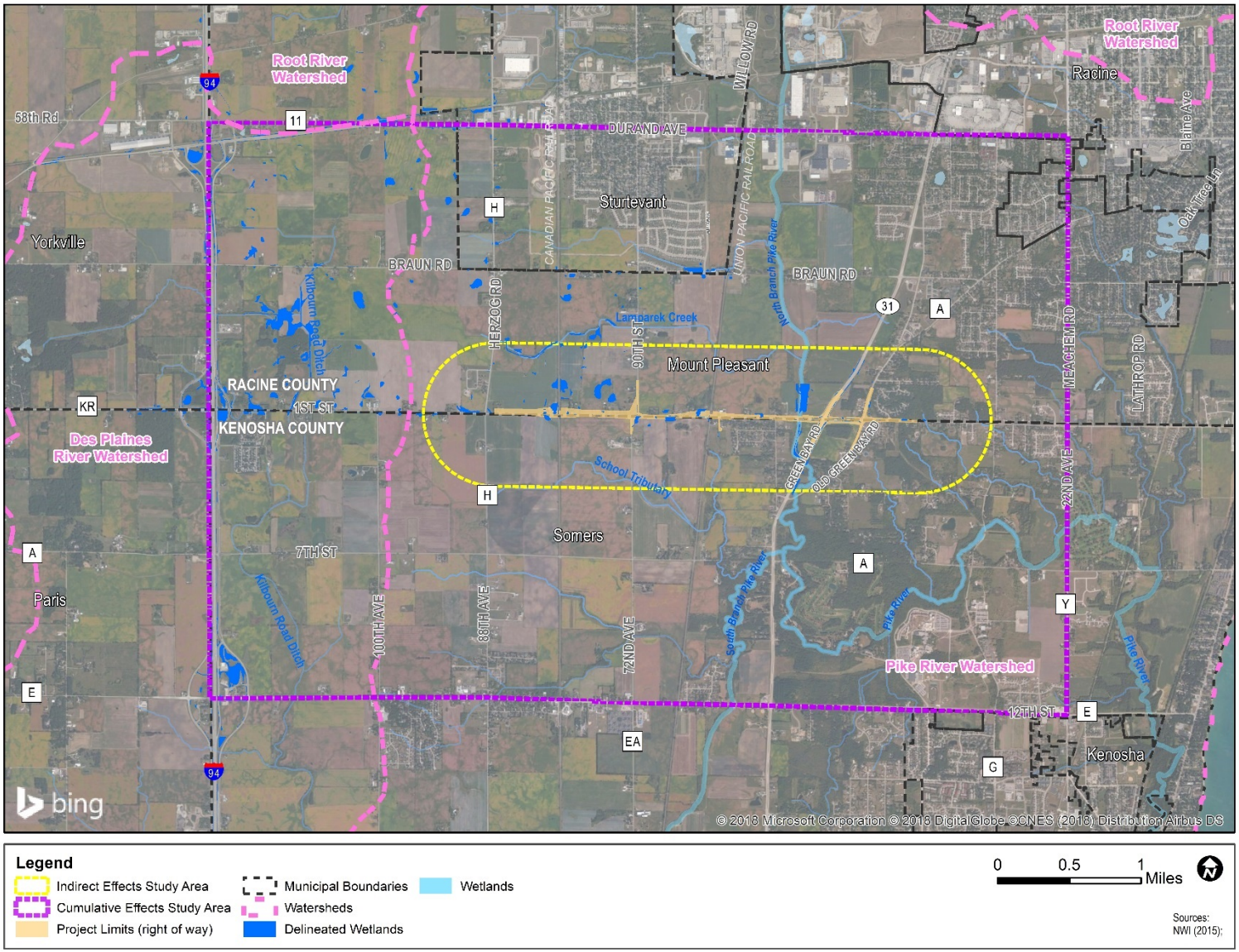
Wetlands are important because they reduce the potential for flooding, improve water quality, recharge ground water and provide habitat for aquatic and terrestrial animal species. Wetlands have historically been drained, tiled and filled by farming practices and to a lesser extent urban development in the study area. These activities have impacted the area's hydrology and diminished the ability of existing wetlands to absorb and release water slowly back to the environment.

The study area has approximately 790 acres of wetlands identified by the National Wetland Inventory and over 160 acres of wetlands have been delineated for this project, other local development road projects and Foxconn in the study area as shown on **Figure 19**.

The largest wetlands in the study area are associated with the Pike River and Kilbourn Road Ditch and their tributaries. Delineated wetlands tend to be isolated wetlands that have typically been disturbed by agriculture and other human activities such as tiling, ditching, mowing and snow plowing. Other relatively small patches of wetlands are found throughout the study area.

Phase 1 of Foxconn, a large industrial development occurring in the study area, is expected to impact 16.89 acres of isolated wetlands within its development footprint (Wisconsin Department of Natural Resources, 2018). The Foxconn development site is exempt from state wetland permitting requirements since it is in the Electronics and Information Technology Manufacturing Zone (EITM) created by the State Legislature per the 2017 Wisconsin Act 58. However, Act 58 requires Foxconn and other developments in the EITM to replace two acres of wetland for each wetland acre adversely impacted. This 2 to 1 ratio is higher than the ratio of 1.2 to 1 typically required to mitigate for wetland impacts outside the EITM zone. Foxconn will mitigate the first phase of its development through the Wisconsin DNR's in-lieu fee

Figure 19: Wetland Resources



program (Wisconsin Department of Natural Resources, 2018). Through this program, Foxconn will pay over $2 million and the DNR will use the money to restore wetlands in the same watershed where the loss occurred through the Wisconsin Wetland Conservation Trust. The local road projects being undertaken by WisDOT within the EITM are estimated to impact over 11 acres of wetlands. These impacts are also required to be mitigated at the 2 to 1 ratio required by Wisconsin Act 58.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would directly impact 7.41 acres of wetlands from filling and construction activities for the roadway, bridges and stormwater ponds. This accounts for less than 1 percent of the total wetland acres in the study area. Additional wetlands could be indirectly affected by the Build Alternative (Reconstruction) if induced development occurs and other projects occurring in the study area (**Table 7**) including Foxconn and the local road projects could impact additional wetlands. If not properly managed, these combined impacts could have a cumulative impact on wetland resources in the study area which could negatively affect water quality, ground water recharge, stormwater volumes and the quality of habitat for species. However, the cumulative impact to wetlands are relatively minor in comparison to the total wetlands in the study area and many of the impacted wetlands are isolated wetlands that have been previously disturbed by agricultural activities and/or within roadside ditches. The development is generally not occurring within the larger wetland complexes associated with streams in the study area since development is restricted in those areas by local government setbacks and shoreland-wetland and floodplain zoning requirements. Also, the mitigation requirements required by law will offset impacts and be used to restore wetlands in other areas of the basin at a 2 to 1 ratio for projects in the EITM area and at a ratio of 1.2 to 1 that is typically required to mitigate for wetland impacts outside the EITM area.

Potential Minimization and Mitigation Measures

The cumulative effect to wetlands would be minimized and avoided with existing local, state and federal regulations that regulate development activity in wetlands. Per agreement between WisDOT and DNR, the County KR-Phase 2 project, which is not in the EITM zone, will mitigate its direct wetland impacts through an in-lieu fee payment to DNR to satisfy mitigation requirements of 9.12 acres within the Southwest Lake Michigan watershed.

Private development that proposes to impact wetlands must obtain a permit from the Wisconsin DNR before proceeding with the project through the requirements of section 281.36 of the Wisconsin State Statutes and NR 299 and NR 103 of the Wisconsin Administrative Code. The Wisconsin DNR reviews permit applications to determine if the project would have adverse impacts on the quality of Wisconsin's wetlands and other waters and verifies that the project avoids and minimizes wetland impacts to the maximum extent practical. Also, DNR provides Section 401 Water Quality Certification under the federal Section 404 permit process for wetlands regulated by the USACE under the Clean Water Act. In addition, Mount Pleasant and Somers have shoreland-wetland zoning in place as required by Section 62.231 and 61.351 of the Wisconsin State Statutes. NR 117 of the Wisconsin Administrative Code establishes minimum standards for shoreland zoning ordinances that must include the protection of wetlands five acres in size lying in shoreland areas.

As discussed in the Affected Environment section, the wetland impacts associated with projects in the EITM (i.e. Foxconn and Wisconn Valley development roads) must mitigate wetland impacts at a 2 to 1 ratio and are using the Wisconsin DNR in-lieu fee program (Wisconsin Wetland Conservation Trust) to satisfy their obligations. Also, projects in the EITM that impact wetlands under federal jurisdiction must obtain a federal permit through USACE, which maintains regulatory oversight of all federal wetlands through Section 404 of the Clean Water Act.

3.3.6 Stormwater

Affected Environment

Stormwater in the study area is affected by agricultural use and urban development. About 76 percent of the study area contains agricultural and other undeveloped land uses with limited impervious surface area. This means most of the rain that falls in these relatively undeveloped areas, depending on the soil type, can be absorbed directly into the ground or enter streams more slowly.

Stormwater falls across the study area and flows into two different watersheds: the Pike River watershed to the east, and the Des Plaines River watershed to the west (see **Figure 18)**.

The Pike River Watershed drains approximately 50 square miles of southeast Racine County and northeast Kenosha County. Agricultural is the dominate use in the watershed accounting for about 40 percent of the land area (Root-Pike Watershed Initiative Network , August 2013). According to the plan, nonpoint source pollution from agriculture and urban uses are a concern for the Pike River watershed. Stormwater runoff contains phosphorus and nitrogen, suspended solids and ecoli and other pathogens from farming practices and oils and chemicals that are washed off roadways. Also, residential, commercial and transportation uses create impervious surfaces and contribute to runoff into the waterways.

The Des Plaines River Watershed in Wisconsin covers approximately 133 square miles primarily in Kenosha County and a small portion in Racine County. Agriculture and pasture lands occupy about 63 percent of the total watershed (Wisconsin Department of Natural Resources, 2018). The watershed contains 85 miles of perennial streams and is listed as a high priority overall for nonpoint source pollution (Wisconsin Department of Natural Resources, 2018). Due to heavy agricultural land use, some stream reaches in this basin are affected by increased nutrient loads, increased sediment loads, drain tile impacts and historic ditching.

Mount Pleasant and Somers are planning for the land uses in the study area to transition from agricultural to urban uses and roadways are being expanded to accommodate Foxconn and other anticipated development. Urban land uses such as industrial, commercial and residential are associated with higher rates of impervious surface area from buildings, streets, and parking lots than agricultural uses. An increase in impervious space will cause more stormwater to runoff the land and at a faster pace. This could exceed the normal carrying capacity of streams and other waterbodies. Stormwater runoff from developments such as Foxconn and the local road construction and expansion projects occurring in the study area will be served by public sewer systems and the stormwater will be conveyed to stormwater detention ponds prior to discharging to streams and rivers. According to the Wisconsin

DNR, nearly all of the municipalities in the watershed hold DNR Municipal Stormwater permits designed to reduce the nonpoint pollution that enters local waterways through their storm sewer system.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would increase impervious area in the Pike River watershed by expanding the roadway infrastructure in the project corridor. Also, development that could be induced by the Build Alternative (Reconstruction) and other developments that are occurring within the Pike River watershed portion of the study area (per **Table 7**) would also increase the amount of impervious surface area in the study area. These combined impacts would cumulatively increase stormwater runoff within the Pike River watershed that could enter the nearby streams and rivers and increase the potential for flooding. However, this effect is not expected to be substantial since the project and other development occurring in the study area would be required to design and construct stormwater facilities including detention/retention ponds in accordance with local, state and federal regulations. Also, the water quality may improve from the use of best management practices (BMPs) such as retention/detention basins by reducing the level of pollutants in stormwater runoff compared to existing conditions.

The project's direct impacts and indirect effects to stormwater are within the Pike River watershed and are not expected to contribute to a cumulative effect on stormwater in the Des Plaines River watershed where the main campus of the Foxconn development is occurring.

Potential Minimization and Mitigation Measures

The potential cumulative effect to stormwater from the project's direct and indirect effects and the impacts associated with other development in the study area would be minimized through local, state and federal regulations and the use of best management practices (BMPs) for stormwater.

The County KR-Phase 2 project would mitigate increases to stormwater runoff from the Build Alternative (Reconstruction) by constructing four wet detention/retention ponds that are designed improve water quality and reduce peak flow rates by capturing and storing stormwater runoff from the roadway. The wet basins can remove 80 to 90 percent of total suspended solids (TSS) and remove pollutants associated with TSS such as cadmium, copper, lead, zinc and hydrocarbons. Peak flow rate control is dependent on basin size and inlet and outlet configurations.

To manage stormwater runoff from development that could be induced by the project and other development occurring in the study area, Chapter 216 of the Wisconsin Administrative code requires local governments with municipal storm sewers to obtain a Wisconsin Pollutant Discharge Elimination System (WPDES) Stormwater Discharge Permit to meet the requirements of Section 402 of the federal Clean Water Act. Municipal permittees are required to use BMPs to control and prevent pollutants in storm water runoff and are required to implement a reduction in TSS in runoff that enters waters of the state. BMPs include storm water infiltration basins, wet ponds, bioretention and other practices. Also, landowners of most construction projects where one or more acres of land will be disturbed must obtain a WPDES Construction Site Storm Water Discharge Permit.

In Mount Pleasant, the Storm Water Drainage Commission is responsible for oversight of the village's Storm Water Drainage Utility District. The Utility Manager is responsible for reviewing and approving

development projects and ensuring that storm water management standards and specifications are being enforced in compliance with state and local guidelines and statutory requirements. The village of Somers recently created its own Stormwater Utility District in January 2018 to manage the village's stormwater and make sure all applicable state and local regulations are being followed.

The Foxconn development must obtain both construction site and industrial storm water permits from the DNR for its manufacturing campus site in the study area (Wisconsin Department of Natural Resources, 2018). Also, it must comply with the Mount Pleasant storm water ordinance. SEWRPC completed an analysis to address stormwater quantity management in the Des Plaines River watershed portion of the EITM zone. According the SEWRPC report, the Mount Pleasant storm water ordinance is sufficient to address increased runoff rates and volumes from the Foxconn development with no anticipated increase in downstream flood flows (Southeastern Wisconsin Regional Planning Commission, June 2018).

3.3.7 Threatened and Endangered Species

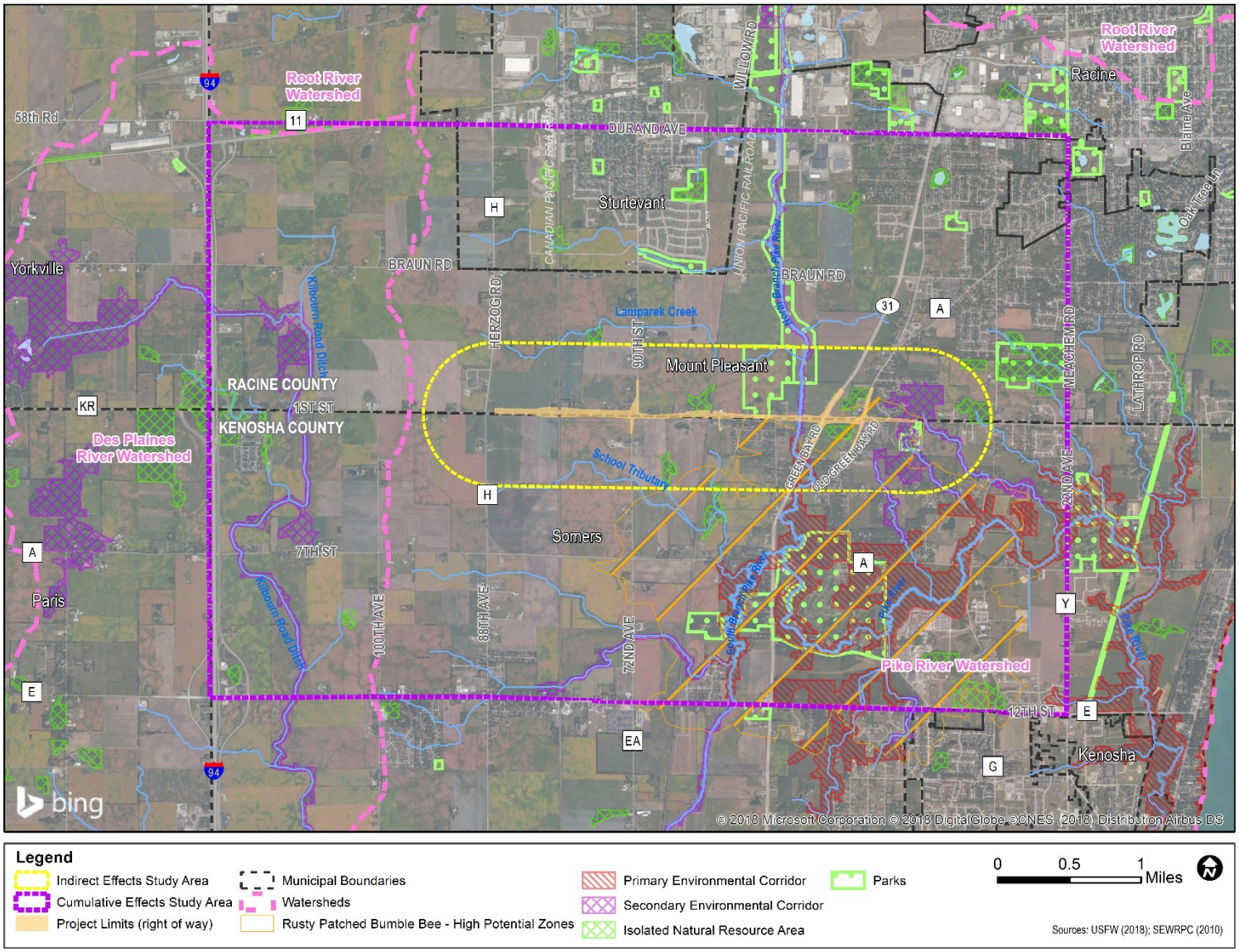
Affected Environment

Wildlife habitat has been historically disturbed by agriculture uses in the study area and residential subdivisions in the eastern portion of the study area. Beginning with European settlement in 1835, the natural resources in the Pike River watershed were substantially altered from agricultural activities (Root-Pike Watershed Initiative Network , August 2013). According to the plan, prairies were tilled, woodlands were cleared, wetlands were drained, and streams were dammed, channelized and ditched. Today, only a few isolated natural resource remnants exist in the watershed such as Sander's Park, Petrifying Springs, Hawthorn Hollow and Campbell's Hardwoods (Root-Pike Watershed Initiative Network , August 2013). The natural resources in the Des Plaines River are also degraded from historic farming practices and urban development and the remaining resources are highly disturbed and fragmented (Wisconsin Department of Natural Resources, 2018).

Wildlife habitat is found primarily in remaining and limited environmental corridors and isolated natural resources in the study area as shown on **Figure 20**. SEWRPC defines environmental corridors as linear areas in the landscape that contain significant concentrations of natural resources including the region's best remaining woodlands, wetlands, prairies, wildlife habitat, surface water and associated floodplains and riparian buffers, park and open space sites, scenic views, and natural areas and critical species habitat sites (Southeastern Wisconsin Regional Planning Commission, 2018). According to SEWRPC, primary environmental corridors are concentrations of significant natural resources at least 400 acres in area, at least two miles in length, and at least 200 feet in width. Secondary environmental corridors are concentrations of significant natural resources at least 100 acres in area and at least one mile in length. Isolated natural resource areas are those remaining significant natural resources at least five acres in area and at least 200 feet in width.

The study area contains 724 acres (5 percent) of primary environmental corridor, 393 acres (3 percent) of secondary environmental corridor and 314 acres (2 percent) of isolated natural resources (Southeastern Wisconsin Regional Planning Commission, 2010) for a total of 1,432 acres (9 percent). Primary environmental corridors are found in the southeast portion of the study area in Somers and are generally associated with the Pike River and its tributaries. Secondary environmental corridors in the study area

Figure 20: Environmental Corridors



are designated along the Pike River generally to the north of County KR and along the Kilbourn Road Ditch on the west side of the study area. The isolated natural resources are mostly associated with streams and wetlands, but a few are associated with upland areas including a wooded area to the south of County KR between WIS 31 and Old Green Bay Road.

The southeastern portion of the study area is in the rusty patched bumble bee high potential zone (U.S. Fish & Wildlife Service, 2018). This bee is a federally designated endangered species. High potential zones assume the species is present where suitable habitat is present.

USACE, in partnership with Mount Pleasant, completed a Pike River restoration project in 2016 that extends one mile north from County KR. The project included channel, wetland, prairie and in-stream habitat improvements. SEWRPC proposes to reclassify the Pike River secondary environmental corridor in the Pike River restoration area as a primary environmental corridor (Southeastern Wisconsin Regional Planning Commission, March 2018).

Protecting environmental corridors is important because the natural resource base in the study area has been disturbed by historic agricultural activities and urban development. These remaining environmental corridors are important for water quality, flood water retention, groundwater recharge, wildlife habitat, and recreational purposes. Local governments help protect environmental corridors through land use plans and zoning ordinances. Also, sanitary sewer service extension plans, developed by SEWRPC, do not permit the extension of sewers to serve new development in environmental corridors and isolated natural resources.

Environmental Consequences

The Build Alternative (Reconstruction) for the County KR-Phase 2 project would directly impact up to 2.27 acres of secondary environmental corridor and 1.22 acres of isolated natural areas. Impacts are limited to abutting vegetation that are already degraded by human activity, including ditching and mowing. The Build Alternative (Reconstruction) for the County KR-Phase 2 project also overlaps with the high potential zone for the rusty patch bumble bee, a federally listed threatened and endangered species.

Development that could be induced by the project and other projects occurring in the study area (**Table 7**) could also impact environmental corridors and rust patch bumble bee habitat. However, most of the areas planned for development do not coincide with environmental corridors and most of the environmental corridor resources are either under public ownership or are protected by local ordinances. Also, the Foxconn development areas and the local development road projects (other than County KR-Phase 2) do not coincide with rusty patch bumble bee high potential zone. For these reasons, the combined impacts are not expected to result in a substantial cumulative effect to environmental corridors and habitat that could be used by threatened and endangered species.

Potential Minimization and Mitigation Measures

Cumulative effects to environmental corridors would be minimized by local land use plans, sanitary sewer plans, and zoning, shoreland and floodplain ordinances that help protect environmental corridors in the study area from urban development. Also, publicly-owned land along the Pike River and parks such as Petrifying Springs permanently protect portions of primary and secondary environmental

corridors in the study area. The County KR-Phase 2 project would minimize impacts to the rusty patch bumble bee by using a native flowering seed mix (mix #70 or 70A) in disturbed area within the high potential zone.

4 REFERENCES

Center for Environmental Excellence by AASHTO. April 2011. *Practitioner's Handbook 12 - Assessing Indirect Effects and Cumulative Impacts under NEPA*

DATCP. October 2018.*Agricultural Impact Statement CTH KR: CTH H to Old Green Bay Road*

Eastern Racine County Transportation Task Force.June 2018.*Draft Report*

Federal Emergency Management Agency.2015.*National Flood Hazard Layer*Washington, DC

Google Earth.2018.Historic Aerial Imagery, Google Earth

Kenosha County. July 2013. *A Farmland Preservation Plan for Kenosha County, Wisconsin*

Kenosha County. 2010. Existing Land Use GIS Shapefile

Racine County. 2010. Existing Land Use GIS Shapefile

Racine County. December 2013. *A Farmland Preservation Plan for Racine County*

Root-Pike Watershed Initiative Network. August 2013.*Pike River Watershed-Based Plan: A Guide to Restoring and Protecting Watershed Health*

Southeastern Wisconsin Regional Planning Commission. 2010. *Environmental Corridors and Isolated Natural Resource GIS Shapefile*

Southeastern Wisconsin Regional Planning Commission. 2010. *Enviornmental Corridors*

Southeastern Wisconsin Regional Planning Commission and Racine County Planning and Parks Department. November 2009. *A Multi-Jurisdictional Comprehensive Plan for Racine County: 2035*

Southeastern Wisconsin Regional Planning Commission. April 2010. *A Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035*

Southeastern Wisconsin Regional Planning Commission. April 2013. *Technical Report No. 10 (5th Edition), The Economy of Southeastern Wisconsin*

Southeastern Wisconsin Regional Planning Commission. December 2013. *A Farmland Preservation Plan for Racine County*

Southeastern Wisconsin Regional Planning Commission. July 2017. *Vision 2050, A Regional Land Use and Transportation Plan for Southeastern Wisconsin. Planning Report No. 55*

Southeastern Wisconsin Regional Planning Commission. June 2018. *Evaluation of Proposed Stormwater Quantity Management for the Des Plaines River Watershed Portion of the Proposed Foxconn Development in the Village of Mount Pleasant*

Southeastern Wisconsin Regional Planning Commission. March 2018.*Amendment to Regional Water Quality Management Plan City of Racine and Environs*

Southeastern Wisconsin Regional Planning Commission. September 2018. *Amendment to the Regional Water Quality Management Plan Greater Kenosha Area*

State of Wisconsin. *Foxconn in Wisconsin*

TADI. December 2017. *Foxconn Initial Traffic Impact Analysis*

TADI. June 2018. *Traffic Analysis Report for CTH KR, CTH H to CTH M/CTHX*

U.S. Army Corp of Engineers. November 2018. *Memorandum of Record*

U.S. Army Corps of Engineers. January 2016. *CAP-206-Pike River, Mt. Pleasant, WI Nearshore/Nonpoint Source Focus Area*

U.S. Census Bureau. 2016. *2012-2016 American Community Survey 5-Year Estimates*

U.S. Cenuss Bureau. 2010. *Census Summary File 1*

U.S. Department of Agriculture. 2012. *2012 Census of Agriculture County Profile: Kenosha county, WI*

U.S. Department of Agriculture. 2012. *2012 Census of Agriculture County Profile: Racine County, WI*

U.S. Fish & Wildlife Service. 2015. *National Wetland Inventory*

U.S. Fish & Wildlife Service. *Endangered Species*

Village of Mount Pleasant. December 2017. *Municipal Code*

Village of Mount Pleasant. March 2018. *Amendment to Regional Water Quality Management Plan City of Racine and Environs*

Village of Mount Pleasant. November 2017. Mount Pleasant Wisconsin, Year 2035 Master Plan

Village of Mount Pleasant. October 2017. *Project Plan for the Creation of Tax Increment District No. 5*

Village of Somers. 2015. *Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance*

Village of Somers. *Chapter 18 Land Division and Platting Control*

Village of Somers. July 2018. *Project Plan for the Creation of Tax Increment District No. 7*

Village of Somers. July 2018. *Village/Town of Somers Adopted Land Use Plan 2035*

Village of Somers. May 2018. *Land Use Study Prepared by Foth*

Wisconsin Department of Administration. December 2013. *Wisconsin's Future Population, Projections for teh State, Its Counties and Municipalities, 2010 - 2040*

Wisconsin Department of Administration. November 2017. *Approval of the Cooperative Plan between the City of Kenosha, Village of Somers, and Town of Paris, Kenosha County*

Wisconsin Department of Natural Resources. 2018. *Explore Wisconsin's Water*

Wisconsin Department of Natural Resources. *Wisconsin Foxconn Technology Group development project*

Wisconsin Department of Transportation. *Wisconn Valley Development Roads*

Wisconsin Department of Transportation. June 2018. *Draft Traffic Analysis Report for Project ID: 3763-00-04 CTH KR*

Wisconsin Department of Transportation. November 2014. *Guidance for Conducting an Indirect Effects Analysis*

Wisconsin Wetland Team. 2008. *Reversing the Loss: A Strategy to Protect, Restore and Explore Wisconsin Wetlands*

APPENDIX A: Meeting Summaries

Indirect and Cumulative Effects
Meeting Summaries – July 2018

COUNTY KR PHASE 2 (County H to Old Green Bay Road)

Indirect and Cumulative Effects Analysis

Local Community Interviews – July 2018

MEETING NOTES

Meetings were held with local officials from SEWRPC, Somers/Kenosha County and Mount Pleasant to obtain input for the indirect and cumulative effects analysis being conducted for the County KR Environmental Assessment. For each meeting, the project team gave a project overview, presented the meeting purpose and discussed the indirect and cumulative effects methodology and terminology. A series of questions were asked to obtain input on local trends and conditions, the potential for the project to induce development and/or influence development, and potential indirect and cumulative effects to sensitive resources. The following sections summarize the discussions that occurred at each meeting.

Meeting:	**Southeastern Wisconsin Regional Planning Commission (SEWRPC)**
Location:	SEWRPC office, W239 N1812 Rockwood Drive, Waukesha, WI
Date/Time:	July 24, 2018 at 2 p.m.
Attendees:	SEWRPC: Kevin Muhs, Christopher Hiebert, Ryan Hoel, David Schilling; WisDOT: Dobra Payant; HNTB: Carolyn Seboe, Michael Hammond

The KR area was not planned for urban developed in the long range regional plan.

A sewer service boundary amendment has already been approved for Mount Pleasant and an amendment is in progress for Somers. SEWRPC provided a copy of the Draft Regional Water Quality Management Plan for Greater Kenosha Area (Sept. 2018). The sewer extension plans will allow the communities to amend their comprehensive plans to allow new development at medium densities that is served by sewer along KR and I-94.

The County KR project would not induce development since it is not increasing access. The project is needed to serve the planned development; it is not causing the development to happen. The area has a grid roadway system in place that could support development if KR is not improved.

Development could happen without the County KR improvements but the densities may be limited.

The project is being driven by the Racine County Task Force to maintain mobility to City of Racine from the interstate. The city does not have direct access to the interstate.

The type of development that will happen along County KR will be influenced by local access management policies. The local communities will want access for development, but counties may want to minimize access to preserve mobility along KR to maintain it as an efficient travel corridor to lakeshore communities.

Racine County controls access management, but typically they coordinate with the local communities to come to agreement on access along county roads. Local communities have the authority to take jurisdiction of county roads if desired.

It is up to the communities to determine the types of development they would like to permit. Currently it is a blank slate.

The area does not have a lot of natural features. Pike River multiuse bike trail, 2010 environmental corridors, Kilbourn Ditch and Lamperek Creek are in the area.

As development occurs, SEWRPC is concerned about environmental corridors being treated properly.

SEWRPC reviews sewer service extension plans. If development impacts primary environmental corridor then SEWRPC can't make a positive finding on the plan. They typically resolve issues prior to making determinations by refocusing development elsewhere on the property to avoid impacts to the environmental corridors.

The extent of development along KR will be influenced by the size of Foxconn and the market for associated development. If Foxconn is built out as planned, this land will be consumed.

Local preferences for development will influence the density and scale of development along KR.

Jerry Franke with WisPark, LLC is talking to communities about the need for multifamily housing to support Foxconn workers, but local comfort level will ultimately dictate development types.

The local communities along KR have the regulatory authority to direct and coordinate development in their communities and they utilize those tools (comp plans, zoning, TIDs, etc).

Somers is trying to be proactive in planning for development by getting ahead of the development. They don't want development to be piecemeal. The local communities have been preparing for development along the I-94 corridor for some time even before Foxconn was planned.

If the KR project would induce development, it would be desirable development that would be completed in accordance with local plans.

The KR project should support economic development in existing urban communities in Racine and Kenosha that have struggled to compete with suburban development. For Racine, KR is a key corridor from the south from Chicago. They will want to make sure KR maintains mobility so they are not choked off by development from lack of ease of access.

Other projects in area include Amazon, Uline. Also, some state highways have been widened in the past and some may be in 2050 plan. Need to check plan.

Stormwater: Mount Pleasant and Somers drain to Pike River; Mount Pleasant and Somers do own stormwater permitting; areas to west of subcontinental divide drain to DesPlains and have more restrictions than areas to the east that drain to the Pike River.

County KR improvements are not currently in regional plan. The plan will be updated by December 2018 to incorporate KR with four lanes all the way to WIS 32. (November/December 2018 is commission approval process.)

Meeting:	**Village of Somers**
Location:	Somers Village Hall, 7511 12th Street, Kenosha, WI
Date/Time:	July 25, 2018 at 9 a.m.
Attendees:	Somers: George Stoner, William Morris, Jason Peters; Kenosha County: Luke Godshall; WisDOT: Dobra Payant; HNTB: Carolyn Seboe, Michael Hammond

Somers sent letter to five home owners affected by retaining wall. Provided Steve Hoff's contact information. (Somers provided a copy of the letter and a list of property owners who received the letter.)

Property owner along KR just east of UP railroad (Heidi family??) said their property contains an Indian burial site. A baby was buried in a tree that is on their property. Found out about burial site when they sold a portion of property to Hawthorn Hollow.

Kenosha County owns a parcel to the south of KR east of UP railroad. They took the property off auction and clerk is holding on to it in case a portion of it is needed for KR right of way.

Somers would like to see a map of the tree impacts on the south side of KR especially between UP railroad and 56th Ave. Residents along this stretch will be concerned about trees impacts even if they are in the right of way. Would like WisDOT to show map of trees. Somers noted additional concerns about change to roadway height and slope intercepts and impacts to properties.

Property owners will be concerned about bike trail in right of way. Consider moving the bike path to the north side of the road that has fewer residences. The visual impact of the retaining wall is very dramatic.

Somers needs space for a squad car along KR during construction to enforce speed limit.

Somers would like information about utility plans and how they will fit in roadway.

Drainage issues are present at County H and County KR intersection. Intersection was shut down due to flooding in past. Good to see stormwater ponds in this area. Somers would like to know where the ponds will discharge.

Too much water is already going to Kilbourn Ditch. It is already at capacity. At head waters. Don't want engineers to say the plans increase levels, they want stormwater measures that will decrease flow to Ditch. There is already too much water being discharged.

Monday is public hearing for a 208 amendment for the Kenosha area water quality management plan. This will bring all of the village into the 208 plan and allow sewer service extensions that will open up the area for future development.

Restrictions on access with affect future development. Village will look for access points off KR.

State and local communities agreed on access points for WIS 31. May do similar process for KR.

Campbell Woods subdivision at Old Green Bay Road will be a challenge. Taking out landscaping there may create controversy.

The village recently adopted a land use plan amendment that encompasses lands to the south of KR and along I-94. The area is designated as business park along KR and I-94 and medium density residential to the east to WIS 31. (the village provided a copy of the land use plan.)

The village is in the process of creating a tax increment district to the south of KR. (The village provided a copy of the TIF project plan). The final meeting with the joint review board meeting is scheduled. The TIF plan shows commercial development is planned along KR with industrial development to the south of the commercial.

Somers has taken all the necessary stops and is open for business: land use plan amendment, 208 plan amendment, TID.

Somers has not made any zoning changes to the land use plan amendment area. That would occur with individual development approvals.

The residential components of the land use plan amendment area will be dependent on the commercial area happening first due to the cost of extending sewer.

Somers is not interested in higher density residential development. Up to 8.7 units per acre is high density for Somers.

The market is good for multifamily buildings. There was a multifamily development that was built out in 16 months. It was supposed to take 3 years. Three-bedroom units were initially priced at $1500/month, then owner raised rent to $1800 due to market demand.

Most Foxconn workers won't be able to afford to live in Somers. Property values are too high for wages.

Pleasant Prairie recently approved a slight density bonus to try to help bring down the cost of housing.

Somers is not interested in low-wage employers that would require them to provide high density housing for workers.

Somers has not seen demand for land yet along KR. Market pressures are in areas with existing utilities or in areas that are very close to utilities. Lots of talk, but no actual development proposals yet. Everyone is waiting to see how Foxconn develops.

The Village will not extend utilities without development. It will take $100M to get utilities to the TIF district.

The village is generally laid out with concepts for sewer lift stations and roadways.

Village roads have weight restrictions.

Property values are high in the village. Farmers want a high price for their land.

If KR stayed at two lanes the village would not see any development, residential is too expensive. County KR improvements helps put the infrastructure in place for development. The transportation portion will be positive for development.

The current boundary agreement with Kenosha ended the sewer and border wars in Kenosha County. As part of the agreement, Somers must stay proprietary to Kenosha waste water treatment plant. It would be easier/cheaper for development in Somers to receive water from Racine but they can't do it per boundary agreement. Sewer will expand from south to north over the next two years.

Now is the time to plan the access points along KR in coordination with the county. Want to avoid driveway access points. Plan for public road connections.

Primary environmental corridors are protected through the C-1 zoning category.

The Village feels they have land use and development tools in place to manage growth.

Meeting:	**Village of Mount Pleasant**
Location:	Mount Pleasant Village Hall, 8811 Campus Drive, Mount Pleasant, WI
Date/Time:	July 25, 2018 at 11 a.m.
Attendees:	Mount Pleasant: Samuel Schultz; WisDOT: Dobra Payant; HNTB: Carolyn Seboe, Michael Hammond

City of Racine and Racine County may be looking for funds to improve County KR to WIS 32. Looking at two lane road with center turn lane.

Current trends indicate agricultural lands are anticipated to change out of agricultural use.

The agricultural lands to the north of KR between WIS 31 and 90th is likely to change to commercial and business park with some limited residential. The area between 90th and County KR is part of Foxconn Area 3 and is planned for business park. No formal proposals have been brought forward to village by Foxconn, but recent concepts show mixed use commercial and residential town center/smart city type of development for area 3.

The area north of KR between WIS 31 and the Pike River is likely to transition to commercial/mixed use along west side of WIS 31 with residential development up to river.

The existing industrial area to the north/south of Durand is not expanding.

Residential development is difficult right now due to high property values.

Access along WIS 31 is restrictive. Only one access point to properties permitted.

County KR and WIS 31 intersection have highest traffic volumes but restrictive access makes it hard to develop. Development difficult in the northwest quad of the intersection since no full access.

Village owned land along Pike River is permanently protected from development. May permit roadway.

Pike River bike path on west side – have grant money in place to build, construction contract let in 2018, will connect to Kenosha's bike trail and Petrified Springs county park.

Housing is a big need in the village.

Prefer to keep access limited along County KR. The fewer residential driveways, the better. Anticipate public roads off County KR. No master roadway plan for lands adjacent to KR. Hope to keep limited access and minimize traffic signals. County wants to keep KR free flow.

Not a lot of trucking along KR.

Sewer service can be extended to development along KR relatively easy in Mount Pleasant. Main sewer interceptor is along Pike River. Water is sporadically available. Water is planned along Braun Road. Extending services will cost some money but is not major impediment to development since close by.

Lamparek Creek has a 150-foot offset on both sides that will restrict development along the creek. This is dictated by the stormwater management regulations. This offset will be enforced at time of subdivision dedication.

The area to the north of Braun and west of WIS 31 has seen some interest from developers. The Pike River corridor and trail and planned park provide amenities that make it a valuable residential area.

Some land owners are not motivated to sell near WIS 31. Land not as valuable along WIS 31 compared to Foxconn land. Also, some large land owners who were bought by Foxconn own land around WIS 31 and not motivated to sell due to values received from Foxconn.

If County KR was not improved, development would eventually happen along this corridor likely by 2050 but not at the same speed and type. The pace of development would be slower and the development character would be large lot single family development (i.e. rural 10 acre lots)

Primary resource concerns in area are with waterways and buffers. The lands in this area have been disturbed by farming for many years. Could be some historic agricultural structures in area, but unknown.

No other projects other than Foxconn creating potential cumulative impact on resources.

Concerned about how the Pike River path will cross KR and connect to Kenosha trail. A mid-block crossing would not be safe over four lanes of traffic.

Mount Pleasant has a housing need. Estimated need for Foxconn and ancillary development is 10,000+ housing units. They are encouraging many types of housing. Density along major roadways and the Pike River is anticipated. Mount Pleasant land use plan does not differentiate between residential types, giving village flexibility. Sturtevant is mostly built out. Developers not yet interested in townhomes or duplexes.

Market is driving large expensive estate homes or dense multifamily, but need is somewhere in between. High property values make it difficult to develop residential in the middle.

APPENDIX B: Local Plan Boundaries

Local plan, transportation and development boundaries that informed the cumulative effects study area

- Somers 2050 land use plan area boundary (Somers 2035 Adopted Land Use Plan)
- Somers TID No. 7 boundary (south of County KR between I-94 and County EA)
- Greater Kenosha Sanitary Sewer Service Area Amendment boundary
- Mount Pleasant 2035 Master Plan (Business Park Designation)
- Mount Pleasant TID No. 5 boundary (north of County KR between I-94 and 90th Street)
- City of Racine and Environs Planned Sanitary Sewer Service Area Amendment boundary
- Foxconn development areas 1, 2 and 3
- Wisconn Valley Development Roads project area boundaries (Racine County)

Village/Town of Somers
ADOPTED LAND USE PLAN 2035

Land Use Plan Map for Kenosha County: 2035

- Farmland Protection
- General Agricultural and Open Land
- Rural-Density Residential (5 - 9.99 AC/DU)
- Suburban-Density Residential (40,000 SF to 4.99 AC/DU)
- Medium-Density Residential (6,000 SF to 39,999 SF/DU)
- High-Density Residential (< 6,000 SF/DU)
- Mixed Use
- Commercial
- Business/Industrial Park
- Office/Professional Services
- Industrial
- Governmental and Institutional
- Park and Recreational
- Trans., Comm. and Utility
- Landfill
- Primary Environmental Corridor
- Secondary Environmental Corridor
- Isolated Natural Resource Area
- Other Conservancy Land to be Preserved
- Surface Water
- Street and Highway Right-of-Way

- 100-Year Floodplain Overlay
- 2050 Land Use Plan Area

Map Source: Kenosha County and Village of Somers

Q:\Somers WI \\18S020.00 Land Use Study\GIS\mxd\18S020.00 Somers Adopted Land Use Plan 07182018.mxd

July 2018

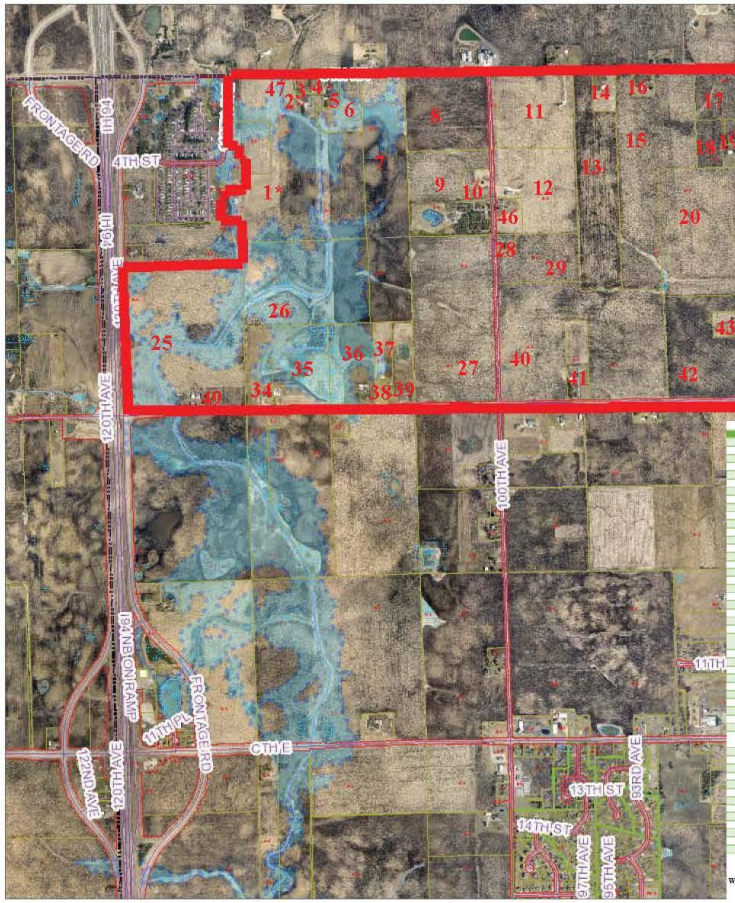
0 750 1,500 3,000 Feet

N

Foth

SECTION 3:
Preliminary Map of Proposed District Boundary

Proposed TID# 7



Proposed TID #7

Map ID	Parcel #	Acres	GIS Acres	Acres Developable	Acres Undevelopable	Percent Developable	Percent Undevelopable	Per Acre 2017 Assessment	Assessment Land	Assessment Improvement	Assessment Total
1	83-4-222-061-0355*	95.87803405	95.87803405	33.66200513	62.25522892	35.07	64.93	$0.00	$62,800.00	$57,700.00	$100,500.00
2	83-4-222-061-0301	6.46625706	6.46625706	2.12209609	4.343587371	32.83	67.17	$0.00	$233,200.00	$160,400.00	$393,600.00
3	83-4-222-061-0305	0.79234889	0.79234889	0	0.79234889	0.00	100.00	$0.00	$108,000.00	$53,700.00	$161,700.00
4	83-4-222-061-0310	2.14906678	2.14906678	0	2.14906678	0.00	100.00	$0.00	$157,200.00	$80,400.00	$237,600.00
5	83-4-222-061-0205	2.99667892	2.99667892	0.712053592	2.284645328	23.76	76.24	$0.00	$75,100.00	$94,200.00	$169,300.00
6	83-4-222-061-0225	10.19502101	10.19502101	6.046863799	4.148157311	59.31	40.69	$0.00	$0.00	$16,800.00	$16,800.00
7	83-4-222-061-0100	61.00370462	61.00370462	10.6467841	50.35692052	17.45	82.55	$0.00	$0.00	$14,300.00	$14,300.00
8	83-4-222-052-0200	57.11282397	57.12282397	0.521308548	56.60151742	0.87	99.13	$0.00	$0.00	$9,200.00	$9,200.00
9	83-4-222-052-0315	35.28110527	35.28110527	1.949150185	33.33195508	5.52	94.48	$0.00	$888,700.00	$149,400.00	$1,038,100.00
10	83-4-222-052-0305	5.4165061	5.4165061	0	5.4165061	0.00	100.00	$0.00	$0.00	$76,800.00	$76,800.00
11	83-4-222-052-0102	36.42490878	36.42490878	0	36.42490878	0.00	100.00	$0.00	$246,200.00	$93,700.00	$339,900.00
12	83-4-222-052-0103	35.10112684	35.10112684	0	35.10112684	0.00	100.00	$0.00	$243,200.00	$73,900.00	$317,100.00
13	83-4-222-051-0300	47.53731138	47.53731138	0.394760996	47.13269038	0.83	99.17	$0.00	$0.00	$11,200.00	$11,200.00
14	83-4-222-051-0305	5.00789225	5.00789225	0	5.00789225	0.00	100.00	$0.00	$101,300.00	$113,400.00	$214,700.00
15	83-4-222-051-0200	68.68590204	68.68590204	1.175340004	67.50975204	1.71	98.29	$0.00	$0.00	$15,300.00	$15,300.00
16	83-4-222-051-0205	2.96217119	2.96217119	0	2.96217119	0.00	100.00	$0.00	$86,600.00	$93,500.00	$180,100.00
17	83-4-222-051-0101	11.42782194	11.42782194	0	11.42782194	0.00	100.00	$0.00	$0.00	$2,100.00	$2,100.00
18	83-4-222-051-0103	10.03118479	10.03118479	0	10.03118479	0.00	100.00	$0.00	$127,000.00	$88,700.00	$215,700.00
19	83-4-222-051-0102	2.20883137	2.20883137	0	2.20883137	0.00	100.00	$0.00	$49,200.00	$53,800.00	$103,000.00
20	83-4-222-051-0400	63.11363783	63.11363783	0.882202629	62.23163852	1.42	98.58	$0.00	$0.00	$15,300.00	$15,300.00
21	83-4-222-042-0100	151.525136	151.525136	39.90450054	111.6205554	26.34	73.66	$0.00	$32,700.00	$82,300.00	$84,000.00
22	83-4-222-041-0112	155.9908876	155.9908876	5.134115922	152.8567917	2.50	97.70	$0.00	$0.00	$32,000.00	$32,000.00
23	83-4-222-041-0151	12.16194344	12.16194344	0.118343652	12.04360099	0.97	99.03	$0.00	$182,700.00	$133,000.00	$315,700.00
24	83-4-222-041-0101	6.81221699	6.81221699	0	6.81221699	0.00	100.00	$0.00	$277,100.00	$83,300.00	$360,400.00
25	83-4-222-063-0201	96.17553013	96.17553013	39.43933945	56.73617068	41.01	58.99	$0.00	$86,900.00	$113,500.00	$199,400.00
26	83-4-222-064-0100	60.14853475	60.14853475	49.35070258	10.79783217	82.05	17.95	$0.00	$0.00	$18,800.00	$18,800.00
27	83-4-222-053-0200	81.35405352	81.36405352	0.647190391	80.71686313	0.80	99.20	$0.00	$0.00	$17,000.00	$17,000.00
28	83-4-222-053-0005	1.99423903	1.99423903	0	10.01465455	0.00	100.00	$0.00	$286,100.00	$82,000.00	$368,100.00
29	83-4-222-053-0104	20.91150234	20.91150234	0	20.91150234	0.00	100.00	$0.00	$0.00	$5,000.00	$5,000.00
30	83-4-222-043-0200	78.16743478	78.16743478	0	78.16743478	0.00	100.00	$0.00	$0.00	$17,200.00	$17,200.00
31	83-4-222-044-0100	77.57282382	77.57282382	13.7855108	63.78707282	17.77	82.23	$0.00	$0.00	$20,200.00	$20,200.00
32	83-4-222-044-0101	68.92893168	68.92893168	0	68.92893168	0.00	100.00	$0.00	$58,100.00	$73,300.00	$131,400.00
33	83-4-222-044-0225	9.94241788	9.94241788	0	9.94241788	0.00	100.00	$0.00	$81,000.00	$87,700.00	$168,700.00
34	83-4-222-064-0210	8.02041176	8.02041176	2.162068787	5.858324973	26.96	73.04	$0.00	$88,000.00	$73,100.00	$161,100.00
35	83-4-222-064-0200	32.46200761	32.46200761	22.64861465	9.813392963	69.77	30.23	$0.00	$28,900.00	$38,700.00	$67,600.00
36	83-4-222-064-0301	21.83039234	21.83039234	16.31413515	5.516259181	74.73	25.27	$0.00	$137,800.00	$91,000.00	$228,800.00
37	83-4-222-064-0341	7.65515818	7.65515818	1.536563616	6.118975564	20.05	79.95	$0.00	$151,300.00	$88,200.00	$239,500.00
38	83-4-222-064-0310	0.9986181	0.9986181	0	0.9986181	0.00	100.00	$0.00	$172,400.00	$62,400.00	$234,800.00
39	83-4-222-064-0330	10.13945513	10.13945513	1.187648507	8.951806825	11.72	88.28	$0.00	$46,500.00	$87,700.00	$134,200.00
40	83-4-222-053-0103	100.6202399	100.6202399	0.57365206	100.0465878	0.57	99.43	$0.00	$0.00	$23,100.00	$23,100.00
41	83-4-222-053-0102	10.01485455	10.01485455	0	100.6202399	0.00	100.00	$0.00	$99,600.00	$107,200.00	$206,800.00
42	83-4-222-054-0100	44.9687489	44.9687489	0	44.9687489	0.00	100.00	$0.00	$0.00	$10,200.00	$10,200.00
43	83-4-222-054-0005	5.39563111	5.39563111	0	5.39563111	0.00	100.00	$0.00	$72,000.00	$86,700.00	$158,700.00
44	83-4-222-044-0201	28.13272578	28.13272578	0.330437435	27.80228834	1.17	98.83	$0.00	$65,400.00	$74,300.00	$139,700.00
45	83-4-222-044-0202	48.54988828	48.54988828	0	48.54988828	0.00	100.00	$0.00	$0.00	$10,300.00	$10,300.00
46	83-4-222-052-0120	5.97176541	5.97176541	0	5.97176541	0.00	100.00	$0.00	$86,400.00	$86,800.00	$173,200.00
47	83-4-222-061-0353	0.14239059	0.14239059	0.138374424	0.004218166	97.04	2.96	$0.00	$0.00	$0.00	$0.00
48	83-4-222-042-0000	12.13323502	12.13323502	1.474683576	10.65755144	12.16	87.84	$0.00	$0.00	$0.00	$0.00
49	83-4-222-063-0210	1.08332716	1.08332716	0	1.08332716	0.00	100.00	$0.00	$98,700.00	$84,800.00	$183,300.00

Total Acres:	1678.546898	Total GIS Acres:	Total Undevelopable	Total Developable	Undevelopable	Developable
Wetland/Floodplain Totals:		1678.546898	250.6141584	1526.958851	14.93%	90.95%

*As of 1/1/2018

Equalized Value 92.28%

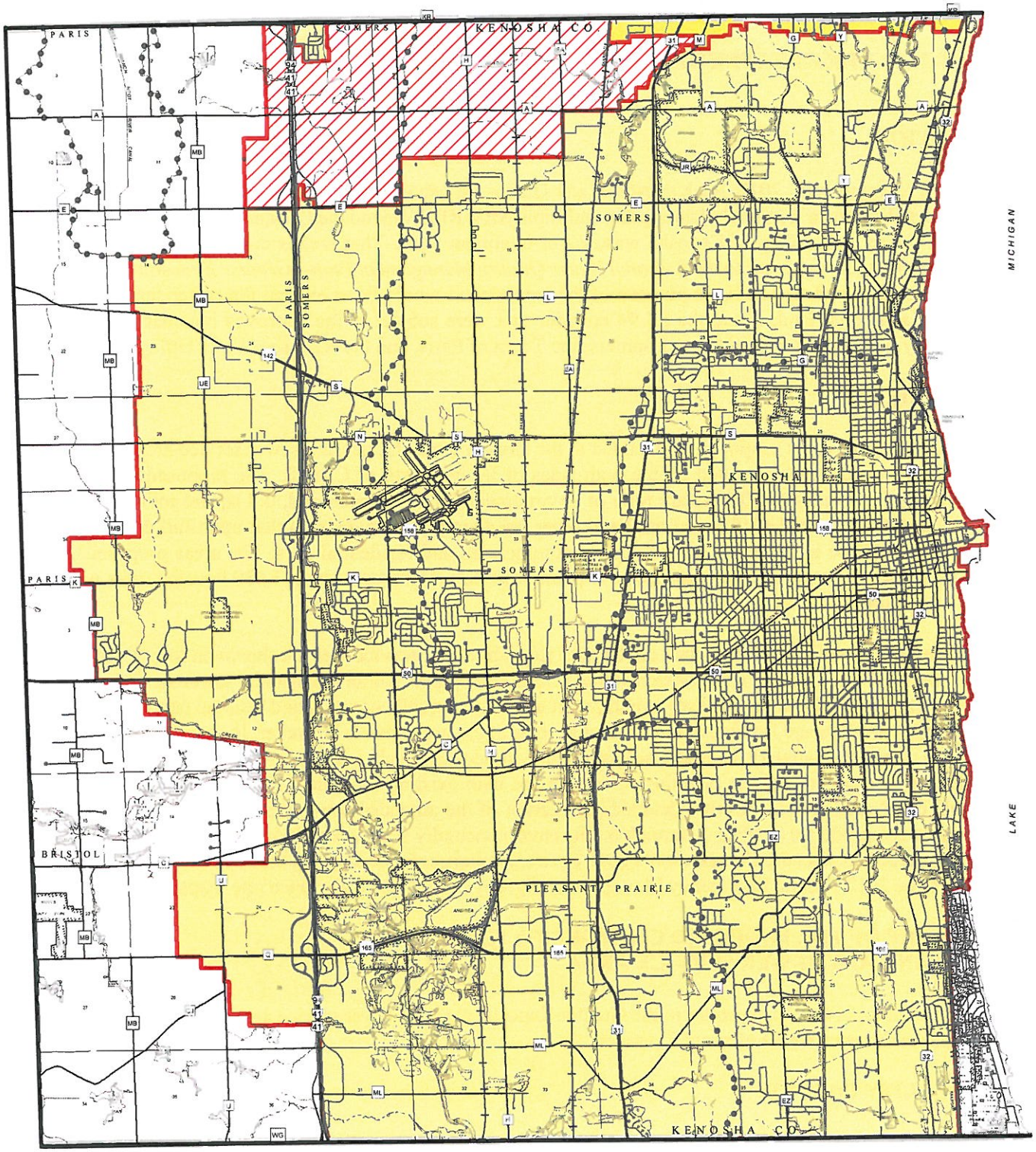
Total Assessed Value	$7,333,000.00
Equalized Value Ratio	92.28%
Estimated Base Value	$7,946,487.27

Equalized Value 85%

Total Assessed Value	$7,333,000.00
Equalized Value Ratio	85.00%
Estimated Base Value	$8,627,058.82

Map 1

PROPOSED AMENDMENT TO THE GREATER KENOSHA SANITARY SEWER SERVICE AREA



GREATER KENOSHA SANITARY SEWER SERVICE AREA

CITY OF RACINE AND ENVIRONS SANITARY SEWER SERVICE AREA

AREA PROPOSED TO BE ADDED TO THE GREATER KENOSHA SANITARY SEWER SERVICE AREA: SEPTEMBER 2018

N

0 0.5 1 2 Miles

Source: SEWRPC.

MOUNT PLEASANT WISCONSIN, YEAR 2035 MASTER PLAN

LAND USE PLAN
MOUNT PLEASANT & ENVIRONS

- RESIDENTIAL AREAS INCLUDE CHURCHES, MULTI - FAMILY
- PARK, RECREATION, NATURAL AREAS
- INDUSTRIAL
- INSTITUTIONAL, SCHOOL, GOVERNMENT
- BUSINESS PARK
- LIMITED COMMERCIAL & SERVICES
- COMMERCIAL
- RESIDENTIAL - MIXED/ALT. COLOR SHOWN
- AGRICULTURE, FUTURE USE PER COLOR BOUNDARY SHOWN
- FLOODPLAINS *
- PONDS, LAKES, STORM WATER DETENTION
- STORMWATER DRAINAGE BASINS AS DEFINED BY 2002 DRAINAGE STUDY
- TRIBUTARY SETBACK - 150' OTHER NAVIGABLE STREAM SETBACK - 75'
- URBAN SEWER SERVICE AREA BOUNDARY (SEWRPC)
- NATURAL AREA (SEWRPC)

HIGHWAY PLAN
MOUNT PLEASANT & ENVIRONS

FUTURE RIGHT OF WAY	FUTURE PAVEMENT WIDTH	
120' - 170'	DUAL U36'	State Highway
100' - 120'	R36' - U44'	County Highway
80'	R28' - U36'	Local Arterial or Collector Street
66'	R28' - U36'	Residential Collector
R66' - U60'	R24' - U36'	Neighborhood Street (R = Rural U = Urban)
Existing	Proposed	Pedestrian Way / Bike Path

0 1,000 2,000 4,000 Feet

0 0.225 0.45 0.9 Miles

MAPPING ASSISTANCE AND DATA BY:
raSmith, Inc., Brookfield WI
RACINE COUNTY LIO, Racine, WI
SEWRPC, Waukesha, WI

* Note: The Pike River floodplain has been modified to show expected levels upon completion of the Pike River Restoration Project. This is not the current floodplain extent nor is it the FEMA boundary.

AMENDED: NOVEMBER 13, 2017
ORIGINAL ADOPTION: JANUARY 22, 2003

MOUNT PLEASANT PLAN COMMISSION
RACINE COUNTY, WISCONSIN

COMMISSIONERS

Davis Driver, Chair
Joe Maier, Vice Chair / Sec.
John Kis - Robert Underhill - Floyd Leonard
John Hewitt - Jon Hansen

PLANNING STAFF

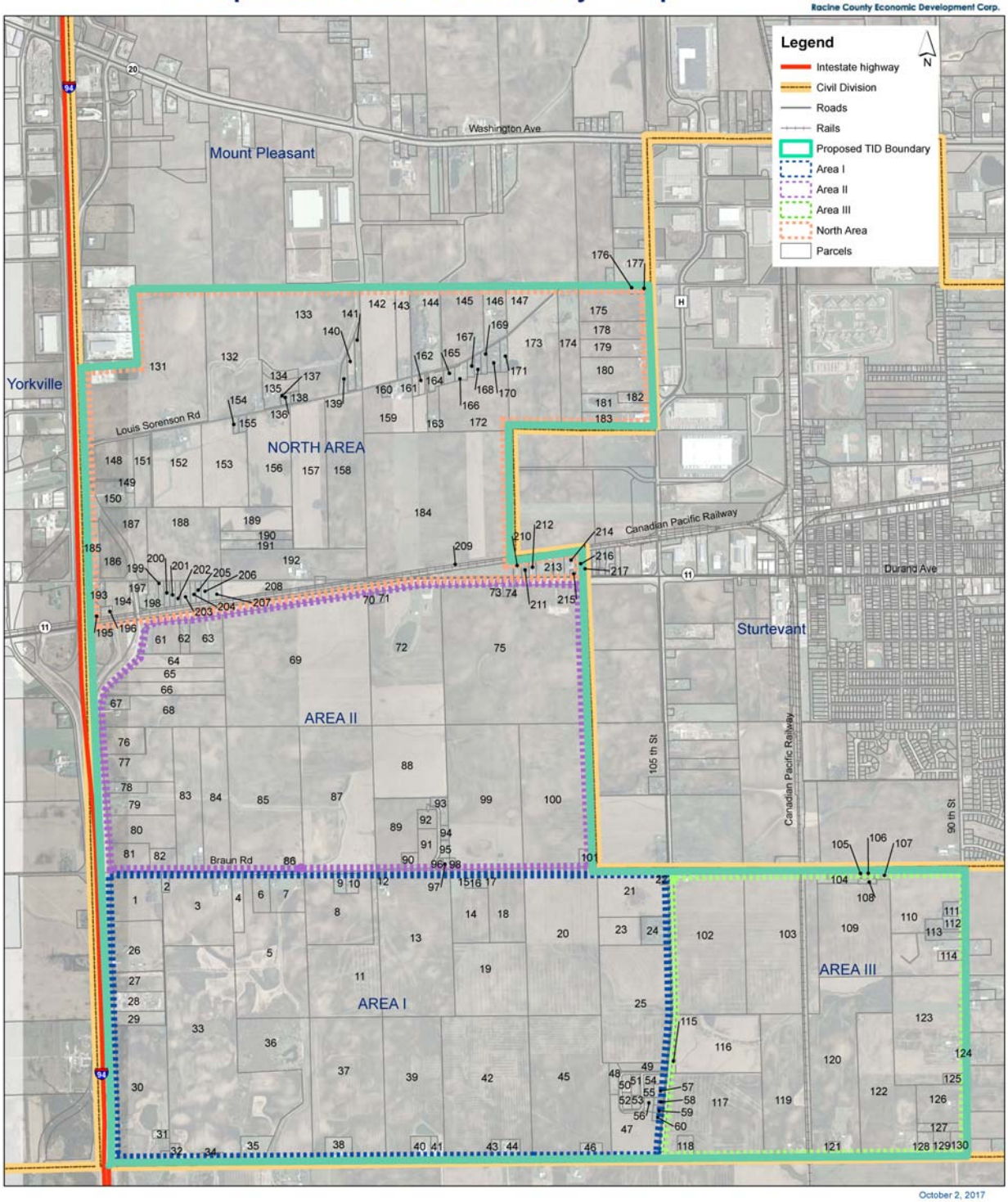
Samuel Schultz, Community Development Dir.
Maureen Murphy, Village Administrator

BOARD OF TRUSTEES

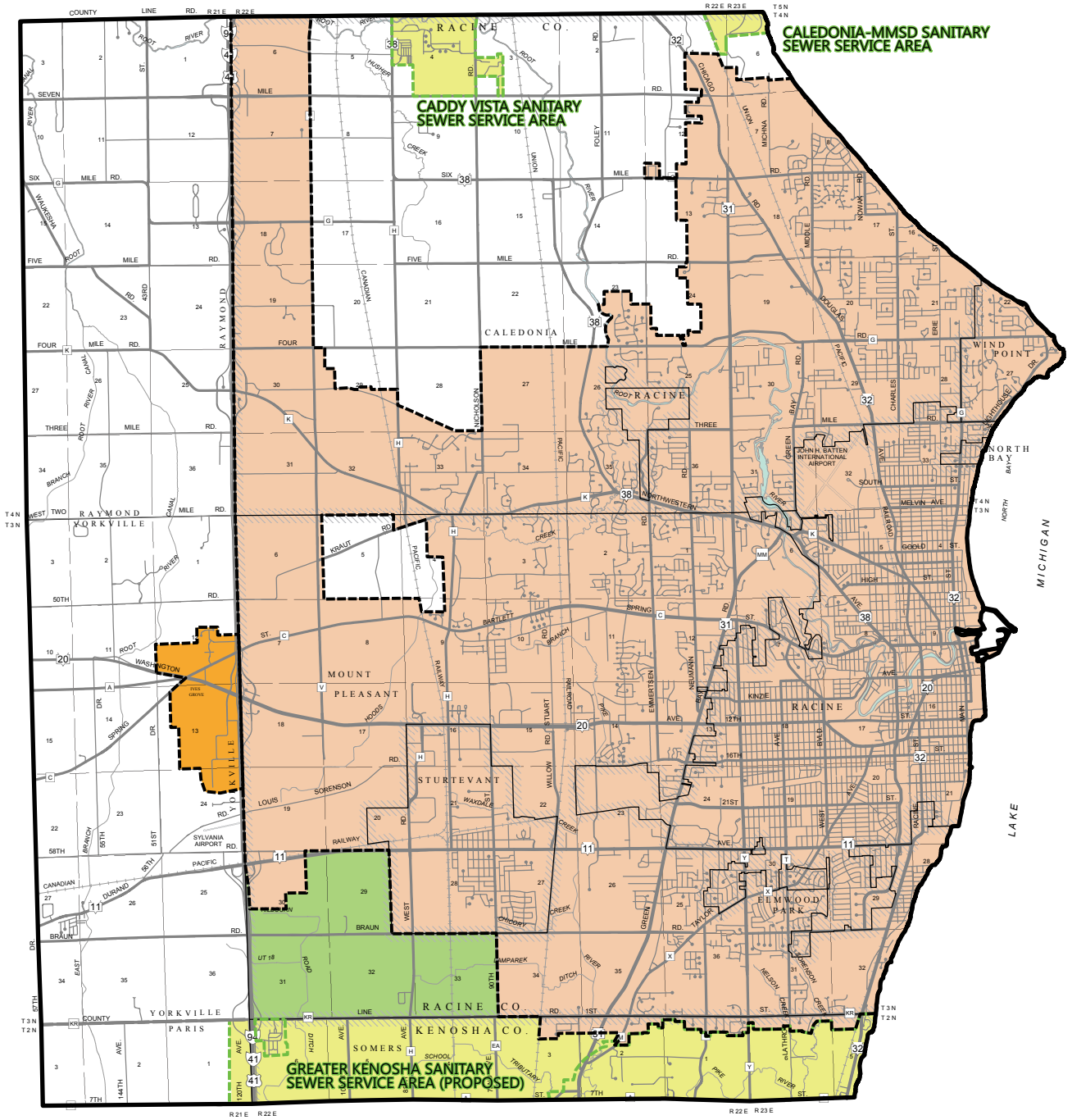
Dave DeGroot, Village President
John Hewitt - Ken Otwaska
Sonny Havn - Gary Feest
Jon Hansen

MOUNT PLEASANT, WISCONSIN

Village of Mount Pleasant
Proposed TID Boundary Map



Map 1
PROPOSED AMENDMENTS TO THE CITY OF RACINE AND ENVIRONS PLANNED SANITARY SEWER SERVICE AREA



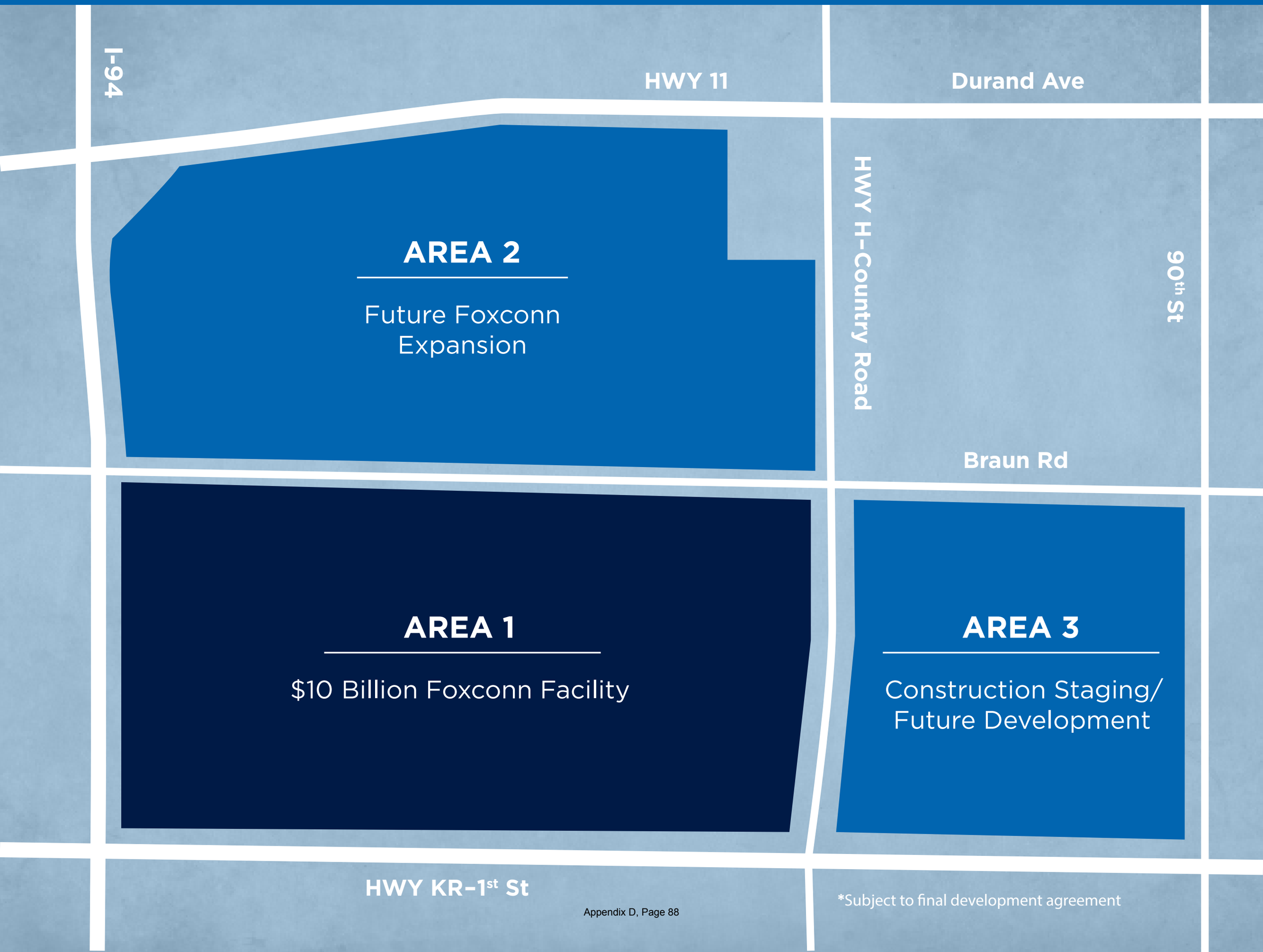
- CURRENTLY ADOPTED PLANNED SANITARY SEWER SERVICE AREA
- ADDITIONS PROPOSED BY THE VILLAGE OF MOUNT PLEASANT
- CURRENTLY ADOPTED TOWN OF YORKVILLE SANITARY SEWER SERVICE AREA
- OTHER SANITARY SEWER SERVICE AREAS

N

0 0.5 1 2 Miles

Source: SEWRPC

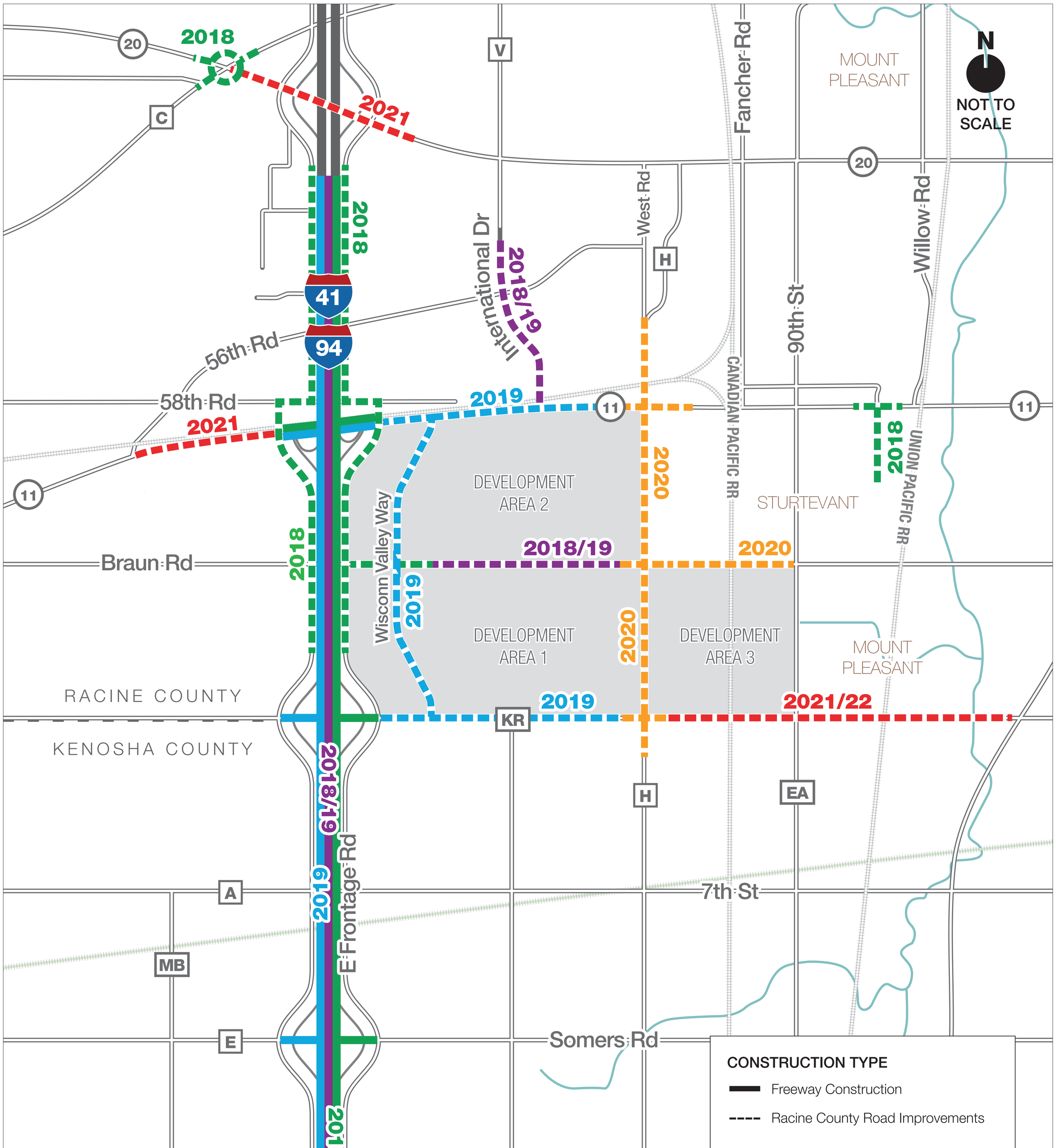
PROPOSED PROJECT AREAS



*Subject to final development agreement

CONSTRUCTION OVERVIEW

JULY 2018



Appendix E

Conceptual Stage Relocation Plan

CONCEPTUAL STAGE
RELOCATION PLAN

I.D. 3763-00-04

COUNTY KR - PHASE 2
COUNTY LINE ROAD
RACINE COUNTY

Prepared by:
Wisconsin Department of Transportation
SE Region
Daniel Vaclav
Real Estate Relocation Agent
September 5, 2018
Revised November 8, 2018

Table of Contents

Section	Description	Page
1.	Purpose	3
2.	Project Description.	3 - 4
3.	Estimated Displacements	4
4.	Divisive or Disruptive Effects	4
5.	Neighborhood Impact	4
6.	Concurrent Displacements	5
7.	Special Relocation Advisory Services	5
8.	Available Residential Properties (for Purchase)	5
9.	Available Residential Replacements (Rental)	6
10.	Residential Relocation Cost Estimates	6
11.	Data Sources	6

1. Purpose

The purpose of a relocation plan is to assure that the agency will provide adequate relocation payments and services and to determine whether displaced persons can be satisfactorily relocated. The conceptual stage relocation plan is written in estimate form to determine the following:

1. The approximate number of individuals, families, businesses and non-profit organizations to be relocated by the proposed project.
2. The probable availability of decent, safe and sanitary replacement housing within the financial means of the individuals and families affected by the project.
3. The estimated total relocation assistance costs.

2. Project Description

The County KR-Phase 2 project limits begin approximately 400 feet east of the County KR/County H intersection and extends east for 2.8 miles to end approximately 1,600 feet east of the County KR/Old Green Bay Road intersection. This project would upgrade the existing two-lane rural undivided roadway to a four-lane divided urban roadway.

The proposed project would expand County KR to four 12-foot travel lanes, two lanes in each direction, separated by a 30-foot raised median. Proposed right of way would vary from 224 feet to 380 feet, depending on location.

The project would include improvements to maintain traffic operations at the County KR intersections with WIS 31 and Old Green Bay Road and it would realign County EA (72nd Avenue) on the south with 90th Street on the north. Each of these intersections would be signalized and have exclusive left turn and right turn lanes. The intersection approaches on both WIS 31 and Old Green Bay Road would be reconstructed to accommodate proposed County KR construction. WIS 31 would be reconstructed with its current lane configuration approximately 1,300 feet to the north, and 1,600 feet south of the current KR intersection. Old Green Bay would be similarly reconstructed; 1,300 feet to the south and 1,100 feet to the north of the current County KR intersection.

A 10-foot multi-use path would be built on both sides of the road between County H and 90th Street. The path would be on the north side of County KR between 90th Street and WIS 31.

Existing drainage ditches would be replaced with curb and gutter, and storm water would be conveyed to one of four detention ponds.

New Bridges (grade separations) would replace the existing at-grade railroad crossings at the Canadian Pacific Railroad (CPRR) and the Union Pacific Railroad (UPRR). The grade separation at UPRR would include retaining walls on the south side of County KR

to avoid relocations. WisDOT is considering two access road options for the area south of County KR, between the UPRR and 56th Avenue. Options 1a and 1b are cul de sac roads that provide access to properties, but with changes to driveway access to the west (option 1a) or east (Option 1b) of the cul de sac. A new structure would replace the existing 3-cell (12-foot x 13.5-foot/cell) box culvert that conveys the Pike River under County KR.

3. Estimated Displacements

The realignment of County KR will require the full acquisition of five residential properties, which include four occupied and one vacant property (See Table 1). Thus, there will be four residential displacements on this project. There are no businesses operating in this area along County Line Road, on this project.

Table 1: List of Property Acquisitions

Property Address	Property Owner	Owner Address	Occupancy Status
8114 County Line Rd	Murphy	8114 County Line Rd-Mt. Pleasant, WI	Owner
8300 County Line Rd	Dirksen	8300 County Line Rd-Mt. Pleasant, WI	Owner
8404 County Line Rd	Ricchio/Jones	1827 Lake Michigan-Grand Rapids, MI	Vacant
8424 County Line Rd	Ricchio/Dirksen	1827 Lake Michigan-Grand Rapids, MI	Tenant
8438 County Line Rd	Lueer	8438 County Line Rd-Mt. Pleasant, WI	Owner

4. Divisive or Disruptive Effects

The proposed roadway improvements will not cause any division or disruption of neighboring families in the neighborhood. The primary impact will be the full acquisition of the five residential homes, which will result in minimal to no effect to the community. A secondary impact will result in temporary detours for the traveling public during times of road or related construction activities.

5. Neighborhood Impact

The subject parcels are located on a primary corridor through this community. This east-west road is also known as County Line Road dividing Racine and Kenosha Counties. This area is primarily a farming community with one property dating back to 1806.

There is no known historical documentation associated with the properties or roadway. Displacements of these properties are not anticipated to have a considerable impact to the neighborhood.

6. Concurrent Displacements

There are some remaining concurrent displacements in the area, because of the proposed Foxconn development. They have been or are currently being acquired by the Village of Mount Pleasant and / or (private) consultant company.

7. Special Relocation Advisory Services

There are no foreseen problems that will require special relocation advisory services, should a problem arise. The Village of Mount Pleasant and Kenosha County will provide (or contract out) the necessary and appropriate services.

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, and relocation resources will be made available to all relocates without discrimination.

8. Available Residential Properties (for Purchase) having a minimum of:

3-4 bedrooms, 1 or more bathrooms and at least a 1-car garage

	LOCATION	**VALUE - RANGE**	**SOURCE**
6	The Village of Sommers in (northern) Kenosha County	$ 100,000.00- $ 350,000.00	Current MLS listings for sale
308	Racine County, WI	$ 100,000.00 – $ 350,000.00	Current MLS listings for sale
56	The Village of Mount Pleasant in Racine County	$ 100,000.00- $ 350,000.00	Current MLS listings for sale

9. Available Residential Replacements (Rental)

VALUE RANGE (per month)	RACINE COUNTY	KENOSHA COUNTY	VALUE RANGE
2-bedroom apartments	13 units available	N/A	$600.- $800.00 per month

10. Relocation Cost Estimates

	REPLACEMENT HOUSING PAYMENT	INCIDENTIAL COSTS	MOVE PAYMENT
Unit 1	$ 25,000.	$ 6,000.	$ 15,000.
Unit 2	$ 25,000.	$ 6,000.	$ 15,000.
Unit 3	$ 14,400.	$ 4,000.	$ 8,000.
Unit 4	$ 0 (vacant).	$ 0. (vacant)	$ 0. (vacant)
Unit 5	$ 25,000.	$ 6,000.	$ 15,000.
Totals	$89,400.00	$ 22,000.00	$ 53,000.00

TOTAL RESIDENTIAL RELOCATION, COST ESTIMATE $ 164,400.00

11. Data Sources

MULTIPLE LISTING SERVICE (MLS)
Metro Milwaukee Multiple Listing Service
DEPARTMENT OF TRANSPORTATION, STATE OF WISCONSIN
SE Region, DTSD Real Estate
LOCAL NEWSPAPER
Racine Journal Times
INTERNET REAL ESTATE SITES
"Homes for rent, Racine County"
"Apartments for rent, Racine County"