

## 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.....	Highway Supervisor, Town of LaGrange
Thomas Longtin .....	State Program Engineer, Southeast Region (Representing Dewayne J. Johnson) Wisconsin Department of Transportation
Cecil R. Logterman.....	Public Works Superintendent, Town of Darien
William R. Mangold .....	Chair, Town of Lyons
Michael Miller .....	Director, Department of Public Works (Representing William R. Loesch) 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

Gerri Green .....	Citizen
Steven Hammond .....	Guest
Ryan W. Hoel.....	Principal Engineer, SEWRPC
Beth Hollenbeck.....	Citizen
Steve Hollenbeck .....	Citizen
Brent Kendall .....	Citizen
Larry Kienish .....	Citizen
Bonnie Krause.....	Citizen
Gregg Kunes .....	Citizen
Richard J. Lauer .....	Citizen
Ashlie Lilly .....	Citizen
Josh Lilly.....	Citizen
Eric Lynde.....	Planner/Engineer, SEWRPC
Catherine McQueen .....	Citizen
Bill Mularkey .....	Citizen
George Krziniyczk .....	Citizen
John Olson .....	Citizen
Larry Price .....	Superintendent, Walworth County Department of Public Works
Wayne Rowehl.....	Citizen
Marcia M. Sahag .....	Citizen
Herb Sapherman.....	Citizen
Keith A. Shallcross .....	Citizen
Jason Shallcross .....	Citizen
Marc Shallcross .....	Citizen
Nancy Shallcross.....	Citizen
Denise Smith.....	Citizen
Tobias J. Steivang .....	Citizen
Donald D. Sukala .....	Supervisor, Town of LaGrange
Donald Svachula .....	Citizen
Matt Uksas .....	Guest
Mary VanKampen.....	Guest
Peter VanKampen .....	Commissioner, Lauderdale Lakes Lake Management District
Robert Vezzani.....	Citizen
Dennis West.....	Reporter, The Beacon
Eileen Weyrauch.....	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. Chairmen 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 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




## Analysis of Alternative Bypass Routes for STH 50 Between CTH F and STH 67



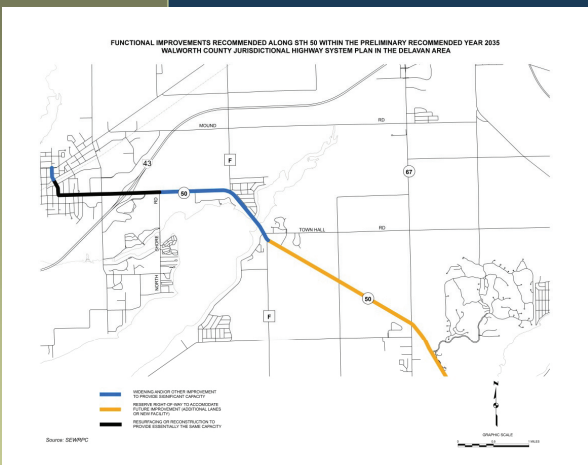
#153862

October 13, 2010

1



## Recommended Functional Improvements along STH 50 in the Delavan Area



FUNCTIONAL IMPROVEMENTS RECOMMENDED ALONG STH 50 WITHIN THE PRELIMINARY RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN IN THE DELAVAN AREA

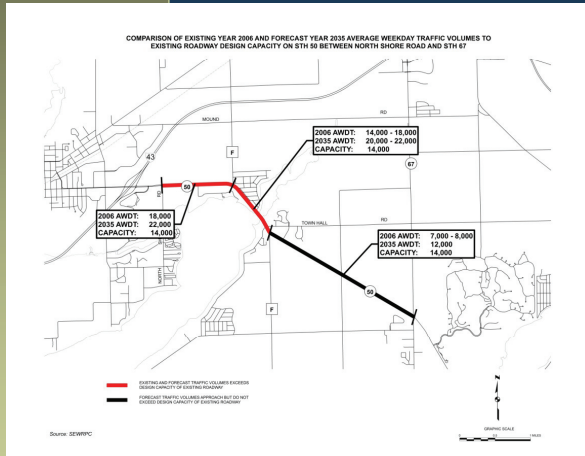
Source: SEWRPC

- **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.**

2



## 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.

3



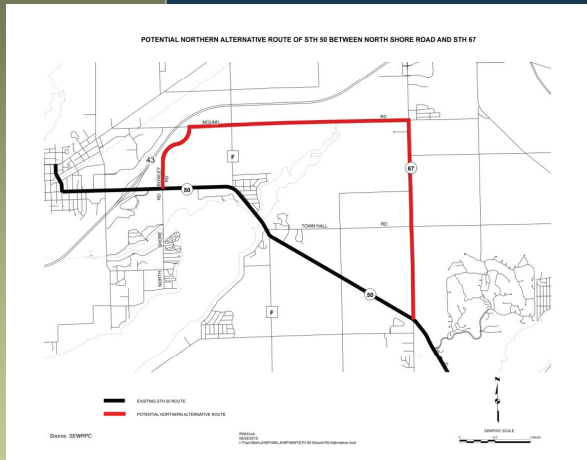
## STH 50 Between CTH F (north) and STH 67

- 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.

4



## Potential Northern Alternative Route of STH 50 Between North Shore Road and STH 67

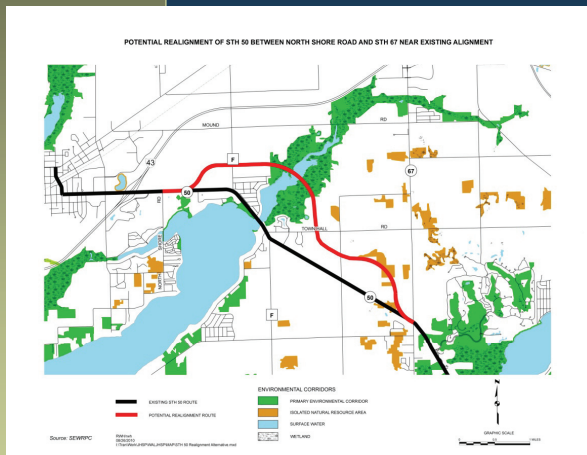


- Suggested by Town of Delavan representative
- Not envisioned to be route for STH 50.
- Longer travel distance and travel time than existing route of STH 50.
- Estimated to divert 1,500 vehicles per average weekday from existing route of STH 50.
- Alternative rejected based on not being expected to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

5



## 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.

6



## ***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.**

7



## ***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.**

8



**GREEN FINANCIAL SERVICES**  
**GERRI GREEN**  
 Financial Advisor  
 4218 Ash Street  
 Delavan, WI 53115  
 262.725.7015  
 262.749.1049 (cell)  
 262.725.7015 (fax)  
[gerrigreen@charter.net](mailto:gerrigreen@charter.net)

**Chris & Patti Marsicano**  
 221 Inlet Shore Drive  
 Delavan, WI 53115

Wednesday October 13, 2010

TO: Members of the Walworth County Jurisdictional Highway System Planning Committee  
 FROM: Gerri Green  
 RE: Objection to the present proposal in the Walworth County Highway System 2035 proposed plan. Please consider a different route for a four lane highway expansion of Highway 50.

I respectfully request that the members of the committee recommend an alternative route to widening highway 50 through the Inlet. An alternative such as Highway 67 to Mound Road would be a greater good for the environment and the economic development base of the township.

Delavan Lake is the heart of the Township and Highway 50 is the main artery that feeds the lake. Tourism is the bread and butter that enables the lake and Township to flourish. The current plans call for the elimination of all the businesses in the inlet. This is our Central Business district. Consider the devastation to the families that own these businesses, to our tax base, to the environment of the lake and surrounding wetlands, the loss of tourism and the loss of a sacred Native American grave site.

The Mound Road configuration seems to have been dismissed by several governmental entities but when the Sho-Deen project is begun, the traffic generated by this development will probably necessitate its upgrade to State highway standards. Why not do this now and save taxpayers' money, not to mention saving the Township's economy.

Thank you for your consideration.



*Preserving the history of the City and Town of Delavan*  
**The Delavan Historical Society**  
 2375 E. Geneva Street · PO Box 746  
 Delavan, WI 53115  
 (262) 740-7410  
[www.delavanhistory.org](http://www.delavanhistory.org) · [mail@delavanhistory.org](mailto:mail@delavanhistory.org)

October 10, 2010

Dear Walworth County Jurisdictional Highway Planning Committee;

I am writing regarding the proposed State Highway 50 changes from County Highway F (North) to State Highway 67 as it runs through the area known as the Delavan Inlet.

I am **not** in favor of changes through the Delavan Inlet that would result in the loss of several businesses from STH F (North) to STH F (South) nor am I in favor of any changes that may have an environmental impact on Delavan Lake.

The businesses that are located on this stretch of STH 50 through the Inlet have served the subdivision known as Inlet Oaks, and the South Shore Drive residents as a local business community. For the last 100 years, grocery stores, gas stations, taverns, dancehalls and restaurants have serviced the residents and tourists of this area of the lake, allowing them the convenience of nearby services in good weather and in bad.

The elimination of these businesses would be taking away one more piece of Delavan's past, leaving just a memory and scant few photographs. The residents of the surrounding neighborhoods would be left without the services that they have depended on for decades, and the lake that we have worked so hard to protect and rehabilitate, could also possibly suffer. The people who own the buildings that have poured their blood, sweat and tears into their businesses will either have to relocate and/or rebuild.

Some may call this progress, I call it a good reason to look harder at your alternatives.

Please carefully consider the impact historically and economically on the Delavan Inlet before you elect to expand STH 50 through this area. The Delavan Inlet community is irreplaceable.

Sincerely,

*Patti Marsicano*

Patti Marsicano  
 President, Delavan Historical Society



**Delavan Historical Society Exhibit & Resource Center**  
 2375 E. Geneva Street, Delavan  
 (The former Lake Lawn Airport Building)  
 (262) 740-7410  
 Winter Hours: Monday 10am-2pm, and Saturday 10am-2pm

Dear Walworth County Jurisdictional Highway Planning Committee,

As you consider expanding STH 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 through the Inlet in the summer time every year.

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

If the decision is to have four traffic lights in the short stretch between CTY F (North) and CTY 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 where none existed before.

Thank you for your consideration.

Sincerely,

*Mr & Mrs Chris Marsicano*

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

Preview

Page 1 of 2

Date: Tuesday, October 12, 2010 11:37 PM  
 From: Thunder Ruthven  
 To: Gerri  
 Cc: skip twardosz  
 Subject: Re: Widening of Highway 50 through the Inlet/ CAN'T BE HERE, PRAY !!!!!

Dear Ms. Green:

I wish you had contacted me sooner. I'm currently out of town and am only now seeing your e-mail. I'm sending this to Skip Twardosz, our spiritual and cultural adviser, who may be better able to mobilize some support or provide the needed expert testimony for this cause.

Speaking for myself, it would be a continuation of the great, unrepairable loss of history, culture, and spirit to this area and the world. Without getting into the losses that occurred with the building of the resort further north of this site, the mound at Community Park is all that remains of a series of mounds that were once here. These mounds are valuable not only to the indigenous and local community, but to all people on a multitude of levels.

For the last three years we have been directly involved with members of the Park District and other members of the community to bring attention to the general public about this site, with the Native American Heritage Days Powwow. The native peoples have never forgotten about this site. It is the locals who were unaware of this treasure. Each year I have watched the faces of school children, teachers, parents, and guests as they marvel at what they learned about the original inhabitants of this area. The cultural and educational value alone should make this site worth saving. Wisconsin has some of the most progressive legislation aimed at educating its young people about the original inhabitants of this land. Why would MDOT destroy such a valuable teaching tool?

The people of this community have an opportunity to give more than lip service to this piece of progressive legislation. If this site was on federal land this would not be an issue. If the federal government understands and protects the sacredness of these sites, why can't the people of MDOT follow suit? Our burial grounds have long been disrespected and desecrated in the name of science and academics. Although legislation has been passed to protect our sacred sites, it is not always evenly applied and the onslaught continues. I wonder if George Washington, Thomas Jefferson, or Ben Franklin were buried in that mound if MDOT would still be so eager to destroy it and it's cultural, historic, and spiritual significance? I find it hard to believe that another solution to the congestion can't be found.

I respectfully encourage the members of this planning committee to rethink this plan and find another alternative that does not disturb this sacred site. Think of how you might feel if the cultures that you are disrespecting started digging up your grandfathers and grandmothers, because that is what you are doing, digging up our relatives.

Thunder Ruthven

President & Co-Founder: Odanah Project, Lake Geneva, WI.  
 Co-Organizer: Native American Heritage Powwow, Delavan, WI.

----- Original Message -----

<http://ssomail.charter.net/do/mail/message/preview?msgid=INBOXDELM6331&f=en-U...> 10/13/2010



## Attachment B (continued)

**Beth Anne Peters**

2910 Tilden Avenue, Delavan, WI 53115-3565

Gerri Green  
4218 Ash St  
Delavan, WI 53115  
Financial Advisor  
Green Financial Advisory Services  
[gerrigreen@charter.net](mailto:gerrigreen@charter.net)  
262.725.7015

Re: Hwy 50

Hi Gerri,

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  
2903 Wells 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 Cnty. 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 ½ mile alone.

List of businesses affected:

Abracadabra Hair Salon / Eileen Weyrauch, owner  
Mobil Gas Station / Neil & Deepak Gill, owners  
Cooks Coffee Shop / Jeff Cook, owner  
Reed's Marine / Tom Johnson, owner  
Reed's Used Boats / Tom Johnson, owner  
Former Mulligan's Restaurant  
North Shore Lease Car Sales / Bill Malarkey, owner  
East Bay Realty / Bill Malarkey, owner  
Timothy 2:4 LLC / Ministry of Calvary Community Church  
Hair of the Dog / Gail Chidester, owner  
Waterfront Restaurant / Joey Torkelson, owner  
The Consignment Store / Ronald & Mary Jongetjes, owners  
Maxi-Shell Gas Station / Mac & Bhevana Patel, owners

Probably or Possibly:

Lakeview Motel / John Murdock, owner  
Walworth State Bank / Toby Steivang, 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 Chair, July 19, 2009). But, Shodeen's development has been greatly reduced & Lakelawn Resort's development plans are unlikely.

## Attachment D

## HIGHWAY 50 EXPANSION PETITION

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 affect of salt/chloride 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.

NAME	ADDRESS	DATE
Shawn Brady	321 Negley Ave	29
Lari Swager	325 Shady Ave	29
Chad Amend-Anderson	306 Negley Ave	29
Kisha Ingraham	1406 First St	29
DAE Thoma	10397 Foster R	29
Matthew Kinney	N4094 County O	5/29/10
Tim Moxley	4217 Meadowlark Ave	5/29/10
Joe Kim	5 DRIVENDUR	5/29
Barbara Poppe	602 Arnold Pl Delavan	5/29
Arthurin Beach	510 Delavan Dr	5/29
Kim Foster	4954 State Rd 50 Delavan	5/29
Joe Stan	526 Valencia	5/29
Jerry Rosenmeyer	309 First St	5-29
Joe R. R. R.	810 West Court	5-29
Joe M. R. R.	1607 Monroe Ave	5/29
Anna A. Hargan	2803 Tilden Ave	5/29
Joe R. R. R.	304 S 7th St	5/19

## HIGHWAY 50 EXPANSION PETITION

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NAME	ADDRESS	DATE
Joe Williams	329 Del. Dr. Delavan	6/3/2010
Jim J. Stall	227 Inlet Shore 53115	6/6/2010
Rick Schuber	1189 Delavan Delavan	6/7/2010
John Waldman	15675 Sunset	6/10/2010
John Schuber	5103 Federal Ave Delavan	6/10/2010
Mark E. R. R.	220 Vine St Delavan	6/10/2010
William R. R.	227 Inlet Shore 53115	6/27/10
Mike R. R.	233 Inlet Shore	7-05-10
Gay R. R.	5164 State Rd #1	7/6/10
Verni R. R.	2804 Jones St. 53115	7/9/10
James R. R.	600 Water St 53147	7/12/10
Kelly C. R. R.	5250 State Rd 50 53115	7-16-10
Joe R. R.	"	7-16-10
Patricia M. R. R.	Keller Creek	7-19-10
Philina R. R.	"	8-5-10
Dan R. R.	225 Valencia Dr 53115	8-22-10
Alan R. R.	"	8/22/10
Eric R. R.	2301 Prairie View Rd 53115	8/24/10

**PRELIMINARY DRAFT**

**SEWRPC Planning Report No. 15 (2<sup>nd</sup> Edition)  
A Jurisdictional Highway System Plan for Walworth County**

*Revised Section of*  
**Chapter IV**

**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.

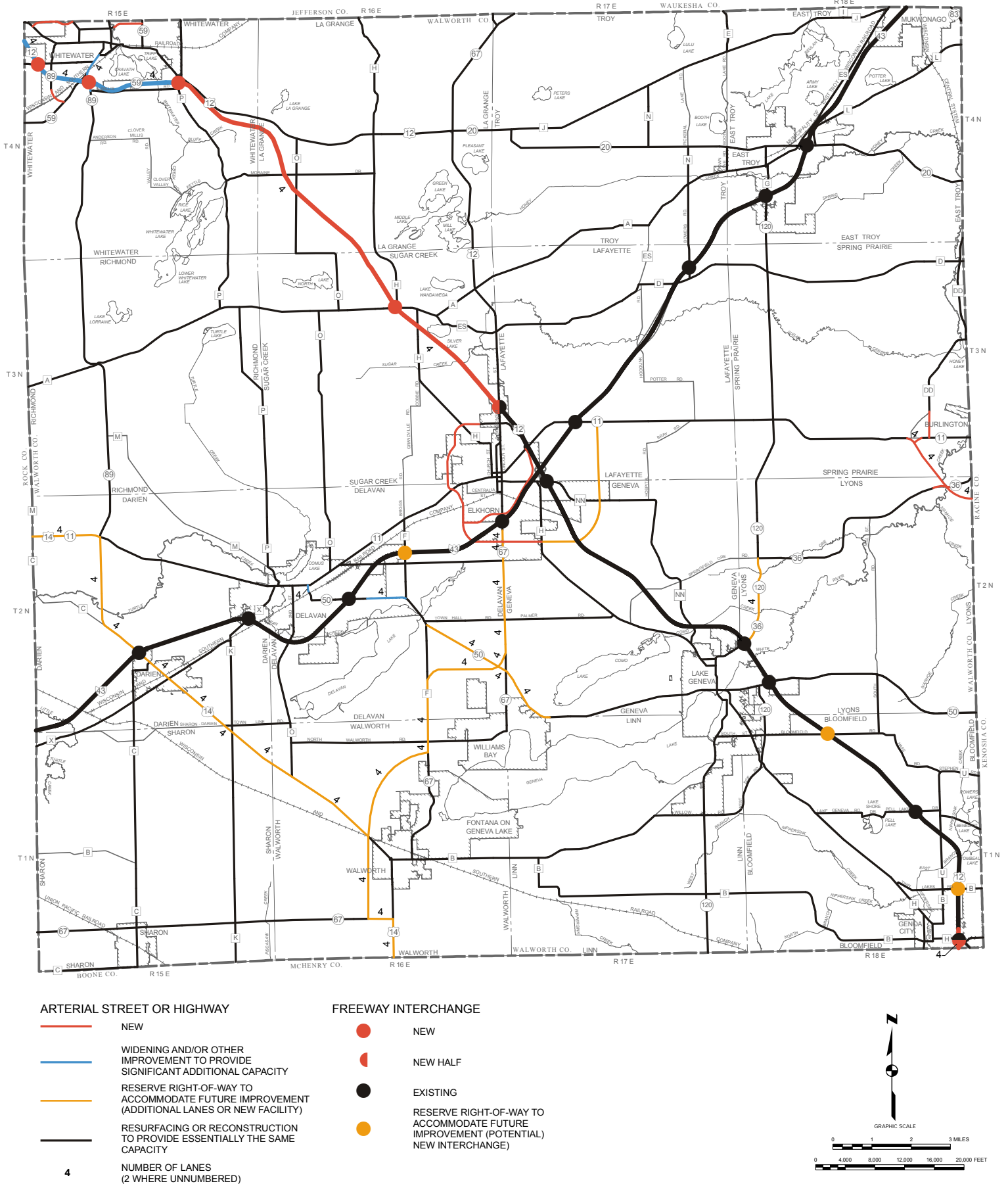
In addition, Commission staff recommended that Mound Road between STH 11 and STH 67 be added as a local arterial to the Walworth County arterial street and highway system.

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.

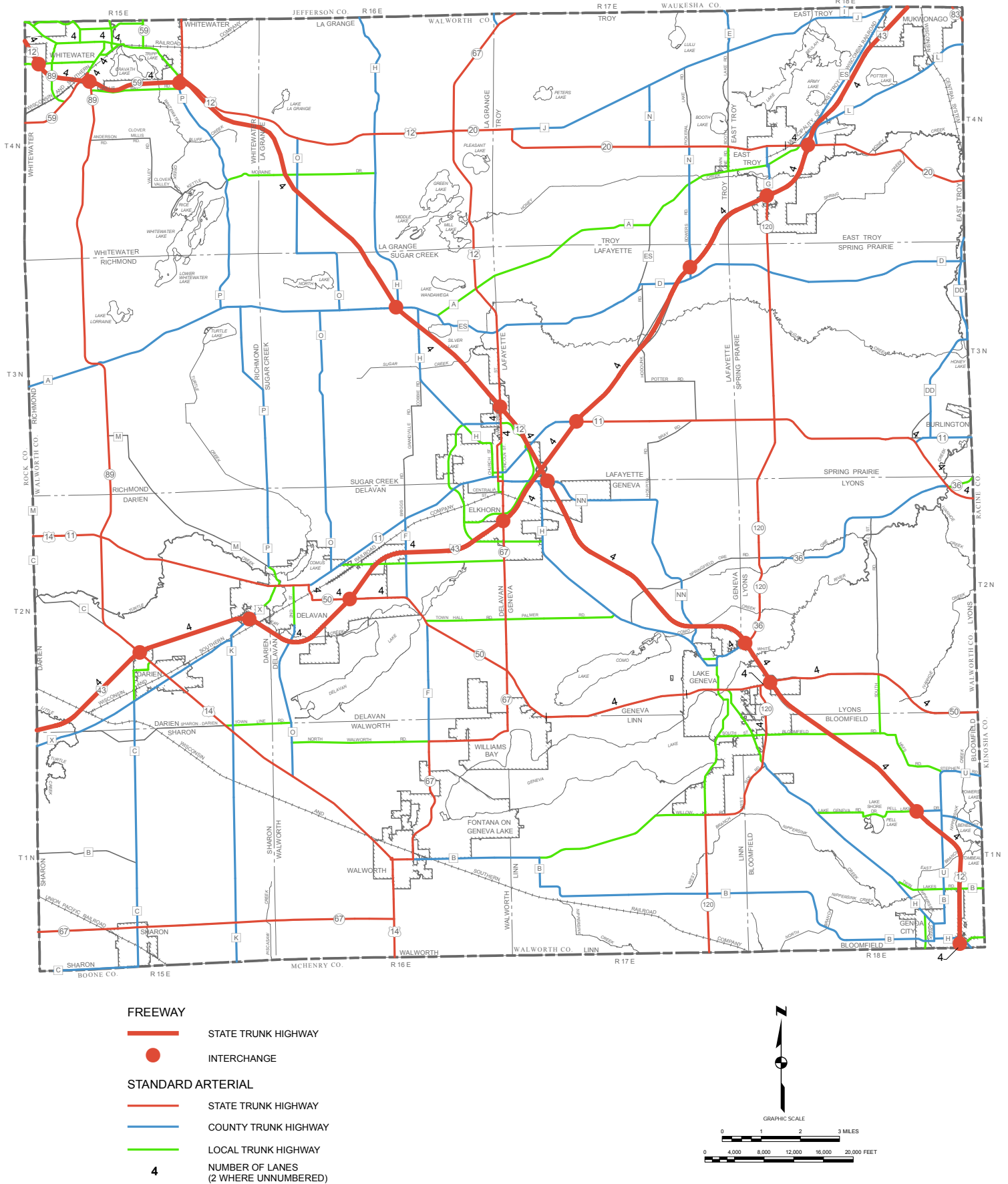
The functional, or capacity, improvements recommended under the year 2035 Walworth County jurisdictional highway system plan as considered and approved by the Walworth County Jurisdictional Highway Planning Committee are displayed in Map E-1. The recommended year 2035 Walworth County jurisdictional highway 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**





**FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



## Map E-3

# CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

