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2
3 WISCONSIN DEPARTMENT OF TRANSPORTATION

4 PUBLIC HEARING

5 COUNTY KR PHASE II
6
7

8 Thursday, February 28th, 2019

9 at

10 SOMERS VILLAGE HALL

11 7511 12th Street

12 Kenosha, Wisconsin
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23 Reported By: Wendy L. Hanneman, RPR
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1 TRANSCRIPT OF PROCEEDINGS

2 MR. ROBINETTE: All right, welcome. All
3 right, my name is James Robinette.

4 UNIDENTIFIED MALE SPEAKER: Can you turn
5 it up a little so we can hear you?

6 MR. ROBINETTE: My name is James
7 Robinette, Wisconsin Department of Transportation,
8 Technical Services Section Chief. I'll be serving
9 as the chairman today. Thank you for attending
10 this public hearing. Other project team members
11 with me are Jay Waldschmidt, Wisconsin
12 Environmental Process and Documentation Section
13 Chief; Steve Hoff, Wis Dot project manager doing
14 the presentation; Michael Lanzdorf, Racine County
15 Corporation Counsel; and Raymond Arbet, Kenosha
16 County Director of Public Works and Development
17 Services.

18 Before proceeding further, I would like to
19 introduce the court reporter, Wendy Hanneman, who
20 is taking down these proceedings for the official
21 public hearing record. If you would like to obtain
22 a copy of the transcript of this public hearing,
23 you should make arrangements with her to do so
24 after the public hearing. The project presentation
25 will be made by Steve Hoff and transcribed by the

1 court reporter.

2 MR. HOFF: All right, can you hear me?

3 UNIDENTIFIED MALE SPEAKER: When you get
4 closer to the mic, we can.

5 MR. HOFF: That's -- that's going to be
6 difficult. I like to move around a little bit.

7 Okay, yeah, my name is Steve Hoff, I'm with
8 the State Department of Transportation, I'm the
9 project manager for this Highway KR project. And
10 this evening I'll be going through a presentation
11 explaining a couple different -- different facets
12 of the hearing, and then also the details of the KR
13 project itself.

14 So this is an outline of what I'm going to
15 go through today. I won't read -- read every
16 bullet point here, but kind of a quicker summary is
17 that the first half of the presentation will go
18 into specifics on the hearing itself, kind of the
19 mechanics of the hearing, how it works, how you can
20 submit testimony, that type of thing. The second
21 half of the project will then be going through
22 project-specific details. This is the agenda for
23 tonight's hearing.

24 Um, again, tonight we began at four
25 o'clock, and we will be running until

1 seven o'clock. We did start taking individual
2 private testimony in the room across the hallway at
3 four o'clock, and that will be available until
4 seven. We also have exhibits out in the hallway
5 and in this room that will also be around until
6 seven. We have a lot of staff here to answer any
7 questions that you might have.

8 Here we are today at 4:30, the
9 presentation. Once my presentation is done, we'll
10 then give an opportunity to provide the public
11 verbal testimony in this room. And that will go
12 until seven o'clock, or until the last person has
13 spoken, whichever one comes first.

14 So the whole purpose of this public hearing
15 tonight, and the whole reason that we have this
16 environmental document available for review for the
17 last month, is to give everybody an opportunity to
18 comment on the project that we're currently
19 proposing out on Highway KR. Um, it's a public
20 review of the different options that we have, of
21 the design that we're currently showing, and of the
22 environmental assessment document itself.

23 We held a -- a public information meeting,
24 the last one we had was in October here at the
25 Village Hall. The difference between that one and

1 this one is that this is a little more formal.
2 There's an opportunity for you to -- to record
3 testimony and get it read into the public record.
4 So certainly if you -- if you have comment on the
5 project, we definitely encourage you to do that.
6 That's the primary difference between the meeting
7 we had in October and the one that we have here
8 tonight. Then once we have all that testimony, we
9 will go through all of that in great detail after
10 this hearing. We'll use that then to -- to select
11 our final alternative for the project.

12 So the environmental assessment process,
13 kind of the name that we call the whole thing we're
14 doing here, it's a -- it's what we've been working
15 on for several months here. It always starts with
16 a purpose and need of a project. We've identified
17 a corridor that needs work, so we then work to see
18 what issues and problems are out there and how can
19 we fix that. We consider a wide variety of
20 alternatives, look at several different --
21 different ways that maybe a problem could be fixed,
22 and then we always go back to that purpose and need
23 that was developed for the project when we're
24 looking at different options, and say, hey, does
25 that address the problem that we have here or not.

1 If it doesn't, we don't look at it any further. If
2 it does, then we continue on in more detail.

3 So as we're doing this, we're considering
4 several factors, as listed up there: Safety and
5 mobility; impacts to the social, natural and
6 physical environment; compatibility with local and
7 regional plans, those are local land use plans,
8 Village of Somers' plan, maybe a Racine County
9 plan, we're checking to make sure what we're doing
10 is compatible with that. We take all public input,
11 Agency input, and then cost is always a big factor
12 as well.

13 So tonight you'll have -- there's three
14 different ways you can provide testimony. The
15 first one here is private verbal testimony. That's
16 what I mentioned is across the hall in the
17 conference room over there. If you -- if you would
18 like to give verbal testimony, but you'd rather not
19 do it in front of an audience, that could be an
20 option for you. Again, there's a court reporter in
21 the room off the hall. That's available until
22 seven o'clock.

23 The second option is the public verbal
24 testimony which will be right here in this room
25 after this presentation. If you picked up a

1 handout packet when you came in, there is a sheet
2 in there, a registration slip. You would just
3 write down your name and address, and if you do
4 represent someone, write that on there, and then
5 turn it in back at the table. That way it is
6 showing it there. And then you will have -- turn
7 it in at the table, and then we'll take those in
8 the order they're received, and your name will get
9 called and you can come up and provide your
10 testimony. We do limit that testimony to three
11 minutes, so that everybody can give a chance --
12 everybody can speak that has -- would like to do
13 so.

14 Third option is a written testimony. This
15 also is a sheet that's in that hand-out packet.
16 You can fill that sheet out, you can drop it off
17 here tonight, you can take it home with you and
18 mail it. Or if you just, if you think of something
19 later on, you can write it on your own paper, too.
20 And then either mail it or you can e-mail it in as
21 well. In order for it to be in the public record,
22 we ask that you send it to us by March 7th of 2019.
23 So that's some of the basics of the hearing
24 process, the reasons we're doing the hearing, the
25 mechanics of it.

1 This next part will kind of focus on some
2 of the details of the Highway KR project. So the
3 project itself on KR begins just east of the
4 Highway H intersection, and then continues to the
5 east going past the Old Green Bay Road
6 intersection. Because this is a county highway, we
7 have a -- the State has a jurisdictional transfer
8 agreement in place with both Racine County and
9 Kenosha County, that gives us the ability to both
10 design the roadway and construct it. Once we're
11 done, we then turn the road back over to the
12 counties.

13 So current study phase, we're currently
14 doing the preliminary plans for the project,
15 working through the environmental assessment
16 process. And at the conclusion of this phase of
17 the project, we will have selected the preferred
18 alternative, and then we start to move into final
19 design.

20 So, again, the -- one of the most important
21 tasks that we do at the start of a project like
22 this is identify the purpose of the project. And
23 because this is important, I'm going to read this,
24 just word for word, just so, again, so everybody
25 can hear this. So the purpose of the project is to

1 upgrade the County KR infrastructure to safely and
2 efficiently handle projected traffic volumes
3 anticipated from local economic development
4 activities occurring in the project area, and to
5 provide a safe and well-connected transportation
6 corridor that serves the communities in Racine
7 County and Kenosha County.

8 So as we've been investigating this
9 corridor, and as we've received public input, we've
10 identified a number of needs that have come up that
11 are clear that need to be addressed. First one
12 here is travel demand. Current traffic volumes
13 range from about 9,000 to 9,500 cars per day along
14 Highway KR. Based on the local land use plans and
15 projected development to occur -- that will be
16 occurring in the area, that's projected to more
17 than double by 2042, which is our design year,
18 that's 20 years past construction. So those
19 traffic volumes are projected to range from 18,000
20 to 20,000 vehicles per day. The existing two-lane
21 KR roadway won't be able to handle that.

22 System linkage and route importance. KR is
23 obviously a key east/west route in this area from
24 94 to Highway 31 and Highway 32, serving both the
25 employment bases and residential areas in Kenosha

1 County and Racine County. We've identified a
2 number of roadway deficiencies along KR. The sight
3 distance, stopping sight distance in certain areas
4 is -- is below standard. The -- the cross slope of
5 the road is flatter than it should be, so it kind
6 of tends to inhibit drainage in some areas. There
7 aren't bike and pedestrian facilities throughout
8 the entire length of the corridor, they're very
9 limited. So all of those types of things we need
10 to address with this project.

11 And then we've also looked at all the crash
12 reports from the past five years. There were 50
13 crashes within this area over that five-year
14 period. A lot of them kind of concentrated at the
15 Highway 31 and Old Green Bay Road intersection
16 areas. But, again, those 50 crashes, when we
17 compute a crash rate, it's higher than the
18 statewide average for a road such as this.

19 So the alternatives that we developed each
20 have then addressed those issues. When we do
21 something like this, we always start with what's
22 called a no-build alternative, that's the baseline
23 that we're comparing against. That would just
24 maintain the existing roadway as it is today. It
25 would maintain it, it would maybe resurface, it

1 would improve the road surface, but it wouldn't do
2 anything beyond that. And, again, that's primarily
3 compared to the other alternatives that we would
4 develop. We found that does not meet the purpose
5 and need. Again, it's not addressing the traffic
6 volume, the safety deficiencies, all that type of
7 thing. So we did not pursue that alternative any
8 further.

9 Second big alternative we looked at, and
10 this was actually suggested to us at the October
11 public information meeting that we had here, was a
12 bypass alternative. And that would reroute KR to
13 the north beginning at 90th Street, route it to the
14 north. And then it would eventually hook up with
15 Highway 11 kind of in the downtown Racine area.

16 With input from both Racine County and
17 Kenosha County, we decided to not pursue that any
18 further, primarily because it doesn't meet one of
19 our main purposes of this project, which is to
20 provide a good route for both Racine County
21 communities and Kenosha County communities. Again,
22 it would shoot off to the north and only -- only
23 serve the Racine area. Had other issues as well,
24 environmental impacts as far as additional stream
25 crossings, a lot of additional right-of-way would

1 have to be purchased, impacts to farmlands and
2 wetlands and things like that. We did dismiss that
3 alternative, we didn't pursue that any further.

4 Finally, the build alternative that we did
5 elect to move forward with is to reconstruct and
6 widen KR as a four-lane divided roadway. And
7 that's the one we then advanced for detailed study
8 and environmental review.

9 So now I'll go through a description of
10 this alternative. A four-lane divided roadway with
11 medians. Intersection improvements at the existing
12 signal lights, intersections with 31 and Old Green
13 Bay Road. Realignment of 90th Street and 72nd
14 Avenue, which is currently an offset -- two offset
15 intersections, it would be realigned as a four --
16 four-way intersection. Grade separations at both
17 of the railway crossings. New bridges at the Pike
18 River; it's currently a box culvert in that area.
19 The shared-use paths will run the entire length of
20 the project, and then new storm water and drainage
21 facilities.

22 So what this slide shows, kind of a
23 cross-sectional view of the roadway and
24 different -- different sections of it. Primarily
25 it's showing, and you can't see all the details,

1 but it's showing you the four-lane divided roadway.
2 There are cars up there, and then the shared-use
3 path.

4 So from County Highway H to 90th Street, it
5 would be a 36-foot wide median. It would be a
6 10-foot asphalt shared-use path on both sides of
7 the roadway. Then continuing to the east from 90th
8 to the Union Pacific Railroad, it is a little --
9 little bit more narrow, 30-foot, again, with 4-foot
10 outside shoulders. Now, however, the path will
11 just be on the north side, and then it will
12 continue that way for the remainder of the project.

13 Continuing from the Union Pacific Railroad
14 to 56th Avenue, this is an area with a high
15 concentration of homes along the south side of the
16 road, so we're going to narrow the median to
17 22 foot in that area, which allows us to provide an
18 8-foot outside shoulder. And what that does is
19 that provides an area at -- like a deceleration
20 area for folks that live along there that want to
21 get into their driveways, they're able to pull off
22 onto the shoulder, not have to turn from the
23 through lane of the highway.

24 In the environmental assessment, we
25 currently show this 22-foot median as a raised

1 median. In recent discussions we've had with the
2 counties and with Somers and with Mt. Pleasant,
3 we're looking at that further. And an option, they
4 both endorse a different option, which is a two-way
5 left turn lane. And we're looking to get comments
6 on -- on -- from you folks on that option tonight.
7 That two-way left turn lane would then provide full
8 access left turn out of driveways and into
9 driveways, if that's -- if that's the preferred
10 alternative. So, again, that's what we'd like
11 comment on tonight. One of the things.

12 Continuing to the east, 56th Avenue to Old
13 Green Bay Road. This is the section that includes
14 the Highway 31 and the Old Green Bay Road
15 intersections. Those are the signal lights
16 intersections that have the raised medians for the
17 turn lanes and whatnot. That will continue as the
18 30-foot median section.

19 And then, finally, the east end of the
20 project, east of Old Green Bay Road, from 43rd
21 Avenue to the east matching point, that's a painted
22 median, so that will allow for full access from the
23 subdivision on the south side off of 43rd, and then
24 from Campbells Woods on the north side off of
25 Vicksburg, it will be full access into and out of

1 those subdivisions, both left and right turns.

2 So for intersection improvements, the --
3 the drawing kind of on the bottom to the left,
4 that's showing the Highway 31 and the Old Green Bay
5 Road intersections. Those will be completely
6 reconstructed. The signals would be replaced. We
7 are going to rebuild a little bit of the roadway on
8 31 and Old Green Bay Road, but not substantial
9 construction of those side roads.

10 The second picture shows the realignment of
11 90th Street and 72nd Avenue. You can see it's
12 being aligned -- realigned to the north of Highway
13 KR, and that intersection will be signalized as
14 well. The railroad grade separations, as I
15 mentioned, we are putting bridges at both of those
16 crossings. Um, a lot of trains out there, the CP
17 Rail, the one to the west. That currently has 54
18 trains per day between the Amtrak and the freight
19 that are out there. So that's a really very high
20 volume of trains. The picture here is showing the
21 Union Pacific Railway area.

22 There is a retaining wall that will be
23 constructed on the south side of KR, and then an
24 access road provided to give access to the homes
25 that are there. So the, um, the orange area right

1 there in the middle shows the existing box culvert
2 at the Pike River. That's a three-cell box. When
3 this was originally designed, it was designed for
4 the roadway to over top at a five-year frequency of
5 a storm. That's a storm that should happen every
6 five years, but it's really not that great of a
7 storm.

8 So there have been issues there with
9 flooding in this area. So what we're going to do
10 here is raise the road about four feet, and then
11 we're providing for the hundred-year storm to flow
12 underneath Highway KR. It's not increasing the
13 flow coming through that area, it's just instead of
14 that flow coming -- part of it coming over the road
15 when it's high enough, it will all go underneath
16 the bridge and continue to the south.

17 I mentioned the shared-use paths, the
18 ten-foot shared-use paths. Again, both sides of KR
19 from H to 90th, and then from there it will
20 continue on the north side from 90th all the way
21 over to Vicksburg. It will connect with the Pike
22 River pathway that Mt. Pleasant has been working on
23 on the north side of KR, the west side of Pike
24 River. The existing path on the south side of KR,
25 we're going -- we will rebuild that as well.

1 The existing bridge that's out there is
2 actually impacted by the new bridges we're
3 constructing over the Pike River. So Kenosha
4 County is going to take that bridge and they have a
5 new location for it, they're going to relocate
6 that. But then we will route that path onto the
7 Pike River bridge on the south side and then back
8 off again. So the existing road is a two-lane
9 rural road.

10 And as far as drainage, the road -- the
11 water coming off the road is handled with ditches.
12 This will be an urban roadway, with curb and gutter
13 and storm sewer, so all the water on the road will
14 be collected via inlets into the storm sewer
15 system, and then that will be out-letted into a
16 couple different storm water ponds that we're going
17 to construct. That cleans the water, it also
18 reduces the peak flow, kind of regulates the water
19 before it outlets into rivers or other areas.

20 So as far as the ponds, there will be two
21 on the north side of KR, and two on the south side
22 of KR. On the north side there will be one between
23 Highway H and the Canadian Pacific Railway
24 crossing, and the second one will be west of the
25 Pike River in the Birampke (phonetic) Park area,

1 the Mt. Pleasant park, it will be in that park.
2 South of KR, that's what the picture is showing
3 here, there will be one just east of 72nd Avenue.
4 And then the second one will be between the Highway
5 31 intersection and the Pike River on the southwest
6 corner of that intersection.

7 So during construction, with this major
8 bridge construction that we're having, we won't be
9 able to maintain through traffic on Highway KR. So
10 KR will be closed to through traffic, it will be
11 detoured. We will always provide access, local
12 access to all the homes that are out there. Um,
13 and we currently have two different options as far
14 as staging or time lines, depending how the funding
15 stream works out.

16 Our first option would be to have two
17 different projects that we let, one after the
18 other, in separate years. That would take roughly
19 two and a half years to construct. The second
20 option is if we had -- if we let just one bigger
21 project, we can do that a little bit quicker,
22 doesn't have quite as many stages. That would be
23 roughly a year and a half to two years for a total
24 project. And I'll show you that slide with the
25 schedule in just a minute here.

1 This is a slide here that shows different
2 -- it's comparison slides showing different factors
3 that we look at as we evaluate alternatives. I
4 know it's hard to read, but the -- from where
5 you're sitting, but the top focus is on traffic
6 operations. And we have a thing called level of
7 service, which is sort of a measure of congestion,
8 how well traffic flows. A is the best, F is the
9 worst. And you can kind of see in there, just
10 lists different segments of KR.

11 If in 2042, if we did nothing with Highway
12 KR and allowed traffic to continue to increase, but
13 if we kept the same two-lane roadway, the level of
14 service drops to about an E, which, again, is
15 pretty poor. However, if we construct this
16 four-lane divided roadway that we're proposing
17 here, it's anywhere from a B to a C, which is
18 really very good. So won't have any congestion
19 with that.

20 The other -- couple other things that are
21 shown on this table, um, provides a number for the
22 acres converted to new right-of-way. There would
23 be roughly 69 acres that would be purchased to
24 expand Highway KR. There are five housing units
25 currently required. And then there's some other

1 factors along the bottom as far as impacts to
2 environmental corridors, floodplain, that type of
3 thing.

4 So because this is a county highway, both
5 Racine County and Kenosha County will be acquiring
6 the real estate. And we do have representatives
7 from the County just through those doors, kind of
8 in the corner. There's a big sign that says "real
9 estate". So if anyone has any -- any sort of
10 questions tonight on the real estate process, the
11 timing of the real estate, how long it will take,
12 anything at all, just please meet up with those
13 folks and ask your questions to them.

14 And the last bullet there mentions in that
15 hearing packet, there is County contact
16 information. If you have follow-up questions after
17 tonight, there's numbers in there on who you can
18 call. So here's the project schedule and next
19 steps. We're kind of right in the star area right
20 there, the winter of 2019, public hearing. So up
21 until now we've done -- we've developed engineering
22 concepts and a lot of preliminary engineering.
23 We're working through the environmental assessment
24 process. After tonight, we'll then evaluate all
25 the input that we have. We're going to work toward

1 a final alternative. And then once that's
2 determined, then we get into final engineering.

3 Currently our schedule is to have our plans
4 done about a year from now, little over a year from
5 now. We would then look to let the project
6 sometime in the summer of 2020. Construction would
7 then begin in the fall of 2020, or late summer, and
8 then continue for roughly two years that I had
9 mentioned.

10 Oh, and as far as the right-of-way
11 acquisition process, we have the right-of-way
12 plats, we're looking to finalize those right now.
13 By the way, a plat is something that identifies
14 exactly how much real estate is needed from each
15 property. Once those are finalized, the counties
16 will file those at the Register of Deeds, and then
17 the real estate process will get started at that
18 point. That will be sometime in spring.

19 There's a number of exhibits that we have,
20 both at the back of this room and then in the
21 hallway. This is a list of them. You certainly
22 don't need to -- don't need to read them all, but
23 that's, um, a number of things here to look at. A
24 lot of good project information. We do have a lot
25 of staff here tonight that will be happy to answer

1 any questions you have on those exhibits. Hand-out
2 materials, hopefully you're able to pick out --
3 pick up the hand-out, the packet, as you walked in.
4 Again, it does have the public testimony
5 registration slip in there, as well as the written
6 testimony form if you'd like to do that. The
7 environmental assessment document itself is also
8 available for review if you'd like to see that.
9 We also do have a copy of the legal notice that was
10 published in various newspapers for the hearing.

11 So I thank you for coming tonight. If you
12 do have questions, please meet up with us either in
13 the back of the room here or in the lobby hallway.
14 We're not taking questions as part of this
15 presentation. But, again, we're happy to discuss
16 this with you, and we'll be here until
17 seven o'clock tonight. My contact information is
18 shown here on the screen, but that's also in the
19 packet. If you have any follow-up questions after
20 tonight, you can certainly call or e-mail. That
21 concludes the presentation.

22 MR. ROBINETTE: Thanks, Steve. I will
23 now proceed with the opening statement. This
24 public hearing is being conducted on behalf of the
25 Department of Transportation as part of the

1 comprehensive consideration of the design and
2 environmental aspects of the proposed improvement
3 of County KR from approximately County H to Old
4 Green Bay Road in Racine and Kenosha counties. The
5 objective of this public hearing is to give you
6 full opportunity to express your opinions about the
7 design and environmental aspects of this proposal.
8 If you wish answers to questions or clarifications
9 of any aspect of this proposal, you may meet with
10 the project team staff in the lobby hallway, meet
11 with project team staff after this
12 traditional-style portion of the hybrid-style
13 hearing is closed, or you may contact the project
14 team at 141 Northwest Barstow Street, Waukesha,
15 Wisconsin.

16 I emphasize that this public hearing has
17 the basic purpose of getting most complete
18 expression of public opinion, and your individual
19 viewpoints on record, so that they can be
20 considered along with all other judgments and
21 opinions to be reviewed by the Department before
22 further decisions are made.

23 We will now proceed by having the official
24 notice of public hearing and other articles entered
25 into the record, after which I will call upon

1 Project Manager Steve Hoff to provide a summary of
2 the project statement. Following this, I will call
3 anyone who may have an interest in this project and
4 wishes to present individual evidence or views. I
5 would like to call your attention to the hearing
6 hand-out packet provided to you when you signed in.

7 The last sheet of the packet is a
8 registration slip for verbal testimony. Anyone
9 wishing to testify should fill it out and present
10 it to a project team member, who will bring it up
11 here. If you would rather not make a verbal
12 statement, you may submit a written statement which
13 will also be entered into the public hearing
14 record. Written statements or other exhibits in
15 place of or in addition to the testimony presented
16 at this public hearing, will be included in the
17 official public hearing record if postmarked no
18 later than March 7th, 2019. Mail this additional
19 testimony using the comment forms at the back of
20 the hearing packet, and the postage-paid envelopes
21 available at the registration table, to Steve Hoff,
22 project manager of the southeast region office, at
23 the address listed in the hearing packet. I now
24 ask Project Manager Steve Hoff to present the
25 information for the record.

1 MR. HOFF: Thank you Mr. Chairman. I
2 would like to enter several articles into the
3 record. In addition to the testimony provided at
4 this public hearing, all exhibits, hand-outs,
5 presentations and displays for viewing at this
6 public hearing will be included in the official
7 public hearing record. Page 15 of the hearing
8 hand-out packet contains a complete list of these
9 materials. Other materials, along with written
10 testimony received after the public hearing, will
11 be added to the official public hearing record,
12 provided they are received prior to the end of the
13 environmental document availability period, which
14 is March 7th, 2019. The environmental document for
15 this project proposal has been made available to
16 the public, and copies are here for your review.

17 Mr. Chairperson, I request that the
18 published public hearing notice, environmental
19 document, and the hearing hand-out packet, which
20 contains a description of all exhibits, hand-outs,
21 presentations, and displays for viewing at this
22 public hearing be entered into the record as
23 exhibits.

24 MR. ROBINETTE: It is so ordered. Thank
25 you, Steve. The hearing hand-out packet and

1 project presentation given earlier serve as the
2 extended version of the project statement. A
3 summary of the project statement has also been read
4 and transcribed into the record shortly before the
5 beginning of this traditional-style portion of the
6 hybrid-style hearing.

7 Is there any objection to dispensing with
8 the reading of the full project statement, and
9 moving directly to the invitation of testimony?
10 Hearing no objection, we will proceed directly to
11 the invitation of testimony.

12 All right, when your name is called, please
13 approach the microphone and state your name and
14 address. You may also provide the name of any
15 organization or business you are representing, if
16 so desired. We ask that you limit your verbal
17 testimony to three minutes so everyone has an
18 opportunity to present their testimony. Once
19 everyone has had an opportunity to present their
20 testimony, you may present additional testimony as
21 time allows. You may also present additional
22 verbal testimony individually to a court reporter
23 any time during the public hearing.

24 I now call Leslie Maj to present their
25 verbal testimony. Kathy Dahl will follow, by

1 Esther Roberts.

2 MS. MAJ: Hello, Leslie Maj, 7820 County
3 Line Road, Mt. Pleasant. I purchased and moved to
4 my Mt. Pleasant home in late 2017, right before the
5 Foxconn and Highway KR road expansion projects were
6 announced. Imagine our shock upon finding out that
7 the investment we had saved ten years for, our
8 beautiful rural home, would become one to two miles
9 from the Foxconn development, and that with the KR
10 road expansion, our home would be butted up right
11 next to a four-lane highway. Because you will be
12 taking two traffic lanes, a 22-foot median, a
13 10-foot walking path, and an 8-foot shoulder all
14 from my front yard. However, as they say, it is
15 what it is.

16 Here are my major concerns. Without
17 question, we need a two-way left turn median versus
18 the original, um, raised median, so that myself and
19 my neighbors have access to our driveways going
20 both ways. I think it's unsafe to be making
21 U-turns in order to access our homes.

22 The current speed limit in our residential
23 section of KR is 45, which is already unsafe.
24 Let's face it, 45 means 55 to 60. And since moving
25 here, there have been many excessive speed,

1 multiple-vehicle accidents right in front of our
2 home, where people were injured and there was
3 property damage. Every day all day vehicles and
4 semis come barreling through here well in excess of
5 55.

6 I understand the counties of Racine and
7 Kenosha, especially Racine, dreaming of KR being
8 the thoroughfare to the city and the lakefront.
9 But, remember, our children, grandchildren and pets
10 play in this neighborhood. It is a residential
11 area with homes that are and will be very close to
12 the road. The speed limit should be reduced to
13 35 miles per hour, just like it is on Green Bay
14 Road going north from KR to 11. The speed limit
15 drops from 55 to 35 as you drive through the
16 residential area of Mt. Pleasant.

17 Counties of Kenosha and Racine, especially
18 Racine, you are forgetting one important thing in
19 your zeal for this highway to the lake, the safety
20 of your residents and taxpayers. Someone is going
21 to get hurt or killed if you don't stop to take our
22 safety into consideration.

23 We purchased this home in part for its long
24 driveway that supplies ample parking for guests and
25 for our 30-foot camper. You are taking that away

1 from us against our will. Where are we going to
2 park our camper now? Pay for off-site storage?
3 Where are our family and guests going to park when
4 we entertain, which is often? Along KR? I don't
5 think so. Are you going to pay to asphalt a double
6 driveway for me and my family and guests, and along
7 the side of my home so I'll have a place to park my
8 camper and want to entertain?

9 Last but not least, I am devastated by what
10 will be the loss of land and landscaping. There
11 are at least a half dozen or more beautiful mature
12 pine trees planted along what is the current edge
13 of my property along KR. These trees were planted
14 over 30 years ago by the previous owner to act as a
15 privacy and noise buffer. You will be mowing them
16 down like weeds when you take my property for your
17 road expansion. There are rock and perennial
18 gardens, fruit and Aspen trees, and more that are
19 slated for the demo -- demolition crews. I am
20 heartbroken and angry.

21 In closing, at this point, no one is even
22 sure if Foxconn is even coming, or if they do, in
23 what downsized form it will be. Taking KR to four
24 lanes all the way to 32, gets you to 32. There's
25 still a substantial drive north to the City of

1 Racine through what is a high-crime area, and is in
2 many places still two lanes, with no room for
3 expansion, unless you plan on demoing all their
4 homes, too. It takes forever to get to Racine that
5 way with all the stoplights and stop signs on 32
6 going north. I simply do not understand your logic
7 in uprooting and disrupting so many people's homes
8 for this expansion east of EA when there are
9 already two four-lane east/west roads in the form
10 of 20 and 11. Thank you.

11 MR. ROBINETTE: Thank you.

12 UNIDENTIFIED FEMALE SPEAKER: Hear, hear.

13 MR. ROBINETTE: I now call on Kathy Dahl
14 for their verbal testimony, followed by Esther
15 Roberts.

16 MS. DAHL: I'm Kathy Dahl.

17 MR. ROBINETTE: And -- excuse me, sorry.
18 And Al Brokmeier.

19 MS. DAHL: Okay, Kathy Dahl, 101-56th
20 Avenue, which is the corner of KR and 56th Avenue.
21 All right, um, one thing. Your -- I did print out
22 the 79 pages, and I read through it. It made for
23 some interesting reading. It talked about, and as
24 you quote in your hand-out today, 9,000 to 9,500
25 vehicles per day, and expected to double. I

1 question, where did that number come from?

2 I have lived on KR almost 20 years, and
3 there are not 9,000 cars coming past my home every
4 day. Um, I saw car counters out there. They were
5 -- they would sit there during the peak hours. I'm
6 guessing that they counted the peak hours and
7 multiplied it by 24. I'd like to see the raw data
8 on this information. Ah, I did call and ask why
9 didn't they use the strips, the electronic strips
10 instead of humans that allow for error. I think
11 the number is exaggerated to maybe, you know, bulk
12 up the -- the probability of getting this done.

13 Um, then I'd like to say I question the
14 noise. How is that going to affect the -- because
15 of the noise, they said there's -- they gathered
16 the information from 138 positions. Again, I'd
17 like to see the raw data on that. I don't know if
18 that's available. And because of their -- what
19 they've collected, they're saying the new setback
20 will be 75 feet due to the noise. Well, how does
21 that affect the people that are living along there
22 that are at 35 feet right now? It's -- it's not
23 going to be good.

24 One more thing. The speed limit. The
25 residents have been asking to reduce the speed

1 limit over there to 35 for some time. But now,
2 according to this that I printed out, you actually
3 are looking at raising it to 50.

4 UNIDENTIFIED MALE SPEAKER: Death wish.

5 MS. DAHL: That is a death wish. I can
6 see the accidents. There is a lot of accidents up
7 on KR to 31, I can see it from my kitchen window.
8 We can -- you know, it's often. So increasing that
9 speed limit I think is just going to make it more
10 dangerous. I have neighbors that they say they've
11 almost been taken out a few times. Cars take out
12 -- and I've seen the accidents on -- and I worry
13 about the light pollution of the cars that are
14 going to be turning around in there into my house
15 that -- so I think that's all of my concerns. But,
16 yes, lower that speed limit for everybody's safety.
17 Thank you.

18 MR. ROBINETTE: Thank you. I now call on
19 Esther Roberts for their verbal testimony, followed
20 by Al Brokmeier and Jeannine Brokmeier.

21 MS. ROBERTS: My name is Esther Roberts.
22 I live at 2775 11th Place, Number 812, Kenosha,
23 Wisconsin. Um, this project is happening now due
24 to Foxconn, whose project plan is not stable and
25 always changing. I think an intermediate

1 alternative should be considered should the Foxconn
2 project not meet the traffic expectations. I don't
3 know if your contract is set that you must move
4 forward on the KR expansion regardless of the final
5 decisions by Foxconn, but I believe the
6 implementation of this project should be contingent
7 on real-time projections of Foxconn's
8 to-be-announced scope and impact. Thank you.

9 MR. ROBINETTE: Thank you. I now call on
10 Al Brokmeier, followed by Jeannine Brokmeier and
11 Tom Mueller.

12 MR. BROKMEIER: If you'd mind, my wife
13 would like to speak first. She has Parkinson's.

14 MR. ROBINETTE: Certainly.

15 MR. BROKMEIER: And I'd like to be with
16 her when she speaks.

17 MS. BROKMEIER: Hello, I'm the trouble
18 maker that submitted this alternate bypass plan
19 that got to 86. But, anyway, I still have hopes
20 for that. But, anyway, I'm just going to start.

21 I want to thank the Village of Somers and
22 the DOT for hosting this public meeting and giving
23 us a forum to review the plans for this project.
24 As -- although this is a small section of a much
25 larger project, to those of us who live in the area

1 and are vested in this community, this is a big
2 deal.

3 Although this highway has been identified
4 for possibly expansion for many years, it has come
5 into sharp focus most recently as an offshoot of
6 the massive infrastructure changes to accommodate
7 the proposed Foxconn project. Countless millions
8 of dollars have been spent and scores of homes and
9 farmland have been destroyed in the name of
10 progress.

11 I for one call into question what kind of
12 progress this is. I'm not ashamed to say that I
13 like my community the way it is, but I'm not so
14 parochial as to think that things will always be
15 the same. Change is inevitable, but it shouldn't
16 be preceded without checks and balances. This
17 project has been on the fast track from day one,
18 but why the rush to judgment? We as citizens and
19 taxpayers have the right to request, insist and
20 demand that our best interests as a whole be
21 represented in the plans brought forth by our
22 elected officials and public servants, both on the
23 local and state levels.

24 To date, I nor anyone I have spoken with
25 has been able to get a straight answer to the

1 following question. Who is taking responsibility
2 for the expansion of this highway? Is it Racine
3 County? Their county executive or their county
4 board? Is it Kenosha County and their county
5 executive and their county board? Is it the
6 Village of Somers or the Village of Mt. Pleasant?
7 Is it the Wisconsin DOT, and if so, is it the
8 project planner, the project manager, or who else?

9 My head spins when I think about how many
10 phone calls and e-mails and others have devoted to
11 getting an answer to this question. Who's calling
12 the shots? It's obvious that the Wisconsin
13 Department of DOT has been handed the reigns, but
14 who is pulling the reigns? Many of us feel like
15 ping pong balls being deflected from one agency or
16 political representative to another. This is why
17 we feel a forum where all decision makers regarding
18 this project can be accountable in a panel where
19 the audience can ask questions, and, more
20 importantly, hear the answers to those questions
21 collectively.

22 Before I delve into the changes being
23 proposed, I have a few observations. Does KR need
24 to be a four-lane highway? Kenosha has at least
25 six routes east/west from I-94 to Sheridan Road;

1 Racine has two. So although both counties are in
2 agreement that KR might need some attention, Racine
3 is in dire need. Kenosha is not.

4 The DOT forecast as usable -- that usage
5 from Highway KR will more than double from 9,500
6 vehicles per day to 18- to 20,000 vehicles per day
7 by the year 2042, causing traffic operations to
8 pass the two-lane capacity of the existing County
9 KR. That's 23 years from now. How good is your
10 crystal ball? Which one of you predicted the death
11 of shopping malls as a result of on-line shopping,
12 or the popularity of on-line education and
13 telecommuting? Will mass transit networks be the
14 wave of the future?

15 The State of Wisconsin's own future
16 population report by the DOT projects that by the
17 year 2040, Racine's population will drop 2 percent,
18 and that Kenosha's population will increase
19 24 percent. This results in an average increase of
20 12 percent overall for both municipalities by the
21 year 2040. This will result in a total of 11,000
22 vehicles per day, a far cry from the projected 18-
23 to 20,000. Where are the remaining 9,000 vehicles
24 per day coming from. Foxconn? Foxconn, which has
25 had millions of dollars in infrastructure already

1 spent? Foxconn, a development which may never come
2 to fruition? Do we want to send good money after
3 bad?

4 Another factor is that young people are
5 leading the trend towards reduced driving. There
6 are strong reasons to believe that stagnation in
7 vehicle travel will continue. As an example, in
8 the span between 2011 to 2017, Highway 20 in Racine
9 has experienced a reduction in usage at four
10 monitoring locations going from I-94 to Highway 31,
11 and from Highway 31 to downtown Racine. Who would
12 have thunk it? Young people are more likely to
13 prefer to live in mixed-use neighborhoods, where
14 transit accessibility and close proximity to
15 shopping, dining, schools and work are available,
16 rather than the sprawled-style suburban
17 developments of previous generations. And I hate
18 to say I'm one of the previous generations.

19 Given the near flatline trending and
20 highway usage as borne out by the Wisconsin DOT's
21 own vehicle usage data available online, it seems
22 only prudent to maintain the status quo and not
23 move forward with this section of the highway
24 project until further consideration can be given.
25 This project deserves more attention and deserves

1 better alternatives. Thank you.

2 MR. ROBINETTE: Thank you. I now call on
3 Al Brokmeier, followed by Tom Mueller.

4 MR. BROKMEIER: Thank you very much. I
5 also want to thank both the DOT, members of the
6 Village of Somers that have invited us here today,
7 counties and all the other officials that are here
8 to hear the testimony.

9 Um, I am the lucky man that's married to
10 that wonderful lady who came up with the idea of
11 the alternative route, um, going downtown Racine.
12 And it's a wonderful plan. And one thing that's
13 not been mentioned about, too, is everything is
14 going to be wiped out, a number of homes heading in
15 the project's path, going from Old Green Bay Road
16 to Sheridan Road. That is very heavily populated,
17 and everybody kind of keeps that at hush right now.
18 But in the future, that is going to be huge. The
19 alternative route should be looked at again very
20 carefully.

21 One thing I want to bring up, I read in the
22 Bloomberg Business Review article, dated
23 February 6th, 2019, it stated that there's going to
24 be 10 percent assembly jobs out at Foxconn, and
25 approximately 90 percent knowledge workers. That's

1 a change of course into the research and
2 development field.

3 Now, I had the opportunity to go to EPIC,
4 and I'm pretty sure you all know EPIC is the health
5 care facility that basically does records for
6 health care. They are huge. They have 950 acres
7 and about 10,500 employees. I walked through their
8 campus, I saw practically nobody. A lot of
9 buildings, hardly anybody was there. The reason
10 being, things are done on Skype. Things are done,
11 um, through telecommunications. People don't have
12 to be in a building anymore. They are able to work
13 at home. That's where business is going.

14 Now, if you have a situation where you do
15 not need to have the people be in the buildings,
16 such as an assembly plant, then you're not going to
17 have as much traffic that needs to get there. So,
18 you know, I submit that you're looking at a
19 situation where you will not have as much traffic
20 as you think you're going to have, based on the
21 fact that people will be working at home.

22 The other thing I want to bring up, is that
23 I read through this Bloomberg Business Review
24 article, of course dated February 6th, 2019, that
25 stated that Foxconn got half their revenues from

1 Apple. Apple right now is hurting. And this
2 article stated that Foxconn this year is looking to
3 cut \$2.9 billion. And in order to do that, they're
4 looking at eliminating 100,000 jobs. Now, I don't
5 think that really bodes very well for Wisconsin. I
6 just think we ought to think about these things.
7 Take another look at what is being done with the
8 alternative route. It's a way to get to downtown
9 Racine. And think about do we really need four
10 lanes and such a massive structure. In my mind we
11 don't.

12 MR. ROBINETTE: Thank you. I now call on
13 Tom Mueller to provide their testimony, followed by
14 Kimberly Mahoney.

15 MR. MUELLER: Good afternoon. My name is
16 Tom Mueller, and I represent the Mueller family,
17 and, ah, the Red and Marcella Trust, LLC that was
18 formed to develop the property that came to the 11
19 kids that -- when my folks passed away in 2017.

20 The disputes and the saga of -- of the
21 Mueller property, and disputes with Somers and
22 Kenosha County goes back pretty close to 50 years.
23 Over the years, my dad has had several
24 opportunities to sell portions of his land, and it
25 seemed like Somers or Kenosha County was always

1 there to prevent it. They had a reason, they had a
2 rule, they had an ordinance, whatever, and they
3 prevented any of that ever from happening. Until
4 about 19 or 20 years ago when they straightened out
5 Highway 31, and they took 12 acres of my dad's
6 property that -- right through the middle of his
7 farm. He was not happy about it. Yes, he got paid
8 for it, he got compensated for it, but it's been a
9 -- it's been a history of, ah, obstruction and
10 falsehoods, and false promises.

11 My dad was told, one of the things that
12 pacified him, even though he couldn't cash in the
13 way he maybe could have, was that his kids would be
14 able to cash in, because we now had \$2 million
15 corners on the corner of KR and 31, one east and
16 one west. Well, we're losing one of those
17 million-dollar corners to a retention pond that's
18 fit in with the KR project.

19 I guess my question would be, where is the
20 transparency, and why are we to believe anything
21 we're told anymore by anyone that's putting these
22 plans through or has these grand plans that affects
23 us and our land?

24 We've been on that property, our family's
25 been on that property over 130 years. My

1 grandfather started out with 89 acres. It was
2 reduced to about 75 acres after the Highway 31 was
3 straightened. And when this two separate projects
4 go through, we're going to be reduced maybe to 65
5 acres, if we're lucky. And that 65 acres will not
6 be usable the way it would have been 20 or 30 years
7 ago, because 31 cannot be -- we can't get a curb
8 cut or an access there. Now we are not going to
9 get access on KR between, ah, the western edge of
10 our property and Old 31, which is the eastern edge
11 of our property, because of these medians and all
12 this four-lane development. And all that's left
13 then is Old Highway 31. And I'm wondering if we
14 should be, you know, getting a push on to do
15 something quick before they take the rest of it
16 from us.

17 My question again is, where is the
18 transparency, and who are we supposed to believe in
19 this situation? I have talked to some -- some
20 fair-minded, some helpful people that work for both
21 the County and, um, for various companies that have
22 been contracted by the DOT or Kenosha County, and
23 they're all nice people. They all speak well,
24 they're all here to soothe our -- our, ah,
25 emotions, to calm our ruffled feathers. And -- but

1 I'm left with the question, you know, how can we
2 trust these people? And then when they tell us
3 that, well, this is a totally independent project
4 from Foxconn, it has nothing to do with Foxconn.

5 And I can't think of that as being anything
6 but a bald-faced lie. Because nothing -- KR has
7 needed some kind of work or some kind of expansion
8 probably for the last ten or fifteen years.
9 Anybody that lives there and has witnessed the
10 accidents and the things that have gone on can tell
11 you that. And it only increased when they
12 straightened out 31 and made that a four-lane, or
13 whatever it is now.

14 Um, you know, as -- I don't live there
15 anymore, I live in Oconomowoc, all right. But my
16 family, one of my brothers still lives on the
17 property, and we all have an interest in that
18 property, and it's dwindling right before our eyes.
19 And with the -- with the power of eminent domain,
20 what power do we have? What can we do about it?
21 Do we have to spend, you know, the value of the
22 property that we are -- that we inherited, do we
23 have to spend every dollar of that on attorneys to
24 protect our rights? That's certainly the way it's
25 starting to look to me. And I guess I'm looking

1 for some answers.

2 Like I said, the people I've talked to have
3 been all friendly, all cooperative, all we're on
4 your side. Well, then why is this happening? And
5 who's behind it and what's happening? Give us the
6 truth, let's have some transparency.

7 You cannot tell me that the Foxconn
8 situation hasn't put the brakes on this whole thing
9 and pushed out those deadlines. We were told we
10 are going to get eminent domain offers in January,
11 then it was February, now it's April. And I can't
12 believe that it doesn't have something to do with
13 the brouhaha over Foxconn and what's going to
14 happen with that, and how much that, if that is --
15 turns out to be a total debacle, who's going to be
16 left, you know, holding the bag on that. And I've
17 got a feeling it's going to be us. And I guess
18 that's pretty much -- you guys have anything else
19 to say? Okay, thank you.

20 MR. ROBINETTE: Thank you. I now call on
21 Kimberly Mahoney to present their verbal testimony.

22 MS. MAHONEY: Good evening. Um, my name
23 is Kim Mahoney. I am the last homeowner in Foxconn
24 Area 1. All of my neighbors have been bullied,
25 intimidated, and lied to and pushed out. Now I

1 hear from the Village of Mt. Pleasant that they
2 don't need my property. They're going to let us
3 stay there and build a fence around us. Apparently
4 Foxconn doesn't need it, it will just be green
5 space. Well, then why did my 13 neighbors have to
6 sell?

7 I would echo Esther Roberts' comments that
8 this project should wait to see what happens with
9 Foxconn. They were supposed to release bit package
10 four and five in early January, it's not out yet.
11 There's been no work done inside the development in
12 the last five weeks. I see it from my -- from my
13 living room. And, yet, the sewer contractors are
14 trenching every day. The DOT's still working on
15 the roads, and the ATC is going strong on the
16 electric substation. So all of the infrastructure
17 can be done during winter, but Foxconn can't do any
18 work? All that work stopped two days before the
19 Reuter's article came out.

20 My comments are also directed to the
21 homeowners that are here that are going to be
22 affected. I strongly urge you to hire an attorney
23 or consult with an attorney, because these people
24 that have been hired by your village or your town
25 or the county, are -- are pros, and they will lie

1 to you, they will bully you, they will throw out
2 statutes. And a lot of times it's not true.
3 They've used fake road plans, they've used fake
4 access rights to roadways to try to push people out
5 of their homes, and it's worked. There's only
6 three of us left.

7 So I really strongly urge you to hire an
8 attorney or consult an attorney, to make sure that
9 what they are doing is right, and what they're
10 offering you is fair.

11 Um, there's a couple of -- of tenants that
12 were offered relocation benefits. And then once
13 they kicked them out of their home and bulldozed
14 the homes, um, those -- the Village reneged on
15 those relocation benefits, didn't give those people
16 their money.

17 So while you may trust your village
18 representatives, um, I -- I -- you can't trust
19 their hired consultants. These people are paid
20 lots of money, they know what they're doing, they
21 know how to get around these laws.

22 And last, I would suggest that you go to
23 these village meetings regularly, go to your county
24 board meetings, speak up even when corporation
25 counsel says that they can't get involved. Because

1 your trustees and your supervisors are here to
2 represent you. They should be representing your
3 interests, not the DOT's, interests, not the -- not
4 Foxconn's interests, a wealthy foreign corporation,
5 they should be representing your interests. But
6 they can't hear you unless you come to these
7 meetings and speak out. Thank you.

8 MR. ROBINETTE: Thank you. Is there
9 anyone else that would like to provide public
10 verbal testimony?

11 MR. ZAMAGNE: Sure.

12 MR. ROBINETTE: Please state your name
13 and address?

14 MR. ZAMAGNE: Perry Zamagne.
15 Z-A-M-A-G-N-E. 182-56th Avenue. It's going to be
16 a short one. But I travel Highway E a lot to and
17 from H to 31. If you want to see a road that works
18 really well, it goes from EA to H. It's two
19 12-foot lanes, I believe. Maybe it's 10-foot lanes
20 each. Then they've got the side part with the
21 curb. That side part acts as a place for people to
22 walk and ride their bikes, and people can get into
23 that lane to turn right. There's no parking on
24 those lanes.

25 But it's 35 miles an hour. And there's

1 been a couple accidents at EA and E, that's because
2 of cross traffic going north and south, the idiots
3 were doing 30,000 miles an hour. But if you want
4 to see a road that works well, just go to E between
5 EA and H right through the tracks there and
6 everything. It's 35 miles an hour. And you
7 wouldn't have to keep it at 35 all the way to, um,
8 H or anything, but at least from EA to 31 or Old
9 Green Bay Road. And do the nice wide lanes, with
10 the side lanes that aren't for parking, with the
11 curb, and it works very well. That's all I have to
12 say.

13 MR. ROBINETTE: Thank you.

14 MR. WALDSCHMIDT: Mr. Zamagne, I would
15 ask that you still -- that you still fill one of
16 these out and give them to that, because the court
17 reporter needs that for your name and address and
18 everything. So if you'd do that, that would be
19 great.

20 MR. RANNO: Hello, my name is Kevin
21 Rannow, I live at 5621 1st Street, which is Highway
22 KR. I would like to see, if the road goes through,
23 I would like to see it designed for 35 miles an
24 hour.

25 According to our state statutes, due to the

1 density of the driveways from EA to Old Green Bay
2 Road, it recommends 35 miles an hour. And I was
3 told that's a recommendation and the engineers can
4 choose to have a different speed limit, but I think
5 that statute was created for a reason, due to the
6 density.

7 Some of those driveways along there don't
8 -- don't have the ability to turn a car around in
9 them, so people would have to back out into
10 traffic. Ah, we know in, from DOT engineers, they
11 will agree that once you have a divided multi-lane
12 road, the -- the traffic tends to go faster. Right
13 now it's kind of self-limiting, because it is -- it
14 is only one lane in each direction. If you have
15 one car that follows the limit, everyone behind
16 them has to follow the limit. Where once you have
17 multiple lanes, people tend to jockey around and
18 try to get around each other and go faster.

19 The benefit of going to 35 miles an hour,
20 it would allow the State to design the highway with
21 narrower, ah, median, narrower, ah, clear zones on
22 the side of the road. That would require a lot
23 less real estate to be acquired to fit four lanes
24 in there. That's my only topic, thank you.

25 MR. ROBINETTE: Thank you.

1 MR. WALDSCHMIDT: Okay, Mr. Rannow, same
2 comment as Mr. Zamagne. If you could please fill
3 this sheet out and then turn it in so that way we
4 have your name and your address. She needs that
5 for her --

6 MR. RANNOW: Oh, can I --

7 MR. WALDSCHMIDT: Yeah, just any time
8 before the night is over, please.

9 MR. PLAWMAN: Hello, my name is Scott
10 Plawman, I live at 6123 1st Street on the south
11 side of the road, which is now known as Racine.

12 First question would be, are we going to
13 get turned into Kenosha? And are we going to get
14 mailboxes in our area? I live right next door to
15 the railroad tracks, myself and five other people.
16 We're really taking it in the shorts. My neighbor
17 has plans, and it's only 6 feet off of his front
18 door, that's terrible, the frontage road. If we do
19 have to turn west, I would like to see a paved
20 median instead of going down, making a U-turn, and
21 going west. Thank you.

22 MR. ROBINETTE: Thank you.

23 MR. WALDSCHMIDT: Mr. Plawman, same
24 thing. Please -- please fill this sheet out in the
25 back of there and give it to Mr. Robinette up

1 there.

2 MR. PLAWMAN: I already filled one out.

3 MR. ROBINETTE: Is there anyone else that
4 would like to provide public testimony? Okay,
5 hearing none, the Wisconsin Department of
6 Transportation would like to thank you for taking
7 time to participate in this public meeting. A
8 reminder that any written testimony you would like
9 to become part of the public hearing record should
10 be postmarked or received no later than March 7th,
11 2019. As Chairperson, I will remain in this room
12 with the court reporter until 7:00 p.m. if anyone
13 would like to provide public verbal testimony. You
14 may also provide private verbal testimony to the
15 court reporter in the conference room off the
16 hallway until seven p.m. Thank you.

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1 STATE OF WISCONSIN)
) SS:
2 COUNTY OF MILWAUKEE)

3 I, Wendy L. Hanneman, Registered
4 Professional Reporter and Notary Public in and for the
5 State of Wisconsin, do hereby certify that the preceding
6 transcript was reported by me and reduced to writing
7 under my personal direction.

8 I further certify that said transcript was
9 taken at SOMERS VILLAGE HALL, 7511 12th Street, Kenosha,
10 Wisconsin, on the 28th day of February, 2019, commencing
11 at 4:30 p.m. and concluding at 5:31 p.m.

12 I further certify that I am not a relative
13 or employee or attorney or counsel of any of the
14 parties, or a relative or employee of such attorney or
15 counsel, or financially interested directly or
16 indirectly in this action.

17 In witness whereof, I have hereunto set my
18 hand and affixed my seal of office at Milwaukee,
19 Wisconsin, this 7th day of May, 2019.

20

21 Wendy L. Hanneman - Notary Public
22 In and for the State of Wisconsin

23 My Commission Expires: October 9, 2021.

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