County S Improvements

County H to Brumback Boulevard
Kenosha County
ID 3210-00-05

Public Involvement Meeting No. 1

February 3, 2016

5-7 p.m.

Somers Village Hall
7511 12th Street
Somers, WI 53171

R.A. Smith National
Beyond Surveying and Engineering

Introduction

Welcome to the first of three planned public involvement meetings for the improvement of 2.3 miles of County S, from County H to Brumback Boulevard in the City of Kenosha and the Village and Town of Somers in Kenosha County. R. A. Smith National (design consultant) is analyzing potential capacity expansion alternatives for this section of County S. The purpose of this meeting is to present conceptual design alternatives, answer questions about the project, and gather comments or concerns regarding the conceptual alternatives.

The National Environmental Policy Act (NEPA) environmental review process will be followed for the County S improvements. The NEPA process provides an opportunity for the public to be involved in the Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT), and Kenosha County decision making process. It will help you understand what Kenosha County is proposing, provide an opportunity to offer your thoughts on alternative ways for Kenosha County to accomplish what it is proposing, and an opportunity to provide feedback on the proposed action.

Your attendance today indicates your interest in the project and your comments and questions are appreciated. Engineers from the project team are available to discuss the project and any questions or concerns that you may have. Exhibits are on display showing conceptual roadway cross-sections, conceptual layouts, and an alternative screening analysis for your review and comment. If you have comments or concerns, please fill out and return a comment form by either placing it in the comment box or mailing it to the address listed on the back side of the comment sheet.

Purpose of the Improvement Study

The purpose of the improvement study is to develop a plan for addressing existing and future traffic demand, traffic flow, and safety concerns in the County S corridor that minimizes environmental impacts to the extent possible and practicable. Key objectives of the proposed improvements include the following:

- Provide a safe and efficient highway that serves traffic demand
- Improve safety by reducing conflicts between through and local traffic
- Provide a highway facility that meets current design standards
- Avoid or minimize adverse environmental impacts
- Improve drainage

Existing conditions and need for the project

County S is currently a two lane roadway with a rural cross-section. The posted speed limit is 45 mph and is not anticipated to change with the project.

The need for proposed improvements is demonstrated through a combination of factors that include traffic demand, safety concerns, regional/local transportation and land use planning, and existing highway deficiencies.

Traffic Demand and Safety

The most recent traffic volume data for this section of County S was recorded in 2015. The County S improvements would be designed to accommodate traffic volumes forecasted 20 years from the proposed construction year. The annual average daily traffic (AADT) volumes in 2015, prior to the Amazon Sortation facility opening were 10,100 vehicles per day (vpd). Traffic

volumes are anticipated to increase to 18,710 vpd in construction year 2019 and to 20,510 vpd by design year 2039 (an increase of 103%).

A traffic analysis of the County S corridor has been completed and included information on Level of Service. Level of Service (LOS) is a quantitative measure that refers to the overall quality of traffic flow, either at an intersection or within a corridor, ranging from very good, represented by LOS A (not congested), to very poor, represented by LOS F (extreme congestion). To define acceptable rush hour conditions, the target level of service for a roadway like County S is LOS C (minimal congestion) or better.

The traffic analysis revealed that this section of County S currently operates at LOS C. Based on the traffic forecast volumes noted above; County S is expected to operate at LOS E (severe congestion) in construction year 2019 and LOS E in design year 2039 if improvements are not made to provide additional capacity.

The County S intersection with County H, in its current configuration, would not be able to safely and efficiently accommodate future projected traffic volumes if improvements are not made. Several traffic movements at the intersection are anticipated to operate unacceptably at LOS F (extreme congestion) in design year 2039.

The project team completed an analysis of crash data for this segment of County S from data provided by WisDOT. There were a total of 148 crashes reported within the project limits during the years 2010 through 2014, an average of about 30 crashes per year. Rear-end, angle, and fixed object crashes were the most common types of crashes. Approximately one-third of the crashes resulted in injury, likely a result of higher speeds along the corridor. One fatality occurred east of the County H intersection as a result of a multi-car incident involving a driver on County S turning into a private driveway. The five-year average crash rate for this section of County S is 568 crashes per million vehicle miles traveled (MVMT), which exceeds the 2013 statewide average crash rate for similar types of roadways (102 per MVMT) by 456%.

There were three notable crashes outside of major intersections along the corridor. A total of nine crashes were reported at the Canadian Pacific Railroad bridge overpass, including four fixed object crashes. Nearly all crashes were a result of poor weather conditions (ice/snow). Seven crashes were reported at the Union Pacific at-grade railroad crossing, just east of the County EA intersection with County S. The majority of these were rear-end crashes resulting from vehicles backed up at the crossing. Lastly, six crashes were reported near the western Wal-Mart access driveway. Some of these crashes could be attributed to the westbound lane merge from two lanes to one lane within the intersection.

The County H intersection with County S experienced 64 crashes in the 5 year study period, which translates to a crash rate of 1.90 per million entering vehicles (MEV), substantially higher than the statewide average of 0.81 per MEV for similar types of intersections. Predominant crash patterns include northbound right-turn (stop-controlled) rear-end crashes and westbound left-turn angle crashes. The County S intersection with Brumback Boulevard experienced a crash rate (0.85 per MEV) slightly higher than the statewide average with 26 crashes in the 5 year period. Research published by the University of Wisconsin (2005) sited average crash rates for similar types of intersections.

Transportation and Land Use Planning

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) prepares land use and transportation plans for a seven-county region including Kenosha County. This planning is conducted under the guidance of various technical and advisory committees consisting of representatives from state and federal agencies, universities, municipal and county planning, transportation, and public works departments, transit groups, private utilities, and environmental organizations. Public input is obtained through newsletters, public involvement meetings and hearings, and publication and distribution of various informational materials.

The regional land use plan created by SEWRPC for year 2035 recommends expanding County S from two travel lanes to four travel lanes between I-94 and WIS 31.

Both the City of Kenosha and the Town of Somers have adopted additional land use plans created by SEWRPC. These plans indicate that the current land use adjacent to County S is primarily agricultural and residential, with some commercial and governmental/institutional. The future land use is anticipated to be primarily a mix of commercial, business/industrial park, and industrial uses. Development has already begun in the area, with Amazon and First Park 94 recently constructing facilities.

County S is currently classified as a minor arterial highway intended to provide moderate through-traffic mobility and to funnel traffic from local roads and traffic generators to higher type highways such as principal arterials and freeways. As an east-west arterial highway, County S serves as a main stem for a network of north-south roadways that collect and distribute traffic in central Kenosha County and provides a vital link between Interstate-94 and the north side of the City of Kenosha.

Existing Roadway Characteristics and Deficiencies

County S currently consists of two 12-foot wide travel lanes and 3-foot paved shoulders. The total shoulder width varies throughout the corridor but is generally 7 to 10 feet. The gravel shoulders in some areas have eroded away and are very steep. In some areas the shoulders lack adequate width, so there is not enough room to pull off the roadway in case of an emergency, which creates safety concerns. The minimum required shoulder width for a rural two-lane county trunk arterial roadway is 5-foot paved and 10-foot total according to current design standards.

Existing sight distance deficiencies make it difficult to see over several hills along the roadway. Power poles and steep ditches are too close to the roadway, creating safety concerns for vehicles that accidentally leave the roadway. Steep ditches and steep slopes along the roadway make it difficult for vehicles that accidentally leave the roadway to recover and safely negotiate back onto the roadway.

The County EA intersection with County S is located only about 100-feet from the at-grade Union Pacific Railroad crossing with County S. Eastbound vehicles stopped, waiting for trains to cross, back up through the County EA intersection making it difficult for County EA vehicles to travel eastbound on County S.

Bicycle and pedestrian accommodations do not currently exist along this section of County S, forcing bicycles and pedestrians to use a narrow and unsafe shoulder.

Potential Improvement Plan

The proposed roadway cross-sections on display are conceptual alternatives that could be developed further for the improvement of County S.

Conceptual cross-sections currently being considered (see attached drawings):

- Rural 4-lane divided roadway
  - 50-ft wide grassed median
  - Gravel shoulders in the median
  - Gravel shoulders and drainage ditches on the outside of the roadway
- Urban 4-lane divided roadway
  - 30-ft wide grassed median
  - Curb and gutter in the median
  - Curb and gutter on the outside of the roadway
  - Storm sewer for drainage, with the possibility of drainage ditches as needed
- Hybrid 4-lane divided roadway
  - 30-ft wide grassed median
  - Curb and gutter in the median
  - Gravel shoulders and drainage ditches on the outside of the roadway

All three roadway cross-section alternatives incorporate bike accommodations via the 8-foot wide paved shoulders and a 10-foot wide shared-use path on one side of the roadway. Pedestrian accommodations would be provided via the shared-use path.

Conceptual alternative layouts being considered:

- Widen to the North
  - Eastbound lanes built on existing roadway
  - Westbound lanes and median built to the north of the existing roadway
- Widen to the South
  - Eastbound lanes and median built to the south of the existing roadway
  - Westbound lanes built on existing roadway
- Balanced Widening
  - County H to Canadian Pacific Railroad overpass
    - Follows widening to the north layout
  - Canadian Pacific Railroad overpass to Brumback Boulevard
    - Median centered on existing roadway
    - Eastbound lanes built to the south
    - Westbound lanes built to the north

All three alternative layouts utilize the existing roadway footprint at the Canadian Pacific railroad bridge in order to reuse the existing bridge for one direction of travel (westbound or eastbound). A second bridge would be constructed for the other direction of travel, either north or south of the existing bridge depending upon the layout alternative.

Intersection safety improvements would be included with any of the selected build alternatives for County S. Turn lanes would be added where needed to improve the safety and efficiency of the intersections. Updated intersection traffic signal equipment would be included at the County S intersections with County H and Brumback Boulevard. County EA would be analyzed to shift the intersection with County S further west to provide additional separation from the Union Pacific railroad crossing to improve safety by increasing driver visibility and providing more storage for eastbound vehicles to back-up as they wait for trains to cross.

Right of way acquisitions and temporary grading easements are anticipated as part of this project, the exact extent of which are unknown at this time.

The conceptual alternatives on display have been analyzed for their potential impacts on right of way, residential, commercial, and farmstead displacements, and wetlands. The results of this Alternative Screening Analysis are summarized in the chart attached to this handout.

Project Schedule

Public Involvement Meeting #2, to present the preferred alternative	May 2016
Draft Environmental Document	June 2016
Preliminary Plans	November 2016
Public Involvement Meeting #3, to present right of way impacts	June 2017
Begin right of way acquisition	July 2017
Plans Complete	August 2018
Construction	Spring 2019 to Fall 2019

Project Contacts

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. A comment sheet is provided with this handout for your use. This form can be completed today and dropped in the comment box at the meeting, e-mailed or mailed to the address on the back of the comment sheet. If you have any questions, comments or would like additional information, you may also contact:

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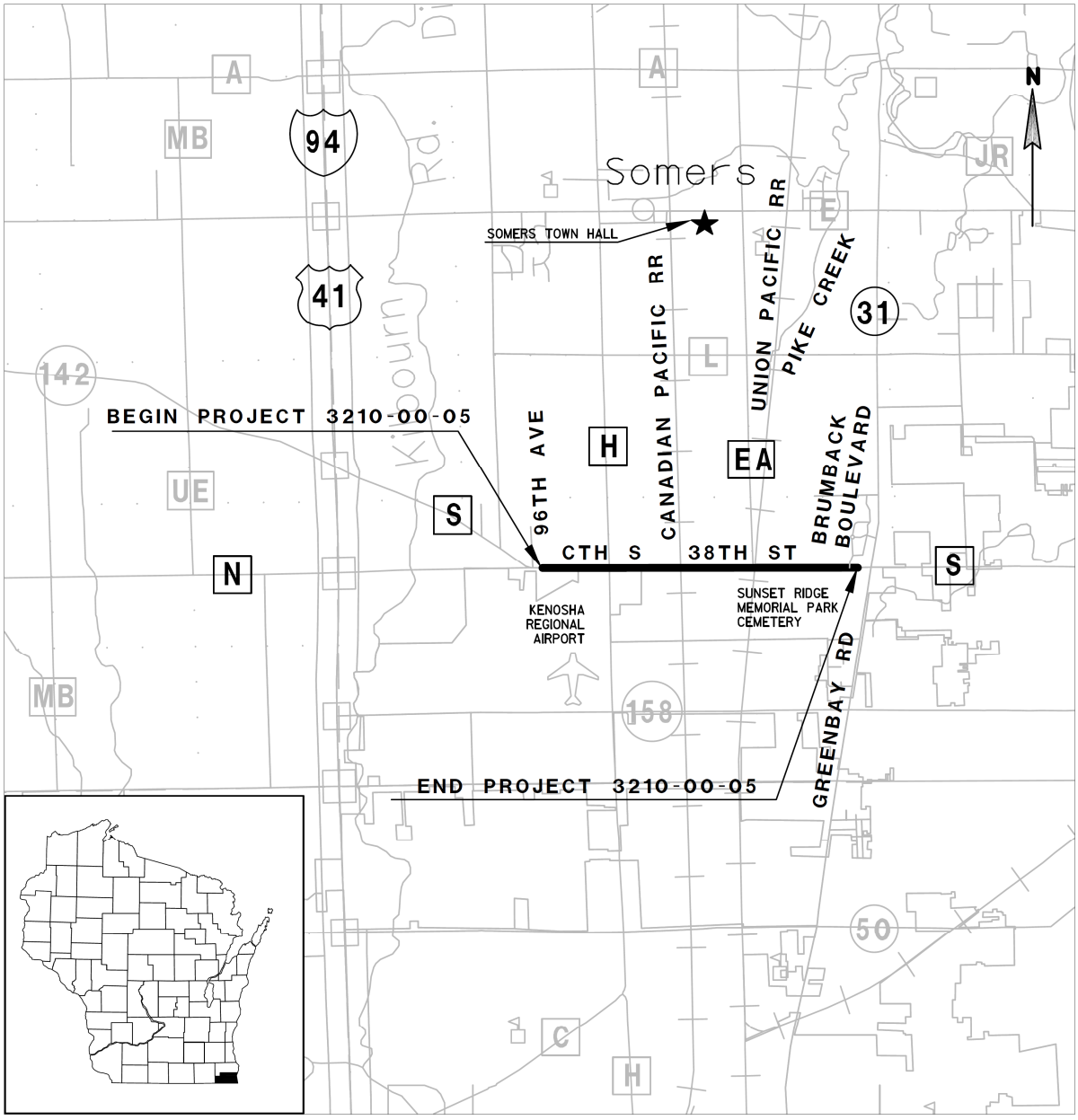
Exhibit 1: Project Location Map

County S Improvements
County H to Brumback Boulevard



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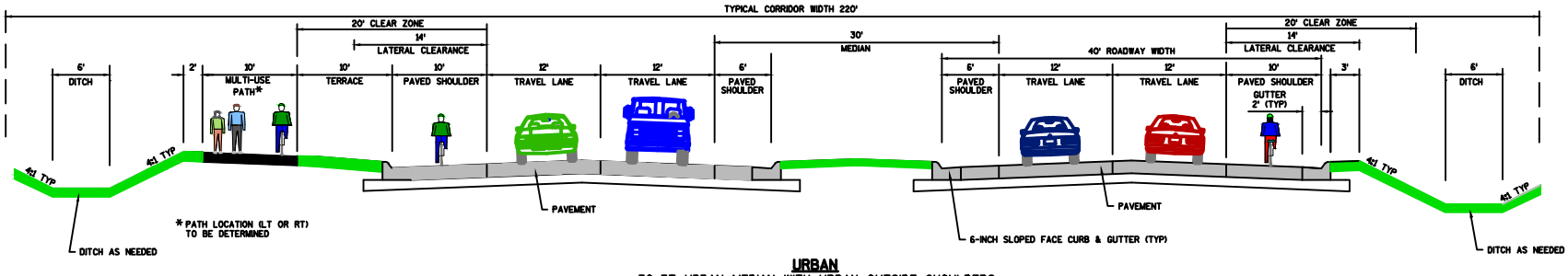
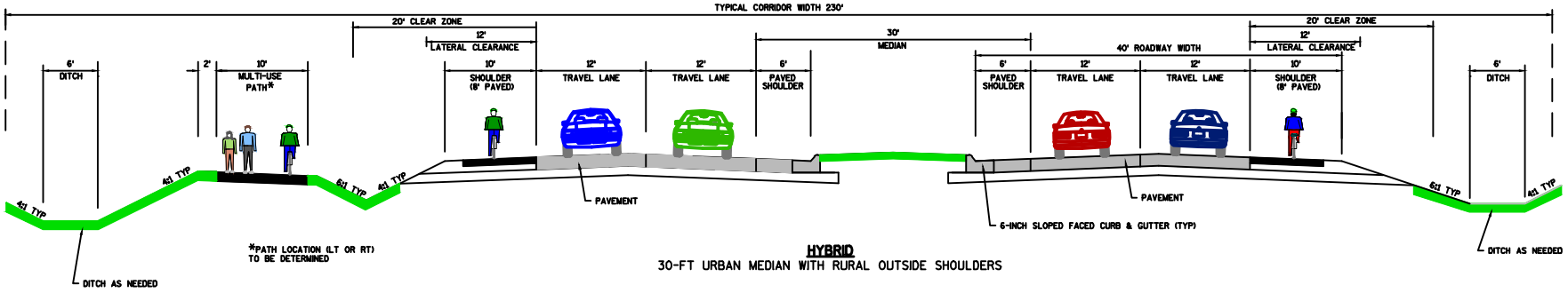
ALTERNATIVE TYPICAL CROSS SECTIONS

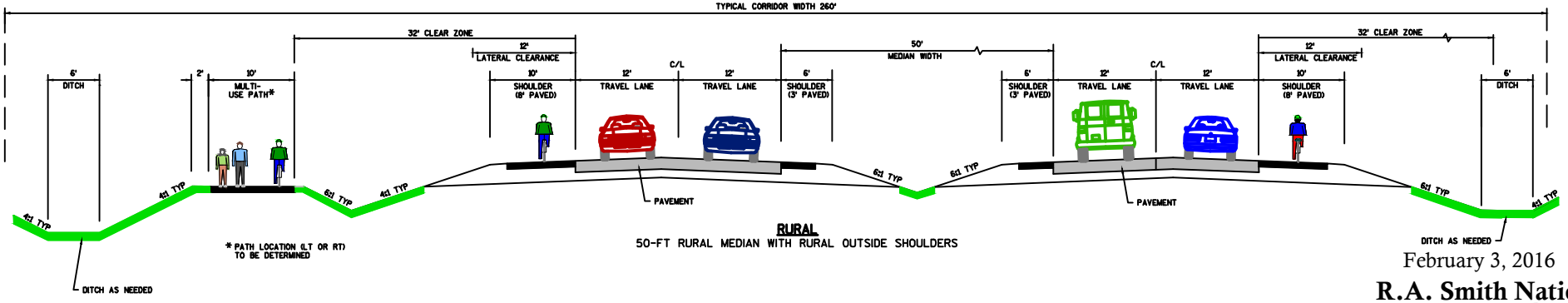
COUNTY S
COUNTY H TO BRUMBRACK BOULEVARD
KENOSHA COUNTY
ID 3210-00-05
POSTED SPEED: 45 MPH



URBAN
30-FT URBAN MEDIAN WITH URBAN OUTSIDE SHOULDERS



HYBRID
30-FT URBAN MEDIAN WITH RURAL OUTSIDE SHOULDERS



RURAL
50-FT RURAL MEDIAN WITH RURAL OUTSIDE SHOULDERS

February 3, 2016

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County S Improvements - Alternatives Screening Analysis

ID 3210-00-05

CTH H to Brumback Boulevard

Kenosha County

	County S								
	Rural Typical Roadway Cross-Section			Hybrid Typical Roadway Cross-Section			Urban Typical Roadway Cross-Section		
Category	North Widening	South Widening	Balanced Widening	North Widening	South Widening	Balanced Widening	North Widening	South Widening	Balanced Widening
New R/W Required (acre)	35.9	40.0	36.1	28.1	33.9	28.1	26.0	31.2	26.0
Residential Displacements	13	20	16	12	16	14	12	16	12
Commercial Displacements	3	5	3	3	4	3	3	4	2
Farmstead Displacements	0	1	0	0	1	0	0	1	0
Wetlands (acre)[#]	4.48	7.02	4.63	3.75	6.08	3.67	3.64	5.82	3.72

Notes:

Analysis results are conceptual and subject to further refinement.

[#] *Wetland areas will be adjusted pending SEWRPC wetland report.*

Catergory's Lowest Impact

R.A. Smith National

Beyond Surveying and Engineering

February 3, 2016

Public Involvement Meeting Comments

I.D. 3210-00-05
County S Improvements
County H to Brumback Boulevard
Kenosha County

Please use this page to record any comments or questions you may have regarding this project. Comments may be placed in the Comment Box at the meeting, e-mailed, or mailed to the address on the back of this sheet by **February 17, 2016. Please Print.**

Name: _____

Address: _____

Daytime phone: _____

Comments: _____

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