



COUNTY OF KENOSHA

Raymond G. Arbet, Director
Department of Public Works & Development Services

Clement Abongwa, Director
Division of Highways
19600 75th Street, Suite 122-1
Bristol, Wisconsin 53104
(262) 857-1870
Fax: (262) 857-1885

Date: April 16, 2021

Subject: County K (60th Street)
94th Court to Union Pacific Railroad
Kenosha County
Project I.D. 3732-09-01

The Kenosha County Department of Public Works, in cooperation with the Wisconsin Department of Transportation (WisDOT), is planning improvements to the existing two-lane rural County K (60th Street) roadway, from 94th Court to the Union Pacific Railroad (UPRR). See Exhibit 1 – Project Location Map.

An in-person public involvement meeting (PIM) is not being held at this time as a precaution against COVID-19 based on the most current health recommendations from federal, state, and local health departments. In lieu of an in-person meeting, this project mailer was developed to supply the same information that would have been presented at the PIM and to provide an opportunity for public comment. You are encouraged to contact the project team members (contact information can be found at the end of this document) with any comments, concerns, or questions you may have regarding the project.

Project Information

Purpose of the Roadway Improvement

The purpose of this improvement project is to address the existing and future traffic demand, traffic flow, and safety concerns along this section of County K, while minimizing environmental impacts to the extent possible and practicable. Key objectives of the proposed improvements include the following:

- accommodate increasing traffic volumes on County K
- improve safety by providing a roadway that meets current design standards
- replace the pavement
- improve intersection operations at County H
- Improve drainage

Existing conditions and need for the project

County K is currently a two-lane roadway with a rural cross-section. The posted speed limit on County K is 45 miles per hour (mph) west of County H; and 35 mph east of County H.

The need for the proposed improvements is demonstrated through a combination of factors that include capacity and traffic operations, safety, existing roadway deficiencies, transportation demand, and system linkage.

Capacity

- Existing traffic volume of 9,300 vehicles per day (VPD) in 2019 is projected to increase to 12,200 vpd by the design year (2042)
- Not improving County K would result in a Level of Service (LOS) of "E" or "F" at all intersections within this corridor (LOS is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS "A", to very poor, represented by LOS "F")
- Kenosha County's standard desirable LOS for intersections is "D"

Safety

- 113 crashes within the study limits (2015-2019)
- Very high number of intersection crashes (65) at County H
- Very high number of crashes between railroads (31)
- Two at-grade railroad crossings within corridor

Existing Highway Characteristics

- Existing pavement is deteriorated and beyond its useful life
- Shoulder pavement along south side of County K, east of Canadian Pacific Railroad (CPR) has failed and is falling into adjacent South Branch Pike River
- Rural ditches along the project have sections that are flat and do not drain well
- Power poles are located in the bottom of ditches within the clear zone throughout the project
- Existing 3-ft paved shoulders are too narrow for bicyclists

Transportation Planning

- The Southeastern Wisconsin Regional Planning Commission (SEWRPC) Vision 2050 Plan identifies County K from UPRR to Interstate 94 for future widening to 4-lane facility to provide additional capacity. (2021-2024 SEWRPC TIP as project #316, *Reconstruction with additional lanes of CTH K (60th Street) from the UP Railroad Crossing to 94th Court in Kenosha County (1.27 mi)*)
- The Comprehensive Bike Plan for Kenosha County 2025 (July 2013) identifies County K as a planned bike route

System Linkage and Route Importance

- County K is a minor east/west arterial that connects local traffic to the north/south arterial routes of County H and WIS 31
- There is a current industrial development under construction on the south side of County K, between the CPR and UPRR railroad tracks. County K will provide an important link for workers commuting to this new industrial job generator
- County K is the primary access route for the Mahone Middle School and Indian Trail High School and Academy, which are located on the north side of County K, just east of the project limits along the east side of the UPRR

Potential Improvement Plan

The proposed action would include reconstructing the existing County K to a four-lane undivided urban roadway (see Exhibit 2). The improvements would extend from approximately 700-feet west of 94th Court on the west to the existing 4-lane undivided urban section of County K approximately 300 feet east of the UPRR on the east in the Town of Somers and City of Kenosha, a distance of approximately 1.5 miles. The posted speed limit would remain the same.

Curb and gutter would be utilized to direct roadway drainage into a storm sewer system that generally flows toward the South Branch Pike River for the majority of the project. A stormwater retention pond would be constructed on the north side of County K, east of the CPR to help attenuate stormwater flowing off the project and to help reduce roadway pollutants flowing to the South Branch Pike River. The existing South Branch Pike River crossing of County K would be relocated approximately 300 feet west to provide a more natural stream alignment and to provide greater separation between the roadway and the waterway.

Right turn lanes would be added and the traffic signals would be replaced at the County K intersection with County H. The existing railroad crossing signals and gates at the CPR crossing would be replaced. A 10-foot-wide shared-use path would be constructed along the north side of County K to connect the residential areas along the project with Mahone Middle School and Indian Trail High School and Academy, immediately east of the project, and to the existing shared-use path east of the UPRR.

Right-of-way acquisition, temporary grading easements, and permanent drainage easements would be required to construct this project. The preliminary roadway layout plans in the attached Exhibit 3 depict preliminary anticipated right-of-way needs, some of which the County began acquiring in 2019 and 2020. The remaining right-of-way needs would be acquired in summer 2021. Owners of properties where right-of-way was acquired in 2019 or 2020 would not have additional real estate acquired again in 2021 based on this proposed action.

Project Schedule

Environmental Document	April 2021
Preliminary Design Plans	May 2021
Resume Right-of-Way Acquisition	Early Summer 2021
Utility Relocation Work	Summer – Fall 2021
Construction	Summer – Fall 2022

Construction is currently planned to begin in spring 2022 and continue through fall 2022. County K would be closed to through-traffic with a detour provided on 104th Avenue, WIS 158, and WIS 31. Access to properties along the project would be provided at all times, with limited temporary closures to reconstruct driveways. Traffic traveling north and south on County H would be maintained throughout construction.

Public Input and Comments

Public input is an important part of the project development process and your comments are encouraged. Persons with a concern for, or knowledge of, historical or archaeological resources, drainage problems, the location of drain tile, or environmental issues such as hazardous wastes and underground storage tanks, are encouraged to provide information to the design consultant. Attached to this information packet is a sheet for your comments and input on the proposed project. **Please mail or e-mail any written comments about the project before April 30, 2021, to one of the contacts below.**

For more information or to provide comments, please contact:

Doug Coeur, P.E.
Civil Engineer
Kenosha County DPW, Division of Highways
19600 75th Street, Suite 122-1
Bristol, WI 53104
(262) 857-1870
douglas.coeur@kenoshacounty.org

Caleb Manske, P.E.
Project Manager
raSmith
16745 West Bluemound Road
Brookfield, WI 53008
(262) 317-3332
caleb.manske@rasmith.com

Enclosures:

Comment Form
Exhibit 1 – Project Location Map
Exhibit 2 – Project Overview
Exhibit 3 – Preliminary Roadway Layout Plans

County K Project Comment Form

Project ID 3732-09-01
County K (60th Street)
94th Court to Union Pacific Railroad
Local Street
Kenosha County

Please mail this form by **April 30, 2021**, to the address on the back of this sheet. Comments can also be e-mailed to caleb.manske@rasmith.com. Your comments assist us in developing a project that will serve the needs of the traveling public, as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name: _____

Address: _____

Daytime Phone Number (optional): _____

Email Address (optional): _____

Please Print Comments (attach additional sheets if necessary)

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

Fold here

[Stamp]

raSmith

16745 West Bluemound Road

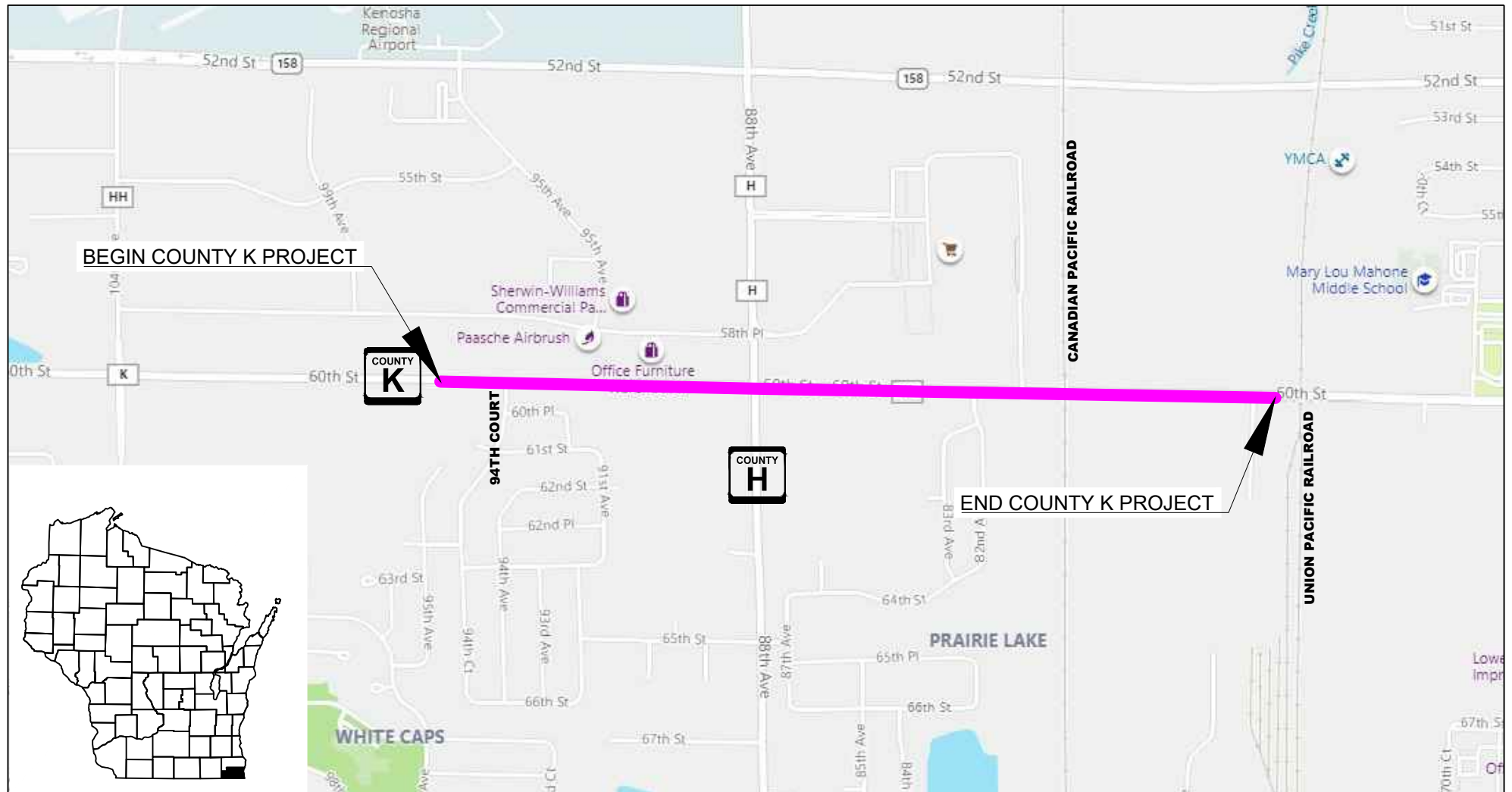
Brookfield, WI 53005-5938

Attn: Caleb Manske

To mail: fold here and tape closed

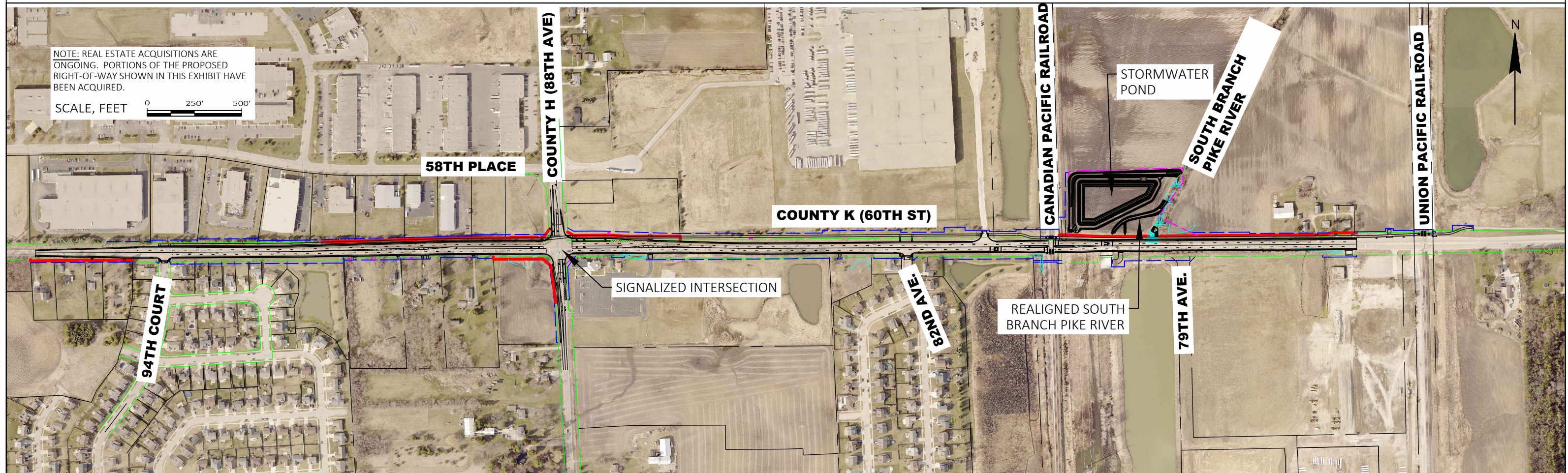
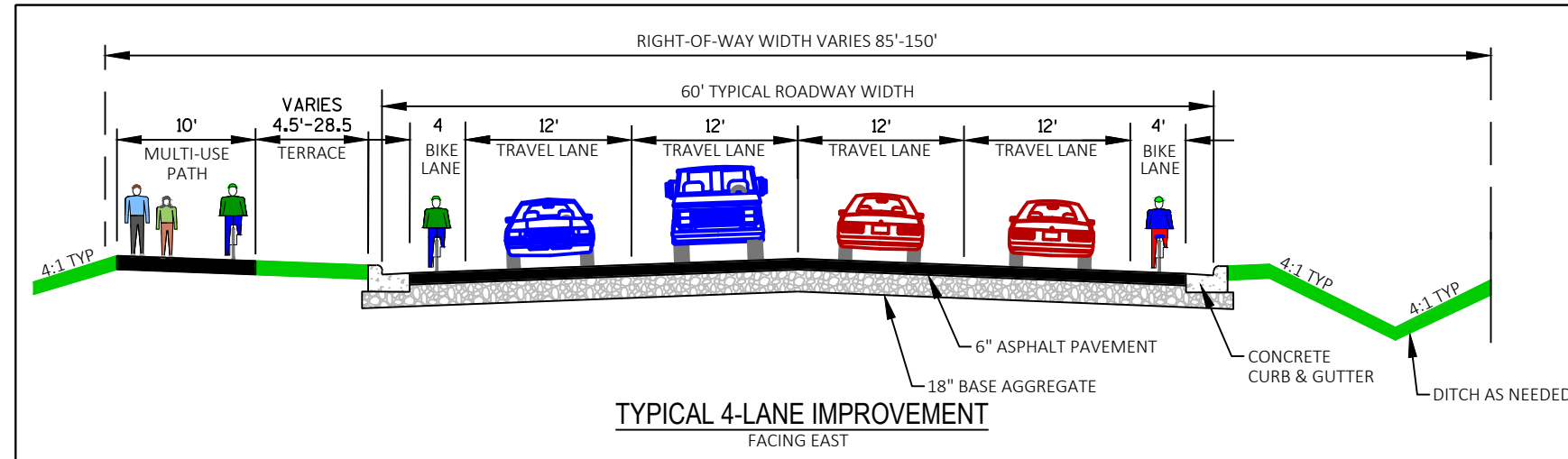
PROJECT LOCATION MAP

I.D. 3732-09-71
COUNTY K
94TH COURT TO UPRR
LOCAL STREET
KENOSHA COUNTY



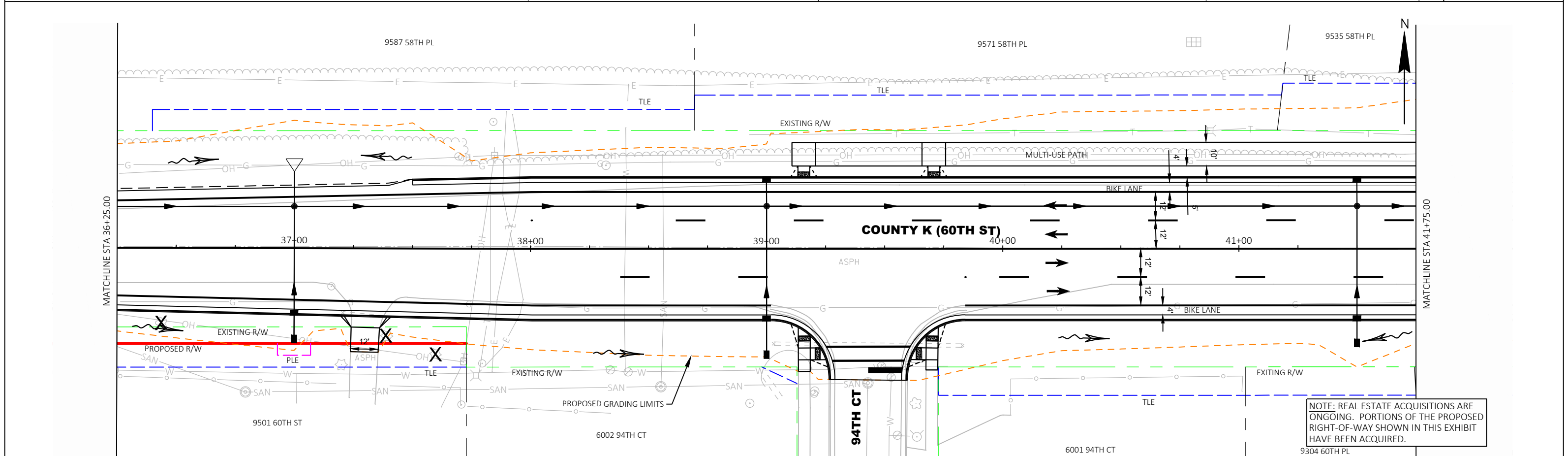
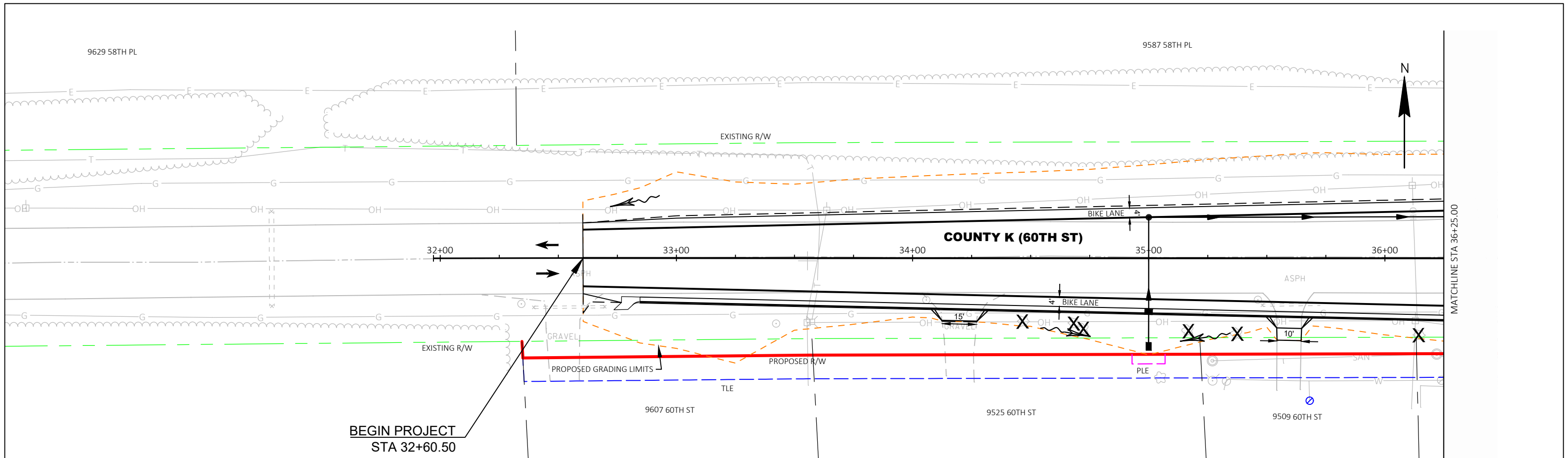
PROJECT OVERVIEW

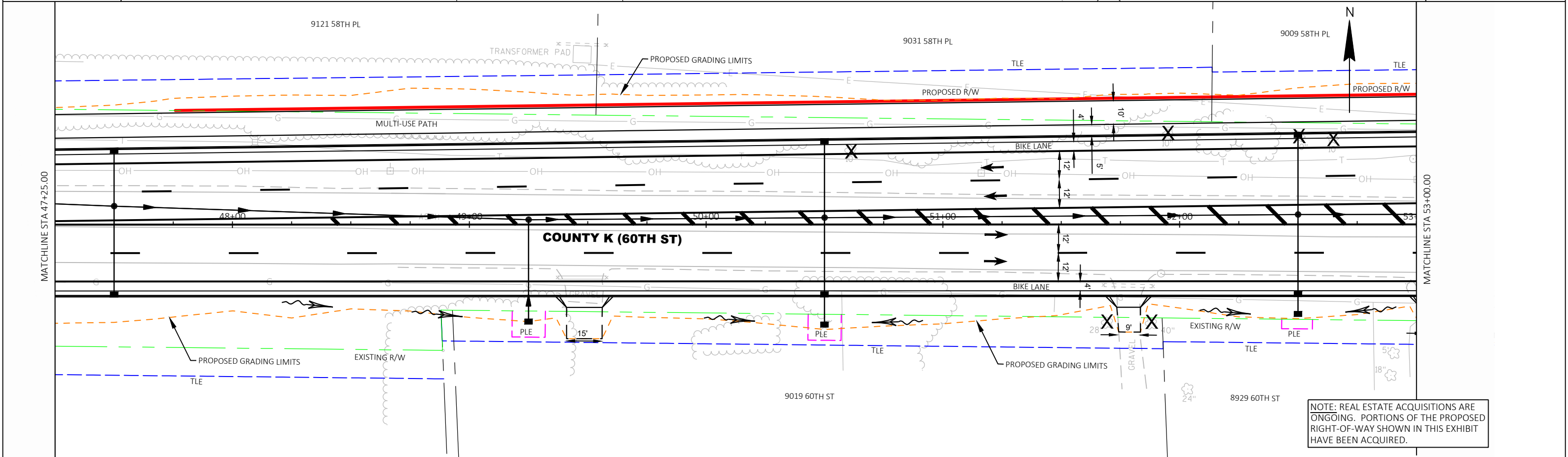
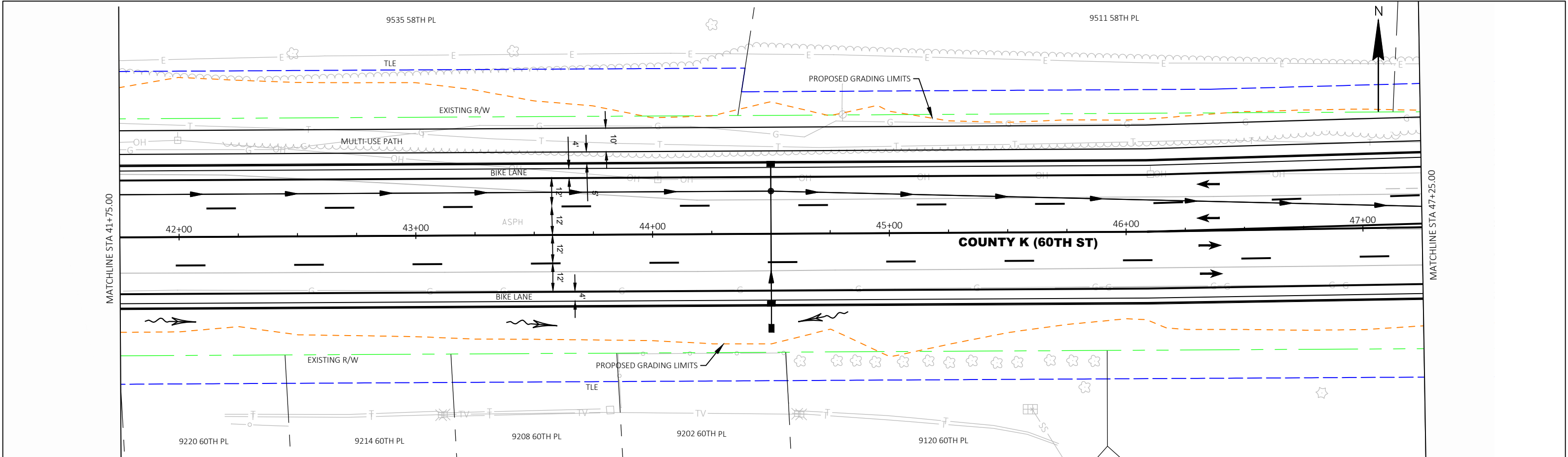
PROJECT I.D. 3732-09-71
COUNTY K
94TH COURT TO UPRR
LOCAL ROAD
KENOSHA COUNTY





LEGEND

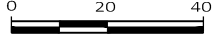
- | | |
|--|--|
| --- EXISTING RIGHT-OF-WAY | --- TEMPORARY GRADING EASEMENT (TLE) |
| --- PROPERTY LINE | --- PERMANENT EASEMENT (PLE) |
| --- PRELIMINARY PROPOSED RIGHT-OF-WAY | --- WETLAND BOUNDARY |







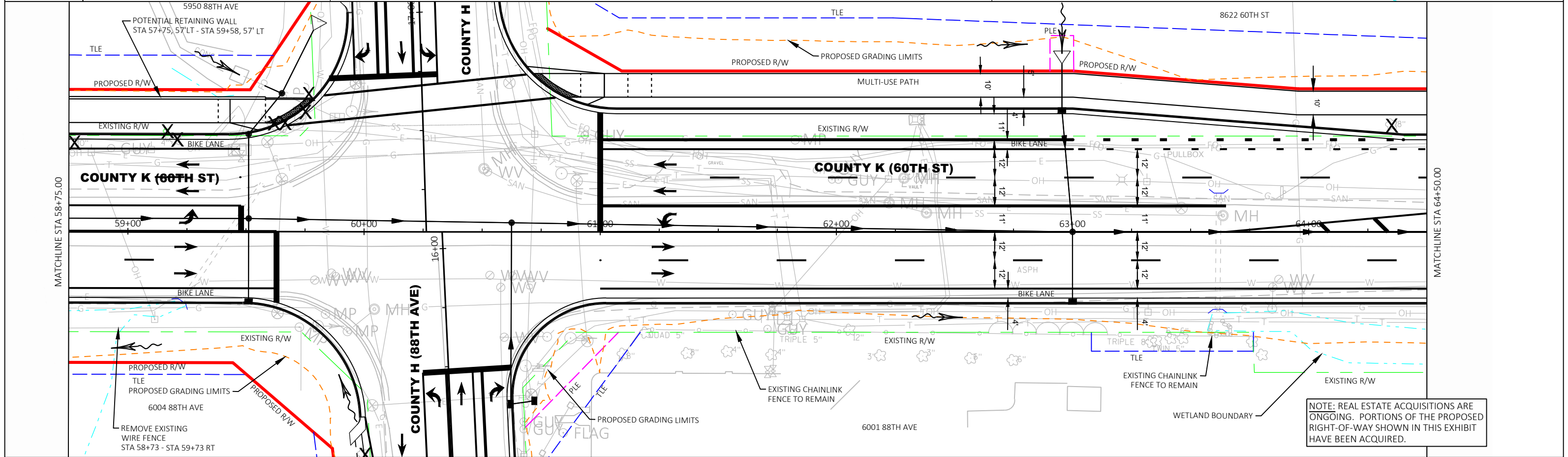
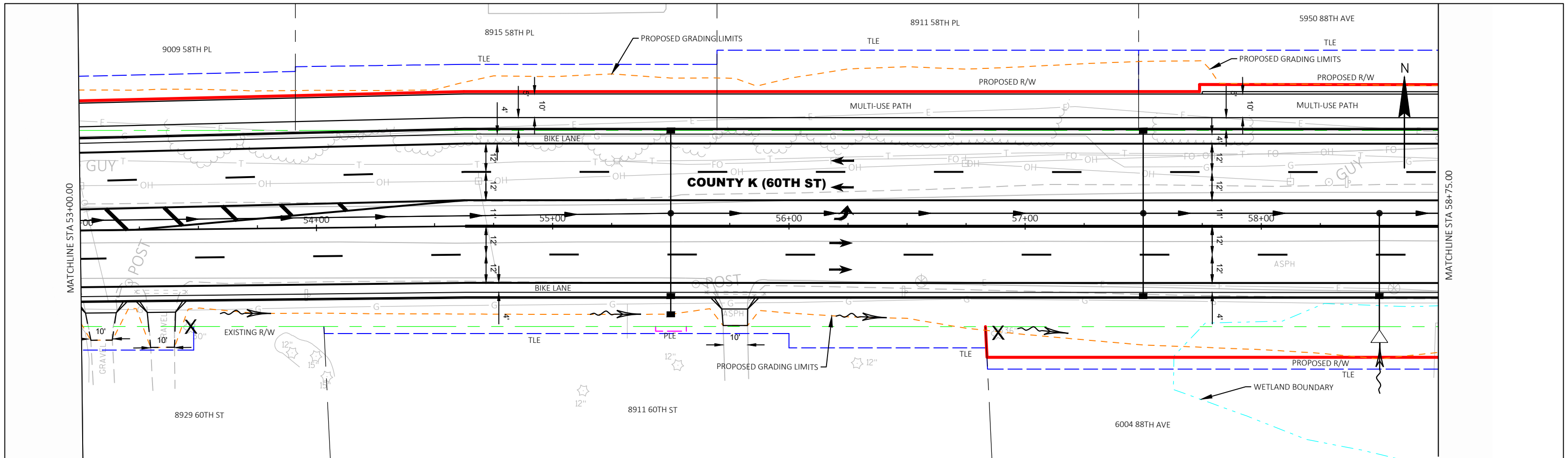
SCALE, FEET



LEGEND

	EXISTING RIGHT-OF-WAY		TEMPORARY GRADING EASEMENT (TLE)		WETLAND BOUNDARY
	PROPERTY LINE		PERMANENT EASEMENT (PLE)		TRAFFIC FLOW ARROWS
	PRELIMINARY PROPOSED RIGHT-OF-WAY		PROPOSED GRADING LIMITS		DRAINAGE FLOW ARROWS
					TREE REMOVAL

EXHIBIT 3
PRELIMINARY ROADWAY LAYOUT PLANS
SHEET 2 OF 8
APRIL 16, 2021



SCALE, FEET

LEGEND

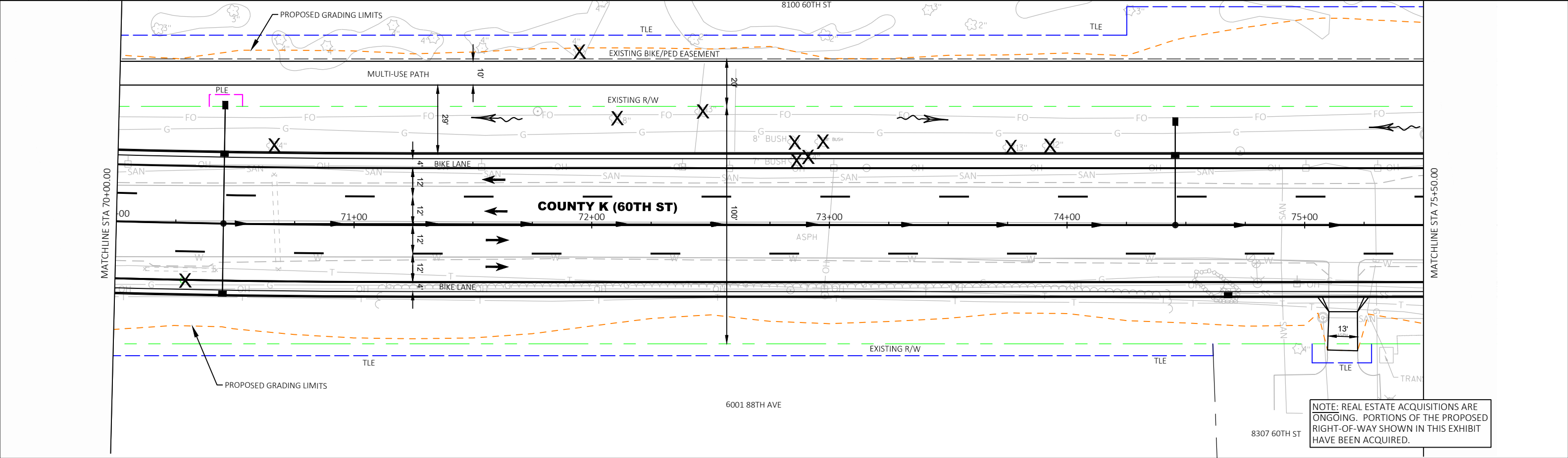
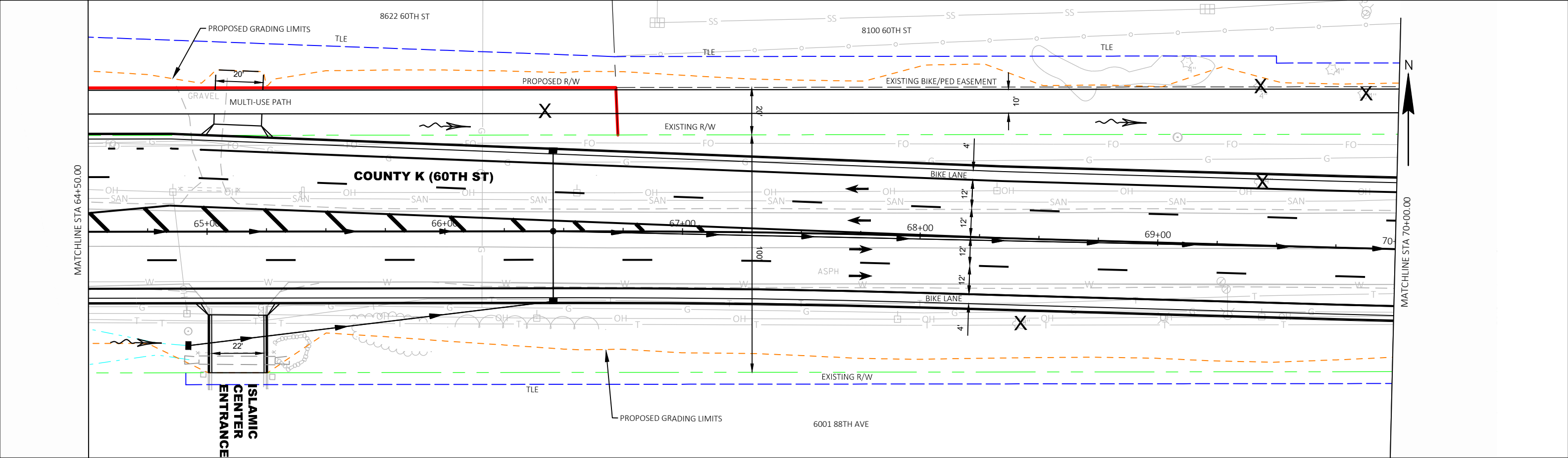
	EXISTING RIGHT-OF-WAY		TEMPORARY GRADING EASEMENT (TLE)		WETLAND BOUNDARY
	PROPERTY LINE		PERMANENT EASEMENT (PLE)		TRAFFIC FLOW ARROWS
	PRELIMINARY PROPOSED RIGHT-OF-WAY		PROPOSED GRADING LIMITS		DRAINAGE FLOW ARROWS
					TREE REMOVAL

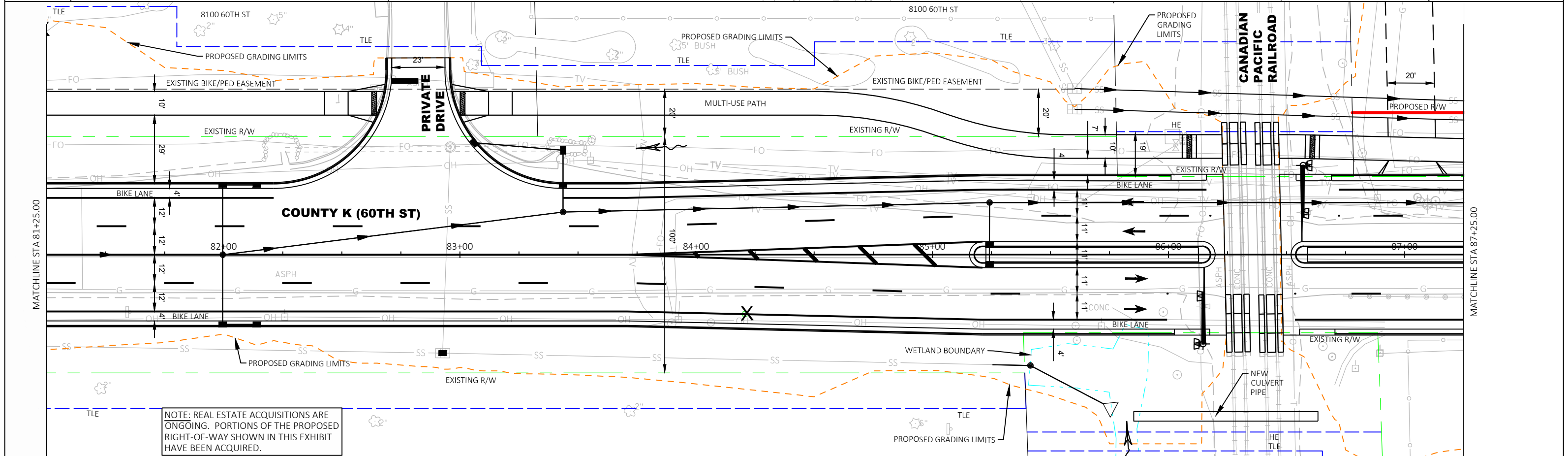
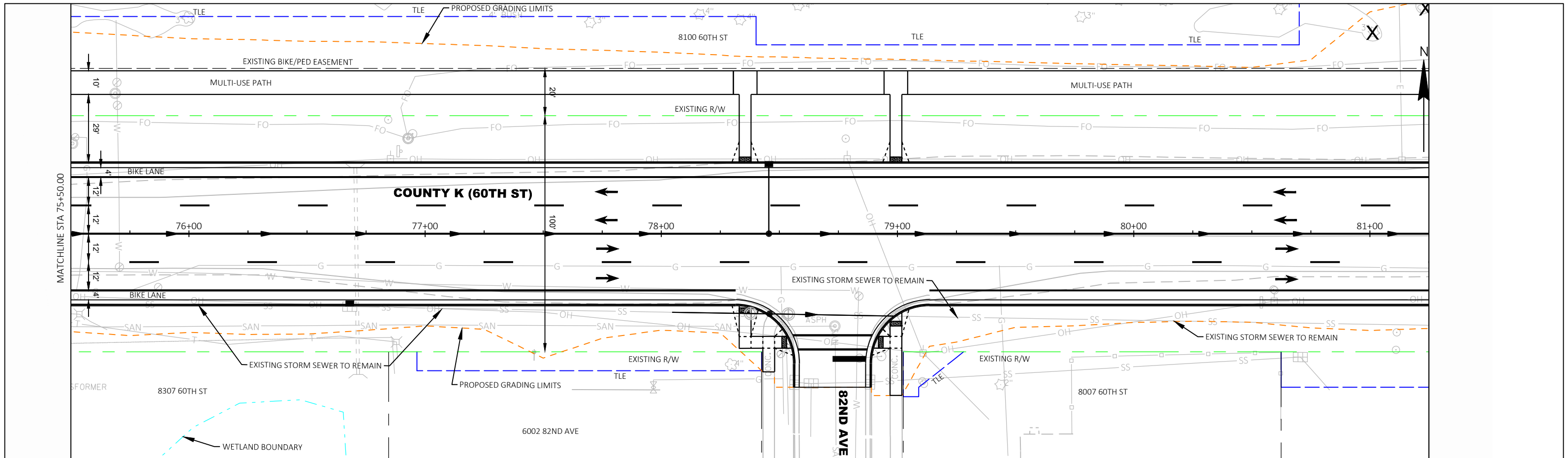
EXHIBIT 3

PRELIMINARY ROADWAY LAYOUT PLANS

SHEET 3 OF 8

APRIL 16, 2021



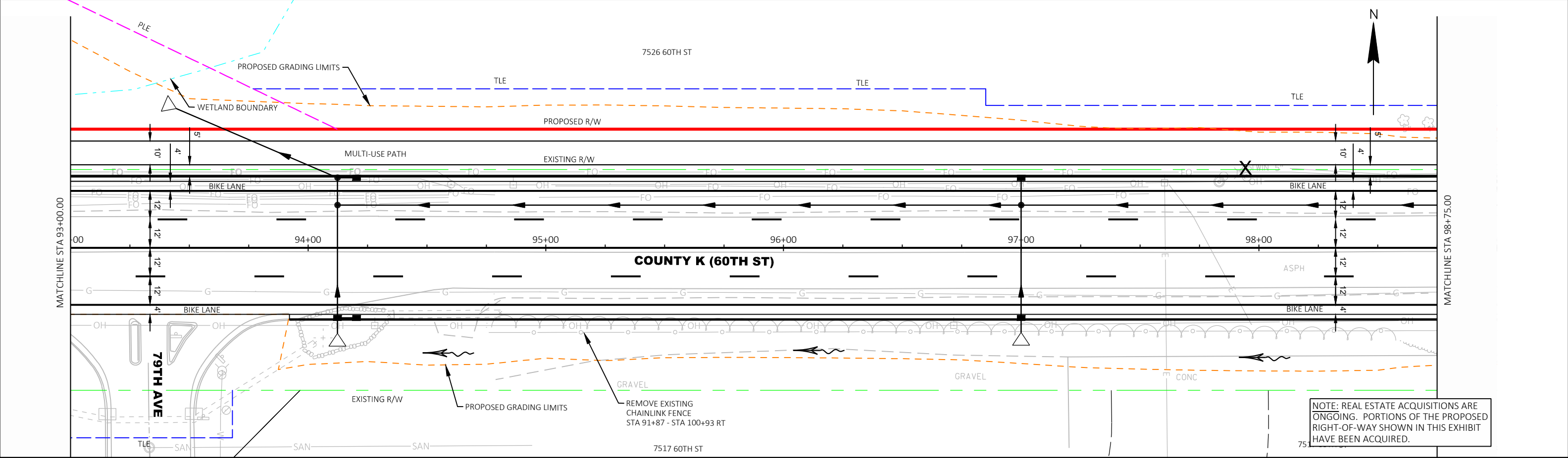
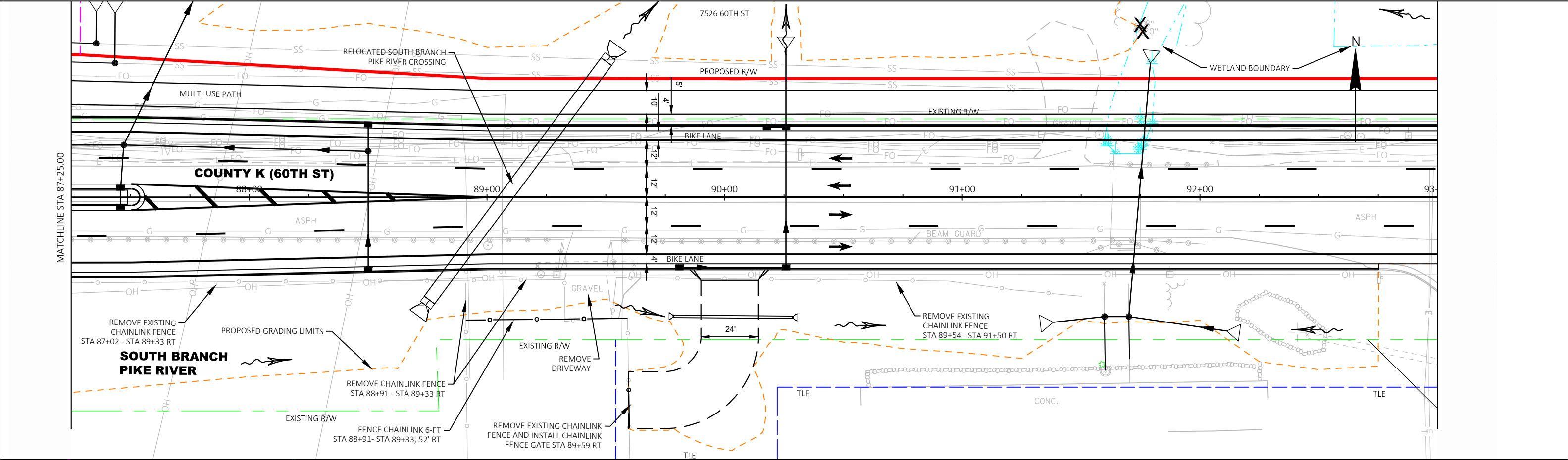




NOTE: REAL ESTATE ACQUISITIONS ARE ONGOING. PORTIONS OF THE PROPOSED RIGHT-OF-WAY SHOWN IN THIS EXHIBIT HAVE BEEN ACQUIRED.



SCALE, FEET
0 20 40

	EXISTING RIGHT-OF-WAY		TEMPORARY GRADING EASEMENT (TLE)		WETLAND BOUNDARY
	PROPERTY LINE		PERMANENT EASEMENT (PLE)		TRAFFIC FLOW ARROWS
	PRELIMINARY PROPOSED RIGHT-OF-WAY		PROPOSED GRADING LIMITS		DRAINAGE FLOW ARROWS
					TREE REMOVAL





SCALE, FEET
0 20 40

EXISTING RIGHT-OF-WAY

PROPERTY LINE

PRELIMINARY PROPOSED RIGHT-OF-WAY

TEMPORARY GRADING EASEMENT (TLE)

PERMANENT EASEMENT (PLE)

PROPOSED GRADING LIMITS

WETLAND BOUNDARY

TRAFFIC FLOW ARROWS

DRAINAGE FLOW ARROWS

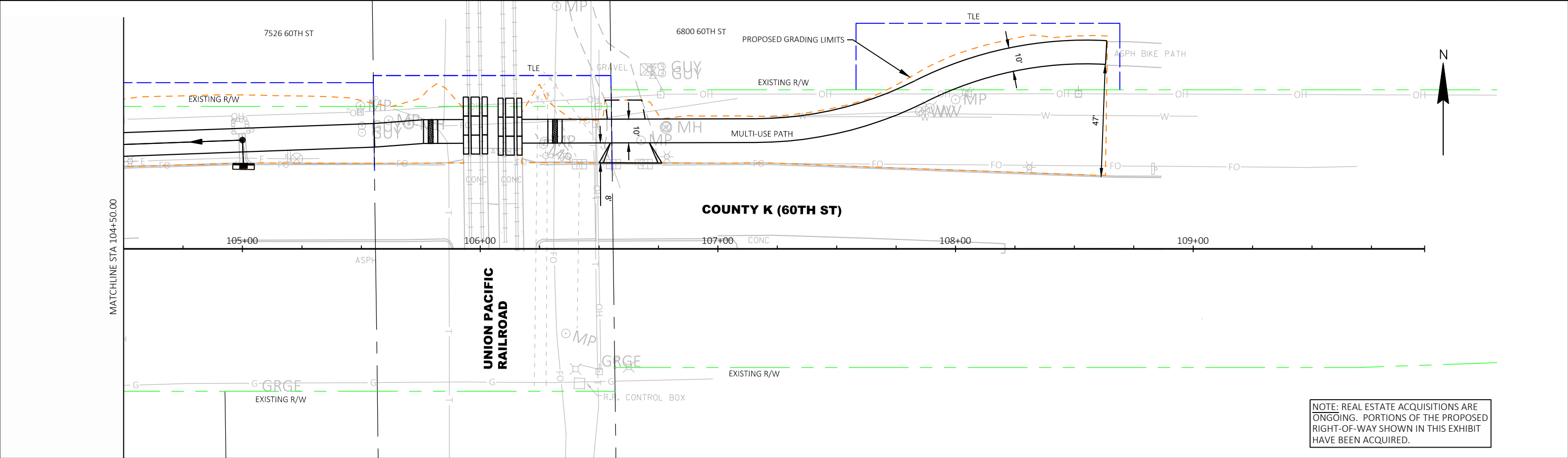
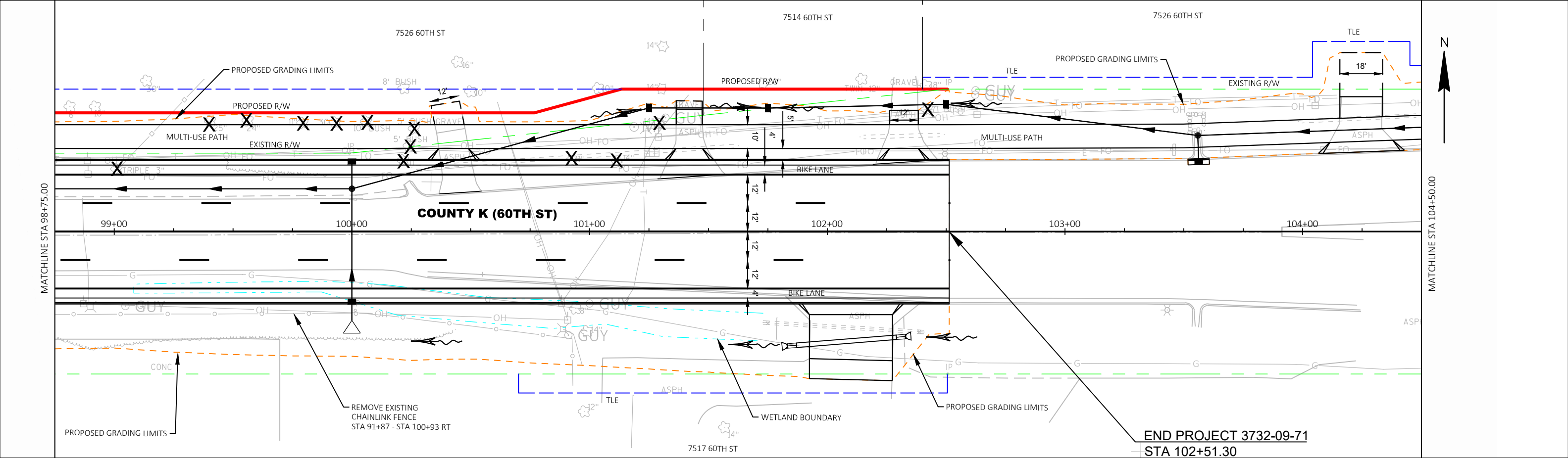
TREE REMOVAL

EXHIBIT 3

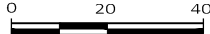
PRELIMINARY ROADWAY LAYOUT PLANS

SHEET 6 OF 8

APRIL 16, 2021



SCALE, FEET

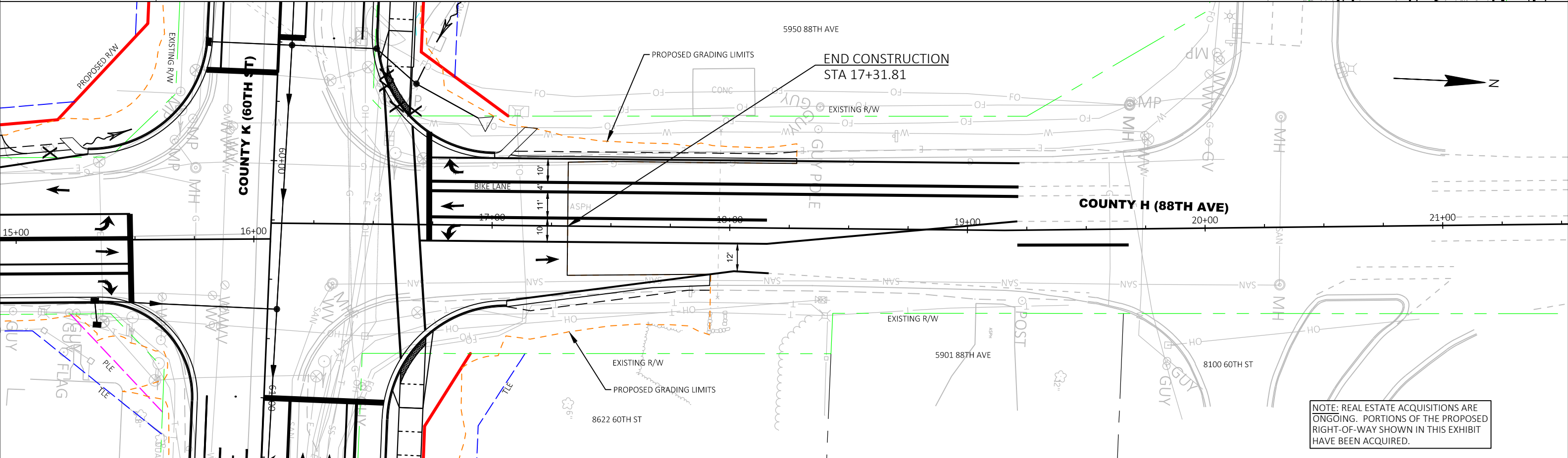
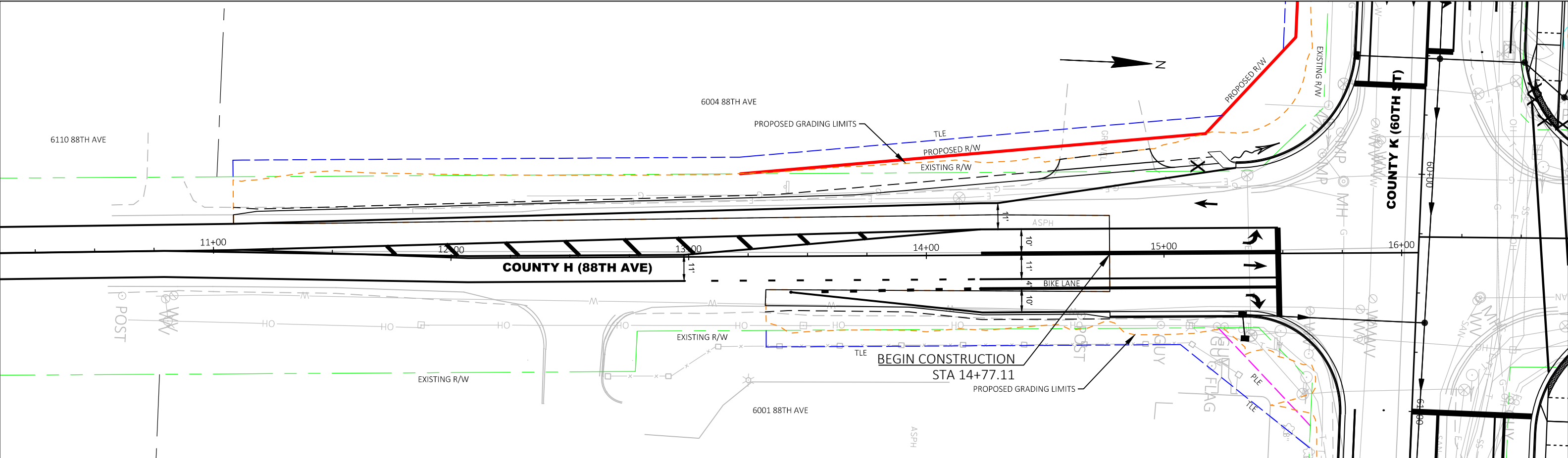


- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PRELIMINARY PROPOSED RIGHT-OF-WAY



LEGEND

- TEMPORARY GRADING EASEMENT (TLE)
- PERMANENT EASEMENT (PLE)
- PROPOSED GRADING LIMITS

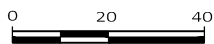
- WETLAND BOUNDARY
- TRAFFIC FLOW ARROWS
- DRAINAGE FLOW ARROWS
- TREE REMOVAL



NOTE: REAL ESTATE ACQUISITIONS ARE ONGOING. PORTIONS OF THE PROPOSED RIGHT-OF-WAY SHOWN IN THIS EXHIBIT HAVE BEEN ACQUIRED.



SCALE, FEET



LEGEND

	EXISTING RIGHT-OF-WAY		TEMPORARY GRADING EASEMENT (TLE)		WETLAND BOUNDARY	
	PROPERTY LINE		PERMANENT EASEMENT (PLE)		TRAFFIC FLOW ARROWS	
	PRELIMINARY PROPOSED RIGHT-OF-WAY		PROPOSED GRADING LIMITS		DRAINAGE FLOW ARROWS	
						TREE REMOVAL

EXHIBIT 3
PRELIMINARY ROADWAY LAYOUT PLANS
SHEET 8 OF 8
APRIL 16, 2021