Minutes of the Sixth Meeting of the

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: October 13, 2010

TIME: 5:30 p.m.

PLACE: Auditorium
        Health and Human Services Center
        Walworth County Lakeland Complex
        W4051 County Trunk Highway NN
        Elkhorn, Wisconsin

Members Present
Shane Crawford ........................................... Deputy County Administrator-Central Services,
   Chair Department of Public Works, Walworth County
Kenneth R. Yunker ........................................ Executive Director, SEWRPC
Secretary
Dorothy C. Burwell ........................................ Chair, Town of Delavan
David P. Duwe ............................................... Chair, Town of Sugar Creek
Daniel Cooper .............................................. Chair, Town of LaFayette
Patrick Hoffmann ........................................... Chair, Town of LaGrange
Thomas Longtin ........................................... State Program Engineer, Southeast Region
   (Representing Dewayne J. Johnson)
Cecil R. Logterman ..................................... Public Works Superintendent, Town of Darien
   (Representing William R. Loesch)
William R. Mangold .................................... Chair, Town of Lyons
Michael Miller ............................................. Director, Department of Public Works
   and Utilities, Village of East Troy
John Murphy ............................................... Citizen, Town of East Troy
   (Representing Joe Klarkowski)
Wayne Redenius ......................................... Chair, Town of Richmond
Nancy Russell ............................................... Chair, Walworth County Board of Supervisors
Mark E. Wendorf ......................................... Director, Department of Public Works,
   City of Delavan

Guests and Staff Present
Mike Bechman .............................................. Citizen
Jason Biernat .............................................. Engineer, SEWRPC
Gordon Burwell .......................................... Citizen
Rick Callaway ............................................. Citizen
Brenda Dean .............................................. Citizen
David P. Dean ............................................. Citizen
Tim Erikson ................................................ Citizen
Deepak Gill ................................................ Citizen
Neal Gill ..................................................... Citizen
Steven Granger ......................................... Citizen
ROLL CALL AND INTRODUCTIONS

Chairman Crawford called the meeting of the Walworth County Jurisdictional Highway Planning Committee to order at 5:30 p.m. He noted that attendance will be taken by sign-in sheets located near the entrance. He then asked the Committee members and staff present to introduce themselves.
APPROVAL OF MINUTES OF AUGUST 11, 2010 MEETING

Chairman Crawford indicated that the first item on the agenda was the consideration and approval of the minutes for the previous meeting of the Walworth County Jurisdictional Highway Advisory Committee, held on August 11, 2010. Mr. Mangold made a motion to approve the August 11, 2010 meeting minutes. Mr. Wendorf seconded the motion. Mr. Wendorf noted that Mr. Redenius’s name is misspelled on page 9 of the minutes. There being no further discussion, the minutes for the Advisory Committee meeting held on August 11, 2010, were unanimously approved by the Committee with the one correction noted.

REVIEW AND CONSIDERATION OF ANALYSIS OF ALTERNATIVE ROUTES TO DIVERT TRAFFIC FROM STH 50 BETWEEN CTH F (NORTH) AND STH 67

Chairman Crawford stated that the next item on the agenda was the review and consideration of the analysis of alternative routes to divert traffic from STH 50 between CTH F (north) and STH 67 to potentially eliminate the need for four traffic lanes between CTH F (north) and CTH F (south) as requested by the Town of Delevan representative and the Committee. Chairman Crawford then asked Mr. Yunker to summarize the analysis conducted of alternative routes to divert traffic from STH 50 between CTH F (north) and STH 67. Mr. Yunker noted that at the previous August 11, 2010, meeting the Committee acted to approve the preliminary recommended plan as the final Walworth County jurisdictional highway system plan with the exception of two specific recommendations—the proposed widening of STH 50 between CTH F (north) and CTH F (south) from two to four traffic lanes, and the reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future widening of the facility with additional lanes beyond the design year 2035 of the plan. Mr. Yunker then presented the Commission staff’s analysis of the potential of alternative routes to divert enough traffic to eliminate the need for four traffic lanes from STH 50 between CTH F (north) and STH 67.

[Secretary’s Note: A copy of the powerpoint presentation made by Mr. Yunker is included in these minutes as Attachment A.]

Chairman Crawford then stated that the next item on the agenda was the solicitation of public comment. He noted that following its approval by the Committee, the recommended year 2035 Walworth County jurisdictional highway system plan, including the recommendation for STH 50 between CTH F (north) and STH 67, would first be forwarded to the Public Works Committee of the Walworth County Board of Supervisors. Following their consideration and recommendation of Board approval, the final plan would then be forwarded to the Walworth County Board of Supervisors for their consideration and adoption.

The following comments from the public were made:

1. Ms. Ashlie Lilly stated that she was an employee at the Mobile gas station located at the intersection of STH 50 and Town Hall Road/South Shore Drive and expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes based on potential impact on businesses along STH 50, and the belief that there is not sufficient traffic and vehicle crashes on this segment of STH 50 to warrant the provision of four traffic lanes.

2. Ms. Gerri Green expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes based on the potential loss of tourism and tax base in the
Town of Delavan, and potential impacts to businesses along STH 50, Delavan Lake, wetlands adjacent to the lake, and Native American burial mounds. She also expressed support for the use of Mound Road for a potential northern alternative route of STH 50 between North Shore Road and STH 67 based on the belief that it would divert enough traffic from STH 50 to eliminate the need for four traffic lanes on STH 50 between CTH F (north) and CTH F (south). She also submitted letters from her and other concerned citizens expressing opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes. She was permitted to read one of the letters from Mr. Thunder Ruthven that expressed opposition to widening STH 50 between CTH F (north) and CTH F (south) from two to four lanes based on potential impacts to Native American burial mounds.

[Secretary’s Note: Attachment B to these minutes contains copies of the letters provided by Ms. Green to the Committee during the meeting.]

3. Mr. Donald Svachula expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes due to potential impact to businesses along STH 50. He also expressed his opposition to roundabouts being constructed along STH 50 based on the potential delay to emergency vehicles.

4. Ms. Eileen Weyrauch stated that she owned a business on STH 50 with four employees, and expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes based on potential impacts on businesses along STH 50 and the environment, and safety concerns.

5. Mr. Steve Hollenbeck expressed opposition to the expansion of STH 50 between CTH F (north) and CTH F (south) from two to four lanes as it would negatively affect the tax base, rural character and quality of life in the Town of Delavan, impact businesses along STH 50 and the environment, and could potentially affect the likelihood of attracting new businesses to the Town. He also questioned the need to widen STH 50 between CTH F (north) and CTH F (south) from two to four lanes given the closing of the Lake Lawn Resort and the delay of proposed developments adjacent to or near STH 50. He suggested that the installation of turn lanes at the intersection of STH 50 and Town Hall Road/South Shore Drive would help facilitate the flow of traffic on STH 50. Ms. Burwell noted that an email she received from WisDOT indicated that the Lake Lawn Resort was a contributing factor for the need to increase the number of lanes on STH 50 between CTH F (north) and CTH F (south) from two to four lanes, and questioned WisDOT’s forecast traffic volumes for STH 50 between CTH F (north) and STH 67. She indicated her support for intersection improvements along STH 50.

[Secretary’s Note: Attachment C to these minutes contains a copy of a letter provided from Mr. Hollenbeck to the Committee during the meeting.]

6. Mr. Peter VanKampen inquired why traffic levels were higher on STH 50 between CTH F (north) and CTH F (south) than between CTH F (south) and STH 67. Mr. Yunker responded that traffic volumes were higher on STH 50 between CTH F (north) and CTH F (south) because of the number of vehicles traveling between the City of Delavan and Walworth/Fontana area on STH 50 and CTH F (south). Mr. Peter VanKampen then asked whether an alternative route to divert traffic from STH 50 south of Delavan Lake was considered. Mr. Yunker responded that alternative southern routes were considered, but dismissed as Delavan Lake essentially precludes such routes from diverting a significant amount of traffic.
7. Mr. Herb Sapherman expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes based on potential impacts to businesses along STH 50, and the belief that vehicles would have difficulty entering a widened STH 50. He also stated his opposition towards roundabouts due to the number of vehicles towing boats in the Delevan Lake area.

8. Responding to an inquiry by Mr. Dennis West, Mr. Yunker stated that the jurisdictional plan does not recommend specific intersection treatments or roadway cross sections. The jurisdictional highway system plan only identifies and recommends new arterial roadways, and arterial roadways which require additional traffic lanes upon their reconstruction. He noted that WisDOT would determine the roadway cross sections and intersection treatments along STH 50 during the conduct by WisDOT of preliminary engineering and environmental impact studies for STH 50.

9. Mr. Tim Erikson expressed opposition to the widening of STH 50 between CTH F (north) and CTH F (south) from two to four lanes as it would negatively affect the rural character of the Town of Delavan.

10. Mr. Bill Mularkey expressed support for four lanes along STH 50 between CTH F (north) and STH 67 due to safety concerns, and the need to accommodate the high level of traffic volume travelling on STH 50.

[Secretary’s Note: Attachment D to these minutes contains a copy of a petition received by Commission staff after the public comment period of the meeting.]

There being no other public comment, Chairman Crawford requested open discussion from the Committee members.

Ms. Burwell stated that the alternatives analyzed should have included extending Mound Road through the existing industrial park to STH 11. Mr. Yunker responded that the analysis performed by Commission staff of alternative routes did include the routing of Mound Road to STH 11. Mr. Yunker suggested that, in response to the comments received, the Committee could consider recommending that the jurisdictional highway system plan recommend the widening of STH 50 between CTH F (north) and CTH F (south) from two to four traffic lanes, and further recommend that WisDOT, as it conducts preliminary engineering and environmental impact studies for this stretch of STH 50, develop a four lane alternative that would not require the acquisition of businesses and residences along STH 50, and construct storm water management facilities to minimize the water quality impact on Delevan Lake. He added that the Committee could also add Mound Road as a local arterial between STH 11 and STH 67 to the Walworth County arterial street and highway system. Ms. Burwell noted that WisDOT had informed her during a meeting that the widening of STH 50 from two to four traffic lanes would at a minimum require the acquisition of three businesses.

Ms. Russell asked whether WisDOT was aware of potential impacts to Native American burial mounds. Mr. Longtin stated that WisDOT was aware of the Native American burial mounds, and that WisDOT works closely with members of the Native American community to ensure that Native American burial mounds remain undisturbed.

Ms. Burwell suggested that truck drivers may prefer to travel on STH 67 and Mound Road to access the industrial park on Mound Road east of STH 11 rather than STH 50. Mr. Duwe stated that given the
indirection of travel attendant to the northern alternative route of STH 50 using Mound Road and STH 67, he questioned whether truck drivers would choose travelling on STH 67 and Mound Road rather than staying on STH 50. Mr. Yunker added that the northern alternative route of STH 50 along Mound Road and STH 67 would have both a longer travel distance and time than the existing route of STH 50, and as a result, it is expected that it would not divert sufficient traffic to eliminate the need for four traffic lanes on STH 50 between CTH F (north) and CTH F (south).

Responding to an inquiry made by Ms. Burwell, Mr. Yunker stated that even without the Lake Lawn Resort and other developments, existing and future traffic volumes on STH 50 between CTH F (north) and CTH F (south) would exceed the design capacity of the existing two lane facility.

Responding to an inquiry by Mr. Hoffmann, Mr. Yunker stated that a two traffic lane facility with a two-way left turn lane would also be inadequate to carry existing and future traffic volumes on STH 50 between CTH F (north) and CTH F (south). Ms. Burwell stated that she would support the provision of a two lane facility with a two way left turn lane on STH 50 between CTH F (north) and CTH F (south), and expressed support for the addition of Mound Road between STH 67 and STH 11 to the Walworth County arterial street and highway system.

Responding to an inquiry made by Mr. Logterman, Mr. Yunker stated that truck traffic cannot be restricted from using a state highway like STH 50. Ms. Burwell then suggested that Mound Road be made a state truck highway between STH 11 and STH 67, and STH 50 no longer be a state trunk highway. Mr. Yunker stated that it would be unlikely that WisDOT would support the transfer of this segment of Mound Road to State jurisdiction given its close proximity to IH 43. He added that should WisDOT, Walworth County, and the local municipalities along STH 50 agree, STH 50 between IH 43 and USH 12 perhaps could be considered for transfer to either local or county jurisdictions.

Mr. Wendorf stated that the City of Delavan would support the addition of Mound Road between STH 11 and STH 67 to the Walworth County arterial street and highway system.

Responding to an inquiry by Mr. Hollenbeck, Mr. Yunker stated that the recommendations contained in the Walworth County jurisdictional highway system plan are advisory, and assist local, County, and State levels of government in making decisions when implementing projects to reconstruct existing arterial facilities and construct new arterial facilities. He noted that such facilities have a design life of 50 years, and should be constructed to accommodate future traffic volumes.

Ms. Burwell made a motion that the Walworth County jurisdictional highway system plan recommend the provision of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south); that the plan recommend to WisDOT that no existing business be acquired as a result of reconstruction of this section of STH 50, and to consider safety improvements such as the provision of protected left turns for the intersection of STH 50 and Town Hall Road/South Shore Drive; and that Mound Road between STH 11 and STH 67 be added to the plan as an arterial facility. Mr. Logterman seconded the motion, and the following discussion occurred:

1. Ms. Russell suggested that the motion include a recommendation that the WisDOT ensure that no existing Native American mound sites be impacted as a result of a reconstruction of STH 50. Ms. Burwell and Mr. Logterman agreed to modify the motion.

There being no further discussion on the motion, Chairman Crawford asked for the motion to be put to a vote. The motion that the Walworth County jurisdictional highway system plan recommend the provision
of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south); that the plan recommend to the WisDOT that no existing businesses be acquired and no existing Native American mound sites be impacted as a result of a reconstruction of this section of STH 50, and to consider safety improvements such as the provision of protected left turns for the intersection between STH 50 and Town Hall Road/South Shore Drive; and that Mound Road between STH 11 and STH 67 be added to the plan as an arterial facility passed by the Walworth County Jurisdictional Highway Plan Committee on a vote of 11 ayes and 1 nay, with Mr. Longtin voting against the motion.

[Secretary’s Note: Attachment E to these minutes contains text to be added to Chapter IV under the heading, Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan, which summarizes the action of the Committee regarding STH 50 at this meeting.]

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 6:45 p.m. on a motion by Ms. Russell, seconded by Ms. Burwell, and carried unanimously by the Committee.

Respectfully submitted,

Kenneth R. Yunker
Secretary
October 13, 2010

Recommended Functional Improvements along STH 50 in the Delavan Area

- Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan recommends:
  - Widening of STH 50 to provide four traffic lanes between North Shore Road and CTH F (south); and
  - Reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate future widening to four traffic lanes which may be needed beyond the plan design year 2035.
Existing and Forecast Traffic Volumes on STH 50 Between North Shore Road and STH 67

• Between North Shore Road and CTH F (south)
  • Existing traffic volumes exceed the design capacity of the existing two-lane roadway.

• Between CTH F (south) and STH 67
  • Future forecast traffic volumes approaching, but not exceeding the design capacity of the existing two-lane roadway.

STH 50 Between CTH F (north) and STH 67

• Requested by Town of Delavan Representative and Committee that Commission Staff consider alternative routes that would potentially divert traffic from STH 50 between CTH F (north) and STH 67 to eliminate need for widening to four traffic lanes.

• Two possible routes north of STH 50 were identified, tested, and evaluated.

• Potential routes south of STH 50 were not considered as Delavan Lake precludes such potential routes of STH 50.
Potential Northern Alternative Route of STH 50 Between North Shore Road and STH 67

- Suggested by Town of Delavan representative
- Not envisioned to be route for STH 50.
- Longer travel distance and travel time than existing route of STH 50.
- Estimated to divert 1,500 vehicles per average weekday from existing route of STH 50.
- Alternative rejected based on not being expected to eliminate the need of four traffic lanes on STH 50 between CTH F (north) and CTH F (south).

Potential Realignment of STH 50 Between North Shore Road and STH 67 Near Existing Alignment

- Construction of new alignment.
- Longer travel distance, but shorter travel time.
- Expected to divert about 10,000 vehicles per average weekday, enough to eliminate the need for four traffic lanes on STH 50 between CTH F (north) and CTH F (south).
- Alternative route dismissed due to the cost and potential environmental impacts in crossing Delavan Lake.
Recommendations

Commission Staff recommends that the Walworth County Jurisdictional Highway System Plan recommend:

- Between CTH F (north) and CTH F (south):
  - Widen STH 50 to provide four traffic lanes; and
  - Wisconsin Department of Transportation to work with local governments to develop location and right-of-way of widened STH 50 to minimize acquisition of, and impacts on, existing residences and businesses.
- Between CTH F (south) and STH 67
  - Reserve right-of-way along STH 50 to accommodate future widening to four traffic lanes which may be needed beyond the plan design year of the plan.

STH 50 Reconstruction Project Between IH 43 and STH 67

- Wisconsin Department of Transportation currently performing preliminary engineering and environmental study for the reconstruction of STH 50 between IH 43 and STH 67.
  - A number of alternatives will be considered by the Department.
  - At the conclusion of their study, a determination will be made by the Department as to how this segment of STH 50 would be reconstructed.
Dear Walworth County Jurisdictional Highway Planning Committee,

As you consider expanding ITH 50 through the Delavan Inlet, we would like to go on record as being vehemently opposed to this plan. We are homeowners in the Inlet Oaks Subdivision, and with a business on South Shore Drive we realize and suffer through the additional traffic that will enter ITH 50 in the summer time every year.

By expanding ITH 50 through the Inlet, traffic will undoubtedly increase since many people already travel secondary routes to avoid the boat and trailer congestion that occurs at the traffic light on Town Park. If you look at eliminating the traffic light by using roundabouts – what does this do with the boat and trailer traffic pulling into the park which often backs up onto ITH 50 on busy days?

If the decision is to have four traffic lights in the short stretch between CTF F (North) and CTF F (South), how do you expect to move this same traffic through? In the summer, these vehicles with boat trailers can take up the equivalent of 2+ vehicles!

We are not in favor of losing the businesses near our home that we utilize on a daily basis. We are also not in favor of doing any harm to the lake that my father, Nick Marsicano worked so hard to protect and make better for the thousands who take advantage of it every year.

We are in favor of diverting traffic by other means. Changing the traffic pattern around the Inlet may also create an opportunity for new businesses whereas none existed before.

Thank you for your consideration.

Sincerely,

Mr. & Mrs. Chris Marsicano
Property Owners in Inlet Oaks Subdivision

--- Original Message ---

Hi Geri,

I am totally against widening Hwy 50 through the township in Delavan. My points of interest are:

1) Our tax base will be considerably less than what we have now;
2) The impact on our lake;
3) The people that will be "displaced" due to this procedure;
4) The loss of jobs along Hwy 50 throughout the township.

After looking at the website, I don’t think we as a township will gain anything extra for this, and also as a township, we don’t have the rights that a city or a village have, but we still have to protect our community and fight for what rights we have.

Also, how will this help our township? What will we (the township) gain from then widening of Hwy 50?

Sincerely,

Beth Peters
2910 Tilden Ave
Delavan, WI 53115-3565

Sophia M. Peters
4127 Blue Gill Rd
Delavan, WI 53115

Edward P. Miller
2933 Webs St.
Delavan, WI 53115
Attachment C

To the Walworth County Jurisdictional Highway Planning Committee

Wednesday, October 13, 2010

Town of Delavan’s Concerns for the 2035 Highway Plan
(4 lane expansion of Highway 50 from County Rd. F South to I-43):

Our Request:
The Town of Delavan business owners & residents ask that you please change your 2035 Highway Plan Recommendation to eliminate the 4 lane expansion of the Highway 50 in our town from County Rd. F South to I-43.
(In your last Committee meeting you stated that your plan will serve as advice to the D.O.T.)

Following is a List of our Concerns:
1) This plan has the potential of removing from our town 13 businesses & affecting the property of an additional 3 businesses with possibly removing parking and/or access to their property just in that 1 1/2 mile alone.
   List of businesses affected:
   - Abracadabra Bar Saloon / Elson Woyouchi, owner
   - Mobil Gas Station / Neil & Deepak Gill, owners
   - Cordo Coffee Shop / Jeff Cook, owner
   - Read’s Marine / Tom Johnson, owner
   - Read’s Used Books / Tom Johnson, owner
   - Former Mulligan’s Restaurant
   - North Shore Loan Car Sales / Bill Malek, owner
   - East Bay Realty / Bill Malek, owner
   - Timothy 2.4 LLC / Ministry of Calvary Community Church
   - Hair of the Dog / Gail Closterman, owner
   - Waterfront Restaurant / Joe Yorkholm, owner
   - The Convenience Store / Ronald & Mary Jessep, owners
   - Mau-Shek Gas Station / Mac & Bhavna Patel, owners
   Probably or Possibly:
   - Lakeside Motel / John Manick, owner
   - Walworth State Bank / Toby Stansong, owner
   - Pirates Cove Bar & Grill / Brent, owner

   2) By removing these businesses you greatly affect the quality of life of the owners.

   3) Many people come to the Town of Delavan because it is a beautiful rural community. Tourism and Delavan Lake are big economic factors in Walworth County and for our community. Widening this section of Hwy. 50 would reduce the rural atmosphere, reduce this economic factor, and greatly affect the current access to the lake and the pleasant atmosphere of our community park.

   4) By removing these businesses & residents you affect the Town Economic Base.
   The property tax for these businesses & residents comes to about $55,000.00 per year. There would be a significant loss in school tax, county tax, town tax, Delavan Lake Sanitary District, some state tax, and a significant amount of sales tax.

   5) We are also concerned about the detrimental environmental impact on the quality of Delavan Lake due to the increase of dirt & oil runoff from the cars and the increase of salt content to the lake.

   6) Also take into consideration the Lost Opportunity Cost - Taking this land will preclude future businesses locating in the Inlet and loss of jobs they would create. It would also greatly impact the expansion of current businesses and their creation of jobs.

   7) The numbers for traffic increase are no longer as valid as you might have thought.
   - The new intersection at Delavan Crossings has greatly increased the effectiveness of the traffic. Then, the DOT’s projections included “a significant amount of traffic causing the need for additional Hwy. 50 lanes due to the Shodeen development & other development along the corridor” (from an email sent to our Town Clerk, July 19, 2000). But, Shodeen’s development has been greatly reduced & Laketown Resort’s development plans are unlikely.
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<th>Name</th>
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<tbody>
<tr>
<td>Shawna Brady</td>
<td>321 Negley Ave</td>
<td>2/19</td>
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<tr>
<td>Lani Stinger</td>
<td>3629 Stoney Ave</td>
<td>2/9</td>
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<tr>
<td>Shane Anderson</td>
<td>106 Apache Ave</td>
<td>2/9</td>
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<tr>
<td>Jasha Ingram</td>
<td>10 West St</td>
<td>5/29</td>
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<tr>
<td>Dave Allen</td>
<td>826 W. Center</td>
<td>2/9</td>
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<tr>
<td>Michelle</td>
<td>4217 Anderson Ave</td>
<td>5/29</td>
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<td>Tim Mitchell</td>
<td>4217 Anderson Ave</td>
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<td>Jon</td>
<td>4217 Anderson Ave</td>
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<td>Katie</td>
<td>1701 Center</td>
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<td>Dr. Smith</td>
<td>237 Joliet Shore</td>
<td>7/15</td>
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<tr>
<td>Lynne</td>
<td>2217 S. 6th St.</td>
<td>7/15</td>
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<tr>
<td>Emily</td>
<td>2003 Tivon Ave</td>
<td>5/29</td>
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The undersigned object to the present proposal in the Walworth County Highway System 2035 proposed plan. The lack of available land will require disruption to businesses and residential units. Recent studies have raised concerns about the effect of salinization on lakes, streams, and rivers. Taxpayers have spent a considerable amount of money to maintain Delavan Lake and we must protect the lake. Please consider a different route for a four lane highway expansion of Highway 50.

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<th>Name</th>
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<tr>
<td>Steve Williams</td>
<td>320 N. Dr. Drexel</td>
<td>6/9</td>
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<td>John Hill</td>
<td>227 S. Center</td>
<td>5/11</td>
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<tr>
<td>Rick Baker</td>
<td>1809 Republic Ave</td>
<td>7/11</td>
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<tr>
<td>John</td>
<td>100 W. Center</td>
<td>6/10</td>
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<tr>
<td>Bill</td>
<td>209 S. 6th St.</td>
<td>8/11</td>
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<td>Jim</td>
<td>201 S. 6th St.</td>
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<td>Linda</td>
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APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA

The following text is proposed to be added under the heading, Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan, in Chapter IV, Application of Jurisdictional Classification Criteria. The added text reflects the action of the Committee at its October 13, 2010, meeting in approving that the final recommended year 2035 Walworth County jurisdictional highway system plan recommend the provision of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south); that the plan recommend to the WisDOT that no existing businesses be acquired and no existing Native American mound sites be impacted as a result of a reconstruction of this section of STH 50, and to consider safety improvements such as the provision of protected left turns for the intersection between STH 50 and Town Hall Road/South Shore Drive; and that Mound Road between STH 11 and STH 67 be added to the plan as an arterial facility

Based on the concerns expressed by residents present at the Walworth County Jurisdictional Highway Planning Committee meeting, held on October 13, 2011, and comments made by the Town of Delavan representative during the discussion by the Committee, Commission staff proposed a compromise that the Walworth County jurisdictional highway system plan recommend on STH 50 between CTH F (north) and CTH F (south):

- the widening of STH 50 to provide four traffic lanes;

- that the Wisconsin Department of Transportation develop an alternative that would not require the acquisition of businesses and residences; and
that the Wisconsin Department of Transportation construct storm water management facilities to minimize the water quality impact on Delavan Lake.

In addition, Commission staff recommended that Mound Road between STH 11 and STH 67 be added as a local arterial to the Walworth County arterial street and highway system.

Following discussion by the Committee, the Committee approved a motion that the Walworth County jurisdictional highway system plan recommend:

- a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south);

- that the Wisconsin Department of Transportation reconstruct the segment of STH 50 between CTH F (north) and CTH F (south) such that no existing businesses be acquired and no existing Native American mound sites be impacted as a result of a reconstruction of this section of STH 50;

- that the Wisconsin Department of Transportation consider safety improvements along STH 50 between CTH F (north) and STH 67, such as the provision of protected left turns for the intersection of STH 50 and Town Hall Road/South Shore Drive; and

- that Mound Road between STH 11 and STH 67 be added to the plan as an arterial facility.

The functional, or capacity, improvements recommended under the year 2035 Walworth County jurisdictional highway system plan as considered and approved by the Walworth County Jurisdictional Highway Planning Committee are displayed in Map E-1. The recommended year 2035 Walworth County jurisdictional highway system plan considered and approved by the Walworth County Jurisdictional Highway Planning Committee is shown on Map E-2. Map E-3 shows the changes in jurisdictional responsibility that would need to occur to implement the recommended jurisdictional highway system plan over the next 25 years.
FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

ARTELARIAL STREET OR HIGHWAY
NEW
WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

NUMBER OF LANES
(2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE
NEW
NEW HALF
EXISTING
RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL) NEW INTERCHANGE

Source: SEWRPC
FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

Source: SEWRPC