

1 PRIVATE TESTIMONY

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3 MR. JEFF FELLOWS: I represent Fleming
4 Investments, LLC, which is the Watertower Center strip
5 mall in front of K-Mart. So my, I guess, my biggest
6 concern is for my tenants. The tenants have just gone
7 through a recession and some of them are very fragile on
8 the economic side. And so I'm concerned if you're
9 shutting down access points to that building, especially
10 at the -- the access point at the end of Pabst Road, that
11 they will not survive this construction project, which
12 will last over a year. I'd like to make sure that the
13 access point off of Pabst Road stays open as best they
14 can so that people can drive straight into that strip
15 center, Watertower Center, and not have to rely on coming
16 all the way around Kwik Trip to get down that road to get
17 product from either one of my tenants. I guess any
18 tenant that failed due to this project will not only
19 affect them, my tenant, which I care a lot about, but
20 also affect me where I rely on the rents for being able
21 to maintain that property. So I hope whoever's doing the
22 shutting down of access points is that they make -- they
23 keep that in mind and keep, I guess, the tenants' best
24 interests in mind so that we make sure that these
25 property -- or these people that serve this community

1 continue to serve this community going forward into the
2 future. The property is at -- I believe it's 1400.
3 Fleming Investments. It's -- The building is called
4 Watertower Center. I believe it's 1400 Summit Avenue.

5 MS. TARI FARRELL: I own the Quiznos,
6 1400 Summit Avenue, and I'm concerned about the traffic
7 coming across at Pabst Road, how people are going to be
8 able to turn into my business, if they're only going to
9 have access from the Kwik Trip side or if both ends of
10 that road are going to be kept open at Oconomowoc Parkway
11 to Pabst Road. Are they going to have access to my
12 building from both directions at all times?

13 And also, the lights at Pabst Road and
14 67, there needs to be an arrow for turning in all
15 directions. There's nonstop accidents at that corner
16 from people not waiting for people to come across the
17 road and just turning in front of them. That's it.

18 MS. ELLEN SIMONS: My name is Ellen
19 Simons, and I am the owner of the UPS Store located in
20 Summit Center Marketplace. I guess to reiterate my
21 concern about restricting access to the local businesses
22 in the multiple strip malls, especially mine, you know,
23 along Highway 67. I understand it's a project that, you
24 know, they feel needs to be done, but at the same time
25 Oconomowoc has a terrible track record of pretty much

1 killing their own economy by doing road construction
2 projects. We can see that from the destruction of our
3 downtown economy.

4 I want to make sure that our entrances
5 to the strip mall at -- you know, remain open and that
6 there's an open flow of traffic. I want to know if
7 there's going to be some kind of signage provided during
8 that timeframe by whomever, by the state or the city,
9 acknowledging that these businesses are still open during
10 this, you know, construction period. I think that's it.

11 (At 7:00 p.m. the testimony
12 concluded.)

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1 STATE OF WISCONSIN)
2 MILWAUKEE COUNTY) SS:

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4 I, KIM M. PETERSON, CM, a Court
5 Reporter with the firm of Halma-Jilek Reporting, 207 East
6 Michigan Street, Milwaukee, Wisconsin, do hereby certify
7 that I reported the foregoing proceedings taken on
8 November 20, 2013, and that the same is true and correct
9 in accordance with my original machine shorthand notes
10 taken at said time and place.

11

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Kim M. Peterson

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22 Dated this 22nd day of November, 2013

23 Milwaukee, Wisconsin

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<p>A</p> <p>able 3:20 4:8 access 3:9,10,13 3:22 4:9,11,21 accidents 4:15 acknowledging 5:9 affect 3:19,20 arrow 4:14 Avenue 1:2 4:4 4:6</p> <hr/> <p>B</p> <p>Bakalars 2:12,24 Barstow 2:4 believe 4:2,4 best 3:13,23 biggest 3:5 BLUE 1:3 BRIDGES 1:9 building 3:9 4:3 4:12 business 4:8 businesses 4:21 5:9</p> <hr/> <p>C</p> <p>C 2:1 called 4:3 care 3:19 center 3:4,15,15 4:4,20 Centre 2:13 certify 6:6 city 1:2 5:8 CM 6:4 come 4:16 coming 3:15 4:7 community 3:25 4:1 concern 3:6 4:21 concerned 3:8 4:6 concluded 5:12 construction 3:11 5:1,10 continue 4:1 corner 4:15 correct 6:8 COUNTY 1:5,11 6:2 Court 2:13 6:4</p> <hr/> <p>D</p> <p>D 2:17 Dated 6:22</p>	<p>DAVID 2:11 day 6:22 Department 2:3 Design 2:3 destruction 5:2 Development 2:4 directions 4:12 4:15 Division 2:4 doing 3:21 5:1 downtown 5:3 drive 1:3 3:14 due 3:18</p> <hr/> <p>E</p> <p>E 2:1,1,17 3:1,1 East 1:8 6:5 economic 3:8 economy 5:1,3 either 3:17 Ellen 2:20 4:18 4:18 ends 4:9 ENGINEERING 2:13 entrances 5:4 especially 3:9 4:22</p> <hr/> <p>F</p> <p>failed 3:18 FARRELL 2:19 4:5 feel 4:24 FELLOWS 2:18 3:3 firm 6:5 Fleming 3:3 4:3 flow 5:6 foregoing 6:7 forward 4:1 fragile 3:7 FREEWAY 1:8 front 3:5 4:17 future 4:2</p> <hr/> <p>G</p> <p>GALLAMORE 2:2 going 4:1,7,8,10 4:11 5:7 guess 3:5,17,23 4:20</p> <hr/> <p>H</p> <p>Halma-Jilek 6:5 Highway 4:23</p>	<p>hope 3:21</p> <hr/> <p>I</p> <p>ID 1:1,7 interests 3:24 Investments 3:4 4:3 I-94 1:10</p> <hr/> <p>J</p> <p>JASON 2:8 JEFF 2:18 3:3 JOE 2:2</p> <hr/> <p>K</p> <p>keep 3:23,23 kept 4:10 killling 5:1 Kim 1:22 6:4,14 kind 5:7 KL 2:13 know 4:22,24 5:5,6,10 Kwik 3:16 4:9 K-Mart 3:5</p> <hr/> <p>L</p> <p>Library 1:17 lights 4:13 LINDSAY 2:10 LLC 3:4 local 4:21 located 4:19 lot 3:19</p> <hr/> <p>M</p> <p>M 1:22 3:1 6:4 6:14 machine 6:9 Madison 2:14 maintain 3:21 mall 3:5 5:5 malls 4:22 Manager 2:3 Marketplace 4:20 MEMBERS 2:7 Michigan 6:6 MIKE 2:12 Milwaukee 6:2,6 6:23 mind 3:23,24 mine 4:22 multiple 4:22</p> <hr/> <p>N</p> <p>N 2:1,17 3:1 name 4:18</p>	<p>NB 1:9 needs 4:14,24 nonstop 4:15 notes 6:9 November 1:18 6:8,22 NW 2:4</p> <hr/> <p>O</p> <p>O 3:1 Oconomowoc 1:2,17 4:10,25 open 3:13 4:10 5:5,6,9 original 2:24 6:9 owner 4:19</p> <hr/> <p>P</p> <p>P 2:1,1 3:1 Pabst 3:10,13 4:7,11,13 Parkway 4:10 people 3:14,25 4:7,16,16 period 5:10 Peterson 1:22 6:4,14 PITTMAN 2:11 place 6:10 point 3:10,13 points 3:9,22 pretty 4:25 PRIVATE 1:13 proceedings 6:7 product 3:17 Professional 1:23 project 1:1,7 2:3 2:7 3:11,18 4:23 projects 5:2 property 3:21 3:25 4:2 provided 5:7 Public 1:17 P.E 2:2,8,12 p.m 1:19,19 5:11</p> <hr/> <p>Q</p> <p>Quiznos 4:5</p> <hr/> <p>R</p> <p>R 2:1 3:1 recession 3:7 record 4:25 REEM 2:9 Region 2:4</p>	<p>Registered 1:23 reiterate 4:20 rely 3:15,20 remain 5:5 rents 3:20 reported 6:7 Reporter 1:23 6:5 Reporting 6:5 represent 3:3 restricting 4:21 RIBBON 1:3 road 3:10,13,16 4:7,10,11,13 4:17 5:1</p> <hr/> <p>S</p> <p>S 2:1 3:1 SB 1:9 SCHMIDT 2:10 SE 2:4 see 5:2 Seminole 2:13 sent 2:24 serve 3:25 4:1 SHAHIN 2:9 shorthand 6:9 shutting 3:9,22 side 3:8 4:9 signage 5:7 Simons 2:20 4:18,19 SS 6:2 state 5:8 6:1 stays 3:13 Store 4:19 straight 3:14 Street 2:4 6:6 strip 3:4,14 4:22 5:5 Suite 2:13 Summit 1:2 4:4 4:6,20 sure 3:12,24 5:4 survive 3:11 System 2:4</p> <hr/> <p>T</p> <p>T 3:1,1,1 taken 6:7,10 TARI 2:19 4:5 TEAM 2:7 tenant 3:18,19 tenants 3:6,6,17 3:23 terrible 4:25 testimony 1:13 2:18 5:11</p>
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<p>THACKERAY 1:3 think 5:10 time 4:24 6:10 timeframe 5:8 times 4:12 track 4:25 traffic 4:6 5:6 TRAIL 1:3 transcript 2:24 Transportation 2:3,4 Trip 3:16 4:9 true 6:8 turn 4:8 turning 4:14,17</p> <hr/> <p style="text-align: center;">U</p> <p>understand 4:23 UPS 4:19</p> <hr/> <p style="text-align: center;">V</p> <p>V 3:1</p> <hr/> <p style="text-align: center;">W</p> <p>waiting 4:16 want 5:4,6 Watertower 3:4 3:15 4:4 Waukesha 1:5 1:11 2:5 way 3:16 WEST 1:8 whoever's 3:21 WIS 1:4,9 Wisconsin 2:3,5 2:14 6:1,6,23</p> <hr/> <p style="text-align: center;">X</p> <p>X 2:17</p> <hr/> <p style="text-align: center;">Y</p> <p>Y 3:1 year 3:12</p> <hr/> <p style="text-align: center;">Z</p> <p>ZEMKE 2:8</p> <hr/> <p style="text-align: center;">1</p> <p>1060-30-00 1:7 1400 4:2,4,6 141 2:4</p> <hr/> <p style="text-align: center;">2</p> <p>20 1:18 6:8 200 2:13 2013 1:18 6:8 6:22</p>	<p>207 6:5 22nd 6:22</p> <hr/> <p style="text-align: center;">3</p> <p>3030-08-00 1:1</p> <hr/> <p style="text-align: center;">4</p> <p>4:00 1:19</p> <hr/> <p style="text-align: center;">5</p> <p>53187-0798 2:5 53711 2:14 5950 2:13</p> <hr/> <p style="text-align: center;">6</p> <p>67 1:4,9 4:14,23</p> <hr/> <p style="text-align: center;">7</p> <p>7:00 1:19 5:11</p>			
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EXHIBIT 7
Written Testimony

COMMENT FORM – PUBLIC HEARING
WRITTEN TESTIMONY (Wednesday, November 20, 2013)



Project ID 3030-08-00
Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive – Thackeray Trail)
WIS 67
Waukesha County

Project ID 1060-30-00
East – West Freeway
(WIS 67 NB & SB Bridges)
I-94
Waukesha County

You may leave the completed form in the Comment Box at the Registration Table, email (delivered by December 4, 2013) to Jason.Zemke@dot.wi.gov or mail (postmarked by December 4, 2013) to:

WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): Nancy Hohensee
Mailing Address: 1288 Summit Ave Suite 107
Oconomowoc, WI 53066
E-mail Address: nhohens@gmail.com
Representing (optional): Self

Comments:

We need a safe crossing
for the bike trail and
pedestrians, because of the school,
YMCA and growth of the town,
in that area.

Please use additional sheets, if necessary.

COMMENT FORM – PUBLIC HEARING
WRITTEN TESTIMONY (Wednesday, November 20, 2013)



Project ID 3030-08-00
Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive – Thackeray Trail)
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You may leave the completed form in the Comment Box at the Registration Table, email (delivered by December 4, 2013) to Jason.Zemke@dot.wi.gov or mail (postmarked by December 4, 2013) to:

WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): Caroline Driscoll

Mailing Address: 34122 Waterville Lake Dr

Oconomowoc, WI 53066

E-mail Address: driscollmc@earthlink.net

Representing (optional): _____

Comments: Please evaluate the current configuration of the
67 southbound left turn lane into Aurora. I have had
several close calls where people have missed the entrance
to the lane and have come to a dead stop at the intersection,
trying to turn left into the hospital. I've also had
drivers cut me off, trying to get into the turn lane
from the right, presumably coming off I-94. The length
of the turn lane, and the inability to enter it further
south is causing these problems.

Please use additional sheets, if necessary.

COMMENT FORM – PUBLIC HEARING
WRITTEN TESTIMONY (Wednesday, November 20, 2013)



Project ID 3030-08-00
Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive – Thackeray Trail)
WIS 67
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You may leave the completed form in the Comment Box at the Registration Table, email (delivered by December 4, 2013) to Jason.Zemke@dot.wi.gov or mail (postmarked by December 4, 2013) to:

WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): Paul Bielik
Mailing Address: 4 Earling Ct
Oconomowoc, WI 53066
E-mail Address: rockypaul@aol.com
Representing (optional): Die Cut LLC

Comments:

Request consideration of alternative sites
for retention pond on the corner of Hwy
67 + Hwy B.
Current location takes 1/2 of our
property rendering the other 1/2 useless

Please use additional sheets, if necessary.

Zemke, Jason - DOT

From: ROCKYPAUL@aol.com
Sent: Friday, November 22, 2013 7:57 AM
To: Zemke, Jason - DOT; rockypaul@aol.com
Subject: From Paul Bielik re relocation of ponds on Die Cut llc property 67+B
Attachments: 67+B ponds.doc

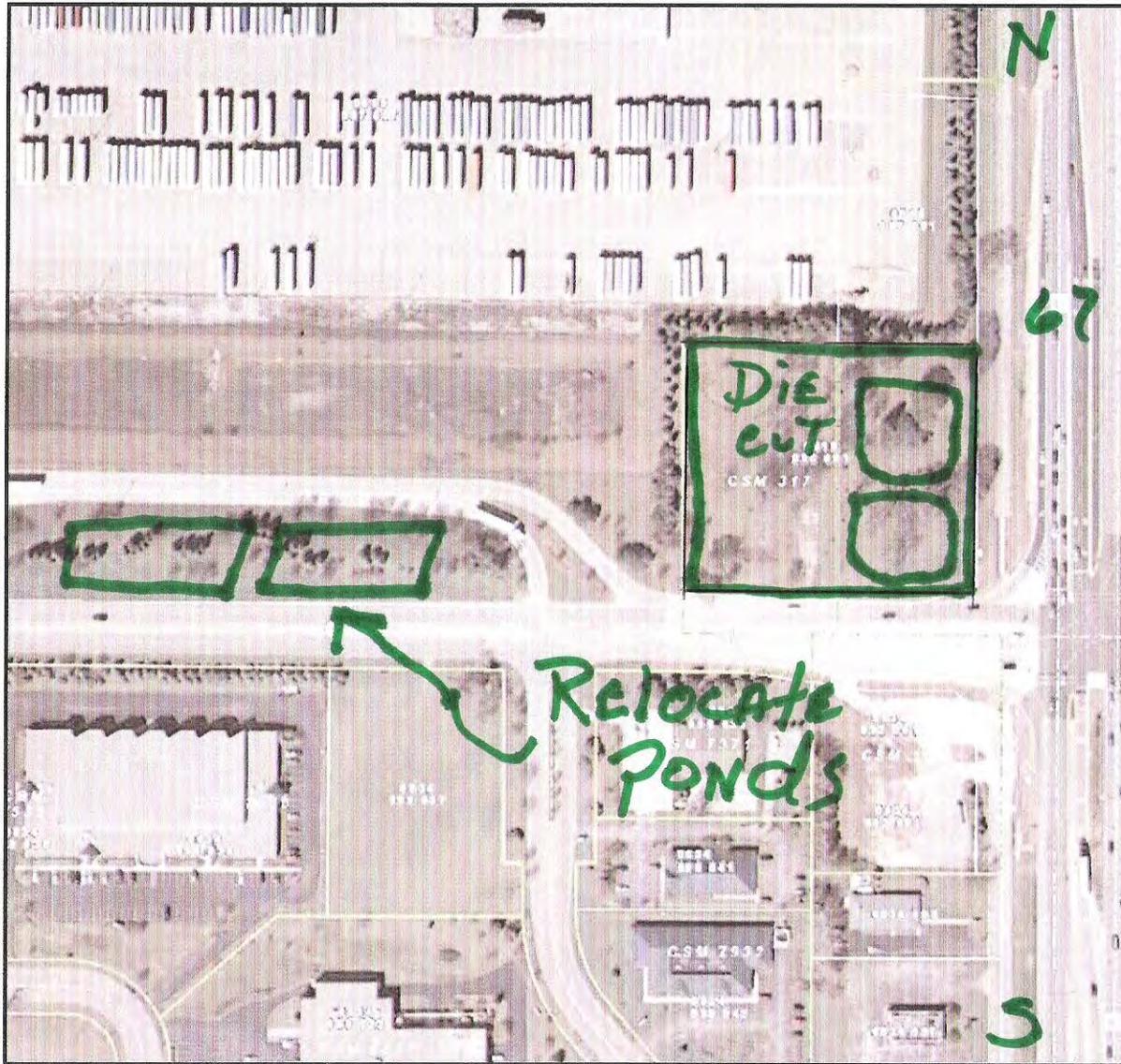
Categories: Green Category

Hi Jason:

Good meeting with you at the hearing at the Oconomowoc Library. We would like to set up a meeting with you to discuss moving the proposed retention ponds that are stated for our property. We have a substantial investment in the property and the current proposal would drastically diminish its value. Attached is an alternative location we would like you to explore, or other locations not on our property. Please let us know when we can meet, the week of 12-2?

Thanks

Paul and Peggy Bielik



0 218.50 Feet

The information and depictions herein are for informational purposes and Waukesha County specifically disclaims accuracy and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by certified maps, surveys, plats, Flood Insurance Studies, or other official means. Waukesha County will not be responsible for any result from third party use of the information and depictions herein, or for use which ignores this warning.

November 29, 2013

Re: Highway 67 Reconstruction
From: Vic Karaliunas
To: Jason Zemke, Project Manager

The Highway 67 Reconstruction Plan has me concerned for several reasons, but first and foremost, the increase flow of traffic in the area of the Lake Country Trail is of particular concern. I am an avid biker. I use the Lake Country Trail frequently. It currently is a very dangerous area to cross four lanes of Highway 67. Adding additional lanes with the additional volume of traffic will only make it more dangerous without a bike/pedestrian overpass. From the information presented to date, there is no plan for an overpass.

The Lake Country Trail offers many of us an alternative to using our gas guzzling vehicles for daily transportation. Before I retired a few short years ago, I rode to work occasionally from Oconomowoc to Waukesha and found that crossing Highways 67 and 83 was particularly dangerous. The County of Jefferson has just applied for a grant to extend the trail from Oconomowoc to Watertown. What a great asset that will be for all of us who live along its corridor. Please don't put obstacles in the way of its intended use. I encourage you to consider and implement the construction of an overpass to safely convey bikers and pedestrians. Please make this project a way to deter additional traffic by giving us a safe alternative to vehicular use.

Sincerely,



Vic Karaliunas
W262 Hillendale Drive
Oconomowoc, WI 53066

Zemke, Jason - DOT

From: Richard Bowen [richardbowen@att.net]
Sent: Wednesday, November 20, 2013 10:34 AM
To: Zemke, Jason - DOT
Subject: hwy 67 project

Please rebuild the highway on its present footprint. Do not add more lanes. Thank you.

Richard A. Bowen
4272 N. 87th St.
Milwaukee, WI 53222

Zemke, Jason - DOT

From: Michael Grady [michael.grady2011@gmail.com]
Sent: Thursday, November 21, 2013 11:34 AM
To: Zemke, Jason - DOT; Damuth, Scott - DOT
Cc: dgard@oconomowoc-wi.gov; parkrec@oconomowoc-wi.gov; John Kelliher; dbeguhn@oconomowoc-wi.gov; Mike Grady
Subject: Concerns with WIS 67 Project / Real Estate Acquisition

Jason and Scott,

Thank you for the information presented at yesterday's Public Information Meeting.

As a property owner directly adjacent to the work area I have a vested interest and involvement with this project.

I do have specific issues that I would like to be addressed, and further action taken.

The 1st issue is regarding real estate acquisition along the project route. I own and reside at 1180 Dorchester Dr.; this property abuts the east side of HWY 67/Summit (<http://binged.it/1ba8XhT>) Last night I learned that my property - although surrounded by the TLE - was not included in the real estate negotiations for this project. With the proposed road work, multi-use/bike path, and intersection/traffic light work that will be accomplished I have serious concerns that my property and rights as a landowner will not be infringed or inconvenienced. As it is currently, the only drive-in access that I have to my backyard is the park access service entrance. The city has allowed us to use this access when necessary to bring in our trailer and also for yard waste/tree "clean up". With the extent of work that is planned I request that our property be included in the real estate acquisition negotiations.

The 2nd issue is regarding the planned design adjacent to my property and other neighboring residential property. The proposed bike path/multi-use path is going to provide pedestrian and bike traffic that we currently do not experience. Over the summer, as a result of the city's effort to clear invasive vegetation from Bub Heritage Park, we have experienced a tremendous increase in the use of the park from people who are not from the subdivision. I talked with many of the people who came to the park and all of them said that they came to the park because they noticed it (while driving on 67, or when leaving Culvers, etc). With the proposed path this will further increase the amount of traffic and use of the park. I have concerns about potential garbage/trash, vandalism, and safety.

The playground equipment now has been "tagged" and damaged with various graffiti and carvings. I am requesting that a very clear division and separation (such as a decorative fence or wall) between the proposed path and the adjacent properties be included in the project.

The 3rd concern is the speed limit along this same stretch. It is set for 45mph which I believe is too fast for this area, especially when you consider the increased bike and pedestrian traffic. Also, it does not make sense to have a posted 45 mph speed limit, while less than a mile further north on 67 (between Old Tower and Armour roads), the posted speed limit is 35 mph, traveling through an area which is protected by berms and fencing.

As a point of transparent communication, I have included officials from the City of Oconomowoc on this email.

Thank you for addressing these issues. I will follow up with you throughout the course of this project.

-Mike

Michael Grady
262-951-1038
LIFE Leadership

Everyone will be called upon to lead at some point in their lives, the only question is: Will they be ready?

Check out my website! [LIFE Leadership](#)

Take [The Mental Fitness Challenge](#)

Are you on LinkedIn? [LinkedIn page](#)

Zemke, Jason - DOT

From: Rebecca Seymour [wrkseymour@sbcglobal.net]
Sent: Sunday, November 24, 2013 9:43 AM
To: Zemke, Jason - DOT
Subject: Written Testimony on Hwy 67 Project

Categories: Green Category

Dear Mr. Zemke,

I am submitting this testimony as part of the Hwy 67 reconstruction hearing process. I live at 800 Old Tower Road in Oconomowoc.

I would strongly suggest that traffic control lights at the intersection of Summit Avenue (Hwy 67) and Robruck Drive be installed as part of the reconstruction. This is a very busy intersection with a number of popular businesses (e.g., Culver's, Schlotsky's, Sammy's, Snap Fitness, and 5678 Dance) located on Robruck. The existing stop signs are inadequate for the volume of traffic, and it is very difficult to make a left turn from Robruck onto Summit heading north, given that the median is too narrow to cross Summit (southbound) and wait for traffic to clear heading northbound. Vehicles on Summit are often travelling at speeds of 40-50 mph, particularly northbound, as they approach this intersection. I'm surprised that there have not been more accidents there.

Thank you for considering this testimony. Please contact me if you have any questions or comments.

William Seymour
262-560-4254

Zemke, Jason - DOT

From: Margaret Fay Sanders [sansalwi@sbcglobal.net]
Sent: Friday, November 29, 2013 10:53 AM
To: Zemke, Jason - DOT
Cc: letters@conley.net.com
Subject: HWY 67 Reconstruction

Categories: Green Category

The newspaper article from Nov 27 in the Oconomowoc Enterprise does not go into detail about what the reconstruction entails. Will it become a 6 lane highway? If so this would be in opposition to the 'Greener Oconomowoc' concept. In addition, any plan that is implemented absolutely needs to include pedestrian and bicycle traffic - lanes. Also a pedestrian - bike bridge over HWY 67 at Pabst Farm is a safety necessity. We do not want the Blue Mound strip duplicated in our community. NO - NO - NO !!! Fay Sanders

Zemke, Jason - DOT

From: Alan & Mary Koepke [alankoepke@gmail.com]
Sent: Sunday, December 01, 2013 2:32 PM
To: Zemke, Jason - DOT
Subject: Hwy 67 Oconomowoc

Categories: Green Category

In the plans for reconstruction of Hwy 67 PLEASE allow for crossing the highway on the bike trail. It is such a wonderful trail from Rosevelt Field to Delafield and it was be a total shame to cut it in pieces. We really enjoy using the trail and do want to continue using the entire trail on our bikes.

Thank You.

Alan & Mary Koepke
1115 Whittier Ln
Oconomowoc Wi 53066

262 569 1059

Zemke, Jason - DOT

From: Bryan Beers [beersb@hotmail.com]
Sent: Sunday, December 01, 2013 8:13 PM
To: Zemke, Jason - DOT
Subject: Hwy 67 Project

Categories: Green Category

Mr. Zemke,

As a resident of Oconomowoc specifically in the Whitman Park neighbor and a bike rider, I have serious concerns with the Hwy 67 project.

First the intersection of 67 and Thackeray Trail. Between the DOT 67 project and the city wanting to make Thackeray Trail a 4 lane through street I fear an intersection similar to Moreland and Bluemound. As a resident that lives within a block of that intersection the potential expansion would pose a huge safety risk with increased speeds, whether legal or not, and increased traffic. Not to mention the lights and sound of increased traffic. I did not live in Oconomowoc to have streets like Milwaukee and it's suburbs.

As a bike rider I cross 67 at both the Thackeray Trail intersection and the Lake Country Trail. The city and DOT need to take into consideration not only bike riders but also other pedestrian traffic. Posted speeds, signage, and so called training of drivers do not work to protect those of us that bike, walk and run. There are a number of individuals that do not participate in these activities and do not concern themselves with the rules that pertain to vehicle and pedestrian traffic.

With that being said, I believe in progress and upgrading the current infrastructure. Updates need to take into consideration the current neighborhoods and their needs so that they have the least amount of impact on those neighbors possible. Keep in mind that there are other residents and neighborhoods in the city of Oconomowoc other than Pabst Farms. Recently Pabst Farms seems to be getting all that they want with little regard of other Oconomowoc neighborhoods & residents. There are those of us that do not live in Pabst Farms and prefer not to pay higher taxes too.

Instead concerning themselves with individuals that are visiting town or live on outskirts of town you need to consider the residents of the city. The DOT and city need to continue to designing the 67 project for the future without impacting the established town/neighborhoods in a negative fashion.

Regards,

Bryan Beers

Zemke, Jason - DOT

From: Leslie Olson [lkolson@charter.net]
Sent: Monday, December 02, 2013 9:17 PM
To: Zemke, Jason - DOT
Subject: Hwy 67 comments

Categories: Green Category

Jason -

We are residents of Oconomowoc and members of Greener Oconomowoc. Very concerned with the Hwy 67 proposal and the impact on bike and pedestrian safety – in particular at the current Lake Country Trail intersection. This is a crossing used by many, including children, that will become less safe with the proposed widening.

Please consider alternatives – such and overpass structure.

Thanks,
Leslie Olson
James Olson

108 Greenland Ave.
Oconomowoc, WI 53066

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WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): Lynne Wright

Mailing Address: 1434 Riverdale Drive
Oconomowoc, WI 53066

E-mail Address: lynnewrightruns@att.net

Representing (optional): _____

Comments: See attached sheet

Please use additional sheets, if necessary.

I attended the public hearing and I am not in favor of the widening of Highway 67.

What brought me to the meeting was my concern about the safety of the Lake Country Trail at the intersection of 67 and Oconomowoc Parkway. I bike on the trail between 3-5 times a week Spring through Fall with friends for fitness and also as transportation to the Y and into Delafield. It currently is a dangerous intersection for pedestrians and cyclists since most vehicles heading south on 67 do not yield to us. We get stuck on the small island heading west and a friend who recently had to stop quickly on her bike cracked her ribs. With the widening of Highway 67 with additional lanes both north and south and the only entrance/exit to the new additional Kwik Trip going across the trail it's going to become a death trap for pedestrians, children and cyclists. A resident spoke about building a pedestrian overpass and I agree that this would be a safe solution. There also needs to be a campaign to educate drivers that the Yield sign and yellow Pedestrian sign mean that drivers must yield to pedestrians and cyclists.

At the hearing residents from Dorchester Drive expressed their opposition to the project stating severe noise and light pollution that currently exist will become worse. I agree with them.

Some improvements may need to be made to improve road conditions and accident rates, however, now that I have a better understanding of how massive this project is and the impact on the community, I do not think that Oconomowoc requires Hwy 67 to be widened with so many additional lanes at a cost of 25 to 35 million dollars of our federal and state tax dollars. Approximately 80% is federal and 20% is state funded. The major issue driving the expansion is that the traffic growth is projected to more than double by Year 2033 due to the proposed land development of Pabst Farms. The DOT is planning to spend millions of dollars for a retail shopping center that does not have any confirmed tenants.

In my opinion, the scope of the project needs to be reduced. We do not need Hwy 67 in rural Oconomowoc and the Village of Summit to become a massive strip of concrete like Bluemound Road. The rural atmosphere of Oconomowoc is what appealed and drew my family to decide to reside in this beautiful lake community. If the project moves forward as currently proposed it will draw people away from our community rather than towards our community.

Lynne Wright
1434 Riverdale Drive
Oconomowoc, WI 53066
lynnewrightruns@att.net

Zemke, Jason - DOT

From: Melissa Vernon [melissakvernon@gmail.com]
Sent: Wednesday, December 04, 2013 10:49 PM
To: Zemke, Jason - DOT
Subject: Oconomowoc Hwy 67 public comments
Attachments: MVernon Hwy 67 Oconomowoc public comments Dec 2013.pdf

Categories: Green Category

Jason,

I was out of town and unable to attend the public meeting on Nov 20th.

While I saw notice of the meeting in the local paper, the public meeting on Nov 20th does not appear on the list of DOT meetings. How can I get advance communication about upcoming meetings?

<http://www.dot.wi.gov/news/hearings/index.htm>

Please see attached comments.

Melissa Vernon
Oconomowoc, WI

Jason Zemke
Wisconsin Dept of Transportation
RE: Hwy 67 reconstruction, Oconomowoc, WI
December 4, 2013

I was unable to attend the public meeting on November 20th and therefore submit these public comments regarding the expansion of Hwy 67 in Oconomowoc between Interstate 94 and Thackeray Trail.

There are two critical issues that are not being adequately addressed:

1. The critical need for significantly widening Hwy 67, not just repaving
2. Safe crossing for Lake Country Trail users at Oconomowoc Parkwa

I am unconvinced of the need for widening the road with multiple additional lanes in each direction. While I understand that growth is expected to occur in the City of Oconomowoc over the next 30 years, the primary area available for development is in the Pabst Farms quadrant in the southeast corner of the proposed project, not in the downtown area to the north of the road under consideration. The widening of Hwy 67 has been proposed to facilitate automotive traffic moving from the downtown area to I-94 in the mornin commute, and from I-94 to the downtown area in the evening commute. If growth and thereby added volume of traffic will occur in the area immediately adjacent to Interstate 94, why does this necessitate widening to the north? Highway 67 may require repaving, but the currently proposed widening is excessive and unnecessary. Traffic congestion in the area is currently minimal.

Nationally, the United States is experiencing an increase in bicycling. Thank you for meeting the legal requirements of the Complete Streets law and providing a multi-use pat and sidewalk running north-south along Highway 67.

However, the currently proposed accommodations for users of the Lake Country Trail are inadequate and will result in extremely unsafe conditions for a wide range of the population using this popular trail. An expanded Hwy 67 will functionally cut Oconomowoc into two parts – trail users on the west side of Hwy 67, and trail users on the east side of Hwy 67. The LCT is the only east-west route for bicyclists between the Glacial Drumlin Trail, adjacent to Hwy 18, to the south, and north beyond the City and Town of Oconomowoc. All other east-west roadways have no shoulder (Hwy Z, Lisbon Rd), or provide incomplete access (e.g. Wisconsin Ave shoulder only exists to east of Hwy 67).

The Lake Country Trail (LCT) is an important corridor for transportation. The LCT provides dedicated access between downtown Oconomowoc and the Pabst Farm commercial district and extension eastward to Delafield and neighboring communities. With no public transportation in the area, residents need the ability to access to alternative modes of transportation for work, business, errands, doctor appointments, etc... Statewide a third of the population does not have access to a motor vehicle.

The LCT provides access for children who seek choices for their transportation to Silver Lake or Summit Elementary School. In an era of rampant single vehicle occupancy and excessive traffic at school drop-off and pick-up, let's make decisions that ensure our youth have choices for their mobility options, and that they can safely move between home school, sports and activities without fear of crossing nine lanes of vehicular traffic, via three traffic islands and multiple traffic signals

The LCT is a desirable recreational trail used by people of all ages from families with multiple small children, to spandex-clad road bikers, to retirees enjoying the scenery. The trail provides a safe environment isolated from vehicles. The LCT aims to extend westward and discussions with neighboring Watertown have increased significantly in recent months.

Bicycling contributes towards tourism and the economic benefits resulting from increased visitors. Our smaller cities are in need of increased revenue and diversified income streams.

The widening of Hwy 67 will create a perceived safety issue and will create a virtual barrier preventing trail users from accessing the full range of services available along the trail.

I strongly encourage you to eliminate the extreme widening
I strongly encourage you to add physical structures to provide bikers and walkers safe access on the LCT to cross Hwy 67. We must provide physical separation of users via overpass or underpass. Signage, lighting and paint are insufficient for providing safe access. In our current society, drivers are more distracted than ever, and fail to adhere to basic road markers and safe driving patterns.

Ever year bicyclists are killed on Wisconsin roads due to inattentive drivers. Safer passageways can be created that provide vehicles and non-vehicles with equal access.

The City of Oconomowoc and many residents want to find alternative ways of providing crossing for non-motorists, including construction of an overpass or underpass. Our tax paying residents, visitors, and businesses are asking for an alternative plan and we are still waiting to see it.

Regards,
Melissa Vernon
Oconomowoc, WI
melissakvernon@gmail.com

Zemke, Jason - DOT

From: Richard Reith [richard.reith@paperlessllc.com]
Sent: Wednesday, December 04, 2013 5:17 PM
To: Zemke, Jason - DOT
Subject: Highway 67 in Oconomowoc

Categories: Green Category

Hi Jason-

I was unable to attend the meeting at the library in Oconomowoc to discuss the Highway 67 project, but I would like to voice my concerns about the project.

I don't have much time to go into great details so at a 100,000 foot view the Hwy 67 project is not necessary. The proposed section of Hwy 67 is a very new stretch of road so the condition of the road is far superior to other local or state roads on the area. Being that Hwy 67 is relatively newer it is more than adequate to support the traffic volume today or in the proposed future. (I'm not a DOT engineer and have not seen studies on the traffic volume, it's just my opinion based on traveling on Hwy 67 everyday). The proposed future developments of Pabst Farms shopping are contained towards the very south end of Hwy 67 near interstate 94. The Hwy 67 bypass diverts much of the traffic around the city and is an easy access with multiple lanes. The expansion of Hwy 67 could cause safety issues for all those using the bike and walking paths along with the fire station who's only access to the north, west and south is through Hwy 67.

If there is money to be spent fixing Hwy's there are many Hwy's in the area and state that are in much greater need of fixing and expansion.

Thank you for your time and consideration.

Rick Reith

DATE: MONDAY ~ DECEMBER 02ND, 2013.

FROM: BONNYWELL VILLAGE ASSOCIATES
PHILIP W. JENNINGS ~ OWNER & LANDLORD & MANAGING PARTNER
7635 WEST BLUEMOUND ROAD ~ SUITE # 203 ~ MILWAUKEE, WI 53213-3500.
OFFICE # 414.258.2972 / FAX # 414.258.6990
jenningsrealestate@sbcglobal.net

TO: WISDOT SOUTHEAST REGION / OFFICE ATTN : JASON ZEMKE.
141 NW BARTSTOW STREET ~ WAUKESHA, WI 53187.
jasonzemke@dot.wi.gov

RE: REPRESENTING SELF FOR WPSC ~ WHITMAN PARK SHOPPING CENTER.
1021-1111 SUMMIT AVENUE ~ OCONOMOWOC, WI 53066.

COMMENTS:

PLEASE BE ADVISED THAT I AM VERY UPSET WITH THE ELIMINATION OF THE NORTHBOUND TRAFFIC ACCESSING WHITMAN PARK SHOPPING CENTER AT LEXINGTON AVENUE IN OCONOMOWOC, WISCONSIN.

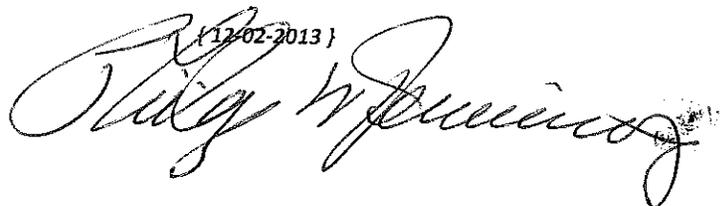
WE HAVE STUDIED THIS ISSUE VERY CAREFULLY AND ARE DEFINITELY CONVINCED THIS WILL CERTAINLY ADVERSELY AFFECT THE FUTURE SUCCESS AND OVERALL PROFITABILITY OF MANY OF THE MERCHANTS AT WHITMAN PARK SHOPPING CENTER.

WE HAVE BEEN DOING BUSINESS AT THIS SITE FOR OVER 40 YEARS NOW AND ARE ABSOLUTELY DISPLEASED AND EXTREMELY WORRIED AND ALSO WILL BE GRAVELY CONCERNED WITH ALL OF THE HARM THIS SHALL SURELY CAUSE THE TENANTS.

PHILIP W. JENNINGS

OWNER & LANDLORD & MANAGING PARTNER

{ 12-02-2013 }



Diane Otto
N 51 W 34835 Wis. Ave. #204
Okauchee, WI 53069

12-3-13

Dear Mr. Zemke,

I am writing in regard to the proposed major reconstruction of Highway 67 in Oconomowoc slated for '15-'16. I am opposed to widening 67 to any more lanes than currently exist. I agree with Lynne Wright who, according to the Oconomowoc Enterprise, stated, "We do not need 67 in rural Oconomowoc and Summit to become a massive strip of concrete like Bluemound Road." Furthermore, the intersection of 67 and Valley Rd. (and, I think, 67 from Valley Rd. to Aurora Dr. was just totally redone only a few yrs. ago and does not seem in need of repair. This would seem like a massive waste of money. If you are planning to put in any more roundabouts, I implore you not to do this. This is a road I take regularly to ~~to~~ get to Walgreens & Aurora Clinic. Putting in one or more roundabouts would make it much more dangerous for me to get to these locations as I find them totally confusing. I know from talking to other people that I am not alone in this.

I live in Okauchee and my favorite way of getting to Aurora Clinic has already been ruined by putting in 3 roundabouts which, besides being confusing, also seems to have been a waste of money since the expected

traffic thru here does not exist. (I will only go this way if someone else is driving & have yet to talk to anyone who thinks these roundabouts were a good idea.)

In addition, I am concerned about what this construction would do to any businesses in the path of such construction - esp, those at Whitman Park. Past "improvements" in roads on 16 & Wisconsin Ave in Oconomowoc have, I believe, been quite harmful - if not fatal - to businesses along this strip.

I would hope that any repairs/improvements could be kept to a minimum of cost and disruption.

Thank you for considering input on this subject.

Sincerely,
Diane Otto

COMMENT FORM – PUBLIC HEARING
WRITTEN TESTIMONY (Wednesday, November 20, 2013)



Project ID 3030-08-00
Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive – Thackeray Trail)
WIS 67
Waukesha County

Project ID 1060-30-00
East – West Freeway
(WIS 67 NB & SB Bridges)
I-94
Waukesha County

You may leave the completed form in the Comment Box at the Registration Table, email (delivered by December 4, 2013) to Jason.Zemke@dot.wi.gov or mail (postmarked by December 4, 2013) to:

WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): ROBERT DENMAN CEO YMCA @ PARIST FARMS

Mailing Address: 1750 Valley Rd
Oconomowoc

E-mail Address: RDENMAN@OCONYMCA.ORG

Representing (optional): _____

Comments: PLEASE DO NOT DO THIS PROJECT WITHOUT A P. OVERPASS
AT COUNTY TRAIL INTERSECTION. PRO'S/CON'S/COST DISCUSSION NOT
OPTION COMMON SENSE. MORE TRAFFIC IS PROJECTED, WITH BUSINESS
DEVELOPMENT, POPULATION GROWTH, ACCESS FROM WEST SIDES
TO EAST SIDE OCONOMOWOC. REDESIGN THE INTERSECTION &
PUT SOME SPACING INTO THE OVERPASS "PERIOD"

ALSO... STATE RD NOW IN PLACE IS A EYE SORE, WEEDS AT
MEDIANS, ETC. PLEASE DONT BUILD IT IF IT CANNOT BE
MAINTAINED. THIS IS AN KEY FIRST IMPRESSION TO OUR GREAT
COMMUNITY.

Please use additional sheets, if necessary.

Robert Denman

COMMENT FORM – PUBLIC HEARING
WRITTEN TESTIMONY (Wednesday, November 20, 2013)



Project ID 3030-08-00
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You may leave the completed form in the Comment Box at the Registration Table, email (delivered by December 4, 2013) to Jason.Zemke@dot.wi.gov or mail (postmarked by December 4, 2013) to:

WisDOT Southeast Region Office
ATTN: Jason Zemke
141 NW Barstow Street
Waukesha, WI 53187

Name (please print): Nicholas J. Jelich

Mailing Address: 1017 Lexington Drive
Oconomowoc, WI 53066

E-mail Address: njelich1@yahoo.com

Representing (optional): _____

Comments: I attended the public hearing on
20 Nov 2013.

I am very happy with the plan for Hwy 67,
as it was shown in the meeting.
I believe the design is very complete. It meets
all the needs of the area and improves access
and safety. I especially like the closing of
Cross traffic at Lexington Drive.

Thank you for a great design!!

Please use additional sheets, if necessary.

Nicholas J. Jelich
23 Nov 2013

Jason Zemke

Highway 67 Project Manager

Mark Wilkinson
MWILKSN@execpc.com
N5943 Mary Lane
Oconomowoc, WI 53066

Dear Mr. Zemke;

Thank you for e-mailing the plans to me months ago. I was shocked by being so disappointed at them.

First, the increases in the area paved will reduce the areas for water to be absorbed into the soil. Given the extraordinary flooding in recent years and the expectations that these will continue and increase coupled with plans for decreases in open and unbuilt spaces, the plans for this section of 67 would increase severity of drainage difficulties without costly fixes. Rebuilding the current four lanes but setting up for potential of a third on the outside and keeping the center open area seems far more prudent.

I try to avoid that area of 67 as much as possible the way it is because of the unnecessary stops from the inefficiency of the lights. The lights cannot think. People can. There is a lot of needless stopping. The plans look worse. Even with more intelligent stop light computers they are less efficient in this case than what could be achieved with roundabouts. My understanding is that roundabouts allow for increased traffic flow while reducing speeds at potential conflict points. This project has no roundabouts and an increase in stoplights which will increase the tendency for people to speed up at intersections rather than slowing down. I have heard about people being uncomfortable with them. I asked my 86 year old cousin and she has no problem. So secondly, it seems that all the intersections could be roundabouts, including the junction of the bypass with Summit Ave, although it might make sense to have lights which could be activated during rush hours for instance, if necessary at Valley Road as well.

Compared to many other roads I have been on, the conditions on 67 during the morning traffic rushes and evening ones are relatively insignificant. With the roundabouts, the road could be a less stressful experience.

I have not had difficulties at the recreational trail crossing but the statement I read in the Oconomowoc Enterprise addressed a resident's difficulties. An underpass could seem to work for that. With judicious drainage the lowness of an underpass, combined with a slight height increase of the roadbed there, could run to what used to be known as Martha Washington's Washbasin, so my father told me, the ephemeral pond to the NE of that crossing.

Through the contacts made by an older uncle in the Army in France at the end of WW2 I have what may be a fourth change from a road I saw in what is a suburb of Paris, Noisy-le-Roi. You could see

this on one of Google's platforms. There is a huge roundabout at a grade above the by pass to which on ramps and off ramps flow. The lights there would then be done away with.

Finally, immediately east of the intersection with DR used to be a well used Badger Bus stop. Each Transportation Department upgrade made it more difficult for people to use the bus and more complicated for the bus drivers until at last Badger abandoned the stop. I do not know if the state or the county wrecked a good system, but wrecked it was through either lack of or weak consideration of how the area was used.

We now have a nanny state road. The kind of nanny which children would try to avoid-hardly a Mary Poppins. The plans look more constrictive and without consideration of all the needs but fully in sync with projections for more commercial and residential buildings. Pabst Farms differ significantly from what was planned 20 years ago. I presume you are aware of the difference and of the turmoil much of the development in the area has led to. What is there is not that good. The plans look to increase the unpleasantness. What I have offered came from travels and the times I see planning and Civil Engineering literature. This could be a thoughtful, more agreeable, award winning project more in line with some of the forward thinking that used to be evident in in Wisconsin and in Oconomowoc.


Mark Wilkinson

7 December 2013

EXHIBIT 8
Public Hearing Sign-In Sheet

Public Hearing Sign-In Sheet

ID 3030-08-00

Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive - Thackeray Trail)
WIS 67

Waukesha County

ID 1060-30-00

East - West Freeway
(STH 67 NB & SB Bridges)
I-94

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Scott CRAMER	5950 Seminole Court Ct MADISON WI 53711	scramer@kleyengineering.com	608-663-1218
MIKE BAKALAS	" " "	mbakalas@kleyengineering.com	" "
MARC FRYE	174 E. WISCONSIN AVE		262.569.2194
Aaron Steger	KL Engineering	a.steger@kleysengineering.com	608-663-1218
Paul & Peggy Bielik	4 Earling Ct 1176 Dorchester Dr.	qxpeggy@aol.com rockypaul@aol.com	305-481-7154
Chris LeDuc		leducc@kmsd.edu	262-569-8364
John & Mike Schmitt	1246 Rochester Ln	schmitt@kmsd.edu	547-0003
SCOTT CARTER	3711 N SOYTHWOOD OCONOMOWOC	SOCARTON@WI.RR.COM	567-2484

Public Hearing Sign-In Sheet

ID 3030-08-00

ID 1060-30-00

Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive - Thackeray Trail)
WIS 67

East - West Freeway
(STH 67 NB & SB Bridges)
I-94

Waukesha County

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Dee Dee Jacobsen	34 S. Park St. Oconomowoc	jacobson.deedee@gmail.com	262-308-1150
Quinzos Sub	1400 E Summit Ave 53466	(map)	262-560-1431
Paul Juno	245 Hillside Dr	Paul.juno@ state gmail.com	569 9099
Laurie Rasch	W3675.2764 Mill Pond Rd.	Lrasch@contumtel.net	965-3093
Tom Orner	527 W 36295 Scuppernon Ct.	torner@emcsinc.com	

Public Hearing Sign-In Sheet

ID 3030-08-00

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East - West Freeway
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I-94

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Gladys Gonzales	1055 Riverside & Pickle	ggoluna@yahoo.com	262-566-0187
Gloria Lehner	299 Waterstone Circle 1000 Spring Water	goralehner@gmail.com	262-354-0310
HN COERT	17411 Vicksburg Ave #2		262-853-3182
Kim Stoflet	1001 Lexington Dr.	iketondoc charter.net	
LYLE STOFLET	1001 Lexington Dr	lc	
CHERYL SNYDER	533 W35676 meadow TRAIL DOVERMAN	csnyder@ crmanagement.com	262-366-5525
Nick Jelich	1017 Lexington Dr Oconomowoc, WI 53066	njelich1@yahoo.com	262-567-6681
Paul & Carol Nielson	524 Summit Ave	psnize sbcglobal.net	262-567-7457

Public Hearing Sign-In Sheet

ID 3030-08-00

Summit Avenue, City of Oconomowoc
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WIS 67
Waukesha County

ID 1060-30-00

East - West Freeway
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I-94
Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Phil DOBERFUHL	1197 DORCHESTER	SAND02B25@SBCGLOBAL.NET	567-6514
Jeff Fellows	36712 Armour Rd.	jff@wi.rr.com	414-745-3341
Tammy Derynda	N49 W35398 W7 Ave	derynda@wi.rr.com	414-915-8877
Tim MATHEWS	1195 Summit	tjmathews@live.com	262-569-2867
Mark May	132 E WISCONSIN AVE	MSMARRYMAY@AOL.COM	262-567-6664
Karen Jenk	N59 W3815 Mainland Pr.	KarenJenk@wi.rr.com	262-567-3532
Q. Qu	1750 Valley Rd	Rosenman@ocnyca.org	262-719-1728
KEN NEERI	415 WISCONSIN		262-567-3611
SAMMY BOHRINGER	1225 ROBAUCK DR	sammysdogs@aht.net	414-915-5141
ROBERT PERKINS	618 E. WILSON ST.	perkinsbob16@yahoo.com	262/493-5701

Public Hearing Sign-In Sheet

ID 3030-08-00

Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive - Thackeray Trail)
WIS 67

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I-94

Waukesha County

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
<i>Shirley Jennings</i>	<i>2919 W. DONGES BAY ROAD MILWAUKEE WIS 53092</i>	<i>JENNINGSREALSTATE @CO.WI</i>	<i>414-258-2972</i>
<i>Don Maroo</i>	<i>1195 Dorchester Dr</i>	<i>damaroo@hotmail.com</i>	<i>262 490-6025</i>
<i>Dave Wolfleit</i>	<i>644 MADISON ST</i>		<i>262-718-3109</i>
<i>Sally Schoenborn</i>	<i>1300 Summit Ave.</i>	<i>Sally.Schoenborn@ fbfcwi.com</i>	<i>262- 560-3055</i>
<i>First Bank Financial Center</i>	<i>Oconomowoc</i>		
<i>John Estman</i>	<i>1288 Summit Ave Oconomowoc</i>	<i>Jerry@thepropertyadvisor.com</i>	<i>262-569-5922</i>
<i>Therese Wright</i>	<i>1434 Reverdale Dr. Oconomowoc</i>	<i>Therese.Wright@icspring.org</i>	<i>440.781.6938</i>
<i>Maryjo Doherty</i>	<i>1197 Dorchester Dr. Oconomowoc</i>		<i>262-567-6514</i>
<i>Clifford Lemba</i>	<i>1076 Stennoch Dr. Oconomowoc</i>		<i>262-5674672</i>
<i>Joe Pope/KRA</i>	<i>323 E. OAK ST. OCON.</i>		<i>262-567-5777</i>
<i>Scott Lee</i>	<i>2022 Rolling Ridge Dr Waukesha, WI</i>		<i>262-548-6708</i>

Public Hearing Sign-In Sheet

ID 3030-08-00

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Waukesha County

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Frank Guldeman	W 3948 Vista Rd		920-223-4499
Wendy Schmidt	WISDOT OF	Wendy.Schmidt@wis.gov	262-548-6707
CHRIS PARTRIG	36500 AURORA PRIVE	christopher.pasbring@aurora.org	262-434-1000
Matt Lehman	614 Lake Bluff Dr.	mldds@yahoo.com	262-587-2161
STACE SCHUMMER GRASS			414-266-9246
Jay Waldschmidt	WisDot	jay.waldschmidt@dot.wis.gov	608-267-8906
Derek Zwart	his dot	Derek.Zwart@dot.wis.gov	
Rajee Brunclik	Don. Focus	pbrunclik@jrn.com	262 361 9146
SHERI HELOWIG	ST. 120 1185 CORPORATE CENTER DR.	sherih@wigia.com	262-569-6823
Michael Grady	1180 Dorchester Dr.	michael.grady2011@gmail.com	262-957-1038

Public Hearing Sign-In Sheet

ID 3030-08-00

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East - West Freeway
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Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Jim Mertes	900 Pine Meadow Ct Oconomowoc WI	Mertesjim@hotmail.com	262- 524 965-2447
Sandra L. Perkins	618 E. Wilson	s/perkins1063@hotmail.com	262-470-9750
Tari Farrell	245 N. Prairie Dr. Oconomowoc	Tari.Farrell@netscape.net	262-443-9439
GLENN LEIDEL	1112 YORKTOWN DR. Oconomowoc	gleide@econowocwi.gov	262-569-6433
DENISE LORITZ	1152 SARATOGA PLUG	denise.loritz@GE.com	262-567-3523
Ellen Simons	1288 Summit Ave	store5563@theexpressstore.com	262-569-1500
Karen Gould	703 N. Oakwood Ave.	gouldmus@juno.com	262-567-3964
Ned Steuber	1114 HANCOCK DR.	Steuber@charter.net	262-569-1887
D. A. HICORE	NO 238160 WESTWINDS CT.	HEATH_33066@ymail.com	262-567-0175

Public Hearing Sign-In Sheet

ID 3030-08-00

ID 1060-30-00

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East – West Freeway
(STH 67 NB & SB Bridges)

WIS 67

I-94

Waukesha County

Waukesha County

Date: November 20, 2013

Name	Address	Email	Telephone Number
Jason Zentke	WisDOT		
Dave Pittman	WisDOT		
Joe Callamore	WisDOT		
Reem Shahin	WisDOT		
Chris Squires	WisDOT		
Travis Willer	WisDOT		
Traci Gensler	WisDOT		

EXHIBIT 9
Brochure – The Rights of Landowners
Under Wisconsin Eminent Domain Law

**THE RIGHTS OF
LANDOWNERS
Under Wisconsin
Eminent Domain Law**

Procedures Under
Sec.32.05
Wisconsin Statutes

**Highways, Streets,
Storm & Sanitary
Sewers, Watercourses,
Alleys, Airports, and
Mass Transit Facilities**



FOREWORD

This pamphlet is published by the Wisconsin Department of Commerce in cooperation with the Attorney General, pursuant to sec. 32.26 (6), of Wisconsin statutes. The pamphlet is to be given to property owners or their representatives by the acquiring authority prior to initiation of negotiations for property being acquired for a public project.

The material in this pamphlet provides information on how the condemnation process works in Wisconsin. It should serve as a reference for you, but it is not intended to cover every possible eventuality or every right you may have in individual cases. A further source of information is Chapter 32 of the Wisconsin statutes which contains the law that is summarized in this pamphlet.

Direct questions about this pamphlet to:

Relocation Unit
Division of Community Development
Department of Commerce
P.O. Box 7970, Madison, WI 53707
(608) 264-7822

The Department of Commerce does not discriminate on the basis of disability in the provision of services or in employment. If you need this printed material interpreted or in a different form, or if you need assistance in using Commerce services, please contact us.

Rev 2/97
DOT Rev 4/04

INTRODUCTION

In recent times there has been an increasing demand placed upon government for services in transportation, education, utilities, housing and other areas of public concern. At the same time, the available supply of land for these projects has been shrinking dramatically. Consequently, government has had to resort to its right to acquire private land for public uses even without the consent of private owners—the eminent domain power.

This power derives from the Wisconsin Constitution, Art. IX, sec. 3. The Legislature has delegated this power by statute to numerous authorities and has specified the purposes for which such power can be used. Generally, departments, municipalities, boards, commissions, public officers, and various public and quasi-public corporations are delegated this power. Some of the purposes for which the Legislature has specified that condemnation can be used are highway construction or improvement, reservoirs, dams, public utility sites, waste treatment facilities, city redevelopment and energy lines.

Wisconsin has long had statutes regulating the exercise of eminent domain power. This pamphlet is intended to give citizens

information about Wisconsin's eminent domain procedure, the workings of the condemnation process, and the rights of property owners in this process. It is, by necessity, of a general nature and is not a substitute for legal advice in individual

FEDERAL LAW

When a project is receiving federal financial assistance, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) may provide additional or different protections than those outlined in this pamphlet. You should receive supplemental information from the acquiring authority if federal law applies.

cases, since many aspects of Wisconsin law cannot be covered in general terms. Another source of information for citizens is the particular authority which is acquiring the property.

The goal is to achieve equality of information for both parties during the negotiation process and to reach satisfactory settlements,

equitable to both the property owner and the public.

THE LANGUAGE OF EMINENT DOMAIN

(This glossary defines terms used in the pamphlet)

Acquiring Authority

A public or quasi-public entity vested with the constitutional or statutory power to acquire private property for a public use.

Additional Items Payable

Persons displaced by the public project are to be fairly compensated by the payment of relocation assistance and assistance in the acquisition of replacement housing.

Appraisal

A written report, by a professional and disinterested person skilled in valuation, describing the property that is to be acquired and reaching a documented conclusion as to the fair market value of such property.

Award of Compensation

A document which is served upon a property owner after a refusal of a jurisdictional offer, stating the amount of just compensation. It names all persons with a record interest in the property, describes the property acquired, and includes the date of occupancy by the acquiring authority. The recording of this document passes title in the property to the acquiring authority. This term also describes the payment made to the property owner for the property. For negotiated sales, the amount of compensation is stated in the conveyance.

Condemnation Commission

A group of local residents, appointed by the circuit court of a county for fixed terms, who have the authority to determine just compensation for the property being acquired.

Date of Acquisition and Date of Evaluation

The day on which the award of compensation is recorded in the office of the register of deeds in the county where the land is located. The fair market value of the property on this day is just compensation to the property owner for the acquisition. For negotiated sales, the date of acquisition and the date of evaluation is the date the conveyance is recorded with the register of deeds.

Easement

An interest in real property which gives the acquiring authority the legal right to use the property for a specific purpose or to restrict the property owner's use of the land. Ownership and title to the property remain with the property owner.

Eminent Domain

The power of the state to acquire private property for a public use.

Fair Market Value

The amount for which property could be sold in the open market between a willing buyer and a willing seller.

Full Narrative Appraisal

A detailed and comprehensive description of the process an appraiser uses to reach a documented conclusion of a property's fair market value. The report must contain the appraiser's rationale for determining value and be documented by market data which supports the appraiser's rationale.

Incidental Expenses

Reasonable and necessary amounts, defined by statute, payable to the owner of real property acquired for a public use. Generally, incidental expenses compensate for expenses you may incur in transfer of your property to the acquiring authority. They include recording fees, mortgage prepayment penalties and other items.

Jurisdictional Offer

A written notice given by the acquiring authority to the owner of property and any mortgagee of record which informs the recipients of the proposed public use, what property is being acquired, and the amount of compensation to be paid.

Kline Law

A special condemnation procedure provided by the Legislature for condemnations by the City of Milwaukee.

Lis Pendens

A notice filed with the register of deeds within 14 days of the jurisdictional offer to

notify all interested parties that the property described is in the process of being acquired for a public use.

Litigation Expenses

The sum of the costs, disbursements and expenses including reasonable attorney, appraisal and engineering fees necessary to prepare for, or participate in, actual or anticipated proceedings before a condemnation commission or any court.

Relocation Order

An order issued by the acquiring authority describing the proposed public project. It describes the old and new locations and includes all property needed for the project. Within 20 days after its issuance it must be filed with the county clerk in the county in which the lands are located, or, in lieu of filing a copy of the order, a plat may be filed or recorded in accordance with s.84.095.

Severance Damages

Damages which may result when only part of a person's property is condemned. Generally, these items of damage compensate for any loss in value of the remaining property due to the acquisition.

Uneconomic Remnant

Any portion of the property remaining after a partial acquisition which is of little value or substantially impaired economic viability due to its size, shape or condition.

PART ONE

BEFORE NEGOTIATIONS TO ACQUIRE PROPERTY BEGINS

After you have been contacted by the acquiring authority, you have the right to a full narrative appraisal of the property sought to be acquired. This appraisal is done by an appraiser hired or employed by the agency, and the law requires the appraiser to confer with the owner or the owner's representative, if reasonably possible, when making the appraisal. Any and all appraisals made by the acquiring authority must be provided to you.

You have the right to have your own full narrative appraisal of the property made by a qualified appraiser. The reasonable cost of this appraisal may be submitted to the acquiring authority for payment, if the appraisal meets the standards set forth in sec. 32.09 of Wisconsin statutes, but, if you have such an appraisal made and wish to be paid for its cost, it must be submitted to the authority within 60 days after you receive the authority's full narrative appraisal. Your appraisal will be considered during negotiations.

The acquiring authority is required to file a relocation order with the county clerk of the county in which your property is located, or in lieu of filing a copy of the order, a plat may be filed or recorded in accordance with s.84.095 unless the appraisal estimates that compensation will be less than \$1,000 in the aggregate.

This order describes the layout of the project, old and new locations, and the property interests sought to be acquired. It must be filed within 20 days after its issuance by the agency, and is available for public inspection.

If a public project, other than a town highway, involves the acquisition of any interest in any farm operation of more than five acres, the Department of Agriculture, Trade and Consumer Protection (DATCP) may be required to prepare an agricultural impact statement prior to the acquisition of any land. Even if the acquisition is less than five acres, DATCP may prepare a statement if the acquisition will have a significant effect on the farm operation.

If an environmental impact statement is required by another statute, the requirements of the agricultural impact statement may be met by the environmental impact statement. Also, if an easement for an electric transmission line, excluding a high voltage line, is being acquired over a farm operation, an agricultural impact statement is not required.

A "farm operation" is defined by law as an activity conducted primarily for the production of commodities for sale or home use in such quantity that the commodities contribute materially to the support of the farm operator.

The acquiring authority may gather the necessary information for the impact statement. DATCP must prepare the statement within 60 days after receiving the information from the acquiring authority.

After preparation, the statement must be published by DATCP. For a 30 day period after publication, the acquiring authority is precluded from negotiating with the property owner or making a jurisdictional offer.

The law also requires that the agricultural impact statement be distributed by DATCP to various offices and individuals. You can obtain a copy from your local library or from any local unit of government in the area affected. You may also request a copy directly from DATCP.

PART TWO

THE NEGOTIATION PERIOD

After a relocation order has been filed, or recorded and appraisals are completed, the acquiring authority must attempt to negotiate with the owner or the owner's representative for purchase of the needed property. The statutes require that you be provided an informational pamphlet on eminent domain procedure before negotiation begins. If you are also displaced as a result of the acquisition, the law requires that you receive a pamphlet on relocation benefits. The owner's full

narrative appraisal must be considered as part of the negotiation. Also, any rights you may have for additional items payable (relocation benefits) can be included in the negotiations.

During negotiations, the acquiring authority must provide a map showing all property affected by the proposed project. Along with this map you must be given the names of at least 10 neighboring landowners to whom offers are being made. The names of all offerees if less than 10 owners are affected must be given. Any maps in the possession of the authority showing the property affected can be inspected, and copies will be made available at reasonable cost. At this point, condemnation is not involved, only negotiations for purchase.

If you agree to a negotiated purchase, the acquiring authority must record the conveyance with the register of deeds in the county where the land is located. Also, all owners of record should receive by certified mail the conveyance and a notice of their right to appeal within six months after the date of the recording of the conveyance. Such an appeal would challenge the amount of compensation received by the property owner. The procedure used for this appeal is described in Parts 6 and 7 of this pamphlet, except that an appeal from a negotiated price must be taken within six months. The date the conveyance is recorded is the date of acquisition.

PART THREE

PARTIAL ACQUISITIONS AND EASEMENTS

If only a part of your property is acquired, other than for an easement, two different calculations may be made to determine the fair market value of the part acquired. In such partial acquisitions, fair market value is the greater amount of either the fair market value of the part acquired or the difference between the value of your property before the acquisition and its value after, giving effect to severance damages set forth in sec. 32.09 of Wisconsin Statutes.

If only part of your property is acquired and you are left with an uneconomic remnant, the acquiring authority must also offer to acquire the uneconomic remnant. You must consent to the acquisition in order for the remnant to be acquired.

When an easement over your property is acquired, the compensation required is the difference between the value of your property immediately before the date of evaluation and its value immediately after the date of evaluation. Severance damages may also be paid where such damages exist and are allowed by statute.

If your land is zoned or used for agricultural purposes and an easement is acquired for a high voltage transmission line or a fuel pipeline, you will be entitled to choose between a lump sum payment for the easement or an annual payment[™] representing just compensation for the acquiring of the easement for one year.

The acquiring authority should be able to answer any questions on your eligibility for this choice and the terms of each alternative. Sec. 32.09 (6r) (a), (b), and (c) of Wisconsin statutes details the law on lump sum versus annual payments.

PART FOUR

THE JURISDICTIONAL OFFER TO PURCHASE

If negotiations do not lead to a purchase of the needed interest by the acquiring authority, a jurisdictional offer must be given to the owner and to any mortgagee of record. You will receive the notice by personal service or by certified mail.

This very important document will provide you with vital information on the acquisition of your property. Items that must be included are a statement of the nature of the project, a description of the property to be acquired, and a statement of the proposed date the acquiring authority will occupy the property. Included in the document is the amount of compensation to be paid for your property, including a statement that any additional items payable may be claimed for relocation assistance. An owner has 20 days from the receipt of this offer to accept or reject it.

Within fourteen days from the day you receive the jurisdictional offer, a lis pendens will be filed with the register of deeds in the county where the property is located. The lis pendens provides notice to any interested party of the possibility that the property may be acquired for a public use.

If you accept the jurisdictional offer, title will be transferred and you will be paid the amount specified in the offer within 60 days. This 60 day period can be extended by mutual written consent of the property owner and the acquiring authority. Incidental expenses for which you may be eligible under sec. 32.195 of the statutes relating to transfer of your property to the acquiring authority will also be paid.

If the property owners of record reject the jurisdictional offer in writing, or do not act upon it within the 20 day period, the acquiring authority may make an award of compensation.

PART FIVE

THE AWARD OF COMPENSATION

This procedure allows the acquiring authority, after the jurisdictional offer is rejected or not accepted, to make a written declaration stating the amount of compensation to be paid, the description of the property, the date of occupancy and other information. The amount of compensation offered must

be equal to or more than the amount of the jurisdictional offer. You will receive a copy of the award personal service or certified mail.

You will then receive payment for your property, by check, for the amount of compensation provided in the award less any outstanding tax liens and prorated taxes. The acquiring authority may mail the check to you or deposit it with the clerk of the circuit court for your benefit.

After payment is made, the award will be recorded with the register of deeds in the county where the land is located. This action passes title to the property to the acquiring authority. This date becomes the "date of acquisition" and any questions as to the value of your property will be resolved based on the value on this date.

PART SIX

HEARING BEFORE THE COUNTY CONDEMNATION COMMISSION

As of the date of acquisition, a property owner may appeal to the county condemnation commission from the amount of an award within two years, or from the amount of a conveyance within six months. This is accomplished by applying to the circuit court or county judge in the county where the land is located. Alternatively, this

procedure may be waived and a property owner may appeal directly to circuit court. (See Part 7)

A county will have six to 12 commissioners depending on the county population. They are local individuals, residents of the county or adjoining county, and are appointed by the circuit court. They serve staggered three year terms and generally sit in groups of three.

Within seven days after the chairperson of the commission is notified of the petition by the judge, three of the commissioners are selected to hear the case. The hearing date, time, and place are fixed by the chairperson, and will not be less than 20 days nor more than 30 days from the day the court assigned the petition to the chairperson. At least 10 days prior notice will be given to all parties. The commission proceedings are more informal than court proceedings, and are governed by statute. The amount of the jurisdictional offer or award of compensation cannot, by law, be disclosed to the commission. You have a right to appear and to present evidence. A majority of the members have the power to make all decisions. Within 10 days after the end of the hearing, a written award is made and filed with the clerk of circuit court. The clerk will notify the parties of the award.

Should the commission's award exceed the amount paid by the acquiring authority, and if neither party appeals from the award of

the commission to the circuit court, interest is paid on the amount of the increase for the period from the date of acquisition until the date of the commission award, if the amount of the increase is paid within 14 days of the commission award.

If you or the acquiring authority are dissatisfied with the award of the condemnation commission, either can appeal to the circuit court of the county where the property is located. This must be done within 60 days of the filing of the condemnation commission's award. In case of such appeal by you or the acquiring authority, the amount of compensation awarded by the commission is not paid pending outcome of the appeal.

PART SEVEN

APPEAL OF JUST COMPENSATION TO CIRCUIT COURT

As of the date of acquisition, a property owner has two years to appeal from the amount of an award of damages, or six months to appeal from the amount of a conveyance. An owner may choose to go first to the condemnation commission (see Part 6), or go directly to circuit court.

The statutes require certain notices and papers to be filed to accomplish an appeal. It would be advisable to secure legal counsel to aid you in your appeal. The procedure may be found in sec. 32.05 (9) of Wisconsin statutes.

You have a right to a jury trial on the issue of just compensation. The measure of just compensation is the fair market value of the property acquired from you as of the date of acquisition, as calculated under sec. 32.09, stats.

You have the right to appeal from the judgment of the circuit court to the court of appeals within six months of the notice of the entry of judgment of the circuit court.

PART EIGHT

ACTION TO CONTEST THE RIGHT OF CONDEMNATION

This action challenges the right of the authority to condemn the property described in the jurisdictional offer. This action must be commenced in circuit court within 40 days from the postmark of the certified letter containing notice of the jurisdictional offer.

If you do not challenge the acquiring authority's right to acquire your property within this 40 day period, you will lose your right to do so.

In addition, if you accept and retain any money awarded for your property, you may not challenge the acquiring authority's right to acquire.

In this proceeding, you may challenge any defects in the procedure the authority has used and the "public" nature and necessity of the proposed use.

PART NINE

LITIGATION EXPENSES AND COSTS

The law provides for the payment of litigation expenses by the acquiring authority under any one of the following circumstances:

- if it is determined by a court that the acquiring authority does not have the right to condemn;
- if the award of the condemnation commission is greater than the jurisdictional offer, or the highest written offer prior to the jurisdictional offer, by at least \$700 and 15%, and the award is not appealed;
- if the jury verdict approved by the court exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional offer, by at least \$700 and 15%;
- if the property owner appeals an award of the condemnation commission which exceeds the jurisdictional offer or the highest written offer prior to the juris-

dictional offer, by at least \$700 and 15%, and the court-approved jury verdict exceeds the award of the condemnation commission by at least \$700 and 15%.

- if the acquiring authority appeals an award of the condemnation commission, and the court-approved jury verdict is \$700 and 15% greater than the jurisdictional offer or the highest written offer prior to the jurisdictional offer;
- If the property owner appeals an award of the condemnation commission which is not 15% greater than the jurisdictional offer or the highest written offer prior to the jurisdictional offer, and court-approved jury verdict is at least \$700 and 15% higher than the jurisdictional offer or highest written offer prior to the jurisdictional offer.

Unless you come under one of these specific categories, you will not be able to recover litigation expenses from the acquiring authority.

The Legislature has provided "costs" (statutorily determined payments to successful parties in proceedings challenging just compensation) to litigants who are successful but who do not fit into any of the categories mentioned above. If the just compensation awarded by the court or condemnation commission exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional offer, the property owner

will be deemed the "successful" party. You may be required to pay "costs" to the acquiring authority if you are unsuccessful in challenging the compensation you have received or the acquiring authority's right to acquire the property. "Costs" are defined in Ch. 814 of Wisconsin statutes.

PART TEN

OCCUPANCY

No occupant may be required to move from a dwelling or move a business or farm without at least 90 days' written notice from the acquiring authority. An occupant shall have rent free use of the property for 30 days beginning with the 1st or 15th day of the month after title vests in an agency, whichever is sooner. Rent charged for use of a property between the date of acquisition and the date of displacement may not exceed the economic rent, the rent paid by a tenant to the former owner or the occupant's financial means if a dwelling, whichever is less.

The acquiring authority may not require the persons who occupied the premises on the date title vested in the acquiring authority to vacate until a comparable replacement property is made available.

If you damage or destroy any acquired property after the date that title vests in the acquiring authority, you may be liable for the damage.

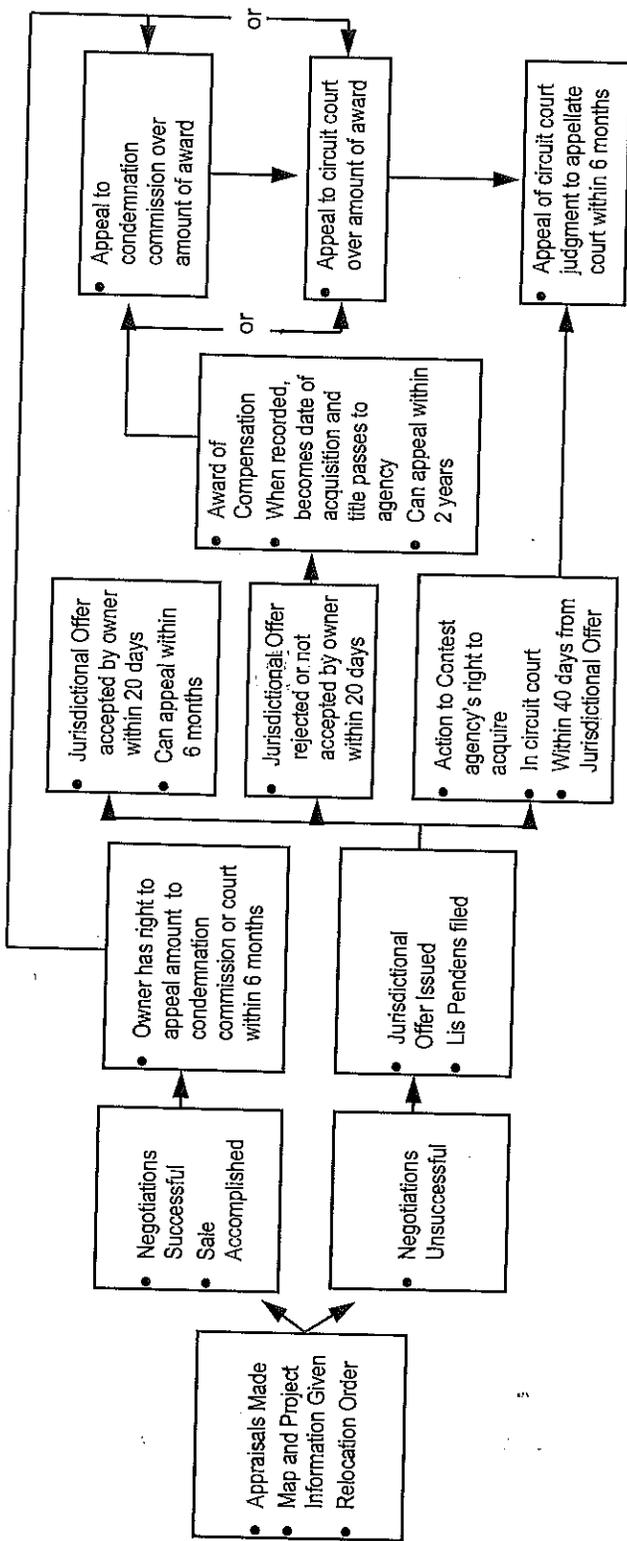


EXHIBIT 10
Photographs of Hearing Display Exhibits

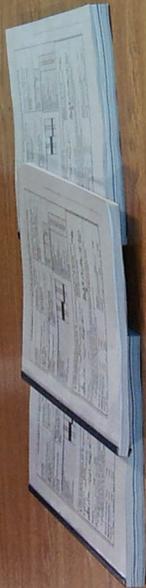
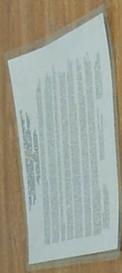


PUBLIC HEARING

Summit Avenue, City of Oconomowoc
(also known as "The Gateway Trail")

East - West Freeway
(City of Oak & Sun Region)

HEARING EXHIBITS





**Summit Avenue, City of Oconomowoc
(Blue Ribbon Drive – Thackeray Trail)
WIS 67
Waukesha County**

**East – West Freeway
(WIS 67 NB & SB Bridges)
I-94
Waukesha County**



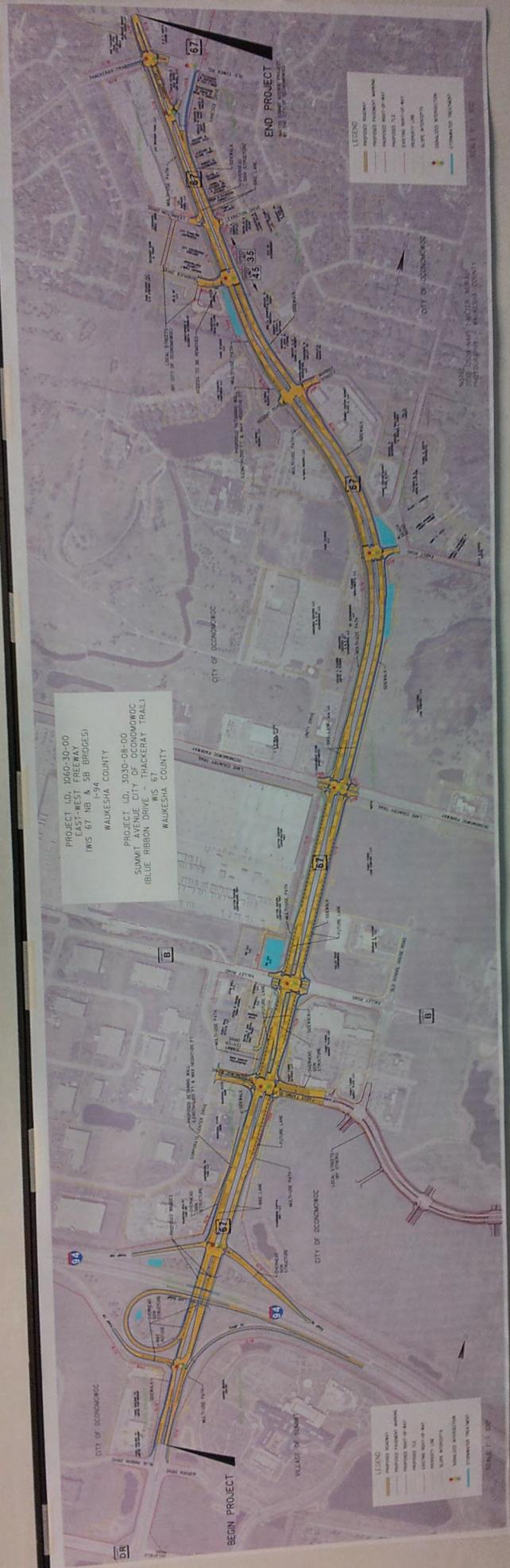
PUBLIC HEARING

Wednesday, November 20, 2013
Oconomowoc Public Library
200 South Street
Oconomowoc, WI 53066

Open House between 4 p.m. and 5 p.m. (Lyke Meeting Room)
Private Testimony between 4 p.m. and 7 p.m. (Spaulding Conference Room)
Formal Hearing & Public Testimony between 5 p.m. and 7 p.m. (Lyke Meeting Room)

Feel free to review the displays and ask questions of the Design Team.
Thank you for your attendance.





PROJECT ID: 1050-30-00
 EAST-WEST FREEWAY
 (WIS 67 NB & SB BRIDGES)
 WAUKESHA COUNTY

PROJECT ID: 3030-08-00
 SUMMIT AVENUE CITY THACKERAY TRAIL
 (BLUE RIBBON DRIVE, WIS 67)
 WAUKESHA COUNTY

LEGEND
 PROPOSED ROADWAY
 PROPOSED BRIDGE MARKING
 PROPOSED RIGHT-OF-WAY
 EXISTING RIGHT-OF-WAY
 UTILITY LINES
 PROPOSED STRUCTURES
 EXISTING STRUCTURES

LEGEND
 PROPOSED ROADWAY
 PROPOSED BRIDGE MARKING
 PROPOSED RIGHT-OF-WAY
 EXISTING RIGHT-OF-WAY
 UTILITY LINES
 PROPOSED STRUCTURES
 EXISTING STRUCTURES

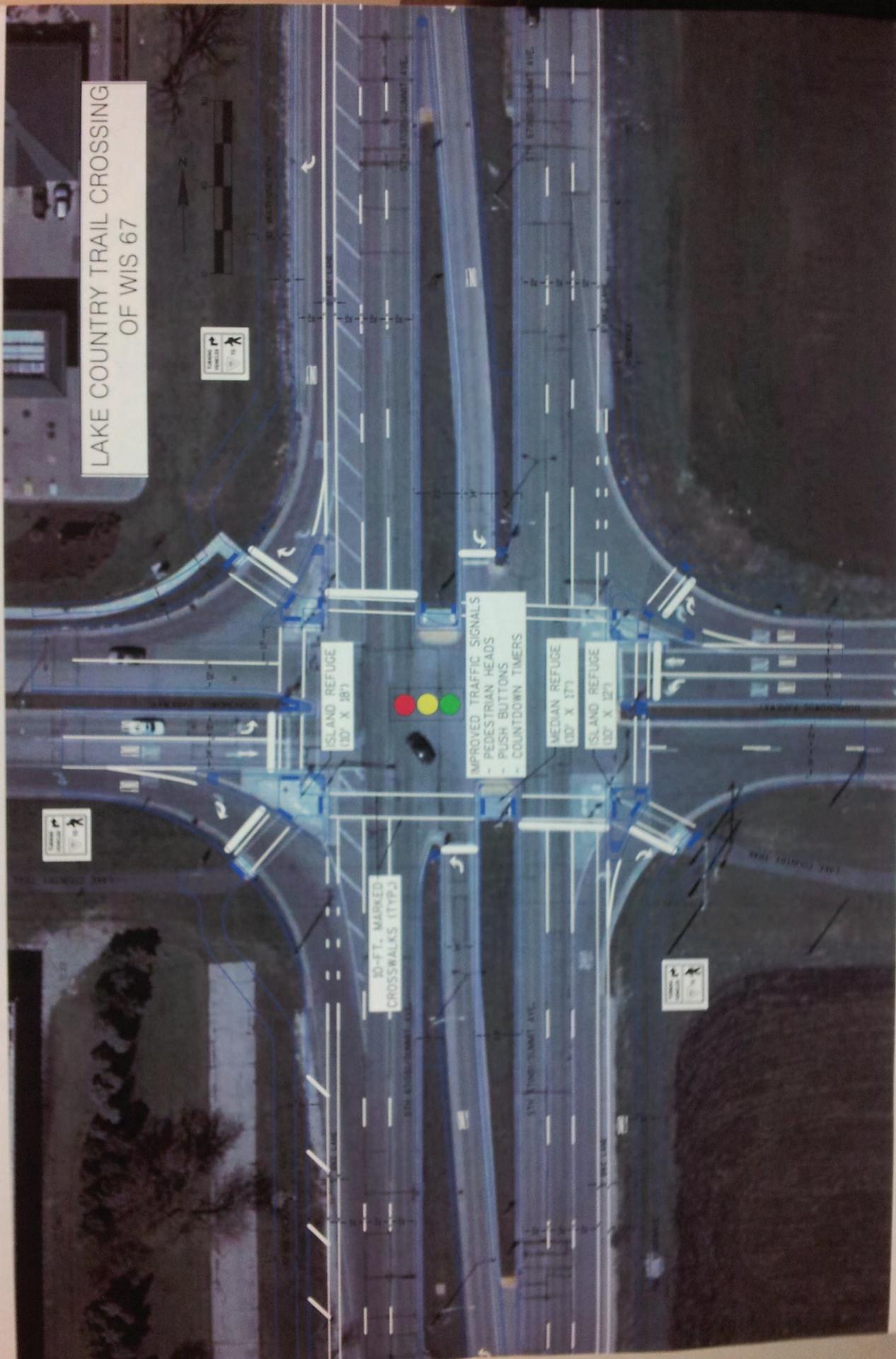
Project Location

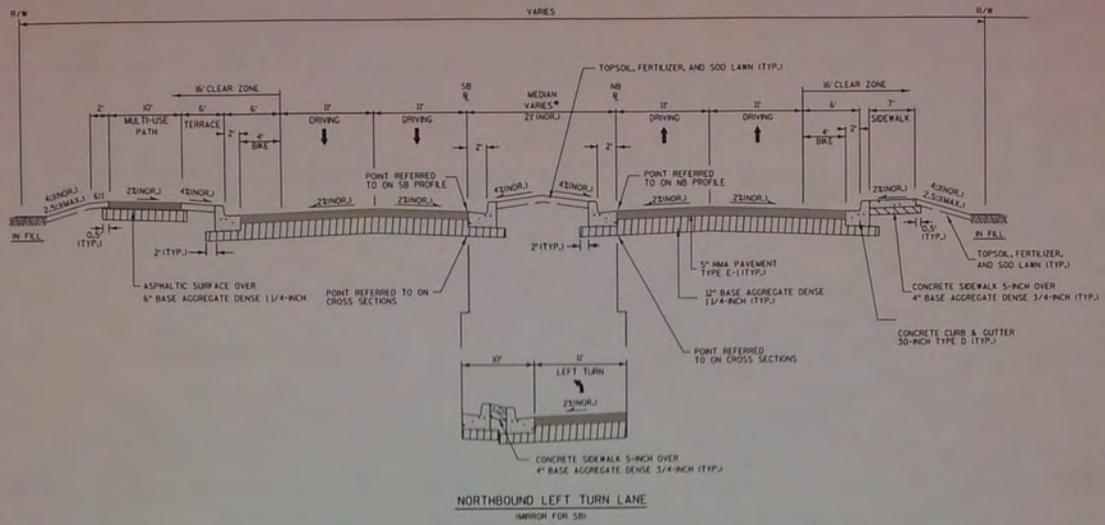
Project ID: 3030-08-00
 (Blue Ribbon Dr - Thackeray Trail)
 STH 67
 Waukesha County

Project ID: 1060-30-00
 (Bridge & Ramp Work at I-94)
 STH 67
 Waukesha County



LAKE COUNTRY TRAIL CROSSING OF WIS 67





NORTHBOUND LEFT TURN LANE
(MIRROR FOR SB)

TYPICAL FINISHED SECTION, STH 67

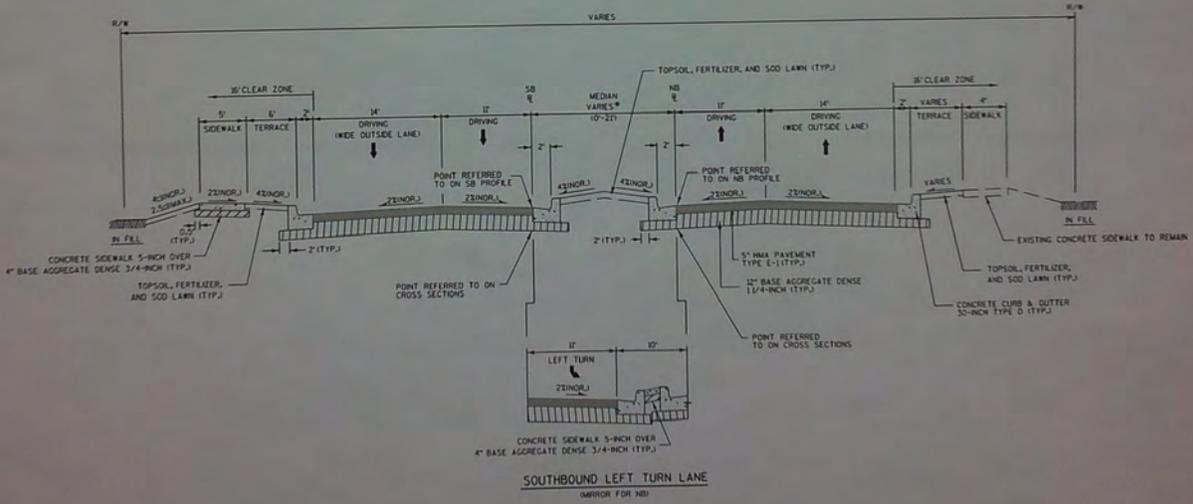
STA. 334+00NB - STA. 337+00NB
(THACKERAY TRAIL)

*SEE PLAN DETAILS

DESIGN SPEED = 40 M.P.H.

PROJECT NO: 3030-08-70	HWY: STH 67	COUNTY: WAUKESHA	TYPICAL SECTIONS	SHEET	E
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SOUTHBOUND LEFT TURN LANE
(MIRROR FOR NB)

TYPICAL FINISHED SECTION, SUMMIT AVENUE

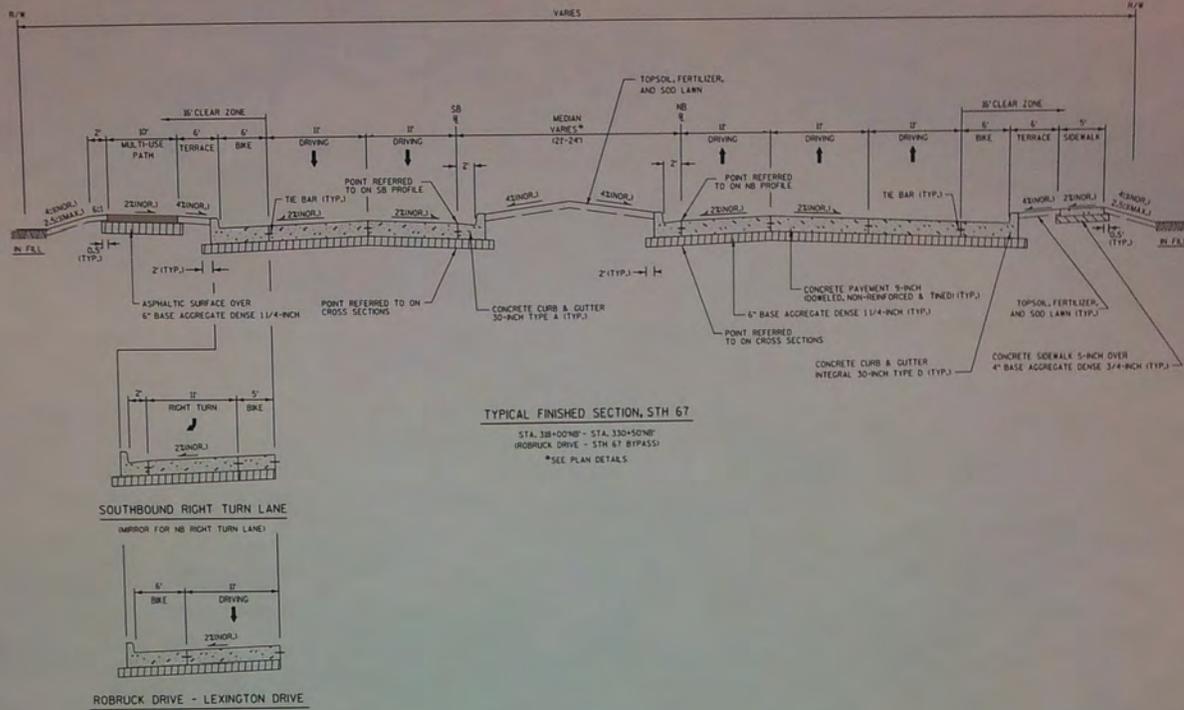
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(THACKERAY TRAIL - END)

*SEE PLAN DETAILS

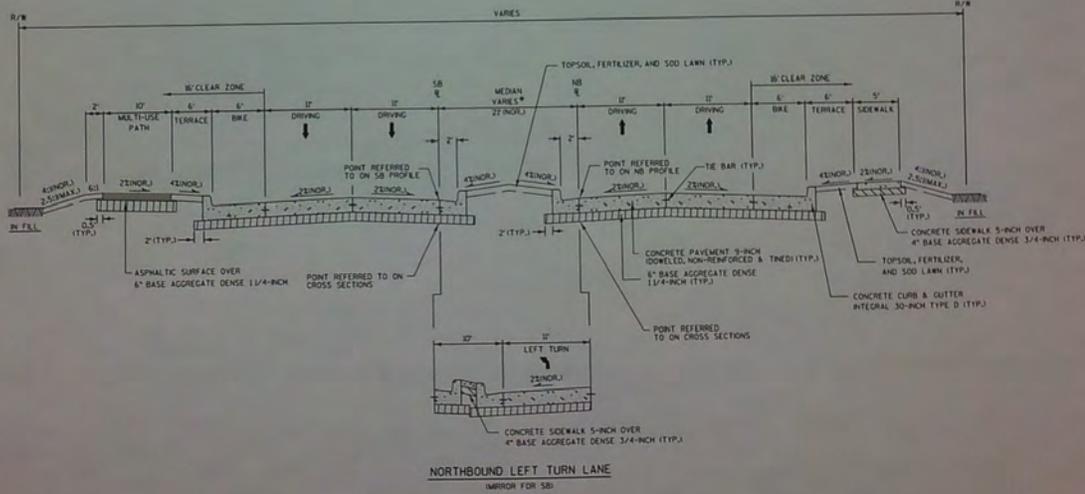
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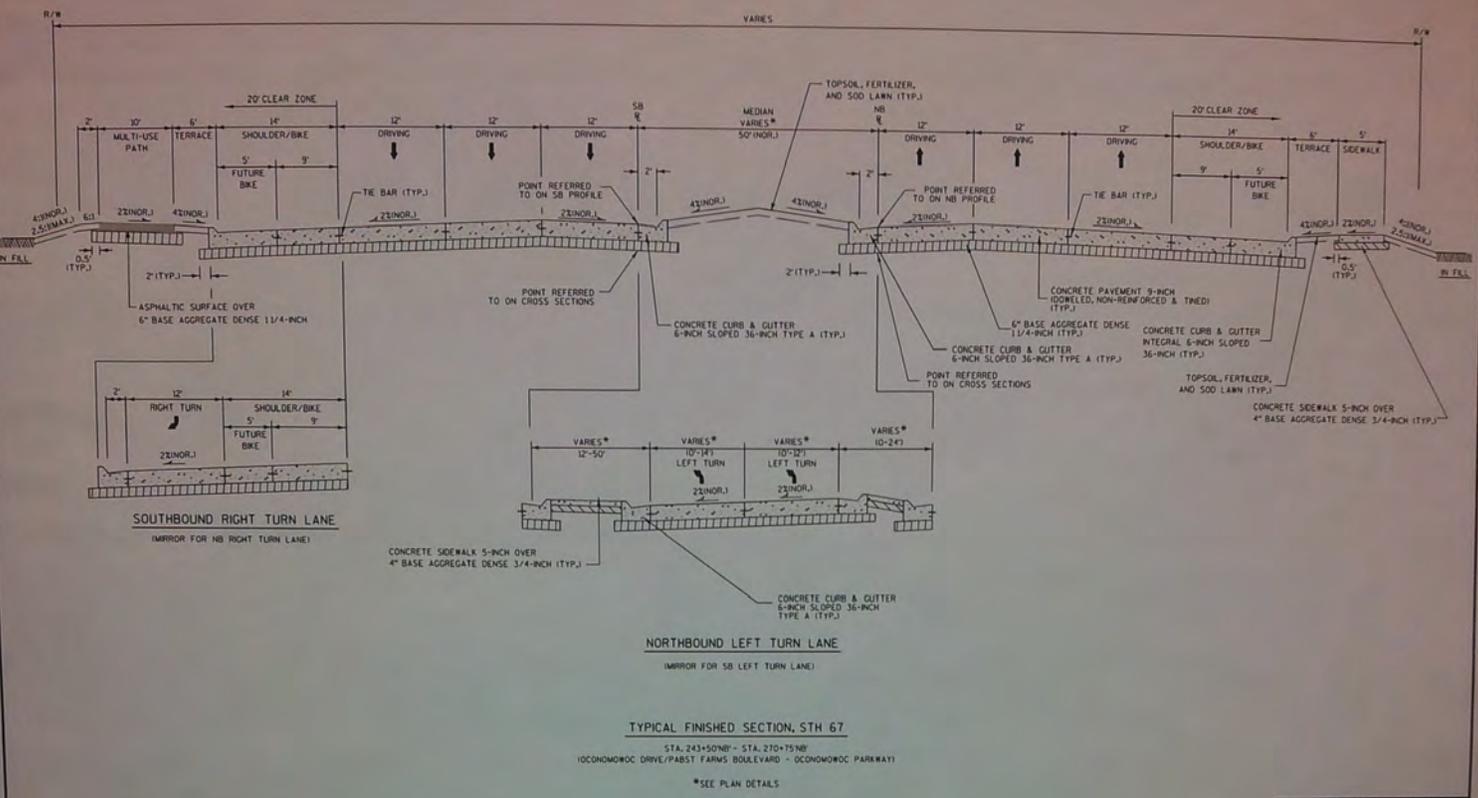
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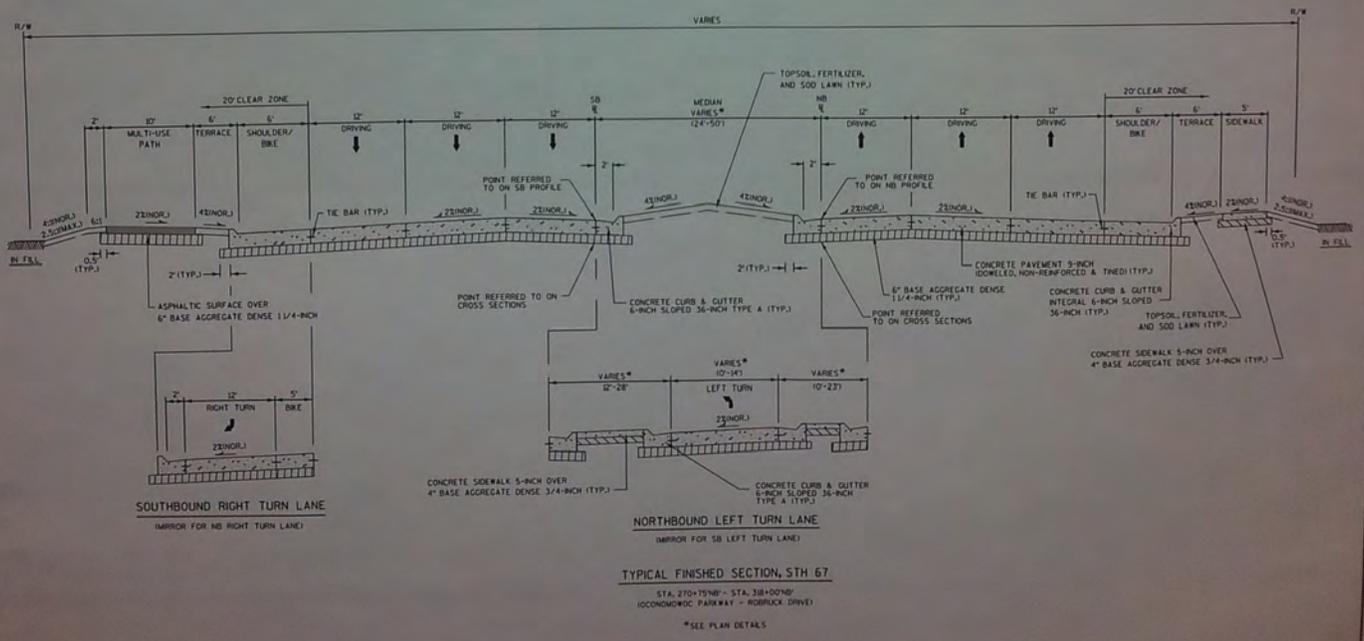


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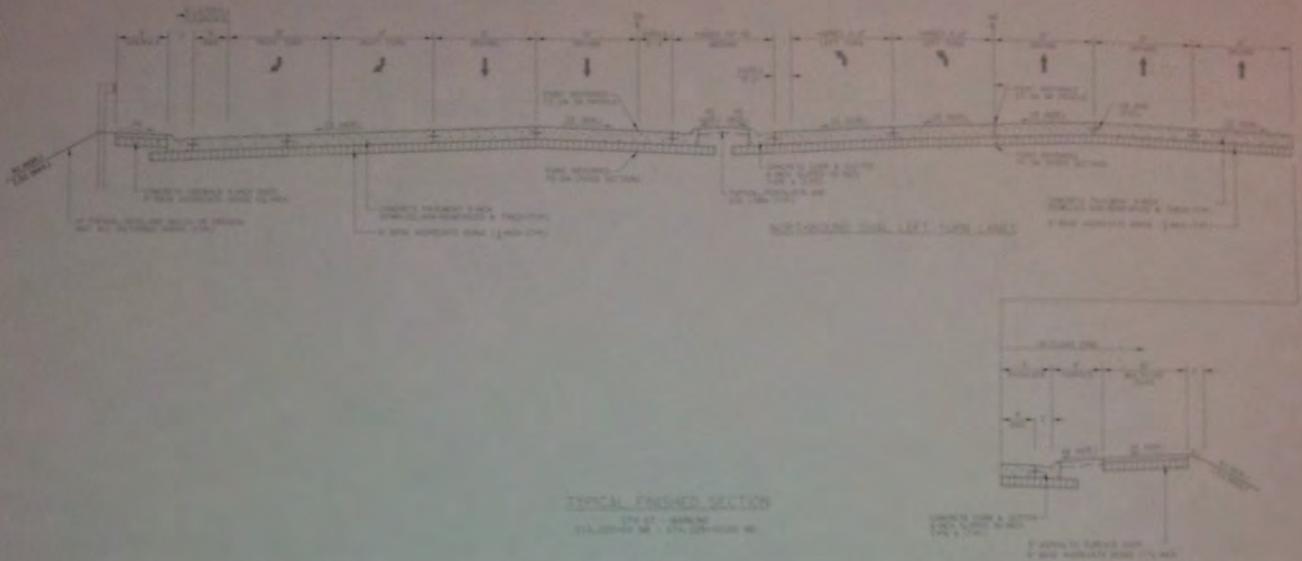
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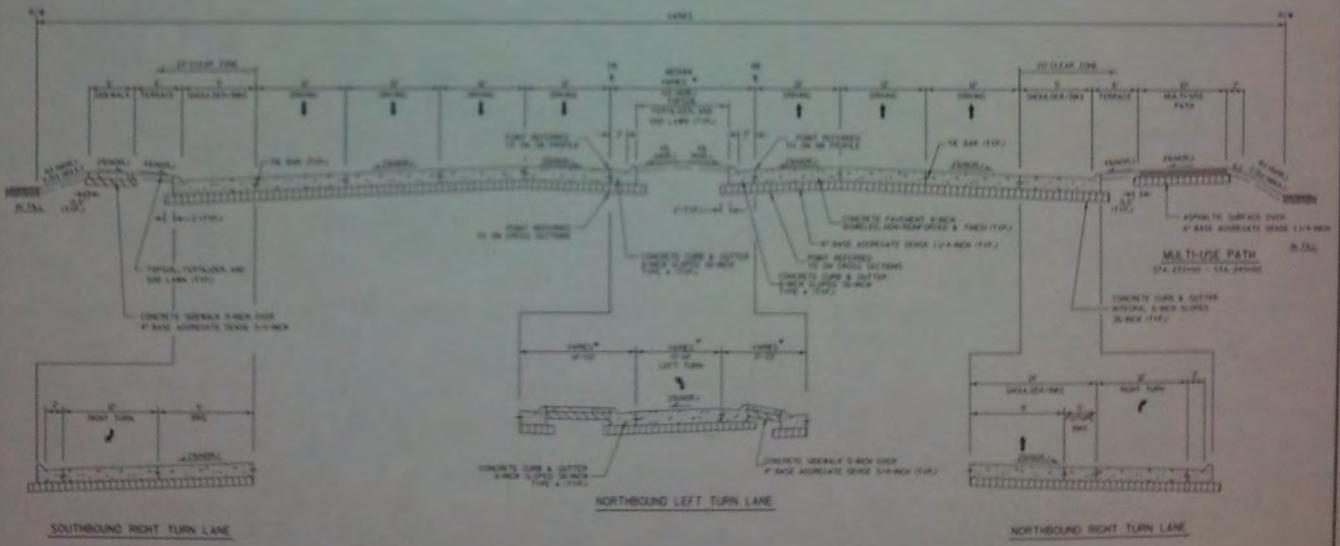
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TYPICAL FINISHED SECTION
 STA 27+00 - STA 27+50
 STA 28+00 - STA 28+50

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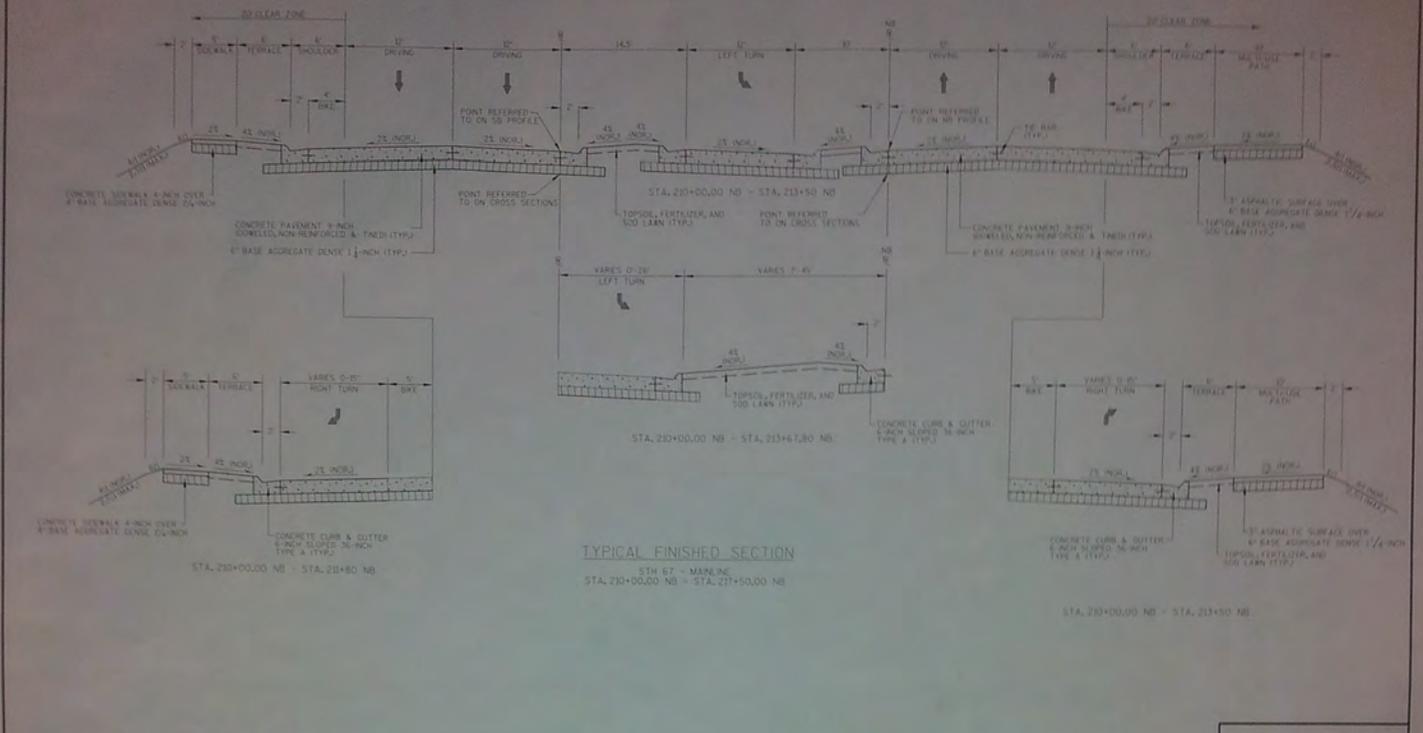
PROJECT NO. 040-30-70	HWY. 5TH ST	COUNTY: WALKESHA	TYPICAL SECTIONS	SHEET	E
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TYPICAL FINISHED SECTION, 5TH ST
 STA 28+50 - STA 29+50
 IN 14 RAMP - ECONOMIC 20' PARALLEL FANDED RAMP
 *SEE PLAN DETAILS

DESIGN SPEED - 50 M.P.H.

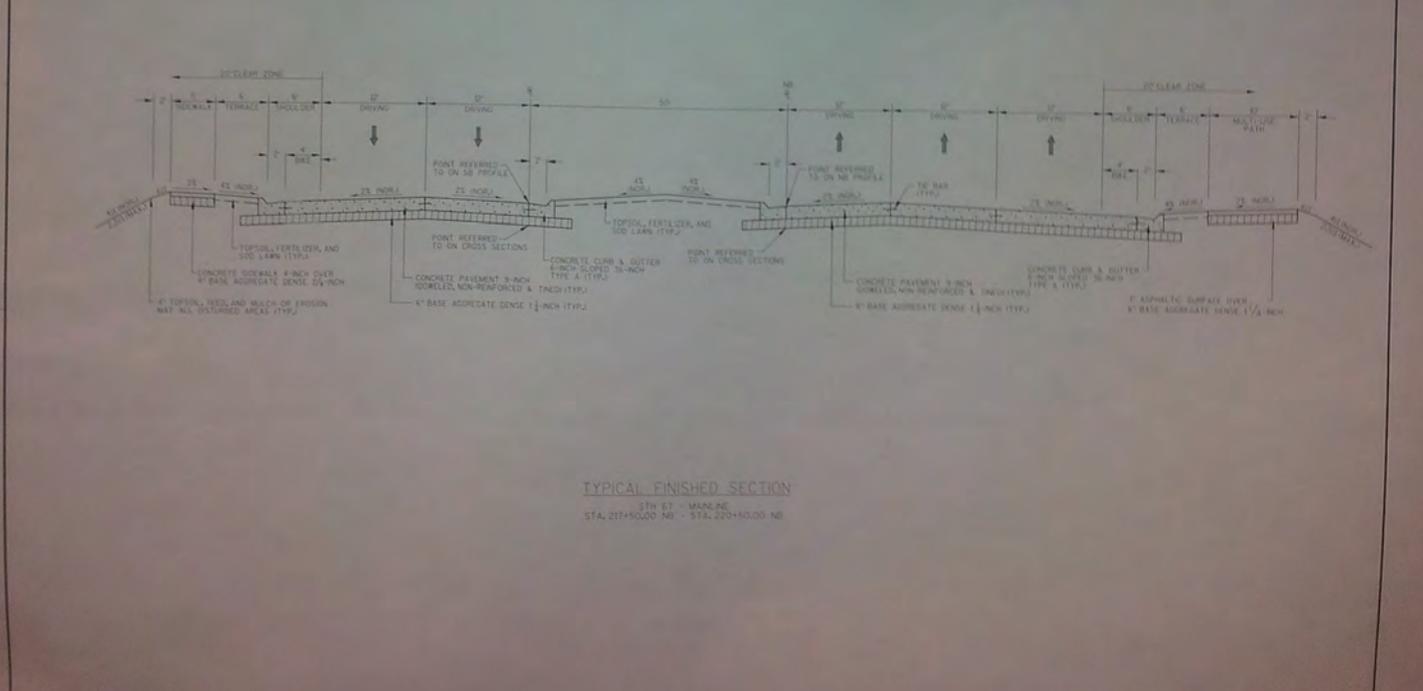
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TYPICAL FINISHED SECTION
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 STA. 200+00.00 NB - STA. 213+50.00 NB

DESIGN SPEED = 50 M.P.H.

PROJECT NO: 3030-08-70/1060-30-70	HWY: STH 67	COUNTY: WAUKESHA	TYPICAL SECTIONS	SHEET	E
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TYPICAL FINISHED SECTION
 STH 67 - MAINLINE
 STA. 217+00.00 NB - STA. 220+00.00 NB

DESIGN SPEED = 50 M.P.H.

PROJECT NO: 1060-30-70	HWY: STH 67	COUNTY: WAUKESHA	TYPICAL SECTIONS	SHEET	E
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EXHIBIT 11
Environmental Assessment (EA) Signed Cover

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Basic Sheet 1

Project ID 3030-08-00 1060-30-00	Project Termini Blue Ribbon Drive – Thackeray Trail WIS 67 NB & SB Bridge	Funding Sources - Check all that apply <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Route Designation (if applicable) National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Nearest Community City of Oconomowoc Village of Summit	Estimated Project Cost (2015 dollars) \$27.5 million Real Estate Acquisition Portion of Estimated Cost \$0.5 million								
Project Name Summit Avenue, City of Oconomowoc (Blue Ribbon Drive – Thackeray Trail), WIS 67 East – West Freeway (WIS 67 NB & SB Bridge), IH 94										
County Waukesha	Section-Township-Range Township 7, Range 17 East Sections 3, 4, 10, And 15	Right of Way Acquisition <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="text-align: center;">Acres</th> </tr> <tr> <td>Fee</td> <td style="text-align: center;">2.5</td> </tr> <tr> <td>TLE</td> <td style="text-align: center;">5.0</td> </tr> <tr> <td>PLE</td> <td style="text-align: center;">1.3</td> </tr> </table>		Acres	Fee	2.5	TLE	5.0	PLE	1.3
	Acres									
Fee	2.5									
TLE	5.0									
PLE	1.3									
Bridge Number(s), if applicable B-67-0078 B-67-0188	Scheduled start date September 2 nd , 2009 - Operational Planning Meeting									

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector		<input type="checkbox"/>
Minor Collector		<input type="checkbox"/>
Collector	<input type="checkbox"/>	
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement/Expansion (1060-30-00)	<input checked="" type="checkbox"/>
A "Majors" Project	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Reconstruction/Expansion (3030-08-00)	<input checked="" type="checkbox"/>

FHWA Categorical Exclusion, Type 2c

FHWA Environmental Assessment. No significant impacts indicated by Initial Assessment.

Michael P. ... 9/4/13
 KL Engineering (Date) Project Manager

Rebecca Miller 9/24/13
 (Signature) (Date)
 (Director, DTSD Bureau of Technical Services, Environmental Services Section)

Jason Zuber 9/10/13 WISDOT SE REGION PROJECT MANAGER
 (Signature) (Date) (Title)

Mark R. Chandler 9/27/2013
 (Signature) (Date)
 FHWA FAA FTA FRA

(Signature) (Date) (Title)
 Region Aeronautics Rails & Harbors

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:

Finding of No Significant Impact (FONSI)

B) Has potential to significantly affect the quality of the human environment:

Environmental Impact Statement (EIS) Required

 (Signature) (Company/Org.) (Date) (Title)

 (Signature) (Date) (Title)

 (Signature) (Company/Org.) (Date) (Title)

 (Director, DTSD Bureau of Technical Services, Environmental Services Section)

 (Signature) (Date) (Title)

 (Signature) (Date) (Title)

Region Aeronautics Rails & Harbors

FHWA FAA FTA FRA