

Valentine SNIPPETS of SALEM

99 - Highway 50 from
US 12 to I-94
including Walworth and
Kenosha Counties 1984
and
County Center

Contents:

0-218 State Highway 50 newsclips, correspondence, maps, images regarding the changes to Highway 50 to a four lane divided highway and the Commissioners of the the Highway. During this time, at least one home was moved. Search the archives for "NOLAN" and "Jacksonville" and "Kirchner".

219-242 County Center at Highway 50 (HWY 50) and Rt 45 in Bristol Township containing newsclips about the decision making process, the groundbreaking and correspondence about the action.

From the Magwitz Family Collection

0-242 pages

NOTE:

The materials herein were contributed by those of the area who wished that the history they have experienced be saved for the future generations. These may represent private documents as well as previously published articles and obituaries and images from their saved collections..

Researchers should also refer to the Digital archives at the SALEM COMMUNITY LIBRARY for more images in this collection or digital images of items photocopied in this booklet or related to the topic..

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Jacksonville

what's in a name?

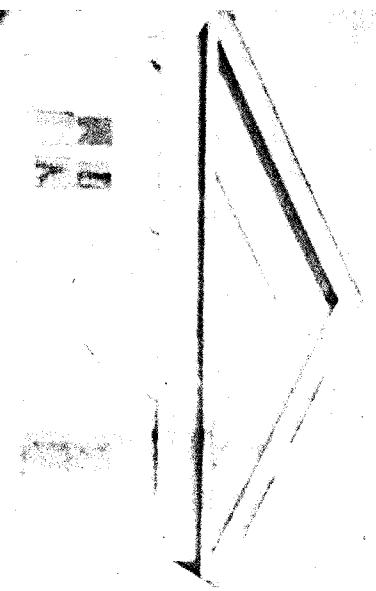
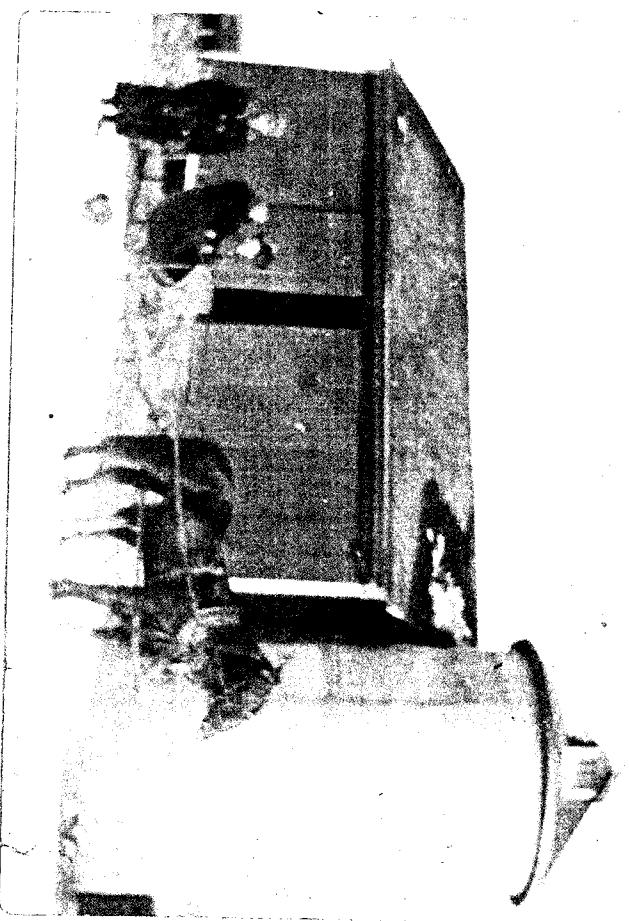
Old Castle Place
Krehner Farm

1942-1955



JACKSONVILLE — Three Jackson brothers settled here, building a tavern and stage stop, railroad came through Bristol to the west, store and blacksmith shop on the old stage road. In Bristol township, in 1855-57. Here Bristol township got its name at a December, 1857, meeting of residents. Wisconsin's first agricultural fair was held on Oct. 10, 1850, when the railroad came through Bristol to the west, ending Jacksonville.

2



Historic house is last to go

By Joe Van Zandt
Staff Writer

BRISTOL — The historic Andrew B. Jackson house, oldest known domicile in the Town of Bristol, will be relocated rather than razed to make room for the widening of State Highway 50.

The house, at 18118 75th St., is the last remaining building between U.S. Highway 45 and I-94 along the Highway 50 right of way, and Leslie Fafard, state superintendent for the Highway 50 widening project, said it is causing a bit of a problem as construction crews rush to complete the new roadbed before winter.

"Right now, we are working around it," he said, "but if it isn't moved soon, it could start slowing us down."

Michael Gonia, Department of Transportation environmental design coordinator, said the state had been trying unsuccessfully to find anyone who wanted to move the house, which is eligible for inclusion in the National Register of Historic Places, and it looked as if the old place was doomed to fall under the wrecker's ball.

"It was only by a stroke of luck that Sandra Nolan called at the last minute to say she wanted to save the house," he said. "We already had the demolition contract prepared when Mrs. Nolan said she had arranged financing to move the house."

It was scheduled for demolition a month ago but was sold to the Nolans for \$1 with the proviso that they have it moved away from the Highway 50 right of way.

Nolan resides with her family at 32821 121st Place in Bovee Woods Subdivision, near Wilmot.

Meanwhile, the DOT commissioned several archeologists to rummage in and around the Jackson house before it is moved to determine how families of the mid-1800s lived. Gonia said the archeologists are centering their digging on a midden, or garbage pit, near the house.

Nolan said this morning the house is scheduled to be moved at 8 a.m. Tuesday. When it



Kenosha News photo by John Sorensen

Experts study 1800s house and grounds

Archeologists, behind fencing, probe a garbage pit around the Andrew Jackson house, 18118 75th St., in search of artifacts, possibly left by families who lived there in the mid-1800s.

reaches its new resting place at 248th Avenue and 65th Street, she and her husband will begin the lengthy project of restoring the house as nearly as possible to its original condition.

She said she is not ruling out the possibility of converting the house one day into a bed and breakfast inn or antique shop, but for now, it will be used as a domicile for the Nolan family.

"For the time being, our only plan is to live in the house and enjoy it," she said.

Under the requirements of a

covenant the Nolans signed with the state, the house must be restored as closely as possible to its original architecture and trim.

Nolan says they are happy to comply and hope to have the house listed one day in the National Register of Historic Places.

She said the current house was originally just a wing of a building that contained more than 4,000 square feet. The Jackson family resided in one portion of the house, while another wing was used to house

Meanwhile, work continues on the State Highway 50 reconstruction project near the old house, which is scheduled to be moved out of the way next week.

what Nolan described as a "temperance inn."

The house was later used as a post office and meeting place before being converted to a single-family home. It is of special interest to historians because of its Greek Revival design and ornate woodwork.

In recent years, when the house was owned by the Kirchner family, she said, it was known to area residents as the Christmas House. It was decorated each Christmas season with some 1,000 lights and because of its prominent position on a hill, could be seen

from miles in each direction along Highway 50.

In its new location, the house will again be perched on a hill but will be surrounded by oak trees and located several hundred feet from the nearest road.

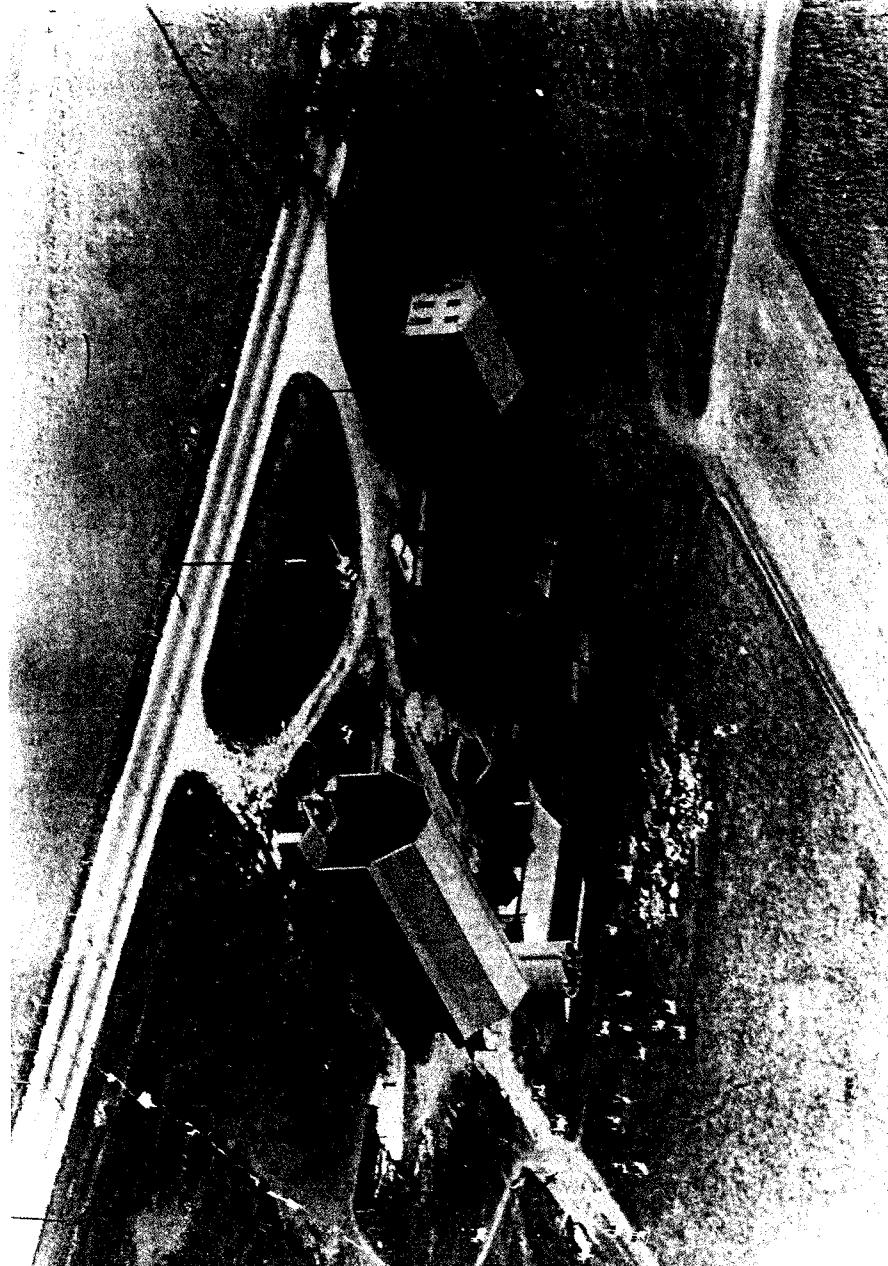
Nolan said that when the team of archeologists commissioned by the Wisconsin State Historical Society finishes compiling information obtained through its research, a monograph, or small book, will be published about the house.

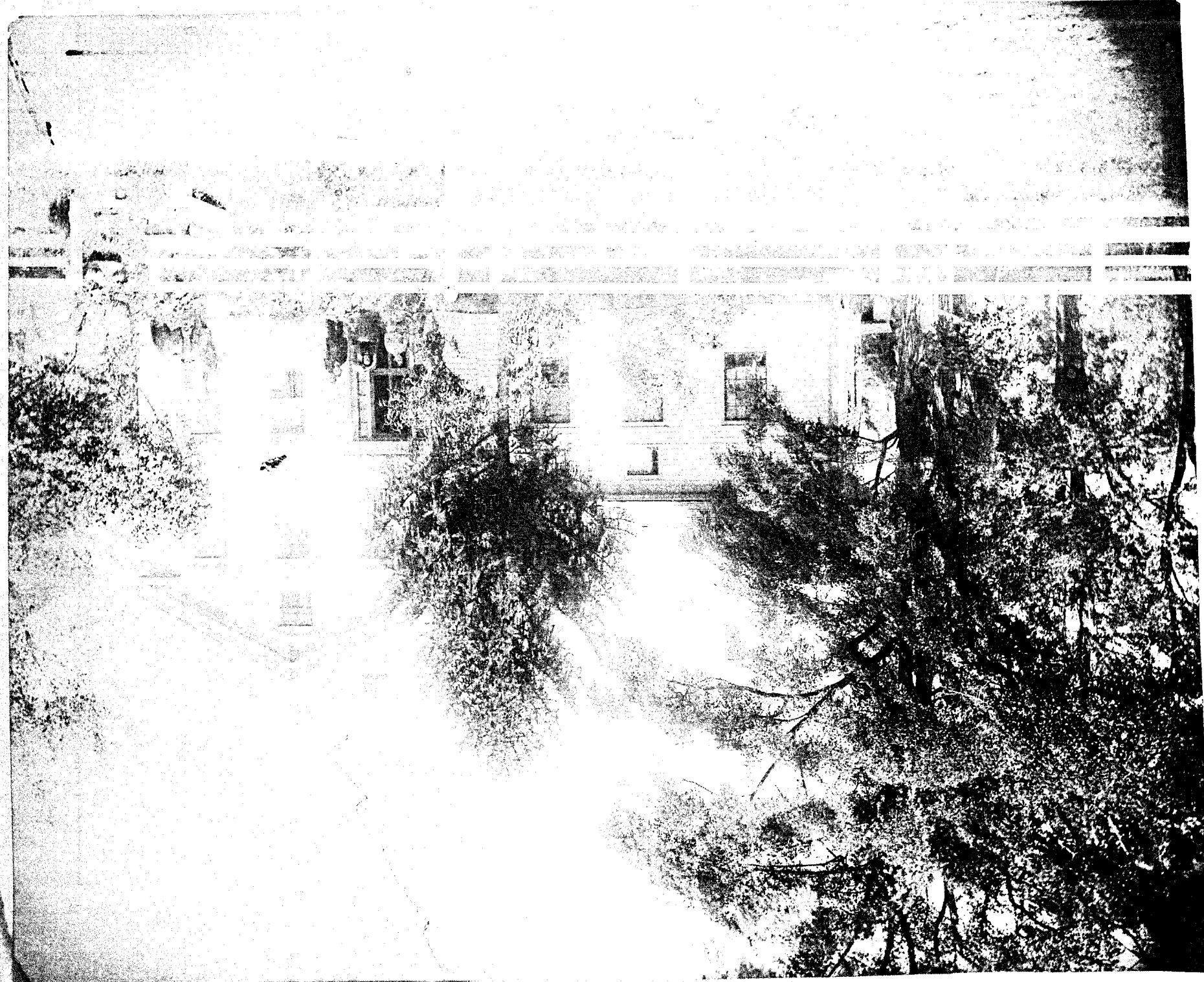
Jacksonville

— what's in a name?



JACKSONVILLE — Three Jackson brothers settled here, building a tavern and stage stop, store and blacksmith shop on the old ~~High~~ Road in Bristol township. In 1835-37. Here Bristol township got its name at a December, 1837 meeting of residents. Wisconsin's first agricultur-





Historic area home takes scenic route

BY GREG SAUCERMAN
7-25-88

After standing for over 150 years, the old Jacksonville house on Highway 50, Bristol, was saved from destruction.

Originally a stage stop, the house was built in 1835 by the Jackson family on the popular Geneva Road (Highway 50). The building has grown in importance and has become known as a Bristol landmark.

But now Highway 50 must be widened to make it safer for traveling. This means that most of the homes that were located near the highway must be removed. This also included the Jacksonville home.

To the rescue came Matt and Sandy Nolan, Wilmot. They fell in love with the old house and thought it would be a crime to destroy it. After selling their home, they purchased the house for a dollar and had it moved to a site near Paddock Lake.

They plan on restoring the house but still make it comfortable for living.

The house was moved July 12 by Heusser Heavy Haulers, Elkhorn. After using hydraulic jacks to lift the 60-ton house, beams were put underneath, the foundation was knocked out, and the house started its ride to the new location. The movers took the house up Highway D and then went west on Highway K to Paddock Lake. The electric company stayed in front of them, lifting up power lines and then replacing them when the building had passed.

No windows were broken. In fact, when moving a house, even the dishes can stay in the cabinets because of the process being so smooth, the moving company said.

The building is waiting for the new foundation to be poured which will be soon. The movers are now working on another house near Silver Lake. They have moved quite a few homes because of the Highway 50 project.

With determined people like the Nolans, maybe more of these historic homes can be saved to be enjoyed for many more generations.



The old Jacksonville house, Bristol, was right in the way of the Highway 50 expansion and was 1 day away from being demolished when Matt and Sandy Nolan fought their way through the red tape and had the building moved to Paddock Lake area July 12. Even after the doors were boarded shut the Nolans had trouble keeping people out of the house. The building is now waiting for the new foundation to be poured.

[Greg Saucerman Photo]

Highway 50 7-25-88

Project: Rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$6 million; breakout of federal and state funds unavailable.

Status: Grading beginning. Heavy equipment crossing road at 304th Street.

Detours: Road will remain open. Traffic will use existing road until new lanes are constructed.

Date project begins: Monday. **Targeted completion date:** Fall, 1989.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000 federally funded and 24 percent, or \$1,320,000 state funded.

Status: Work beginning on intersection of 50 and Highway 45. Traffic lights at the intersection have been replaced by four stop signs. Beginning to pour base course as final step before paving. **Detours:** Road will remain open. Traffic will use existing road until new westbound lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to .5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550 federally funded and 25 percent, or \$918,850 state funded.

Status: Grading continuing.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6. **Targeted completion date:** Late October or early November.

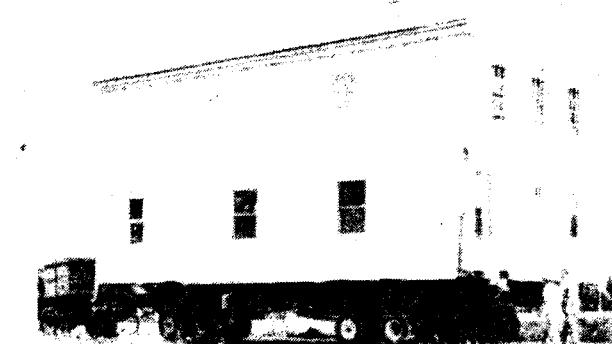
Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway. **Cost:** \$2,935,398; 75 percent, or \$2,201,548 funded by federal money and 25 percent, or \$733,849 funded by the state.

Status: Marsh fill-in and grading work continuing.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: June 6. **Targeted completion date:** Spring, 1989.



The Jacksonville house is on its way to a new location near Paddock Lake. On July 12, the 60-ton building crawled along on Highway D and then went west on Highway K under the power of a diesel motor, and supported by 24 tires. The utility companies stayed in front of the house to lift up power lines and replace them once the movers had passed.

[Greg Saucerman Photo]

Highway claims another 150 year old house

BY GREG SAUCERMAN

With the construction on Highway 50, many families are being forced to move out of their homes. Some families may have lived in these homes for many generations, on land that their great-grandfathers had cleared. The Westosha Veterinary Hospital, located on the highway, east of Highway B, is another one of the houses to be destroyed this spring.

When the country was growing, pioneers headed west to the area now known as Wisconsin. The land was cheap, the soil good, there were plenty of trees for lumber, and many lakes. It was a good place to raise a family. Thomas Stockwell saw this as a good opportunity.

A book about the history of the Stockwell family, written by Irene

Stockwell, claims that in 1837 he bought 160 acres at \$1.25 per acre and built a log cabin. Then he went back to New York to bring his wife Ann back with him. They traveled with all their belongings on Erie Canal packet boats. Once at Kenosha, they then traveled the newly surveyed Geneva Road (Hwy. 50) to their new home.

Their cabin was located along this road, as were most of the first homes built in the county. Accessible roads to town were very important to first settlers.

The first duties to be done at a new site was to clear and farm the land and build a shelter for animals. The first years they were there, settlers saw many Indians, who at first were very friendly, peeking inside windows and killing deer, taking only the hind haunches and

leaving the rest for the settlers. But a couple years later, after seeing more settlers coming, they would come up and take the deer from the man who had just shot it. Hunters dared not say anything at first.

Once settled, the family then made plans to build a more permanent dwelling. Mildred Stockwell states that they built the house, the present day veterinary hospital, in 1844. Mildred lives across the road in another house which was built in 1866 by the Stockwell family. Wolves were a big problem at

first, often getting at the livestock and were even brave enough to look through windows like the Indians.

Years later, Thomas and Ann Stockwell donated land for the Salem Mound Cemetery. Thomas was elected supervisor in the first Salem town meeting held in 1842. The Stockwells kept the house in the family many years, finally selling it in 1947. The veterinary hospital started operating in the building in 1982. They have already begun construction on a new place just west of the present site which should be ready by mid-March.

Highway 50 begins work in June

Governor Tommy Thompson has approved a \$5.5 million contract in the next step to turn state Highway 50 into a four-lane divided highway from Highway 83 near New Munster to I-94 in Kenosha County. Four more contracts will follow.

This contract is for the 4-mile segment between Paddock Lake and the Des Plaines River. Man Bros. Sand & Gravel, Inc., Elkhorn, will construct two additional lanes, grade and pave the highway, add marking and signing and replace the structures over the Des Plaines River and Salem Branch of Brighton Creek.

This stretch of highway has an accident rate that is 19 percent higher than the statewide average, according to Harvey Shebesta, director of the Department of Transportation's Waukesha district, which includes Kenosha County.

(Continued from Front Page)

James Cape & Sons Co., Racine, will reconstruct 2.7 miles from the Des Plaines River to just west of 128th Avenue under a \$3.7 million contract. It will also relocate the frontage road in the northwest quadrant of the 50/I-94 intersection about 1,700 feet west of its current location.

The location of the northwest frontage road will separate it from the I-94 off-ramp, which will improve the safety of the interchange by eliminating two-way traffic, according to Leslie Fafard, design supervisor at the DOT Waukesha district.

Fafard indicated that the new frontage road, to be named Bristol Parkway East, will provide a new connection to a growing shopping center operated by the Bristol Development Corp. The state is paying \$217,500 of the costs of relocating the frontage road, with the firm picking up the balance.

The other projects are being funded with 75 percent federal monies and 25 percent state funds.

Work on all of the Highway 50 projects will be under way in June. Traffic will continue on the existing frontage road until the new relocated road is completed, which is expected to be in September.

Fall 1989 is the targeted completion date for the other Highway 50 projects. During construction temporary crossovers will route traffic on the existing and new road.



This 150-year-old house, used as Westosha Veterinary Hospital will be torn down when Highway 50 is expanded to four lanes later this year. Some of Kenosha County's first settlers built homes along

the main road between Kenosha and Lake Geneva. The animal hospital will be located in a new building just west of this site.

Highway to claim 1840s farmhouse

By Barbara Colicki
Area Editor

SALEM — A farmhouse built by a Kenosha pioneer family and currently occupied by Westosha Veterinary Hospital is among the structures slated for demolition next spring for the widening of Highway 50.

The house, which dates to 1841, is situated a mile west of the intersection of highways 50 and 83/75.

Dr. Kevin C. Nelson said the veterinary hospital will continue to operate from the house for about three more months until its new building to the west is completed. Randall H. Borri, DVM, is the current owner of the property. The clinic is owned by Borri and Fred J. Culbert, DVM, with Nelson and Mary Sue Dierckins as staff veterinarians.

The historic house, which was converted to a veterinary clinic in 1982, has weathered time and the elements, said Nelson, and should be recognized for its contributions over the years.

A 772-page book by Irene Dixon Stockwell titled "The Stockwell Family Adventures into the Past: 1626-1982," second edition, reports that the property was settled in the late 1830s and 1840s by Thomas, Susan, Stephen and Aaron Field Stockwell.

Beginning in 1837, they all bought property along both



Kenosha News photo

Settlers' house in 1840s now a veterinary hospital

sides of the then new Geneva Road (Highway 50), the first road to be surveyed west of the City of Kenosha. Farmers for up to 40 miles west of the city used Geneva Road to haul their grain to market.

Thomas and Stephen both selected homesites in the sector that year. Thomas bought 160 acres at \$1.25 per acre from the U.S. government and built a log cabin, the corner foundation of which is reported to remain in line with what is now the driveway for the veterinary clinic.

Thomas then returned to Bainbridge, N.Y., to marry

Ann Sopronia Parsons and bring her to Kenosha. They packed their furniture, supplies and personal belongings and reportedly traveled via the Erie Canal water route to the Michigan harbors, which were safe and dependable, and on to their new home in Kenosha.

Over the years, Thomas bought more land on both sides of Geneva Road, east of Salem Mount Cemetery corner.

In 1841, according to the book on the family history, Thomas built a "handsome two-story Greek Revival home," which today houses the veterinary hospital. Although the house

has been changed by remodeling over the years, the beams and columns in the cellar, cut from young tree trunks, remain in place today with the bark still on them.

The house contained a wool room on the second floor, which was used to store fleece after each year's sheep shearing. At one time, the fleece was an important part of the farm income.

Indians were still numerous in the area during the Stockwells' early years in Salem, and family members recorded stories about their camps around a pond in the

woods north of the house and their visits to see a new baby in the Stockwell family.

Thomas donated the land at the southeast corner of Highway 50 and Silver Lake Road for Salem Mound Cemetery.

Mildred Stockwell, 74, great granddaughter of Thomas Stockwell, resides on one parcel that still remains in the family, a 15-acre parcel on the south side of Highway 50.

None of her present property will be lost for the highway reconstruction, she said, but she is saddened by the loss of many huge trees planted by her family many years ago.

Highway improvements slated

2-6-88

Some 520 miles of state highway and 53 bridges in southeastern Wisconsin, including major areas in Kenosha County, will be upgraded in the next six years, according to the state Department of Transportation's Six-Year Highway Improvement Program.

The \$21.5 million Highway 50 project in Kenosha County highlights the work scheduled for state Transportation District 2, said Harvey Shebesta, district director.

Nearly 12 miles of the old over-burdened Highway 50 in Kenosha County will be replaced with a new four-lane divided roadway with reduced access and improved major intersections, Shebesta explained.

The project extends from I-94 west to Highway 83N.

"This project's been talked about for 20 years," he said. "Sections of it are carrying from

14 to 50 percent more traffic than it was built for."

"The new roadway should reduce its higher-than-average accident rate and help the tourist trade by providing a better route to the Lake Geneva and Delavan recreation areas."

Shebesta indicated one roadway will be open to traffic by the end of this year, with the project scheduled for completion in 1989.

Other projects planned for Kenosha County are:

—Replacement of the Brighton Creek Bridge at Highway 45 at a cost of \$154,000 to begin in 1990.

—Rehabilitation of the County Highway ML overpass at I-94 to raise bridge to conform with current Interstate Standards at a cost of \$403,000, scheduled for 1989.

—Rebuild I-94 tourist information center, parking lots and adjacent frontage road for

\$2,508,000 in 1989.

—Reconstruct the I-94 and County Highway V interchange to include four-lanes on Highway V and improved ramp alignment.

—Widen and pave Highway 142 at Highway 31 and I-94 intersections for \$593,000 in 1989.

—Replace the Burlington Street (Soo Line Underpass) at Highway 142 for \$549,000 in 1989.

—Reconstruct Washington Road from 32nd Avenue to 22nd Avenue to include a minimum of four travel lanes for \$1,043,000 in 1991.

Statewide, nearly 3,400 miles — more than one-fourth of Wisconsin's state highways — and 262 bridges will be improved under the program. The 1,109 scheduled projects throughout the state will cost about \$300 million annually over the six-year period.

History is being dug up along Highway 50

BY GREG SAUCERMAN

The old Jackson house on the northeast corner of the intersection of highways 50 and D in Bristol has been the scene of much activity lately. Archaeologists from the Great Lakes Archaeological Research Center are literally digging up the past on this ancient farmhouse.

The house, one of the first framed structures erected in the county, was built in 1835 by Andrew Jackson. It was used as a tavern and boarding house and sometimes a church for travelers on Geneva Road. Andrew's two brothers, Frisbee and Northrup, built a store and a blacksmith shop nearby and this little

settlement became known as Jacksonville.

In 1837 a meeting was held in the tavern to establish a mail route from Southport (Kenosha). The town had to be given an official name and it was voted to name the town Bristol after Rev. Ira Bristol. It was decided that the post office would be in the tavern and Andrew Jackson the first postmaster.

In the 1850s, when the railroad was built, the town of Bristol grew fast down by the depot, and the original settlement of Jacksonville would be all but forgotten over the years. Later the

(Continued on Page 14)

★ Archaeologists

building was used as a farmhouse.

Archaeologists are working fast to try and uncover the fascinating history of this building. They can tell a lot about our area's past just by finding objects in the ground that our ancestors threw away or lost. A piece of fine porcelain was discovered at the site, Dec. 12, which indicated that at one time someone wealthy occupied the home or that when it was used as a boarding house, wealthy travelers must have used the road to be offered such fine luxuries.

"The best places to get information about the past are trash piles, privies, and old wells," claims John Wackman, the leader of this project.

This week they plan to start digging in the well. Wells often held many artifacts after they dried up. People would often dump garbage in them and later fill them up with dirt.

The archaeologists also like to study the method in which the well was built. In the old days wells had to be dug by hand, some as deep as 380 feet or more. The methods used in this area are not too well known. They have already determined that at one time a new foundation and an addition was put on the house.

(Continued from Front Page)

Because they can only work till the first snow cover, work ceased with the Dec. 15 blizzard. Around February the bulldozers plan to come through, preparing the way for the new Highway 50. The house might have already been leveled by the Department of Transportation, but it is listed on the National Register of Historic Places. This is how the archaeologists found the site.

Matt Nolan of Twin Lakes has also taken a personal interest in the building. He plans on purchasing the house and moving it 5 miles west to a site in Paddock Lake. Nolan would like to restore the building to its original condition. His family could live in it and perhaps in the future, turn it into a travelers inn, which is what it was first used for, he said.

The mover, phone company and electric company (for moving the power lines across the highway) are all set. But Nolan is having trouble with financing. Banks are reluctant to loan money on projects like this. He has until February to get the funds to move the old Jacksonville home, or else it will become another victim of the progress on Highway 50.



Highway Q extension a year away

By DAVE BACKMANN

11-26 '77 Staff Writer

By Thanksgiving next year, the 2.1-mile extension of County Highway Q in Pleasant Prairie should be completed, the county's Highway and Parks Committee learned Wednesday.

Michael Duckett, a consulting engineer, said bids for the \$5.2 million project will be let in two stages beginning March 15. Duckett is employed by the Milwaukee-based engineering firm of Howard Needles Tammen & Bergendoff.

The extension will provide LakeView Corporate Park with easy access to I-94 and create a direct route between Highway 31 and I-94. The new road is considered vital to the industrial park's development.

Duckett said one stage of the bidding will involve road construction. The other involves building two bridges.

He said road construction should begin May 2. Construction of a bridge over the Soo Line railroad tracks will start the first week in June. Work on the other bridge, spanning the Des Plaines River, will begin in early July, Duckett said.

The Q extension should be open by late November next year.

A curved route is planned for the extension so that most wetlands in the area will not be disturbed, said Lewis Dixon, senior land use planner for WisPark Corp., the Wisconsin Energy Corp. subsidiary developing the park.

The extension initially will be

as a two-lane road. Plans allow expansion to four lanes as traffic increases.

Kenosha County is borrowing \$606,000 next year as its share toward building the extension. WisPark is contributing \$1.8 million and the state Department of Transportation, \$1.5 million.

The county also is applying for \$1.3 million in federal money to complete the project.

County Executive John Collins told the committee it is unlikely the federal government will fund all the \$1.3 million. Therefore, the county should be ready to pay the difference, he said.

The committee recommended a resolution that commits the county to the Q project. The resolution will go before the County Board Tuesday.

A section in the resolution states that if LakeView Park does not develop, the county will be reimbursed and be allowed to keep ownership of the road.

WisPark officials estimate the park will create 7,000 to 12,000 jobs over the next 10 to 15 years.

Dixon said the Des Plaines bridge will cause the river to back up slightly, enlarging its floodplain to the north. At peak flood stage, the expected backup will raise the river level about 1 inch at a point some 100 feet north of the bridge, to 6 inches where the river flows under County Highway C, Dixon said.

WisPark is seeking floodplain easements from about 40 affected property owners. The easements will prevent any building on the enlarged floodplain area.

An informational meeting for those property owners is scheduled for 7:30 p.m. Dec. 3 at the Pleasant Prairie Town Hall. Pleasant Prairie Administrator Michael Pollockoff said the property owners will be notified of the meeting.



8-19-87

Cement was poured last week on the Highway 50 eastbound lanes. The gaps should be in by this week and the next step is the blacktopping, said foreman Fred Sass of Trlerweller Construction and Supply Inc., Marshfield. The project was

delayed because the workers have other projects going. A rumor in the village that they were on strike is false, Sass said. The highway project in Paddock Lake, expanding the two-lane road into four lanes is expected to be complete by October.

Hwy. 50 Work Chops 30% From Profits

PADDOCK LAKE — With the construction on Hwy. 50's widening project about a month behind schedule in Paddock Lake, in general, reports from merchants on the south side of the highway, where the present construction is taking place, are that business is down this summer but things are not as bad as expected.

According to Jeff Wheeler of Hartnell Chevrolet on the Paddock Lake Businessmen's Dusty Dollars Committee,

"There is impact, but the people I have talked to say it's not as bad as they thought was going to be."

Wheeler says that the Dusty Dollar program, up to a \$2 discount on merchandise with two dusty dollars turned in to merchants, has been used. This program, a way of thanking people who are fighting the construction and still using local retailers, will be over at the end of August.

"The impact could be greater when the construction moves to the north side of the highway since there are more and larger businesses on that side of the highway," said Wheeler.

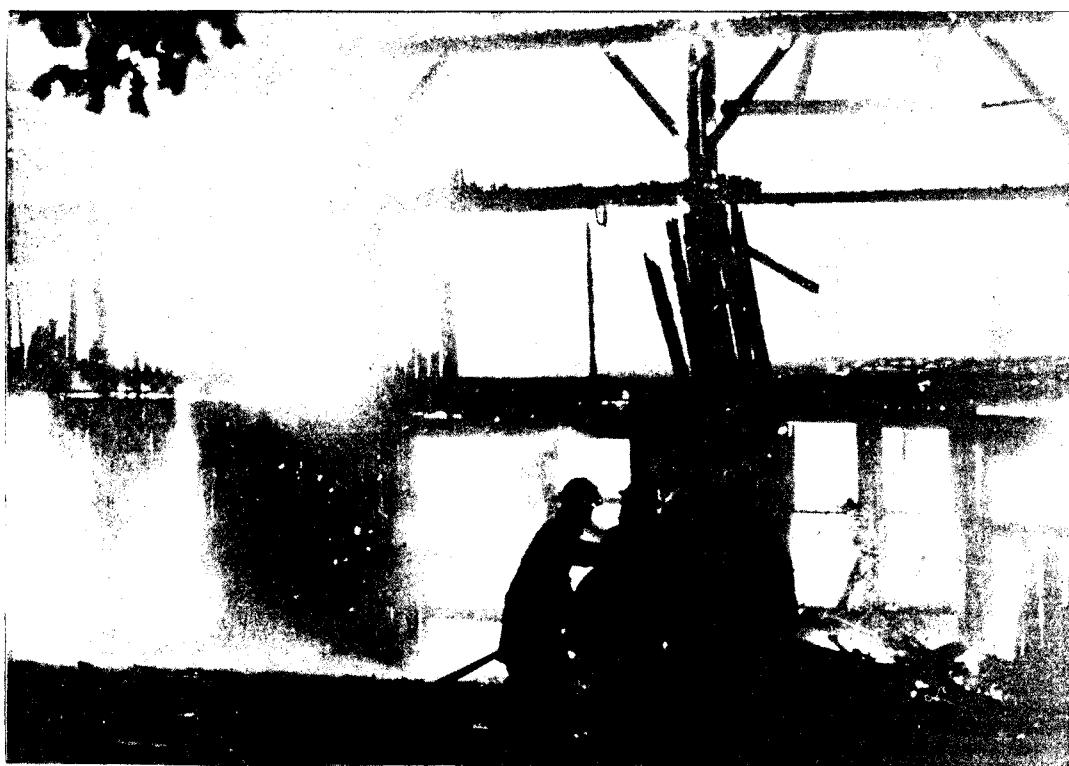
Wheeler added that the way things are going, there is some doubt that the construction will move to the other side before winter sets in. "If that happens, we will be trouble," he added.

The manager of the BENCO service station said that business was off somewhere but the station also went through a major renovation which would have cut in business without the construction, so it's hard to gauge.

Cathy Krueger, manager of the Brick Oven Bakery, said that business was down about 25 percent but added that when the weather is bad there was some added business from the construction workers.

Brick Ovens has been giving customers who overcome the construction mess a special free cookie. "We're okay now but after the highway is completed when the traffic goes speeding right by might hurt us more," she said.

Business at the Edelweiss Cafe is down about 30 percent and Laurie Creaney from the Brass Ball Restaurant reported that the business was off about 30 percent. "We only have one entrance off of Hwy. 83 which is a nuisance. You can't see the other because all the trucks are in the way."



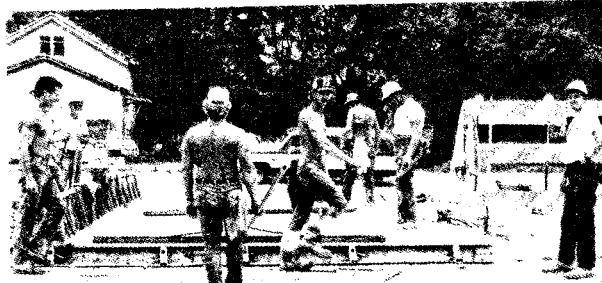
8-19-87

Cleared for Hy. 50

Pegged post-and-beam construction of the 19th century is visible as Salem firefighters burn a 100-year-old barn in Paddock Lake to make way for widening Highway 50. Leone Huntton, whose family has lived at Brass Ball Corners since its early days, said the barn was used as a stable for the

Kenosha News photo by Joe Van Zandt

house directly west of it. It was demolished recently as well. The property, at the northeast corner of Highways 50 and 83/75, was owned by the Burgess family and later by Clara Hartnell before it was converted into office space for the Keith Johnson Realty.



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Wheeler says that the Du program, up to a \$2 discount on with two dusty dollars turned chants, has been used. This program of thanking people who are shopping and still using local stores will be over at the end of August.

"The impact could be greater as construction moves to the north highway since there are more businesses on that side of the highway," Wheeler said.

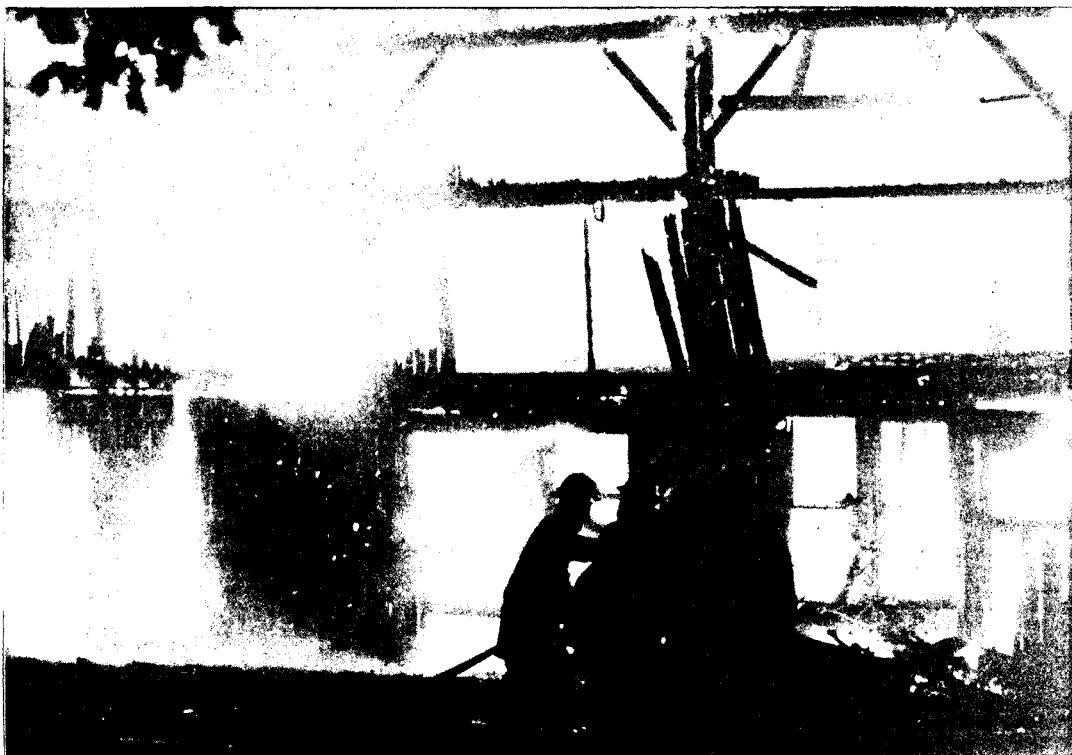
Wheeler added that the way going, there is some doubt that construction will move to the other winter sets in. "If that happens, we'll be in trouble," he added.

The manager of the BEN station said that business was good but the station also went through renovation which would have had business without the construction hard to gauge.

Cathy Krieger, manager of the Bakery, said that business was 25 percent but added that when it was bad there was some added to the construction workers.

Brick Ovens has been giving who overcome the construction special free cookie. "We're okay after the aftermath after the highway is widened when the traffic goes speeding right past us more," she said.

Business at the Edelweiss about 30 percent and Laurie C. the Brass Ball Restaurant reported business was off about 30 percent have one entrance off of Hwy. nuisance. You can't see the because all the trucks are in the



Kenosha News photo by Joe Van Zandt

Cleared for Hy. 50

Pegged post-and-beam construction of the 19th century is visible as Salem firefighters burn 100-year-old barn in Paddock Lake to make way for widening Highway 50. Leone Huntsoon, whose family has lived at Brass Ball Corners since its early days, said the barn was used as a stable for the

house directly west of it. It was demolished recently as well. The property, at the northeast corner of Highways 50 and 83/75, was owned by the Burgess family and later by Clara Hartnell before it was converted into office space for the Keith Johnson Realty.



New Highway 50 bridge across Fox River now open. Old bridge, right, is being demolished

Hy. 50, C bridges open up

By JOE VAN ZANDT
Staff Writer

They're finished, and not a moment too soon.

As of Monday afternoon, both the brand new two-lane bridge over the Fox River at Highway 50 in Wheatland and the rebuilt bridge over the river at County Highway C in Wilmot were opened to traffic.

Work crews from Lunda Construction Co., Black River Falls, had been hampered by record rains and high water levels in September and October but managed to get the projects completed before the season's first snowfall this week.

William Fitzgerald, state Department of Transportation project engineer, was still at the Highway C bridge Monday supervising final details.

The bridge looks completely new. It has a wider concrete roadbed and higher, stronger steel rails, but the foundation and pillars remain the same, he said.

"This bridge was built in 1937, almost 50 years ago," said Fitzgerald, "but when we inspected it, we found the basic structure was in ex-



Traffic proceeds across rebuilt bridge on Highway C at Wilmot

cellent condition so we simply rebuilt the top portion."

He said a few final touches such as applying four coats of paint to the galvanized steel railings and painting stripes on the pavement will wait until spring.

A similar situation exists three miles north at the new Highway 50 bridge.

DOT officials were concerned that if the asphalt approaches had not been laid by mid-November, the work

would have to wait until the spring thaw.

The old bridge had been posted as unsafe for heavy vehicles.

The new bridge and its approaches eliminate a curve on both sides of the river, making the accident-plagued site much safer. A portion of County Highway W has been relocated about 100 yards to the east of the river to eliminate a hazardous intersection where

it meets Highway 50.

Work crews have already begun dismantling the old Highway 50 bridge, which is scheduled for replacement as part of the long-range Highway 50 improvement plans.

The highway will be widened to four lanes from I-94 to New Munster with one of the new bridges on Highway 50 carrying eastbound traffic and the other handling westbound traffic.

Hy. 50 bids to be let

The first bids will be awarded Feb. 17 in Madison for the expansion of State Highway 50 in Kenosha County to a four-lane, divided highway.

The Department of Transportation plans to begin the project with construction of a 1.4-mile stretch in the Village of Paddock Lake.

"Ultimately, the DOT will improve Highway 50 to a four-lane facility between State Highway 83 North and I-94," said Harvey Shebesta, director of the DOT Waukesha District. "The entire improvement will be constructed over the next three years at a cost of more than \$25 million."

The first stage is the rebuilding of the road from a point west of County Highway F to east of 236th Avenue in Paddock Lake.

"The existing two-lane road consists of a 22-foot bituminous pavement with gravel shoulders and rural ditches," said Leslie Fafard, Waukesha design supervisor.

More than 11,000 vehicles use the Paddock Lake section daily. "That causes traffic congestion and safety problems because so many vehicles are making turns in this highly commercial area," he said.

When construction is completed this fall, the Paddock Lake section of Highway 50 will have four 12-foot lanes; a raised median at each end; a two-way, 14-foot left turn lane in the median through the central business district; concrete curb and gutter; storm sewer and sidewalk.

Bids will also be let for a Waukesha County project to construct a new ramp from westbound I-94 to northbound Waukesha County T and modify the westbound loop ramp to allow traffic to flow from westbound I-94 to southbound County T.

The new ramp should be completed by October.

Residents have their say on Highway 50 reconstruction

7-14-84

BY NANCY POULER

(WR-SP) — A full house of over 350 people attended the June 28 public hearing at Central High School on the proposed routing and improvements of the section of State Highway 50 which runs west from I-94 to U.S. 12 near Lake Geneva.

The 13-mile section from state Highway 83 east to I-94 is programmed for funding as one of the major projects in the state's highway improvement program in 1986. The remaining 10 miles from U.S. 12 to state Highway 83 while not yet programmed for major improvement, other than resurfacing, was also included in the study in anticipation of future needs.

Some 23 speakers voiced their opinions on the project and most agreed that the project was long overdue.

Stanley Kerkman, Kenosha County Board Supervisor, who lives on County Highway K, summed up most highway area residents and businesses' feelings when he commented, "It is time county residents find out where the road is going to go and see some construction." He added that the farmers in this area are adamant that no prime farmland be sacrificed. He said they endorse the county board's resolution favoring reconstructing state Highway 50 mostly along its present alignment.

This plan was endorsed by all four municipalities bordering the existing highway including towns of Bristol, Salem and Wheatland and the Village of Paddock Lake.

Jeffrey Wheeler, representing the Paddock Lake Businessmen's Association, spoke in support of the existing

right of way, saying, "If the highway is re-routed over County Highway K (north of Paddock Lake), it would have detrimental effects on the commercial area and would hurt the residential area in the north."

"Don't turn us into a ghost town," Wheeler concluded.

Residents along Highway 50 also concurred that the highway should be repaired in the interest of safe driving, although some questioned the need for the four lanes proposed for the eastern section.

Robert Gehring, Randall Township, who commutes daily on Highway 50, felt that four lanes were more dangerous than two.

JoAnne Kelly, who lives on Highway 50 near county Highway W, said she was not in favor of a four-lane highway either and then admonished the Department of Transportation examiners with "Stop talking and start doing something."

The planned route for future work which shows a northern bypass around New Munster and Slades Corners seemed to be the favored alternative.

The Walworth County Board, represented by Frank Dobbs, zoning administrator, objected to the western alternative which goes north of the existing road because it was felt that constructing a highway there would endanger a newly acquired landfill which the board had spent much time and money obtaining.

For filing written statements (postmarked no later than Tuesday, July 10, 1984) write to H.L. Fiedler, administrator, Division of Highways and Transportation Facilities, Wisconsin Department of Transportation, P.O. Box 7916, Madison, WI 53707.

1830s house may stymie Highway 50 plan

By JOE VAN ZANDT
Staff Writer

BRISTOL — Highway 50 revamp plans include a bypass of the current highway in Bristol that no one apparently wants but that could be forced on local residents because of federal law concerning historic sites and buildings.

The alternate route, called the Jacksonville bypass, received little comment at recent public hearings on the highway. It wasn't until Bristol resident David Pfleuffer presented a petition with 64 signatures at Monday night's meeting of the Town Board that attention was focused on the bypass.

Pfleuffer said he has been unable to find a single local resident who favors the bypass, which would slice cross 16 local farms, the Bristol Lakes golf course and a number of private residences and come uncomfortably close to the village of Bristol.

Meanwhile, the board of directors of the Kenosha County Historical Society met Wednesday and cleared the air regarding its position on the highway plans. The directors voted unanimously in favor of retaining the current Highway 50 location as it passes through Bristol.

"We don't feel any of them (the houses in the Jacksonville section) are of sufficient historic value to warrant preservation," said Thomas Gaffney, society president. "nor are they worthy of being considered for listing in the National Register."

Gaffney said he has checked with the state historical society and was told it has no interest in supporting a bypass to save the old houses, either. He said he is concerned because some local residents apparently felt the county and state

society support the bypass.

Gaffney said the society will send a letter stating its position to the Wisconsin State Historical Society and to the state Department of Transportation.

The West Kenosha County Historical Society is interested in finding a home for a museum and headquarters someday and President Richard Heigl said if the state were to make a gift of the Jackson house or other historically significant building and help move it, his group would be interested.

Jacksonville, which runs approximately from County Highway MB to 216th Avenue, was the site of the first settlement in Bristol. Its development ended with the coming of the railroad and the development of the village of Bristol on Highway 45.

Paul Cinko, who owns the house believed to be the first home in Jacksonville built about 1839 by Andrew B. Jackson, said, "If they go south with a new highway, this (the current highway) will become a back road and won't be kept up."

Cinko questions the historic value of his house. The state's environmental impact study indicates a portion of the house was torn down some 40 years ago, and Cinko said he has been told by neighbors that the house may not even be the original Jackson homestead. Some say their parents and grandparents told them the house was moved to its present site from another location further west on Highway 50 after the original house burned down.

"The state can have this house as long as I get a fair price," said Cinko.

Sharon Krause, who owns another old house in the Jacksonville section, questioned the historical value of her building as well.



Kenosha News photo by Joe Van Zandt

Jackson house on Highway 50 site of first Bristol development

"They should move the houses if they want them instead of running a highway right through the middle of Bristol," she said.

Mary Butrick, 82, who was born in Krause's house, said the building was moved to its present site from Union Grove. Over the years, it has had several additions.

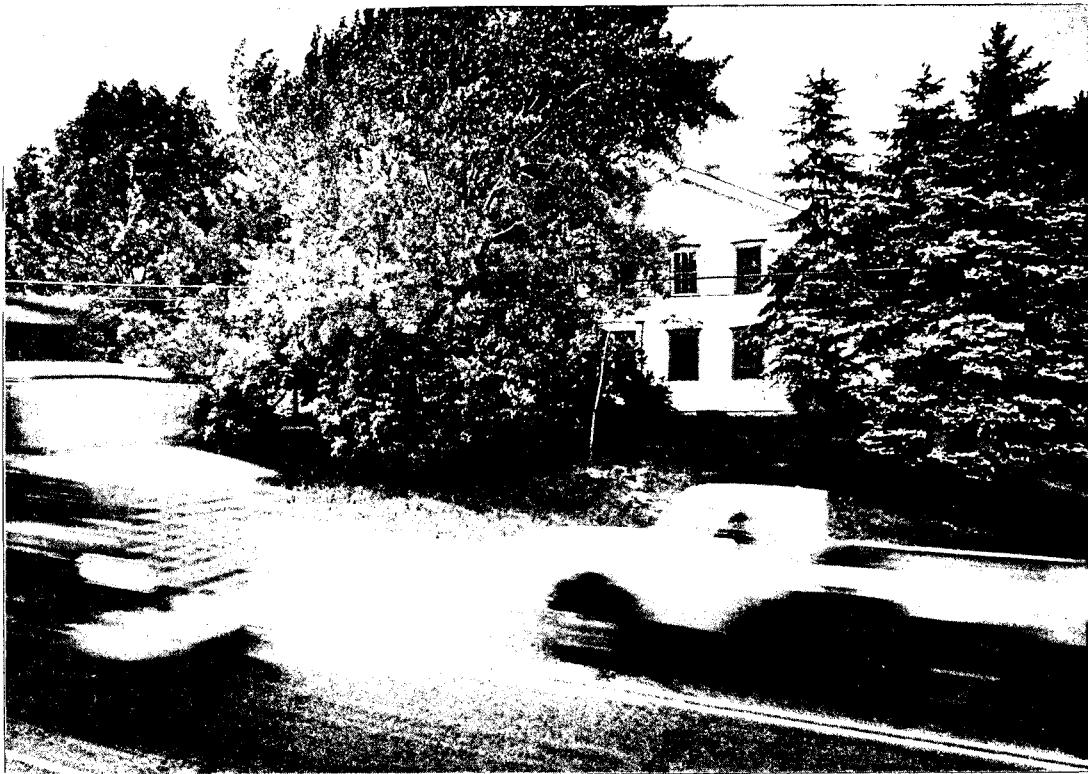
Delbert Benedict, who owns a farmhouse at the east end of the Jacksonville section, said the half dozen or so old houses along the highway "aren't worth the powder to blow 'em up."

"They can have that pile of sticks," he said of the house he owns, adding he would fight the bypass plans "to the highest court" if the state tries to route the new highway across his farm.

Lan Richart of Planning Resources, an environmental consulting firm that is working on plans for the highway, said his company went through the motions of sending information on the Cinko house to the state so that it can be determined whether the house is eligible for

inclusion in the National Historic Register. Such a procedure is required for any highway projects receiving federal monies.

Richart said the Cinko house is the only one the state showed an interest in and he doubts it will be regarded as historically significant. However, should that house be declared eligible for inclusion in the National Historical Register, then the state would have to demonstrate that "no feasible alternative exists" for the new highway before it could raze or relocate the house.



Kenosha News photo by Bill Stiel

Vehicles now pass close to historic home that could be moved or bypassed by Highway 50 relocation project

6-6-89 Historic home vs. road redesign

By BARBARA HENKEL
Staff Writer

Trucks and cars and recreational vehicles whiz by the white clapboard house now.

But in the 1830s when the house was new, horse-drawn carriages and coaches pulled up to its doors.

The building at 1818 75th St. (Highway 50), was built as a tavern and inn by Andrew B. Jackson. It was the first inn to be built in the Town of Bristol to accommodate the journeying public.

Because of its historic past and because its Greek Revival design has been identified as architecturally distinctive in this area, the two-story structure could be included in the National Register of Historic Places.

Its place in history may change the design of the reconstruction of Highway 50.

Two of nine routes suggested for the reconstruction would displace the building.

A discussion of those possibilities and their alternatives is but small part of a two-inch thick Environmental Impact Statement of the project.

And the EIS will be the topic of a public hearing at 7:30 p.m. Thursday, June 29 in the Central Union High School gymnasium, Paddock Lake.

Representatives from Wisconsin Department of Transportation will be at the school from 1 p.m. to 4 p.m. for informal discussion. Ex-

hibits will be on display and a statement about the proposed improvements will be available for study.

Copies of the EIS are also available for inspection and copying at the Kenosha Public Library-Southwest, 8080 39th Ave., Paddock Lake Village Hall, 24503 75th St. and Lake Geneva Public Library, 918 Main St.

Copies can be purchased from the Wisconsin DOT office in Waukesha, at 141 N.W. Barstow St., and from the Bureau of Environmental and Data Analysis, Wisconsin DOT, 4802 Sheboygan Ave., Room 951, Madison.

Written comments regarding the environmental impacts and effects of the proposed improvement will be considered in the final EIS if postmarked no later than July 9. They should be mailed to Cynthia Morehouse, director of the Bureau of Environmental and Data Analysis.

Highway 50 is a major east-west highway extending 41 miles from the Village of Delavan to the City of Kenosha, passing through Lake Geneva, Slades Corners, New Munster and Paddock Lake.

It is a two-lane highway with the exception of a four-mile section between Delavan and Lake Geneva, and a one-half mile section at the interchange with Highway 12 and a five-mile portion running just west of I-94 east to the city.

The project proposes a continuous

four-lane divided roadway along the 23 miles between Highway 12 in Walworth County and I-94 here.

The proposal is based on the need to accommodate existing and anticipated traffic and to improve vehicular and pedestrian safety.

The EIS outlines 10 alternatives—one, to do nothing; two in the western three miles of the corridor; four in the central 6.5 miles of the corridor and three in the eastern 13.5 miles.

Each alternative and its potential impacts are outlined in some detail. Each of the construction alternatives would require the relocation of some residences, businesses and farms.

The historic Jackson Inn would be displaced by one of two alternatives. The document suggests several alternatives, including routing around the building or moving it.

Mr. and Mrs. Paul Cinko have lived in the house with its 3.3 acres for about seven years. They said no one has ever contacted them about needing to displace the building or about trying to preserve it.

Cinko said he would like to "get rid of it" and if the Historical Society was interested in buying it and moving it, that was fine with him.

Richard A. Dexter, chief of the registration and compliance section of the state Historical Society, said the building was identified as part of a survey the National Historic Preservation Act requires of federal

agencies embarking on a construction project.

He said the Federal Highway Administration worked with his office in attempting to identify potentially historic sites in the route of the proposed new highway.

Dexter said the Jackson Inn was the only one found.

He said, "Our first priority is to get them to find an alternate site. That could entail a series of negotiations. You have to consider, do you tear down 15 buildings to save one historical site?"

He said moving the building elsewhere on the property "is not an option we'd strongly support, but it's preferable to demolition."

Among the options included in the report are to route the road around the property, however that would affect farmland, or have a narrower roadbed through the area, but that would "compromise the safety and operation of the new facility."

The property, according to the report, based on local histories and county documents, has several historical connections to the formation of Bristol.

In addition to providing food and lodging, the tavern also functioned as a community center and gathering place for residents. A post office was established at the tavern, and A.B. Jackson, who came from Connecticut with his wife in 1837, was appointed postmaster.

During the early 1850s, the Agricultural Society of Kenosha was organized at Jackson's tavern and Andrew Jackson hosted the first and third society fairs on his property in 1850 and 1852.

Jackson was politically active in both the county and state during the mid-1840s and early 1850s. Jackson was a recognized leader of the Democratic, and later Republican, parties.

At a special election held June 18, 1853, Jackson was elected state senator.

Jackson and his two brothers, Frisbie and Northrup, owned all of the southwest quarter of section 4 and the northern one-half of the northwest quarter of section 9 by the mid-1840s.

The area developed into what was called Jacksonville.

PUBLIC HEARING



PROJECT

I.D. 1315-00-02

STH 50

U.S. 12 to I-94

Walworth and Kenosha Counties, Wisconsin

THE IDENTIFICATION SLIP SHOULD BE USED IF YOU DESIRE TO TESTIFY AT THIS HEARING.

IF SO, PLEASE COMPLETE THE TEAR-OFF PORTION AND GIVE IT TO A MEMBER OF THE STAFF.

Tear Here

WITNESS IDENTIFICATION

Name _____
(Please Print)

Address _____
(Please Print)

Representing _____
(Please Print)

Remarks:

GUIDELINES FOR PRESENTING TESTIMONY

IF YOU WISH TO TESTIFY.....

1. PLEASE FILL OUT TEAR OFF SLIP ON BOTTOM OF FIRST PAGE.
2. GIVE TO THE HEARING COORDINATOR OR A MEMBER OF THE STAFF.

WHEN YOU ARE CALLED TO TESTIFY.....

COME FORWARD, IDENTIFY YOURSELF AND WHO YOU REPRESENT.

YOU MAY PRESENT TESTIMONY IN EITHER ORAL OR WRITTEN FORM.

PLEASE NOTE:

Questions may be presented as part of the testimony for the Department's consideration, as it reviews the concept of the proposal to aid in arriving at a decision. However, if you have detailed personal questions, we encourage you to consult with the staff on an informal basis immediately after the hearing.

IF YOU DO NOT WISH TO SPEAK BUT HAVE INFORMATION TO PRESENT.....

1. WRITE IT OUT AND GIVE TO THE HEARING COORDINATOR OR
2. MAIL IT TO THE ADDRESS LISTED ON THE REFERENCE INFORMATION SHEET.
3. WHEN THIS INFORMATION IS RECEIVED WITHIN 10 DAYS, IT WILL BECOME PART OF THE TRANSCRIPT OF THIS HEARING.

This public hearing is a part of the process of developing plans for highway facilities. It is your opportunity to have a voice on the planning of the facility under consideration here today. No final decision will be made at this hearing by referendum vote. The Department of Transportation will consider all viewpoints presented to them at this hearing as well as written testimony received within 10 days, before making a decision.

THANK YOU FOR COMING TO THIS HEARING AND FOR YOUR INTEREST IN THE HIGHWAY PROGRAM.

SUMMARY
OF
RELOCATION ASSISTANCE BENEFITS

STATE OF WISCONSIN

NEW LEGISLATION has made it possible for us to provide greater assistance to those persons, businesses, non-profit organizations, farms and others who may be relocated as a result of the acquisition of lands for public highway improvements. As a result, NO CONSTRUCTION of this proposed facility will take place until all those affected have been offered relocation assistance.

Briefly, the provisions are that the Department of Transportation will assist those who may be displaced from their homes or businesses, TO INSURE TO THE MAXIMUM EXTENT POSSIBLE the prompt and equitable relocation and re-establishment of persons, businesses or non-profit organizations, regardless of race, creed, religion or national origin, we will make prompt, fair and reasonable relocation payments and personally assist affected persons to relocate by making available to them all information, services and facilities necessary.

SOME OF THE BENEFITS UNDER THIS PROGRAM INCLUDE:

A replacement housing payment of up to \$25,000 to a homeowner, over and above the market value of his/her present home, to provide a comparable decent, safe and sanitary dwelling. This statutory limit may be exceeded if necessary to provide such a comparable decent, safe and sanitary dwelling.

A replacement housing payment of up to \$8,000 to a tenant for another rental unit or as a down payment on a home he/she wishes to buy. Again this statutory limit may be exceeded if necessary to provide a comparable decent, safe and sanitary dwelling.

The benefit category for which you qualify is determined by your status as an owner/occupant or tenant/occupant and the length of time you have lived in your dwelling. The payment is then determined by the additional amount of money that may be necessary for you to purchase or rent comparable replacement housing.

A business or farm owner may also be eligible for a replacement payment of up to \$50,000 over and above the market value of his/her business or farm, to provide for the purchase of a comparable business or farm.

IN ADDITION, moving expenses may be paid for persons and families. Compensation or moving expenses may be paid to a business or farm operation to assist them in relocation. Compensation is also made for changes in mortgage interest rates and real estate transfer costs.

If you wish further detailed information, you can obtain a relocation brochure at this hearing or contact your relocation agent listed on the reference information sheet.

PUBLIC HEARING
for the Proposed Improvement of
STH 50 from U.S. 12 to I-94
Walworth and Kenosha Counties
June 28, 1984

REFERENCE INFORMATION SHEET

FOR FILING ADDITIONAL WRITTEN STATEMENTS (POSTMARKED NO LATER THAN
JULY 10, 1984):

MAIL TO: H. L. Fiedler, Administrator
Div. of Highways & Transportation Facilities
Wisconsin Dept. of Transportation
P.O. Box 7916
Madison, WI 53707

FOR INFORMATION OF THE PROPOSED IMPROVEMENT:

Leslie J. Fafard, Design Supervisor (414) 548-5958
or John B. Wickler, Project Design Engineer (414) 548-6897
Wisconsin Dept. of Transportation, District #2
141 N. W. Barstow Street
Waukesha, WI 53186

FOR INFORMATION ON PROPERTY ACQUISITION OR RELOCATION ASSISTANCE:

Donald Spenner, District Real Estate Agent
Wisconsin Dept. of Transportation, District #2
141 N. W. Barstow Street
Waukesha, WI 53186
Telephone: (414) 548-5932

FOR COPIES OF THE HEARING TRANSCRIPT:

Roland Wiessinger
Central Files Supervisor
Div. of Highways & Transportation Facilities
Wisconsin Dept. of Transportation
P.O. Box 7916
Madison, Wisconsin 53707
Telephone: (608) 266-3630

FOR INDIVIDUAL PAGES OF THE HEARING TRANSCRIPT:

John B. Wickler, Project Design Engineer
Wisconsin Dept. of Transportation, District #2
141 N. W. Barstow Street
Waukesha, WI 53186
Telephone: (414) 548-6897

PROJECT STATEMENT
STH 50, U.S. 12 TO I-94

State Trunk Highway 50, a vital link in Southeastern Wisconsin's transportation system, extends 41 miles from the Village of Delavan, passing through the communities of Lake Geneva, Slades Corners, New Munster, and Paddock Lake to the City of Kenosha. Highway 50 is used as a commuter route between area communities and the business and industry in the Kenosha area. It also serves as a primary route for persons traveling to and from the many lakes and recreation areas within the region. Highway 50 is the only continuous east-west route in this section of Southeastern Wisconsin.

Based on the need to accommodate existing and anticipated traffic volumes and improve vehicular and pedestrian safety, the Department of Transportation has initiated planning and engineering studies to investigate improvements along a 23-mile section of Highway 50, from U.S. 12 near Lake Geneva to I-94 west of Kenosha. The 13-mile section from Highway 83 to I-94 is programmed for funding as one of the major projects in the State's highway improvement program. The remaining 10 miles from US 12 to STH 83, while not yet programmed for major improvement, other than resurfacing, has also been included in the study in anticipation of future needs.

The purpose of this presentation is to summarize project development currently under way and that which has taken place. Its intent also is to inform you, the public, of project alternatives under consideration and the potential environmental impacts which would be associated with the various improvement options. A more detailed discussion of these elements is available in the draft Environmental Impact Statement (EIS) prepared for this project.

The 23-mile section of Highway 50 under study has one of the highest accident and fatality rates in the state of Wisconsin. In the last ten years, there have been 1,606 accidents and 23 fatalities within this corridor. Within this corridor, the 3-year average accident rate ranges from 290 to 411 accidents per 100 million vehicle-miles, compared to 244 accidents per 100 million vehicle-miles for all two-lane State Trunk Highways in Wisconsin having average daily traffic similar to Highway 50.

Poor sight distances at crossroads and driveways, numerous hills and curves, the lack of maneuvering space to separate turning movements and through traffic, as well as the presence of no-passing zones along a high percentage of the route, all present serious hazards for motorists. Narrow shoulders and driving lanes, side ditches that are narrow and often steep, and physical obstructions such as trees and posts, which are often close to the edge of the road, pose additional safety hazards.

Present daily traffic volumes range from less than 3000 vehicles per day in the western portion of the study corridor to more than 10,000 vehicles per day closer to I-94. Traffic is also considerably heavier during the summer months when tourists and summer residents converge on the area's recreational attractions.

During the past decade, traffic volumes on Highway 50 have grown by about one-third in the section from U.S. 12 to U.S. 45 and have approximately doubled from U.S. 45 to I-94. Traffic forecasts prepared by the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission show a further substantial growth of traffic over the next 20 years.

The traffic volume that warrants consideration of widening a rural two-lane highway to four lanes is 7000 vehicles per day. As traffic increases above this volume, quality of service expressed in terms of driver comfort, average speed and safety deteriorates. For these reasons, it has been concluded that there is already a need for four lanes on Highway 50 from the New Munster area to I-94 and that a four lane highway between U.S. 12 and New Munster, while not warranted by present volumes, will be needed by the Year 2006, which is called the "design year."

02
Prior to this public hearing, project planning and engineering personnel have actively sought both government and public input in activities related to the development and analysis of alternatives which would satisfy the mobility and safety needs in the Highway 50 corridor. Meetings with Federal, State, and local agencies were carried out early in the study in order to identify all considerations important to the development of project alternatives and to establish on-going communication.

An extensive public involvement program was also conducted as a part of the Highway 50 project to provide opportunities for public participation.

- ° Newsletters were mailed and handed out at public meetings;
- ° Preprinted comment forms were distributed for use in the submittal of questions and comments from individuals;
- ° A toll-free telephone information line was established for use by the general public in asking questions, registering comments, or signing up to receive the newsletters;
- ° Newspaper and radio announcements reported on the status of the project and the scheduling of important meetings; and
- ° Public information meetings were held to introduce the study and to obtain information on local conditions, discuss alternatives under consideration, and present potential environmental impacts.

Many alternatives were considered for improving Highway 50, including a No Build option, defined as simply maintaining the existing travelled way. Although the No Build Alternative would avoid impacts in many of the categories investigated, it was determined that it would not satisfy the basic objectives of this project--improvement of safety and mobility in the Highway 50 corridor. Therefore, the No Build Alternative is not recommended, but it is used as a baseline in comparing other alternatives.

12 An initial set of alternatives was derived from prior studies of the corridor dating back to 1967. Other alternatives were modifications to those specified earlier, or were an outgrowth of the public/agency participation process. Preliminary alternatives were evaluated, screened, and refined until ten alternatives, including the No Build Alternative, were selected for detailed study.

For clarity of comparison and discussion, the Highway 50 corridor was divided into three segments (see the accompanying Figure):

- 1) A western segment running from a point near U.S. 12 to Point B near Lake Ivanhoe;
- 2) A central segment running from Point B to Point C near Highway 83 north; and:
- 3) An eastern segment running from Point C to Point D, at Interstate 94.

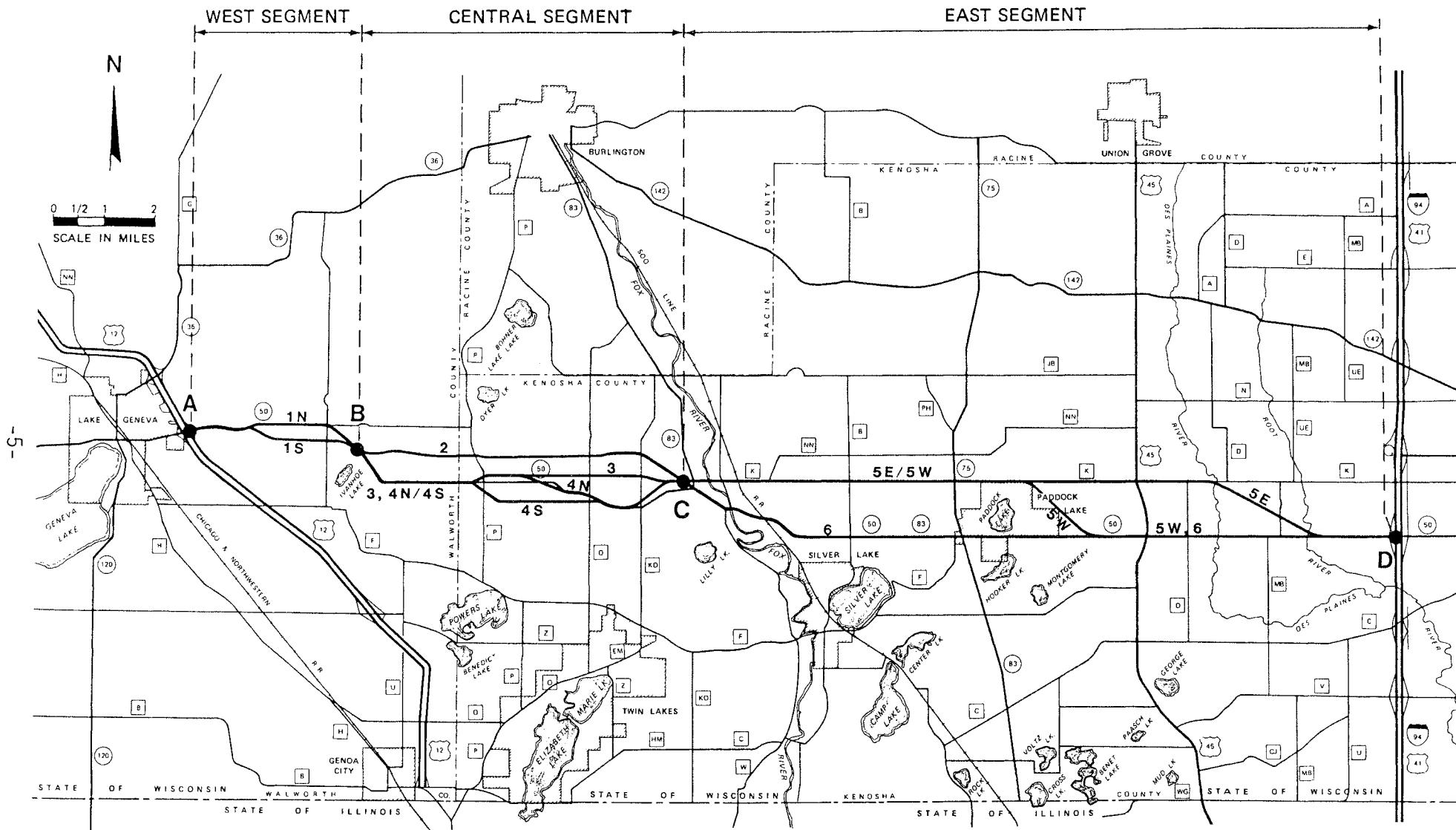
Each of these segments contains two or more alternative alignments. One alternative in each segment follows the existing Highway 50 alignment as closely as possible.

Beginning in the western segment, we have two Build Alternatives, 1N and 1S. Alternative 1N closely follows the alignment of existing Highway 50. Alternative 1S follows Highway 50 to a point about one-and-a-quarter miles east of US 12. From there, Alternative 1S diverts to the south approximately one-quarter mile running parallel with existing Highway 50 before converging with the existing alignment near Lake Ivanhoe.

A total of four Build Alternatives are proposed in the central segment--2, 3, 4N and 4S. Alternative 2 follows the mid-section line one-half mile north of existing Highway 50, to a point just east of New Munster. Alternative 2, as with other alternative alignments in this segment, bypasses both Slades Corners and New Munster. An acceptable way could not be found to route an improved highway through either of these communities. Alternatives 4N and 4S generally follow Highway 50 except for the bypass of Slades Corners. Alternative 4N bypasses the community on the north and Alternative 4S runs south of Slades Corners. Alternative 3 follows Highway 50 until it reaches a point north of Slades Corners and then extends eastward to the common junction with the other alternatives east of New Munster.

22

EZ



HIGHWAY 50 ALTERNATIVES

The eastern segment contains three Build Alternatives,--5W, 5E and 6. Alternatives 5W and 5E follow the route of existing County Trunk Highway K extended west across the Fox River. Alternative 5W diverts south to meet existing Highway 50 immediately east of Paddock Lake. Alternative 5E continues eastward on the route of Highway K past Paddock Lake, diverting south to meet existing Highway 50 in the vicinity of County Trunk Highway MB. Both Alternatives 5W and 5E rejoin Highway 50 and utilize the existing interchange with I-94. Alternative 6 generally follows the present alignment of Highway 50 from New Munster, across the Fox River and Soo Line Railroad and through the Village of Paddock Lake on to the existing interchange with I-94.

The Build Alternatives consist of a four-lane highway with a 50-foot grassed median, two 12-foot driving lanes in each direction and paved shoulders, as found on Highway 50 east of I-94 and on other similar highways throughout the state. Total right-of-way width would average 200-250 feet to provide space for a median and adequate roadsides, as well as travel lanes.

The primary purpose of a median is to separate opposing lanes of traffic. Certain types of accidents, such as head-on collisions, can be virtually eliminated by an adequate, well-designed median. Medians also serve other purposes, such as to minimize headlight glare, provide for safe operation of vehicles making turns and provide shelter in case of emergency. Highway research has shown that both the rate and severity of cross-median accidents declines with increasing median width. The cross-median accident rate has been found to decrease rapidly as median width is increased up to 50 feet. But there is only a slight further reduction as median width is increased beyond 50 feet. The Wisconsin standard for a highway such as that proposed in the Highway 50 corridor calls for a 50-foot wide median consisting of shoulders and a grass strip. This would afford the safety benefits mentioned.

The "roadside" includes all features between the edge of the traffic lanes and the right-of-way boundary. These features include drainage channels, side slopes where grading is required and any other ground needed between the edge of roadway and the right-of-way line.

Perhaps the most important function of the roadside is to minimize the severity of single vehicle run-off-the-road accidents. More than one-third of all highway fatalities have been found to be the result of single car accidents involving collisions with fixed objects on leaving the road. A "clear zone" free of fixed objects such as trees and posts is required, therefore, on the side of the road. Minimum width of the clear zone is from 35 to 45 feet, including a 10-foot wide paved shoulder.

Improved Highway 50 will be a "controlled access"highway. This means that the state will limit locations where vehicles may enter the highway. Any lands or interests needed to control highway access will be acquired by the Department of Transportation in a manner prescribed by state law. No one along the highway will be "land locked." Reasonable access will be provided to each property. However, some existing driveways may have to be closed or relocated in the interests of highway safety and operations. Future driveway and public street openings onto Highway 50 will require prior approval by the Department of Transportation.

It would also be unfeasible to provide a median opening opposite each driveway. For reasons of safety, median crossovers will not be provided closer than about 1000 feet apart. Some drivers may have to make a U-turn to reach a driveway, but this is not a difficult maneuver as evidenced by operations on Highway 50 east of I-94.

For the alternative passing through the Village of Paddock Lake, an urban design would be used, consisting of two 12-foot lanes in each direction and a 14-foot center turning lane.

All intersections on Build Alternatives would be at grade. However, separate turning roadways would be provided at intersections whenever required, and traffic signals would be installed when warranted by the traffic volume.

Major new structures required for the Build Alternatives include a new crossing of the Fox River on the selected alignment and either a twin bridge adjacent to the Silver Lake overhead or an altogether new railroad overpass, depending on which alternative is selected.

It is anticipated that all of the Build Alternatives in each segment of the study corridor would relieve existing and future congestion and also improve traffic safety. It is also expected that the Build Alternatives would make a positive contribution to the socioeconomic character of the corridor, and to access for local institutions such as schools, churches, and emergency services.

Now let's examine and compare the alternatives in each of these three segments in terms of their effects. First, let's look at the western segment which extends from U.S. 12 approximately 4 miles to the vicinity of Lake Ivanhoe. Remember, there are two Build Alternatives in this segment, 1N and 1S.

The acquisition of new right-of-way, residences, businesses or farms is one of the most serious and measurable effects which would result from a build alternative. In the western segment, the least amount of new right-of-way would be required to Build Alternative 1N. Alternative 1S would require a maximum of 95 acres compared with 80 acres for 1N.

Widening of the right-of-way along the north side of Highway 50 for the implementation of Alternative 1N would displace five existing residences, two of which are on farms. This compares to one residential displacement for Alternative 1S. No business displacements would occur with either Alternative 1N or 1S.

Focusing on agricultural impacts in the western segment Alternative 1N would displace approximately 39 acres of active cropland, compared to 50 acres with Alternative 1S. Because Alternative 1N follows the existing alignment of Highway 50, no farm parcels would be severed. However, Alternative 1S would sever six parcels of agricultural land. Changes in size of remaining parcels may alter existing farm operations.

Upland vegetation and wetland loss would vary with each alternative depending on the route taken as it proceeds east beyond this segment of the study corridor. Alternative 1N would remove 3.4 acres of upland forest, as compared with 6.3 acres with Alternative 1S. Maximum displacement of wetlands would be 23 acres with Alternative 1N and 31 acres with Alternative 1S.

The cost of a major transportation improvement includes the cost of engineering, right-of-way acquisition and relocations as well as the cost of building the highway. The difference in cost between either of the Build Alternatives in the western segment is not considered significant. Alternative 1N would cost \$4.6 million to build and Alternative 1S would cost \$4.3 million. the Difference in cost is primarily due to a higher cost of right-of-way and relocation for Alternative 1N.

The fundamental differences between western segment alternatives are as follows. Alternative 1N, which generally follows the route of existing Highway 50 would require the displacement of five residences and some loss of cropland. Alternative 1S requires only one displacement. However, there is greater loss of cropland, severance of farm fields, and impaired farm operations with Alternative 1S than with Alternative 1N.

Now moving easterly, the central segment, which extends from Lake Ivanhoe about 7 miles east to the New Munster area, contains four Build Alternatives -- 2, 3, 4N and 4S.

Beginning with the total amount of new right-of-way required, Alternative 2, which is the shortest route, would require at most 173 acres of new right-of-way; Alternative 3, 186 acres; Alternative 4N, 177 acres; and Alternative 4S, 185 acres.

Because the central segment Alternatives 2 and 3 follow alignments which are separate from existing roadways for much of their length, they would require fewer residential displacements than other alternatives in this segment. However, both would require severances of some existing farms. Alternative 2 follows a new right-of-way except for the two-and-one-half mile stretch it shares with 52nd Street and affects one residential structure. Alternative 3, which is on relocation east of the Walworth/Kenosha County line, displaces five residences over its total length. All of these displacements would occur on the west end where Alternative 3 follows Highway 50.

Alternative 4N would involve the most displacement of all central segment alternatives because it most closely follows the alignment of existing Highway 50. Fifteen residences, two of which are on farms, would be displaced by this alternative. Alternative 4S follows a similar alignment to Alternative 4N, but displaces three fewer residences. Moreover, if Alternative 3, 4N, or 4S is connected with Highway 50 rather than County Trunk Highway K in the eastern segment, one additional business would be displaced.

Maximum acres of cropland loss would range from a low of 127 acres with Alternative 2, to a high of 136 acres with Alternative 4S.

In the central segment, the direct loss of upland forest and wetland vegetation would be the least with Alternative 4N, while Alternatives 3 and 4S would require the most. The most significant loss of fish and wildlife habitat would occur with Alternative 2, where it crosses sensitive emergent and scrub-shrub wetlands northeast of Lake Ivanhoe.

Highway noise effects are more of a consideration in the central segment where alignments on new location pass closer to some homes which are relatively isolated. With Alternative 2, four residences would be exposed to exterior noise levels in the Year 2006 which are considered severe by Federal Highway Administration criteria. These residences presently encounter no significant noise effects. Only one home would be exposed to severe noise effects with Alternatives 3, 4N and 4S.

Estimates of total cost are also similar among central segment alternatives ranging from \$9.3 million for Alternative 2, to \$10.1 million for Alternative 4S.

 There are several key differences between alternatives to be considered in the selection of a route for Highway 50 in the central segment. Alternative 2 would require the fewest residential or business displacements. The negative features of this alternative are the severance of numerous farms, as well as the

significant wetland loss near Lake Ivanhoe and New Munster. Alternative 3 would also require a minimum number of residential displacements. Its liabilities are similar to those of Alternative 2: the severance of farm lands and significant wetland loss. Alternatives 4N and 4S would both require a minimal number of farm severances. The negative features of these alternatives are the displacement of a number of residences and, for Alternative 4S, the loss of sensitive wetland areas.

Now let's examine effects in the eastern segment. There are three Build Alternatives in the eastern segment which extends about 13 miles from New Munster to I-94 -- 5W, 5E and 6.

The total amount of new right-of-way required for the eastern segment alternatives would be the most with Alternatives 5W and 5E, more than 290 acres each. Alternative 6 would require the least amount, 218 acres, since it follows the existing alignment of Highway 50.

All Build Alternatives in the eastern segment would entail residential and business displacement, Alternative 5W would be the highest, displacing 46 residences and 6 businesses, including 8 farm residences. Alternative 5E would be lowest, displacing 34 residences, 8 of which are on farms and 5 businesses. Alternative 6 would displace 39 residences and 8 businesses, including 7 farm residences.

Agricultural impact studies show substantially less cropland would be required with the construction of Alternative 6 relative to other alternatives in the eastern segment. A severance of active farm parcels would also occur with Alternatives 5W and 5E where they cross from County Trunk Highway K to Highway 50. No croplands would be severed with Alternative 6.

Alternative 6 would require the acquisition of a small strip of land along the existing Highway 50 right-of-way through Old Settlers Park in Paddock Lake. According to Federal law, public land from a park or recreation area may be used for a Federal aid project only if there is no feasible and prudent alternative to its use, and providing that the proposed project included all possible planning to minimize harm. Special documentation of these provisions is

provided in a draft section 4(f) evaluation included in the Draft EIS. If Alternative 6 is selected for implementation, the design concept would provide for functional and in-kind replacement of land acquired from Old Settlers Park.

Alternatives 5W and 6 also affect one site which may be eligible for the National Register of Historic Places. A mid-nineteenth century settlement called "Jacksonville" was situated on both sides of Highway 50 between County Trunk Highway D and the Des Plaines River. The Draft EIS presents special documentation concerning this property and describes a bypass about 500 feet south of Highway 50 which would avoid the historic site. The bypass would displace 18 fewer residences and three fewer businesses than Alternatives 5W and 6, but it would sever up to 16 farms and would take 43 additional acres of cropland. If either Alternative 5W or 6 is recommended, a final determination will be made regarding the alignment of Highway 50 in this section.

Due to the relatively higher traffic volumes in the eastern segment of the corridor, highway traffic noise would be an important consideration. With Alternative 5W, 27 residences would be exposed to exterior noise levels in the Year 2006 which are considered severe according to criteria of the Federal Highway Administration. Currently, 16 residences along the Alternative 5W alignment experience severe noise impact. With Alternative 5E, nine residences would experience severe noise impact. Two residences along this alignment are currently exposed to severe levels. Fifty-six residences would be exposed to severe noise level with Alternative 6, compared to 39 residences so effected under existing conditions.

DS
Because Alternatives 5W and 5E would bypass the commercial center of the Village of Paddock Lake, these alternatives may have an effect on business in Paddock Lake by diverting some traffic away from existing highway-oriented retail and service establishments. Pressures may be created for new highway-oriented businesses to settle in locations along the present route of County Trunk Highway K, but this can be controlled through zoning by the local governing bodies. Under the No-Build option, increased traffic and congestion through the Village would have impacts on the safety and access for customers, suppliers, and employees of commercial establishments in Paddock Lake, as well as students going to and from school.

The total estimated cost for engineering, right-of-way acquisition, relocation, and construction would be generally comparable for all alternatives in the eastern segment. Alternative 5W would cost \$27.8 million; Alternative 5E would cost \$27.2 million; and Alternative 6 would cost \$25.4 million. The only cost incurred with the No-Build Alternative would be for normal maintenance and preservation.

Let's then review the key differences among the eastern segment alternatives.

Relative to other alternatives in the eastern segment, Alternative 5W has a number of liabilities. It requires the greatest amount of new right-of-way, would result in the most residential displacements and would cross sensitive wetlands in the Fox River floodplain. Alternative 5E requires the least residential and business displacements of any Build Alternative in the eastern segment. However, it would also require numerous farm severances and cropland loss and the crossing of wetlands in the Fox River floodplain. Both Alternatives 5W and 5E would remove through traffic from the Paddock Lake commercial center.

Alternative 6 requires the least amount of new right-of-way of any Build Alternative in the eastern segment. It would not involve farm severances and would cross the Fox River floodplain on the existing alignment of Highway 50. However, this alternative would displace a number of residences along existing Highway 50 and a larger number of residences would be exposed to higher noise levels. Through traffic would be maintained in the Paddock Lake commercial center with Alternative 6.

Now that we have considered the major features of alternatives in each of the three segments, let's look at some of the general effects common to all alternatives.

All of the Build Alternatives would be expected to improve traffic safety. Using the average accident rates for two- and four-lane highways in all volume classes, it has been estimated that the provision of a four-lane highway through the study corridor would result in 45 percent fewer accidents in the year 2006 compared to the No Build Alternative.

The greatest traffic safety benefits would probably be realized in the eastern and central segments of the corridor where forecast traffic volumes are the highest. Head-on collisions or side-swipes of vehicles travelling in opposite directions would be nearly eliminated with a divided highway. This type of accident accounted for 13 percent of all accidents on Highway 50 during the period from 1980 through 1982. Single vehicle "ran-off-the-road" type accidents accounted for one-third of all recent accidents. These would also be expected to be less frequent and less severe with an improved roadside and clear zones.

Annual maintenance costs for mowing, snow removal, periodic patching and resurfacing, and other usual maintenance activities are a direct function of the length of a highway and the number of lanes. Alternatives which divert from the existing route of Highway 50, such as Alternatives 2 and 5E, would require the highest annual cost since both the present highway and the new route would have to be maintained.

Archaeological studies completed thus far indicate that none of the alternatives would have effects on archaeologic resources that could not be satisfactorily taken care of.

All Build Alternatives would make a positive contribution to the socioeconomic character of the corridor, and to access for local institutions, such as schools and churches and emergency services.

All of the Build Alternatives would result in short-term construction effects to air and water quality, noise and traffic flow. These would not occur to this extent under the no-build option.

These, we believe, are the most significant effects that the proposed improvement would have on the Highway 50 corridor. Anticipated right-of-way acquisition and construction of the designated major project from Highway 83 to I-94 is scheduled over the next several years. Exact dates have not been set for the right-of-way acquisition or construction in the portion of the corridor west of Highway 83. Since this section of the project is not yet in the State's program, it is estimated that work would not commence until at least after 1990.

Before any property acquisition activities are initiated, each owner affected by the improvement project where a land interest is required is notified by mail. The owner is then contacted by the Department's appraiser.

When the appraisal is complete an offer will be made to the property owner by a DOT representative. Each owner then has the opportunity to select an independent appraiser of his choice at the Department's cost to evaluate their interest.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing, farms and business locations was made in 1983 and early 1984. This survey indicates that there will be sufficient housing, farms and business locations available in the project vicinity at the time of the proposed relocations, within the means of those being relocated and meeting the requirements for replacement housing, farms and business locations.

The "Relocation Assistance" brochure available at the head table and the "Summary of Benefits" sheet included in your handout packets have been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing, farms and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

This concludes the Department of Transportation presentation of project alternatives for Highway 50. If you would like to review this project in more detail, an in-depth evaluation of all the proposals and discussions of their significant features and effects are contained in the Draft Environmental Impact Statement. Copies of this report are available here tonight for your inspection or later at the district office in Waukesha.

The purpose of this hearing is to inform you, the public, of project needs and alternatives, and to receive input in developing the best possible solutions to meet today's and tomorrow's transportation needs for Highway 50 and Southeastern Wisconsin. Now, we would like to hear your thoughts, your ideas, and your suggestions because that's what public hearings are all about. Thank you.

6-20-84

7:30 pm.

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alternatives. Representatives of the study team will be prepared to respond to questions and concerns in an informal give-and-take working session.

Public Hearing

A public hearing will be held following distribution of the draft environmental impact statement. Public comments will be formally recorded at this time. Everyone will have an opportunity to review and comment upon project alternatives and their related impacts.

MARK YOUR CALENDAR!

The project is just beginning. The design team is gathering information and identifying interested groups, agencies and individuals. Your participation is welcomed and encouraged. If you have any questions or comments, please send in the attached comment form. If not, pass it on to a neighbor.

The first public information meeting is scheduled to be held at the Central High School gymnasium, Paddock Lake, on April 5, 1983 at 7:00 p.m. You will have an opportunity to meet the study team and obtain more details on the project schedule and scope. This will provide an informal opportunity to discuss your ideas, concerns or questions with the design team at the very outset of the project.

Route 50 Information
Jack E. Leisch & Associates
1603 Orrington, Suite 1290
Evanston, Illinois 60201

1. major town, community areas
2. 4 lane on present route
3. west K. C. to Paddock Lakes
4. west K. C. to Root River

Not going some place!
Saw documentation route for you!
Some buildings before bridge?
Border to buildings before bridge?
narrow median + right of way
run off problems?



PLANNING BEGINS FOR ROUTE 50 IMPROVEMENTS

The Wisconsin Department of Transportation, in conjunction with the Federal Highway Administration, has retained a consulting firm to carry out planning and engineering studies of alternatives for improving State Trunk Highway (S.T.H.) 50 from U.S. Route 12 near Lake Geneva to Interstate 94 west of Kenosha. This represents a major commitment to determine a preferred plan for improving safety and relieving congestion along the existing S.T.H. 50. This section of Route 50 currently has one of the highest accident rates in the State. Funding has been approved to complete the planning phase of the project. Pending public approval of the plan and implementation funding, construction could begin as early as 1986.

SCOPE OF THE PROJECT

The engineering firm of Jack E. Leisch & Associates has been hired to conduct the necessary engineering and environmental studies. Development of an approved plan and engineering documents will require approximately 18 months. Project planning will be divided into four basic steps: 1) data gathering; 2) development and refinement of alternatives; 3) environmental impact analysis; and 4) design recommendations.

Data Gathering

During the next two months, the consulting team will be gathering information in order to characterize the existing natural and man-made features of the study area. They will also be communicating with interested groups, agencies and individuals to identify important issues and concerns to be considered in the development and evaluation of alternatives.

Development and Refinement of Alternatives

Various alternatives will be developed for design and location improvements. These will be refined with agency and public input. The most feasible alternatives will be presented in a Location Study Report, now scheduled for completion in the Fall of 1983.

Environmental Impact Analysis

Alternatives considered most feasible will be subjected to a detailed analysis of impacts to identify both the positive and negative effects which would occur if they were implemented. Measures will be identified which will eliminate or reduce possible negative effects. A full description

John J. Leisch

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of the alternatives and the results of the impact analyses will be documented in a draft environmental impact statement (DEIS), now scheduled for completion early in 1984. The DEIS will be available to the public and will also be reviewed by federal, state and local agencies. A formal public hearing will be held and interested agencies or individuals will be invited to submit written or oral statements concerning the alternatives under consideration.

Design Recommendations

Based on the technical studies and a review of public and agency comments, a recommended plan will be selected for improving Route 50. A final environmental impact statement (FEIS) will be prepared describing the proposed improvement and responding to questions and comments raised during the public hearing process. A Design Study Report will also be prepared, presenting the engineering details and design guidelines for the recommended improvement.

ALTERNATIVES UNDER CONSIDERATION

The design team will be looking at many alternatives. These will include alternatives investigated in previous studies, as well as any new ones which the team may formulate. They will include variations of two- and four-lane improvements to Route 50, upgrading alignments along C.T.H. K, and bypass options at Gladstones Corners and New Munster.

ISSUES PREVIOUSLY IDENTIFIED

Citizens and local officials have expressed many comments and concerns relating to Route 50 improvements. Previous public input has identified the following issues which should be considered as alternatives are developed and impacts are evaluated:

- ° Safety, particularly for vehicles entering or leaving the highway, passing, slowing or stopping;
- ° New right-of-way acquisition which might displace residences, businesses or agricultural land;
- ° Economic losses which might result from alternatives which bypass highway-oriented commercial areas;
- ° Access to existing residences and businesses;
- ° Capacity to accommodate existing and future traffic volumes without undue congestion;
- ° Surface drainage and its relation to flooding and water quality.

If you have any additions or suggestions, please return the comment form attached to this newsletter.

THE PUBLIC IS URGED TO PARTICIPATE

An extensive public involvement program will be conducted as part of the Route 50 project. The program has been structured to keep all interested and affected parties informed of the status of the project and to provide a means for all individuals, agencies and groups to actively participate in the development of alternatives. Opportunities for public participation will be provided by:

Newsletters

Newsletters will be mailed, handed out, or inserted in local newspapers. They will provide information, report on results of meetings, answer questions, and describe future project events. Newsletters will also contain the toll-free telephone number through which additional information can be obtained or comments registered.

Comment Forms

Comment forms, such as the one attached, will be available at all meetings and will be included in each newsletter. Interested individuals are encouraged to submit questions and comments. Prompt responses will be made by the design study team. This form may also be used to have names placed on the mailing list.

Route 50 Information Line

A toll-free number, 1-800-621-9142, has been established so that individuals can call for project information, to register comments or sign up to receive newsletters.

Newspaper/Radio/TV Announcements

Notices will be placed in local newspapers and sent to radio and TV stations to keep citizens informed of key events during the project.

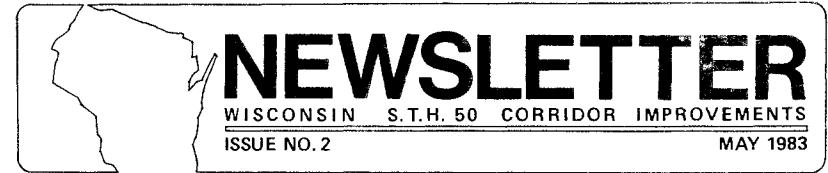
Public Information Meetings

Public information meetings will be held at strategic times during the project to: 1) introduce the study and obtain information on local conditions and the scope and emphasis of the project; 2) discuss alternatives under consideration; and 3) present potential environmental impacts. Information on project development will be relayed by the study team, and individuals will have the opportunity to ask questions, as well as to voice their concerns.

Informal Meetings

Small, informal group meetings will be held upon request. It is anticipated that these meetings will focus on specific issues, sites, or

- New right-of-way acquisition which might displace residents, businesses, or agricultural land;
- Induced displacement due to the loss of septic fields;
- The effects of relocation and property acquisition on zoning conformance;
- Severance of farmlands and its effects on farm operations;
- Compensation for personal damages or losses not related to direct acquisition;
- Preservation of the rural character along CTH K;
- Preservation of wetlands and natural areas;



RECAP OF NEWSLETTER 1

This is the second in a series of newsletters concerning the development and evaluation of alternatives for improving transportation in the Route 50 corridor. The first Newsletter described the design process now underway for the development of a plan for improving State Trunk Highway (STH) 50, from U.S. Route 12 near Lake Geneva, to Interstate 94 west of Kenosha. In mid-February, Jack E. Leisch & Associates, the engineering firm retained by the Wisconsin Department of Transportation to develop the plan, began an 18-month process which will result in the selection of a recommended alignment and design.

Newsletter 1 also described the program which has been developed to keep all interested persons informed of the status of the project, and to provide the means for individuals, agencies, and groups to actively participate in the development of alternatives. Issues identified during earlier studies were also summarized. For additional information call the Route 50 Information Line (1-800-621-9142).

ROUTE 50 PROGRESS REPORT

Planning has now been underway for approximately two months. During this time, the design team has been meeting with federal, state and local agencies, talking with area residents and field-checking data in order to identify all considerations which are important to the development of alternatives. Project engineers are now looking at various alignments and cross-sections along existing STH 50. Within the next several weeks these alignments will be further reviewed and refined. Similar steps will be followed in the development of alternatives which utilize segments of CTH K and for alignments which would bypass Slades Corners and New Munster. A variety of alignments and cross-sections will be presented for review at the next public information meeting.

The Route 50 public involvement program continues to be a valuable means of communication between the design team and interested citizens. A public officials meeting, held on March 15, 1983 in Wheatland Town Hall, and a public information meeting held at Central High School in Paddock Lake on April 5, 1983 have given the design team a chance to talk directly with area residents, and to assemble a long list of questions and comments. This information is being considered by the design team.

Public interest in the Route 50 project has been very high. Over 100 persons have submitted written comments or made use of the toll-free information line. Approximately 200 individuals have requested that their name be included on the newsletter mailing list. This strong response by the public will substantially improve the alternatives by making them more responsive to community needs and site-specific issues and conditions.

Route 50 Information
Jack E. Leisch & Associates
1603 Orrington, Suite 1290
Evanston, Illinois 60201



Doris C. Magwitz
19917 82nd Street
Bristol, Wisconsin 53104



Many persons have suggested that future public meetings should address more limited segments of the study area. This would permit more intensive discussion of local concerns, and also minimize travel distances for residents. Therefore, the second public information meeting will be held in two parts. The first will be held in the eastern half of the study area, and will address alternative alignments from Interstate 94 to CTH B, west of Paddock Lake. The second meeting will be held in the western section of the study area, and cover alternatives from CTH B west to U.S. 12. The dates and locations of these meetings will be announced in the next newsletter. Press releases will also be distributed to the local newspapers and radio stations.

WHAT IS AN EIS?

In addition to preparing engineering details, the design team is required by state and federal law to prepare a detailed report called an environmental impact statement or EIS. The EIS is designed to serve two purposes. The first is to document the considerations which were taken into account in order to develop the best transportation alternatives with the fewest negative effects. The second is to provide the information which is necessary so that agencies and citizens can weigh the environmental trade-offs and speak for or against the various alternatives. In short, the EIS provides technical information so that reviewers can more effectively develop and express their preferences and opinions.

The format of an EIS is set by state and federal law. Four very important elements are included:

Affected Environment - This section provides a description of the existing environmental setting and anticipated future conditions without the project. It also forms the backdrop against which the impacts of each alternative can be compared.

Alternatives - This section describes all of the alternatives which are being considered and how they were developed.

Environmental Consequences - This part of an EIS provides a detailed analysis of both the positive and negative effects which are expected to result from each alternative.

Mitigating Measures - Each EIS also includes a discussion of specific design, construction or operational details which will reduce negative impacts.

The draft EIS (DEIS) will be available for review by the public early in 1984. For approximately 45 days, interested groups, agencies and individuals will be able to submit their written comments on the document. During that period, a formal public hearing will be held in the corridor to accept oral testimony, as well as written comments. All statements will become a matter of public record. The final environmental impact statement (FEIS) will then be prepared, describing the recommended improvement and responding to questions and comments raised during the public hearing process.

QUESTIONS AND ANSWERS

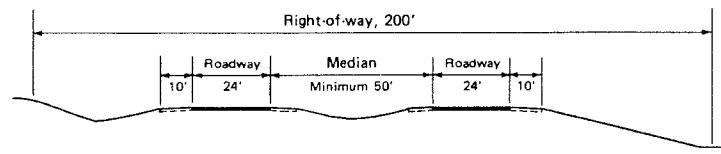
Many questions have been raised thus far in the study. Some of the most frequently asked questions are answered below. Persons wishing additional information, or having questions not addressed in this newsletter, are encouraged to call the toll-free information line (1-800-621-9142).

1. Where are the alternatives located? Will the proposed improvements affect my property?

A general description of the alternatives is contained in Newsletter 1. The drawings which show alternative alignments in enough detail to see where the right-of-way would be located, will be developed over the next several months. These will be discussed at the next round of public meetings. They will then be refined and presented in the DEIS for further review and comment by the public.

2. How wide will the roadway be?

The State's standard for a rural, four-lane divided highway, is shown in the illustration. This section, with a 200-foot right-of-way, is like the segment of Route 50 east of I-94. The median would be narrowed in urban locations where there is not enough room for the full right-of-way.



FOUR-LANE DIVIDED HIGHWAY

3. How close will the road have to come to a house or other structure before relocation is necessary.

This cannot be answered with a simple dimension. The answer will vary on a case by case basis and will be influenced by factors such as the location of septic fields, opportunities to re-establish access, the desires of the home owner and other site-specific factors.

Many persons have suggested that future public meetings should address more limited segments of the study area. This would permit more intensive discussion of local concerns, and also minimize travel distances for residents. Therefore, the second public information meeting will be held in two parts. The first will be held in the eastern half of the study area, and will address alternative alignments from Interstate 94 to CTH B, west of Paddock Lake. The second meeting will be held in the western section of the study area, and cover alternatives from CTH B west to U.S. 12. The dates and locations of these meetings will be announced in the next newsletter. Press releases will also be distributed to the local newspapers and radio stations.

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Mitigating Measures - Each EIS also includes a discussion of specific design, construction or operational details which will reduce negative impacts.

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QUESTIONS AND ANSWERS

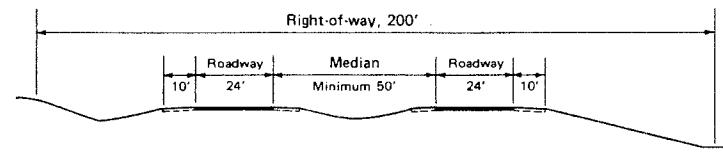
Many questions have been raised thus far in the study. Some of the most frequently asked questions are answered below. Persons wishing additional information, or having questions not addressed in this newsletter, are encouraged to call the toll-free information line (1-800-621-9142).

1. Where are the alternatives located? Will the proposed improvements affect my property?

A general description of the alternatives is contained in Newsletter 1. The drawings which show alternative alignments in enough detail to see where the right-of-way would be located, will be developed over the next several months. These will be discussed at the next round of public meetings. They will then be refined and presented in the DEIS for further review and comment by the public.

2. How wide will the roadway be?

The State's standard for a rural, four-lane divided highway, is shown in the illustration. This section, with a 200-foot right-of-way, is like the segment of Route 50 east of I-94. The median would be narrowed in urban locations where there is not enough room for the full right-of-way.



3. How close will the road have to come to a house or other structure before relocation is necessary.

This cannot be answered with a simple dimension. The answer will vary on a case by case basis and will be influenced by factors such as the location of septic fields, opportunities to re-establish access, the desires of the home owner and other site-specific factors.

4. Has the study team considered alternatives using CTH NN or STH 158?

The team has reviewed an earlier report on STH 158, but neither of these alternatives would meet the travel needs of people using the Route 50 corridor.

5. Would a lowered speed limit and increased enforcement along Route 50 provide a less costly alternative to widening the facility?

These operational changes would not relieve the inadequacies of the existing roadway which are the base cause of serious safety, capacity and operational problems.

6. Is a four-lane facility really needed? Why not just fix up the existing highway?

One alternative to be considered by the design team is the so-called "maintenance" alternative. However, the impact on adjacent property owners, which would result from enough "fix-up" to meet the needs and solve the problems, might be almost the same as with a four-lane facility, which would achieve the safety, capacity and operational needs of the corridor.

7. Will this be a limited access facility?

There will be some control of access to any of the four-lane highway alternatives, but in most instances driveways will be permitted just as they are on STH 50 east of I-94.

8. What is the status of funding for the project? What assurance do we have that this study won't end like previous studies?

This is one of the State's fourteen priority projects. Funding has been assured to complete a design study report for an alternative from I-94 to U.S. 12 on the west. The construction schedule will be established when the type of improvement and its costs have been determined.

9. Will the counties be responsible for maintaining STH 50 if a "K" alternative is constructed?

Maintenance responsibilities and costs are not yet determined, pending a clearer definition of the alternatives. This information will be included in the DEIS.

10. Will surface runoff from the highway improvements create flooding of adjacent farmland?

Any new roadway would be designed to prevent flooding of farmland. Since the 1960's, there have been a variety of environmental safeguards and requirements built into the design process to provide this protection.

The team will consider property lines, farm operations and the quality of the land as they attempt to minimize all impacts to the landscape and to agriculture.

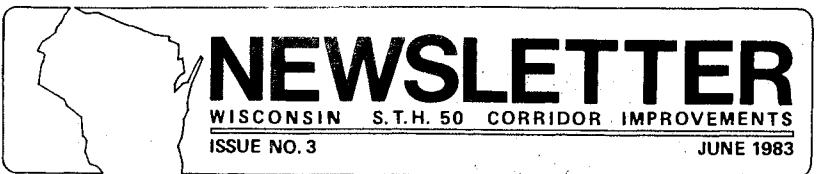
12. How will planning and design of the new Route 50 bridge over the Fox River affect the location and scheduling of improvements to Route 50?

Construction of the bridge is being delayed until archaeological investigations are completed. This must wait until the highwater recedes. During that time, the study team will develop alternative alignments in the vicinity and review them with the public. Although no impact on the bridge is currently anticipated, the compatibility of the bridge with the alternative alignments will be considered in time to make adjustments if they are clearly in the public interest. The current alignment studies consider a broader area compared to the bridge replacement studies.

ISSUES

It is the intent of the EIS process to focus efforts on the issues of most concern to the reviewing agencies and the public at large. To date, public input has identified a wide range of issues which should be considered as alternatives are developed and impacts are evaluated. These are currently being weighed and evaluated by the design team. Considerations raised at the April 5 public meeting include:

- ° The basis of "need" for improvement, including the relationship of existing and projected traffic volumes, seasonal variations and vehicle destinations;
- ° Consideration of alternative cross-sections;
- ° Funding availability and scheduling;
- ° Construction and maintenance costs;
- ° The negative impact of uncertainty concerning the project on property owners who may be affected, but cannot be sure until a commitment is made to a specific project;
- ° The relationship of the Fox River/Route 50 bridge replacement to STH 50 corridor development;
- ° Safety, particularly for vehicles entering or leaving the highway, passing, slowing, or stopping;
- ° The capacity of Route 50 as an east-west evacuation route in the event of nuclear accident;
- ° Access and operation for emergency and service vehicles;



RE-CAP OF PREVIOUS NEWSLETTERS

The Wisconsin Department of Transportation has retained the engineering firm of Jack E. Leisch & Associates to study alternatives for improving transportation in the corridor now served by STH 50 from I-94 near Kenosha, west to U.S. 12 near Lake Geneva. To keep all interested and affected parties informed of the status of the project, Newsletters are published and distributed periodically. This is the third in the series of Newsletters.

Newsletter 1 described the types of alternatives being considered, the overall study schedule, a preliminary list of issues and concerns, and the program for public involvement in the planning process.

Newsletter 2 described the sequence of steps required to develop and refine detailed improvement alternatives. The purpose and content of the Route 50 Environmental Impact Statement (EIS) were outlined and the issues and concerns voiced at the first public information meeting held April 5, 1983 were listed. Answers were also provided to some of the most frequently asked questions about the project.

ROUTE 50 PROGRESS REPORT

Planning for Route 50 improvements has reached its first major milestone. Based on discussions with local residents, agencies and public officials, review of written and telephone comments, analysis of regional planning data and in-the-field investigations, the design team has completed the development of a series of preliminary concept alternatives for highway improvements in the Route 50 corridor. These alternatives are now ready for public review and comment. The most feasible and publicly acceptable alternatives will then be refined and subjected to a detailed analysis in order to evaluate the positive and negative environmental impacts associated with each.

MARK YOUR CALENDAR !

Preliminary Route 50 alternatives will be presented at each of two public information meetings to be held:

- | | |
|---|--|
| 1) Tuesday, June 28, 1983
7:00 p.m.
Wheatland Center School
New Munster, Wisconsin | 2) Wednesday, June 29, 1983
7:00 p.m.
Central High School
Paddock Lake, Wisconsin |
|---|--|

The public is invited to attend either one or both of these meetings. While the same information and exhibits will be presented at each location, it is intended that the New Munster meeting will concentrate on plans for the westernmost portion of the corridor and that the easternmost section including Paddock Lake,



Route 50 Information
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will be covered in detail at the Paddock Lake meeting. Representatives of the design team will be available to receive comments, and answer questions. This is your opportunity to help shape the alternatives.

REAL ESTATE INTERVIEWS

The Real Estate section of the Wisconsin Department of Transportation has been conducting personal interviews with many residents of the Route 50 corridor. These interviews are designed to gain detailed information on local land uses, parking access and operational requirements for farms and businesses. Residents should note that a sample of all residents of the Route 50 corridor are to be interviewed. The fact that you are interviewed does not necessarily indicate that you are a candidate for right-of-way acquisition.

ARCHAEOLOGICAL SURVEYS

Within the next several weeks, professional archaeologists will be conducting a preliminary survey along each alternative alignment. At selected locations, surveyors may request permission from property owners to make a small subsurface shovel test. Information gathered from the archaeological survey, and the real estate interviews will be used by the design team to help further refine preliminary alternatives. Your cooperation will be greatly appreciated.

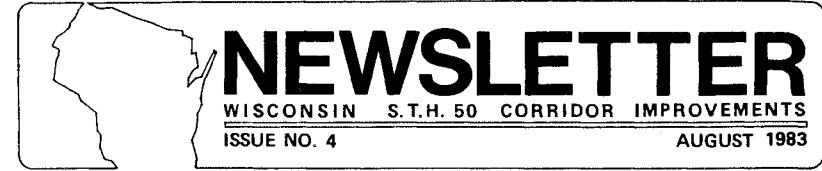
Your questions and comments are invited at any time either by writing Jack E. Leisch & Associates at the address given below or by calling the toll-free Route 50 Information Line 1-(800)621-9142.

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WHAT'S NEXT

It will take several months to refine and evaluate the alternatives. Coordination with local, State and Federal agencies will take an additional several months. An official Draft Environmental Impact Statement (DEIS) will be available to the public after the end of the year. A thirty-day review period will follow so that everyone can review the alternatives and the impacts in detail. A public hearing will then be held early in 1984 so that individuals can register an informed opinion concerning their preferences and ideas. Exhibits will be on display the day before and the day of the public hearing. Staff members will be available to assist people in understanding the material so that they can make informed statements at the hearing. After all the facts and public statements have been considered, a decision will be made on which alternative to carry into more detailed engineering phases. This decision is expected in the spring of 1984. Exact dates and times will be published in future newsletters. If you have any questions, please call the toll-free number (1-800-621-9142).

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MORE THAN 300 ATTEND PUBLIC INFORMATION MEETINGS

A series of meetings were held along State Truck Highway (STH) 50 during the months of June and July. The purpose of these meetings was to review preliminary alternatives for improving safety and mobility through the corridor between U.S. 12 and I-94. Estimated right-of-way requirements were shown for widening STH 50 or widening CTH K to accommodate a rural, four-lane highway similar to the section of STH 50 east of I-94. Bypass alternatives were shown around Slades Corners and New Munster. A reduced urban highway section, under consideration through Paddock Lake, also was illustrated. Project engineers are now refining the various alternatives and investigating another alignment in the westernmost portion of the corridor. A No-Build or "maintenance" alternative will also be thoroughly evaluated.

The consulting team, retained by the Wisconsin Department of Transportation to carry out the necessary engineering and environmental studies, is extremely appreciative of the hundreds of persons who took the time to attend meetings and express their opinions through the comment cards or the toll-free information line (1-800-621-9142). Comments on specific sites or properties will be particularly useful as the consulting team continues their work of refining and evaluating alternatives for the Environmental Impact Statement (EIS) described in Newsletter #2.

This newsletter is devoted to responses to some of the questions most frequently asked during the public meetings.



TRAFFIC

Two frequently raised questions are: how much traffic is now on Route 50 and how much traffic is expected to use Route 50 in the future? These are important questions and among the first things highway planners and engineers investigate as they determine the need for and design of a new or improved highway.

Travel Characteristics

The first step in understanding the traffic on STH 50 is to describe the existing traffic characteristics. A highway users survey was conducted by the Wisconsin Department of Transportation on a summer Friday afternoon and Saturday morning in 1980. Return mail questionnaires were given to motorists on Route 50 as they passed through the intersection of STH 50 and STH 75/83. Some of the results of this survey were:

- ° 86 percent of the survey respondents resided in Wisconsin.
- ° Only 23 percent of drivers passing through the survey location traveled the full length of the survey corridor from U.S. 12 to I-94, or vice versa.
- ° Reasons for travel on STH 50 were nearly evenly distributed between trips for work, recreation or shopping and other purposes.

Traffic Volume

The volume of traffic using STH 50 is obtained through periodic traffic counts routinely made by the Wisconsin Department of Transportation as well as from special counts made specifically for this project. Present and historic traffic volumes at representative locations on STH 50 are shown below.

Year	Average Daily Traffic (Two-way) Location on STH 50			
	West of CTH "P"	West of STH 83 (North)	West of U.S. 45	West of I-94
1970	2500	3700	4000	3800
1975	3200	3600	7000	7300
1981	3300	4900	7600	9300
Growth 1970 - 1981	37%	32%	90%	145%

Seasonal Variations in Travel

The volumes shown above are the average of weekday traffic volumes for an entire year. However, STH 50 carries more traffic during the summer months. For comparison, the following are average volumes during the summer months of 1981.

	Average Daily Traffic (Two-way) Location on STH 50			
	West of CTH "P"	West of STH 83 (North)	West of U.S. 45	West of I-94
Average Summer Weekday	4900	5800	10,100	12,300
Average Summer Weekend Day	7700	8800	13,000	15,900

Travel Forecasts

Regardless of when they are built, highway improvements are planned and designed to carry the traffic volumes expected 20 to 25 years in the future. There are several methods of forecasting future traffic. One involves looking at past trends in traffic volume and extending these trends to future years. Another method involves estimating the growth of social and economic factors which are known to produce travel, such as population and employment. Increases (or decreases) in these factors are then related directly to changes in the total volume of traffic. Traffic forecasts for a particular highway, such as STH 50, must also take into account the road's traffic carrying capacity.

Travel forecasts for the STH 50 corridor have been made both by the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Analysis of both forecasts by the Consultants produced the following projections:

STH 50 Segment	Year 2005 Forecast Volume (Average Daily Traffic)
U.S. 12 to CTH KD	10,000
CTH KD to CTH B	15,000
CTH B to STH 75/83	12,000
STH 75/83 to I-94	17,500

Implications of Traffic Analysis

The threshold traffic volume that warrants consideration of widening a two-lane highway to four lanes is about 7000 vehicles per day. As traffic increases above this volume, quality of service, expressed in terms of driver comfort, average speed and safety, deteriorates. Using this index, the following conclusions can be drawn:

- ° There is already a need for four lanes on STH 50 from I-94 to approximately STH 83 (North) in the New Munster area.
- ° Between New Munster and U.S. 12, a four-lane highway is not warranted by present volumes but will be needed by the year 2005.

STATUS OF U.S. 12 IN ILLINOIS

Some persons attending the public information meetings asked whether the State of Illinois had plans to continue the U.S. 12 improvement south of the state line.

The Illinois Department of Transportation is to rehabilitate U.S. 12 in the Fox Lake area. U.S. 12 will be improved to a 5-lane highway from Fox Lake to about one-half mile west of the Lake-McHenry County line in Illinois. From this location to Illinois 31 (about seven miles) U.S. 12 will remain a 2-lane highway.

The Illinois long-range plan also includes "Freeway 420" which would connect with U.S. 12 at the Wisconsin-Illinois State line and proceed south and east to meet Illinois 120 (Belvidere Road) near Gages Lake. At present, Freeway 420 is a "corridor of access control." The general route is to be preserved until needed. No action is contemplated in implementing this facility, however, until at least after the year 2000.

It is apparent, therefore, that there is not likely to be any action in Illinois during the study period (now until 2005) which will affect traffic forecasts for STH 50.

ALTERNATIVES UNDER STUDY

Alternatives currently being investigated by the Study Team are as follows:

- ° No-build or "maintenance" alternative.
- ° STH 50 Alternative - an alignment following existing STH 50 from U.S. 12 to I-94.
- ° CTH K Alternatives - alignments following CTH K from the vicinity of the Fox River to either of two connections with STH 50, one just east of Paddock Lake or the other farther east near CTH MB.
- ° West Alternative - an alignment generally following the quarter-section line between STH 50 and Cranberry Road from U.S. 12 to the vicinity of Slades Corners.
- ° Bypasses - around New Munster and Slades Corners.

PROJECT STAGING

The State of Wisconsin's current highway improvement program for STH 50, as shown in the accompanying chart, conforms with the traffic forecast and analysis described on the preceding pages. Right-of-way acquisition, engineering and construction for a four-lane facility from I-94 to the vicinity of Slades Corners is programmed to occur during the period from 1985 through 1989. This implementation program would apply equally to any of the "build" alternatives which might be selected, such as improvement on the present route of STH 50 or relocation to CTH K. The project would be accomplished in seven independent but related stages.

HIGHWAY SEGMENT	YEAR PROGRAMMED				
	1985	1986	1987	1988	1989
I-94 TO DES PLAINES RIVER	■		■		
DES PLAINES RIVER TO PADDOCK LAKE		■	■		
PADDOCK LAKE	■	■			
PADDOCK LAKE TO CTH B			■	■	
CTH B TO FOX RIVER			■	■	
FOX RIVER TO STH 83				■	
STH 83 TO SLADES CORNER				■	

■ RIGHT-OF-WAY ACQUISITION AND ENGINEERING
□ CONSTRUCTION

The first segment to be implemented would consist of 1.4 miles in or adjacent to Paddock Lake. This segment would be completed in 1986. Following closely, the improvement would be extended from Paddock Lake to I-94 (6.7 miles) by the end of 1987. Construction in 1988 would carry the project 5 miles west of Paddock Lake to about the Fox River. The presently programmed project would be completed in 1989 with improvements beyond the Fox River to the vicinity of Slades Corners.

The exact western terminus of the programmed improvement will depend on which alignment is recommended in the on-going design study. A safe and efficient transition will have to be provided between the improved highway and the two-lane route to the west. The only work presently scheduled west of the segments indicated on the chart would be normal highway maintenance.

Regardless of the current highway improvement program, this study will be concerned with developing a plan for STH 50 all the way from I-94 to U.S. 12. As indicated earlier, traffic forecasts to the end of the planning period (2005) justify a four-lane facility throughout. Exact dates cannot be set now for right-of-way acquisition or construction in the western portion of the corridor. Based on the information at hand, however, it is estimated that this work would not commence until some time after 1990, but would be completed by 2005.

HIGHWAY 50 PUBLIC HEARING

Thursday, June 28, 1984

7:30 p.m.

at

**Central High School Gymnasium
Paddock Lake**

- Open House from 1:00 until 7:30 p.m.
at the High School on the day
of the Hearing
- Consult personally with the Staff either
before or after the Hearing

Highway 50 Information
Jack E. Leisch & Associates
1603 Orrington, Suite 1290
Evanston, Illinois 60201

Doris C. Magwitz
19917 82nd Street
Bristol, WI 53104



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An informational open house will be held at Central Union High School gymnasium the day of the hearing from 1:00 p.m. until the time of the hearing. Staff members will be on hand to answer any questions regarding the project or the public hearing process. The public hearing exhibits can be viewed during this time and after the hearing is concluded.

The public hearing will include a short audio-visual presentation on the proposed alternatives, and a formal comment period during which persons will be given the opportunity to present short, oral statements for the record. Written testimony can also be submitted directly to the Wisconsin Department of Transportation. Oral and written testimony presented at the hearing and written testimony received prior to July 10, 1984, will become part of the public record and will be considered by the Department in making its decision on this project.

HIGHWAY 50 ALTERNATIVES

Many alternatives were considered for improving Highway 50, including a No Build option, defined as simply maintaining the existing travelled way. Although the No Build Alternative would avoid effects in many of the categories investigated, it was determined that it would not satisfy the basic objectives of this project -- improvement of safety and mobility in the Highway 50 corridor. Therefore, the No Build Alternative is not recommended, but it is used as a baseline in comparing other alternatives.

An initial set of alternatives was derived from prior studies of the corridor dating back to 1967. Other alternatives were modifications to those specified earlier, or were an outgrowth of the public/agency participation process. Preliminary alternatives were evaluated, screened, and refined until ten alternatives, including the No Build Alternative, were selected for detailed study.

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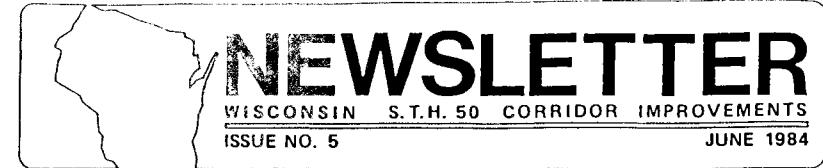
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For clarity of comparison and discussion, the Highway 50 corridor was divided into three segments (see the accompanying Figure):

- 1) A western segment running from a point near U.S. 12 to Point B near Lake Ivanhoe;
- 2) A central segment running from Point B to Point C near Highway 83 north; and:
- 3) An eastern segment running from Point C to Point D, at Interstate 94.

Each of these segments contains two or more alternative alignments. One alternative in each segment follows the existing Highway 50 alignment as closely as possible.

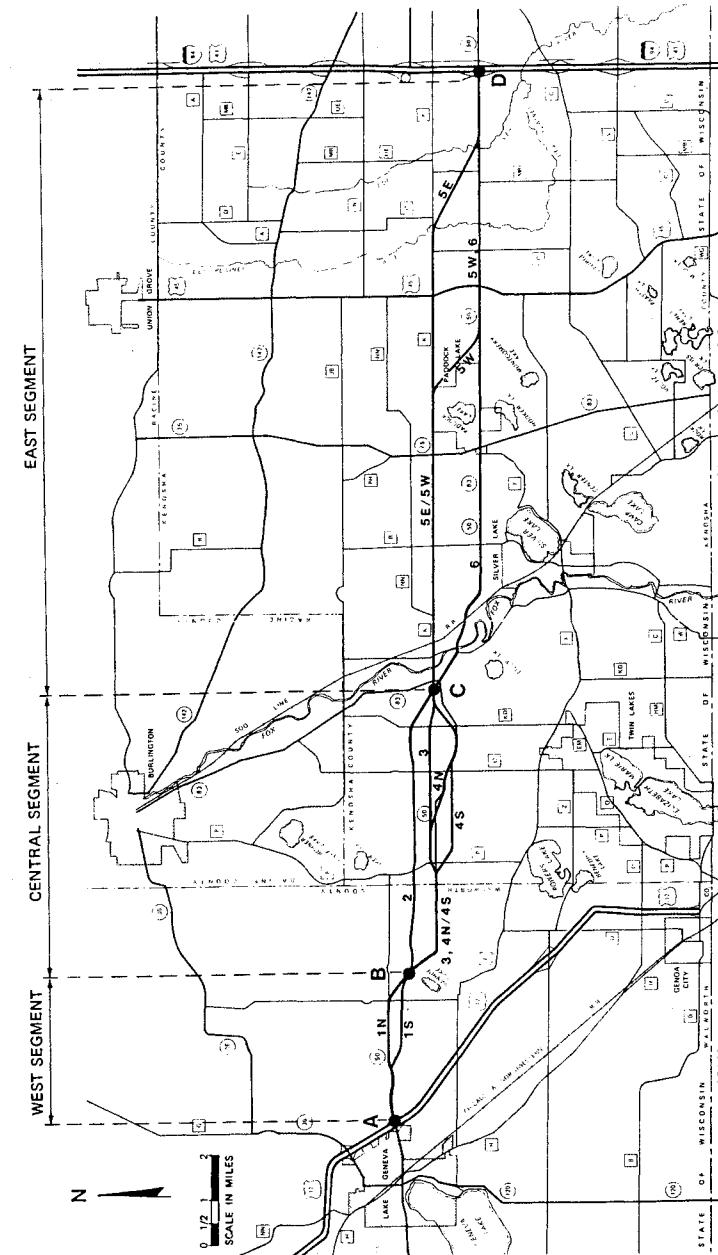
Beginning in the western segment, we have two Build Alternatives, 1N and 1S. Alternative 1N closely follows the alignment of existing Highway 50. Alternative 1S follows Highway 50 to a point about one-and-a-quarter miles east of U.S. 12. From there, Alternative 1S diverts to the south approximately one-quarter mile running parallel with existing Highway 50 before converging with the existing alignment near Lake Ivanhoe.

A total of four Build Alternatives are proposed in the central segment--2, 3, 4N and 4S. Alternative 2 follows the mid-section line one-half mile north of existing Highway 50, to a point just east of New Munster. Alternative 2, as with other alternative alignments in this segment, bypasses both Slades Corners and New Munster. An acceptable way could not be found to route an improved highway through either of these communities. Alternatives 4N and 4S generally follow Highway 50 except for the bypass of Slades Corners. Alternative 4N bypasses the community on the north and Alternative 4S runs south of Slades Corners. Alternative 3 follows Highway 50 until it reaches a point north of Slades Corners and then extends eastward to the common junction with the other alternatives east of New Munster.

The eastern segment contains three Build Alternatives -- 5W, 5E and 6. Alternatives 5W and 5E follow the route of existing County Trunk Highway K extended west across the Fox River. Alternative 5W diverts south to meet existing Highway 50 immediately east of Paddock Lake. Alternative 5E continues eastward on the route of Highway K past Paddock Lake, diverting south to meet existing Highway 50 in the vicinity of County Trunk Highway MB. Both Alternatives 5W and 5E rejoin Highway 50 and utilize the existing interchange with I-94. Alternative 6 generally follows the present alignment of Highway 50 from New Munster, across the Fox River and Soo Line Railroad and through the Village of Paddock Lake on to the existing interchange with I-94.

The Build Alternatives consist of a four-lane highway with a 50-foot grassed median, two 12-foot driving lanes in each direction and paved shoulders, as is found on Highway 50 east of I-94 and on other similar highways throughout the state. Total right-of-way width would average 200-250 feet.

For the alternative passing through the Village of Paddock Lake, a reduced urban design would be used, consisting of two 12-foot lanes in each direction and a 14-foot center turning lane.



COMPARISON OF ALTERNATIVES

It is anticipated that all of the Build Alternatives in each segment of the study corridor would relieve existing and future congestion and also improve traffic safety. It is also expected that the Build Alternatives would make a positive contribution to the socioeconomic character of the corridor, and to access for local institutions such as schools, churches, and emergency services.

The Table below summarizes the various effects of Highway 50 Alternatives in each segment of the study corridor. The following is a brief description of the main differences among alternatives. More detailed information is found in the DEIS.

Western Segment

The western segment which extends approximately 4 miles from U.S. 12 to Lake Ivanhoe contains two Build Alternatives -- 1N and 1S.

The fundamental differences between western segment alternatives can be condensed as follows. Alternative 1N, which generally follows the route of existing Highway 50 would require the displacement of five residences and some loss of cropland. Alternative 1S would require only one displacement. However, there is greater loss of cropland, severance of farm fields, and impaired farm operations with Alternative 1S than with Alternative 1N.

C O M P A R I S O N O F A L T E R N A T I V E S

NO BUILD (Base Case)	WESTERN SEGMENT		CENTRAL SEGMENT				EASTERN SEGMENT		
	1N	1S	2	3	4N	4S	5W	5E	6
Route Length (Miles)	3.6 - 3.7	3.9 - 4.0	6.8 - 6.9	7.1 - 7.2	7.8 - 7.9	7.8 - 7.9	13.6	13.5	13.4
Annual Maintenance (Lane-) Miles	13.6	18.2	38.4	36.2	33.4	34.8	83.9	84.8	77.7
Total Cost	\$4,580,000	\$4,411,000	\$9,259,000	\$9,507,000	\$10,049,000	\$10,079,000	\$27,773,000	\$27,204,000	\$25,415,000
Total New Right-of-Way (Acres)	70.8-80.2	88.0-94.8	167.2-172.7	177.0-185.6	170.9-177.0	178.4-184.6	296.9	290.8	218.3
Traffic	Moderate	Light	Light	Light	Moderate	Moderate	Moderate	Moderate	Moderate
* Construction Impacts to Traffic	Estimated 45 Percent Reduction in Accidents compared to the No Build Alternative for the Design Year.								
* Traffic Safety	Unacceptable in Central and Eastern Segments								
* Level of Service	"B" or Better								
* Ability to Construct Usable Sections	Good	Good	Poor	Fair	Good	Good	Poor	Poor	Good
Compatibility with Transportation Policies	No Yes, with Alternatives 1S, 2 and 5W Most Closely Approximating SEMRPC and Legislated Alignment								
Agriculture	* Cropland Displaced (Acres)								
* Cropland Displaced (Acres)	37.7-39.2	49.5-50.0	126.8-127.3	125.7-128.2	122.9-131.2	127.9-136.1	153.5	174.8	83.3
* Prime Farmland Displaced (Acres)	42.2-45.0	47.8-50.0	104.7-110.2	116.9-123.0	112.8-120.9	114.1-121.9	155.9	184.5	133.5
* Farm Displacements	2	0	0	2	3	3	8	8	7
Institutions (Access/Safety)	Significant Problems								
Parks and Recreation	Significant Improvements								
Historic/Archaeologic Resources	Safety and Access Problems								
	Improved Access and Safety								
	4(f) & 6(f) Involvement								
	*	*	*	*	*	*	One Possible 106 Case	*	One Possible 106 Case

Central Segment

The central segment which extends from Lake Ivanhoe about 7 miles east to the New Munster area contains four Build Alternatives -- 2, 3, 4N and 4S. Each of the Build Alternatives would bypass the built-up areas of Slades Corners and New Munster.

There are several key differences between alternatives to be considered in the selection of a route for Highway 50 in the central segment. Alternative 2 would require the fewest residential or business displacements. The negative features of this alternative are the severance of numerous farms, as well as the significant wetland loss near Lake Ivanhoe and New Munster. Alternative 3 would also require a minimum number of residential displacements. Its liabilities are similar to those of Alternative 2: the severance of farm lands and significant wetland loss. Alternatives 4N and 4S would both require a minimal number of farm severances. The negative features of these alternatives are the displacement of a number of residences and, for Alternative 4S, the loss of sensitive wetland areas.

Eastern Segment

In the eastern segment which extends about 13 miles from New Munster to I-94, there are three Build Alternatives -- 5W, 5E and 6.

NO BUILD (Base Case)	WESTERN SEGMENT		CENTRAL SEGMENT				EASTERN SEGMENT			
	1N	1S	2	3	4N	4S	5W	5E	6	
Noise										
* Receivers Experiencing Severe Impacts	-	0	0	4	1	1	1	27	9	56
* Receivers Experiencing Moderate Impacts		11	1	5	6	17	11	48	48	70
Air Quality	*	*	*	*	*	*	*	*	*	*
Energy	*	*	*	*	*	*	*	*	*	*
Esthetics	*	*	*	*	*	*	*	*	*	*
Socioeconomics										
* Residential Displacements	-	5	1	1	5	15	12	46	34	39
* Business Displacements	-	0	0	0	0-1	0-1	0-1	6	5	8
* Access to Existing Commercial Centers	Safety and Access Problems									
* Community Cohesion	Generally Improved									
Safety and Access Problems	Negative Impact to Highway Oriented Businesses									
Terrestrial Vegetation	Improved; By-Pass Routes Take Traffic Around Communities									
Upland Forest Displaced	-	3.2-3.5	6.0-6.3	8.3-8.3	15.0	7.8-13.9	10.0-16.1	16.0	19.6	9.8
Wetlands Displaced(Acres)**	-	14.5-22.7	23.1-31.1	16.4-20.8	18.9-26.6	8.5-12.1	20.5-24.1	30.0	29.1	13.3
Floodplain Encroachments	-	*	*	*	*	*	*	*	*	
Water Quality	Short-Term Construction Impacts									
Fish & Wildlife Habitat	-	*	*	Most Significant Loss	*	*	*	Moderate Loss	Moderate Loss	*
Endangered/Threatened Species	-	*	*	*	*	*	*	*	*	*

Notes: Numbers rounded to nearest tenth; Range of numbers depends on which combination of alternatives are linked between segments.

* No significant impact.

** Includes: Emergent Wetlands, Lowland Forest; and Scrub-Shrub.

Relative to other alternatives in the eastern segment, Alternative 5W has a number of liabilities. It requires the greatest amount of new right-of-way, would result in the most farm and residential displacements and would cross sensitive wetlands in the Fox River floodplain. Alternative 5E has the positive feature of requiring the least residential and business displacements of any Build Alternative in the eastern segment. However, it too, would require numerous farm severances, cropland loss and would cross wetlands in the Fox River floodplain. Both Alternatives 5W and 5E would remove through traffic from the Paddock Lake commercial center.

Alternative 6 requires the least amount of new right-of-way of any Build Alternative in the eastern segment. It would not involve farm severances and would cross the Fox River floodplain on the existing alignment of Highway 50. However, this alternative would displace a number of residences along existing Highway 50 and a larger number of residences would be exposed to higher noise levels. Through traffic would be maintained in the Paddock Lake commercial center with Alternative 6.

Alternative 6 would require the acquisition of a small strip of land along the existing Highway 50 right-of-way through Old Settlers Park in Paddock Lake. According to Federal law, public land from a park or recreation area may be used for a Federal Aid project only if there is no feasible and prudent alternative to its use, and providing that the proposed project included all possible planning to minimize harm. Special documentation of these provisions is provided in the DEIS. If Alternative 6 is selected for implementation, the design concept would provide for functional and in-kind replacement of land acquired from Old Settlers Park.

Alternatives 5W and 6 also affect one site which may be eligible for the National Register of Historic Places. A mid-nineteenth century settlement called "Jacksonville" was situated on both sides of Highway 50 between County Highway D and the Des Plaines River. The DEIS presents special documentation concerning this property and describes a bypass about 500 feet south of Highway 50 which would avoid the historic site. If either Alternative 5W or 6 is recommended, a final determination will be made regarding the alignment of Highway 50 in this section.

General Effects

All of the Build Alternatives would be expected to improve traffic safety. The greatest traffic safety benefits would probably be realized in the eastern and central segments of the corridor where forecast traffic volumes are the highest.

Archaeological studies completed thus far indicate that none of the alternatives would have effects on archaeological resources that could not be satisfactorily taken care of.

All Build Alternatives would make a positive contribution to the socioeconomic character of the corridor, and to access for local institutions such as schools, churches and emergency services.

All of the Build Alternatives would result in short-term construction effects to air and water quality, noise and traffic flow. These would not occur to this extent under the No Build option.

MAKE YOUR OPINIONS KNOWN

The public hearing is a vital part of the project development process. It is your opportunity to place your opinion on record. While no final decision will be made at the hearing, the Department of Transportation must consider all viewpoints presented at this hearing, as well as all written testimony received by July 10, 1984.

If you wish to express an opinion:

- 1) Review the Alternatives -- A detailed description of the alternatives and a discussion of potential effects are provided in the DEIS and the Project Statement presented at the public hearing. Project representatives will also be available to answer questions at the informational open house held prior to the public hearing and after the formal hearing ends.
- 2) Present Oral Testimony -- Prepare a short, concise statement (approximately 5 minutes or less) stating your position. Fill out a witness identification slip at the hearing (found on the cover of the public hearing handout packet) and give it to a member of the project staff. When you are called to testify, come forward, identify yourself and whom you represent, and make your statement.

OR

- 3) Submit Written Testimony -- Clearly write out your testimony. Include your name, address and whom you represent. Give it to the Hearing Coordinator or mail it directly to:

Mr. H.L. Fiedler, Administrator
Division of Highways & Transportation Facilities
Wisconsin Department of Transportation
P.O. Box 7916
Madison, Wisconsin 53707

Lengthy statements may be summarized orally and submitted in writing in their entirety.

Following the public hearing, the Department will evaluate public and agency comments. A recommended alignment will be selected soon after the public comment period ends. The Final Environmental Impact Statement will then be prepared describing the recommended improvement and responding to questions and comments raised during the public hearing process.

FOREWORD

This pamphlet is published by the State Department of Industry, Labor and Human Relations in cooperation with the Attorney General, pursuant to sec. 32.26 (6), of Wisconsin statutes. The pamphlet must be given to property owners or their representatives by the condemnor **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 was not intended to cover every possible eventuality or every right you may have in individual cases.

In summarizing and condensing a large and fairly complex body of law, it was impossible to cover all possible questions and concerns that you may have. The goal was conciseness and clarity. A further source of information is Chapter 32, of the Wisconsin statutes which contains the law that is summarized in this pamphlet.

Legal counsel is another avenue you may wish to pursue to protect your rights in the condemnation process.

Direct questions about this pamphlet to the Relocation Services Unit, Equal Rights Division, Department of Industry, Labor and Human Relations, 201 E. Washington Ave., P.O. Box 7946, Madison, WI 53707. (608) 266-6860.

September 1980



DILHR-ERD-6246

THE RIGHTS OF LANDOWNERS UNDER WISCONSIN EMINENT DOMAIN LAW

PROCEDURES UNDER sec. 32.05, Wisconsin Statutes

for:
HIGHWAYS
STREETS
STORM & SANITARY SEWERS
WATERCOURSES
ALLEYS
AIRPORTS
&
MASS TRANSIT FACILITIES

51

THE LANGUAGE OF EMINENT DOMAIN

This glossary defines terms used in the pamphlet

ADDITIONAL ITEMS PAYABLE

Compensation, beyond the "just compensation" required by the Constitution, which the legislature has provided to persons displaced by the condemnor for expenses of moving and finding a comparable replacement for the property taken.

APPRAISAL

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

AWARD OF COMPENSATION

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

CERTIFICATE OF COMPENSATION

A document recorded with the register of deeds when a sale is negotiated between the owner and the acquiring agency. It contains the names of persons with a record interest in the property, a legal description, the type of interest acquired, and the amount of compensation. All persons named should be sent a copy and a notice of the right to appeal the amount of compensation.

CONDEMNATION

The process by which private property is taken for a public use without the consent of the owner upon payment of just compensation.

CONDEMNATION COMMISSION

A group of local residents, appointed by the circuit court of a county for fixed terms, who have the authority to decide appeals from an award of compensation.

CONDEMNEE

A private property owner whose property is being acquired for a public use without consent.

CONDEMNOR

A public or quasi-public entity exercising constitutional or statutory power to acquire private property for a public use without the consent of the property owner.

DATE OF TAKING & 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 condemnee for the taking. For negotiated sales, the date of taking 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 agency 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 take 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 in regard to a certain property to reach an opinion of its fair market value. The opinion must 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 condemnor. They include recording fees, mortgage pre-payment penalties, rent loss, and other items.

JURISDICTIONAL OFFER

A written notice given by the condemnor to the owner of property and any mortgagee of record which informs the recipients of the proposed public use, what property is being taken, 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 condemning agency 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.

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 taking.

UNECONOMIC REMNANT

The property remaining after a partial taking which is of little value or substantially impaired economic viability due to its size, shape or condition.

BEFORE NEGOTIATIONS TO ACQUIRE PROPERTY BEGINS

After you have been contacted by the condemning authority, you will be provided with a **full narrative appraisal** of the property sought to be acquired. The jurisdictional offer, if any, will be based upon this appraisal. 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 agency must be provided to you.

You have the right to have your own full narrative appraisal made by a qualified appraiser of the property sought to be acquired. The reasonable cost of this appraisal may be submitted to the acquiring agency for payment, if the appraisal meets the standards set forth in sec. 32.09 of Wisconsin statutes. Also, a copy of your appraisal **must be submitted to the acquiring agency within 60 days** after you receive the agency's full narrative appraisal, in order for you to receive payment for your appraisal. If you have such an appraisal made and wish it to be considered during the negotiation period, it must be submitted to the agency within the same 60 day period.

The acquiring agency is required to file a **relocation order** with the county clerk in the county in which your property is located. 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 taking of any farm interest of more than 5 acres, the Department of Agriculture, Trade and Consumer Protection may be required to prepare an **agricultural impact statement** prior to the taking of any land. Even if the farm operation is less than 5 acres, the Department may prepare a statement if the condemnation 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 condemnor may gather the necessary information for the impact statement. The Department of Agriculture must prepare the statement within 60 days after receiving the information from the condemnor. After preparation, the statement must be published by the Department of Agriculture. For a 30 day period after publication, the condemnor 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 the Department of Agriculture 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 from the Department of Agriculture.

2 THE NEGOTIATION PERIOD

After a relocation order has been filed and appraisals are completed, the acquiring agency 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 a part of this negotiation, if it has been submitted to the agency within 60 days. Also, any rights you may have for additional items payable (relocation benefits) can be included in the negotiations.

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

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

3 PARTIAL TAKINGS and EASEMENTS

If only a part of your land is taken, other than for an easement, two different calculations may be made to determine the fair market value of the part taken. In such partial takings, fair market value is the **greater amount** of either the fair market value of the part taken **or** the difference between the value of your property **before** the taking 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 taken and you are left with an **uneconomic remnant**, the condemnor must offer to acquire the uneconomic remnant along with the property being taken. You must consent to the acquisition of the uneconomic remnant in order for the agency to acquire, but the remnant can be acquired as part of the purchase or condemnation of your property.

When an easement is taken over your property, 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 taken 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 taking of the easement for one year. The condemnor 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 detail the law on lump sum versus annual payments.

4 THE JURISDICTIONAL OFFER TO PURCHASE

If negotiations do not lead to a purchase of the needed interest by the acquiring agency, 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 taken, and a statement of the proposed date the condemnor 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 condemnee and the condemnor. Incidental expenses under sec. 32.195 of the statutes relating to transfer of your property to the condemnor will also be paid by the condemnor.

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

5 THE AWARD OF COMPENSATION

This procedure allows the condemnor, 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 by 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 condemnor 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 described in the award to the condemnor. This date becomes the "date of taking" and any questions as to the value of your property will be resolved based on the value on this date.

Another legal effect of this payment and vesting of title is that the condemnor has the right to occupy the property after 1 month from the date of taking. If you are occupying the property on the date of taking, the condemnor will not charge rent. However, if you destroy or damage property which has been taken, you may be liable for the amount of this damage.

You may apply to the circuit court for an extension of this 1 month period, and the court may grant an extension if it deems your request reasonable.

6 HEARING BEFORE THE COUNTY CONDEMNATION COMMISSION

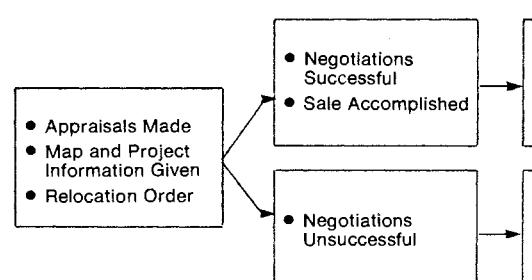
A property owner may appeal an award of compensation to the **county condemnation commission** within 2 years after the date of taking. This is accomplished by applying to the circuit or county judge in the county where the land is located. Alternatively, this procedure may be waived and a property owner may appeal directly to circuit court. (See 7)

A county will have 6 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 3 year terms and generally sit in groups of 3.

Within 7 days after the chairperson of the commission is notified of the appeal by the judge, 3 of the commissioners are selected to hear the case. The date of the hearing, the time and the 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 appeal 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.

A condemnor who accepts the award of the commission must pay the award, plus legal interest from the date of taking, to the owner within 70 days of the filing of the commission award. A condemnor may also pay the amount to the clerk of circuit court for the benefit of the owners, and notify the parties of the payment. Interest is paid on any amount that is awarded by the commission **in excess** of the award from the date of taking until the date of the commission award, if the amount is paid within 14 days of the commission award. If it is paid by the condemnor **after 14 days**, interest on the excess accrues from the date of taking until the date of payment.

If you or the condemnor are dissatisfied with the award of the commission, either can take an appeal to the circuit court. This must be done **within 60 days** of the filing of the commission award. In case of such appeal by you or the condemnor, the amount of compensation awarded by the commission is not paid pending outcome of the appeal.



7 APPEAL OF JUST COMPENSATION TO CIRCUIT COURT

A property owner has 2 years from the date of taking to appeal the amount of just compensation. An owner may choose to go first to the condemnation commission (see 6), or go directly to circuit court.

The statutes require certain notices and papers to be filed to accomplish such 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 (10), of Wisconsin statutes. You have a right to a jury trial on the issue of just compensation. Generally, the measure of just compensation is the fair market value of your property on the date of taking.

You have a right to appeal from the judgement of the circuit court to the court of appeals within 6 months of the notice of the entry of judgement of the circuit court.

8 ACTION TO CONTEST THE RIGHT OF CONDEMNATION

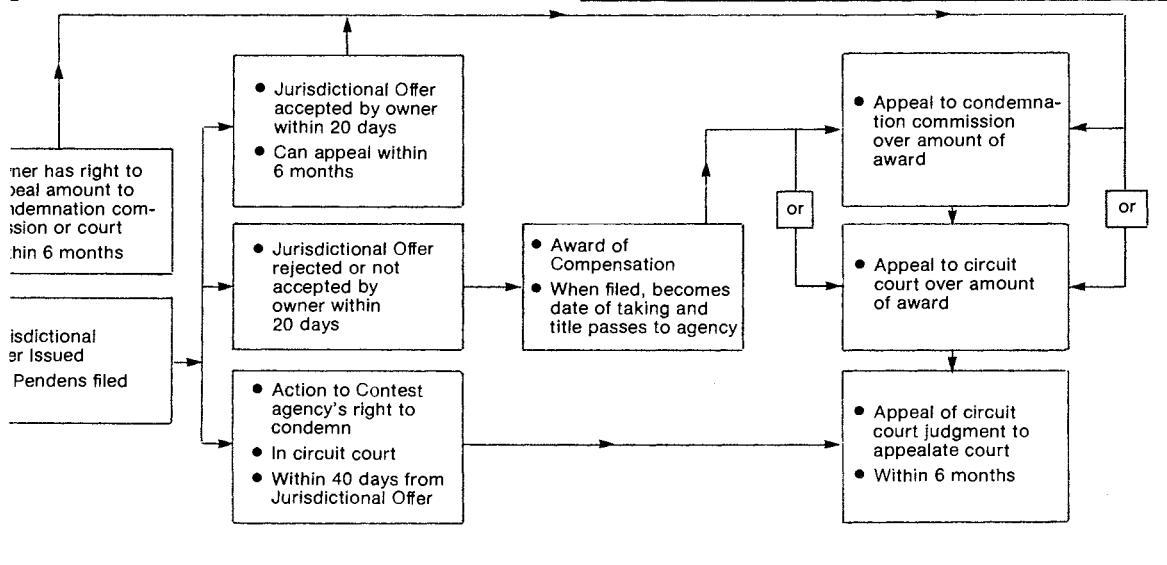
Such an action challenges the right of the agency to condemn the property described in the jurisdictional offer. This action must be commenced in circuit court **within 40 days** from the postmark of the certified letter containing notice of the jurisdictional offer.

If you do not challenge the condemnor's right to take 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 condemnor's right to take.

In this proceeding, you can challenge both any defects in the procedure the agency has used and/or the "public" nature and necessity of the proposed use.

THE CHART BELOW PROVIDES A BRIEF DESCRIPTION OF HOW THE EMINENT DOMAIN PROCESS NORMALLY FLOWS. PLEASE REFER TO THE TEXT FOR MORE COMPLETE INFORMATION



9 LITIGATION EXPENSES and COSTS

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

- if it is determined by a court that the condemnor 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%, and the award is appealed.
- if the condemnee appeals an award of the condemnation commission which exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional 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%, and the award is appealed.
- if the condemnor 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 condemnee 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 the 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 condemnor.

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

the circuit 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 7)

A county will have 6 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 3 year terms and generally sit in groups of 3.

Within 7 days after the chairperson of the commission is notified of the appeal by the judge, 3 of the commissioners are selected to hear the case. The date of the hearing, the time and the 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 appeal 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.

A condemnor who accepts the award of the commission must pay the award, plus legal interest from the date of taking, to the owner within 70 days of the filing of the commission award. A condemnor may also pay the amount to the clerk of circuit court for the benefit of the owners, and notify the parties of the payment. Interest is paid on any amount that is awarded by the commission in excess of the award from the date of taking until the date of the commission award, if the amount is paid within 14 days of the commission award. If it is paid by the condemnor after 14 days, interest on the excess accrues from the date of taking until the date of payment.

If you or the condemnor are dissatisfied with the award of the commission, either can take an appeal to the circuit court. This must be done within 60 days of the filing of the commission award. In case of such appeal by you or the condemnor, the amount of compensation awarded by the commission is not paid pending outcome of the appeal.

6), or go directly to circuit court.

The statutes require certain notices and papers to be filed to accomplish such 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 (10), of Wisconsin statutes. You have a right to a jury trial on the issue of just compensation. Generally, the measure of just compensation is the fair market value of your property on the date of taking.

You have a right to appeal from the judgement of the circuit court to the court of appeals within 6 months of the notice of the entry of judgement of the circuit court.

8 ACTION TO CONTEST THE RIGHT OF CONDEMNATION

Such an action challenges the right of the agency 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 condemnor's right to take 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 condemnor's right to take.

In this proceeding, you can challenge both any defects in the procedure the agency has used and/or the "public" nature and necessity of the proposed use.

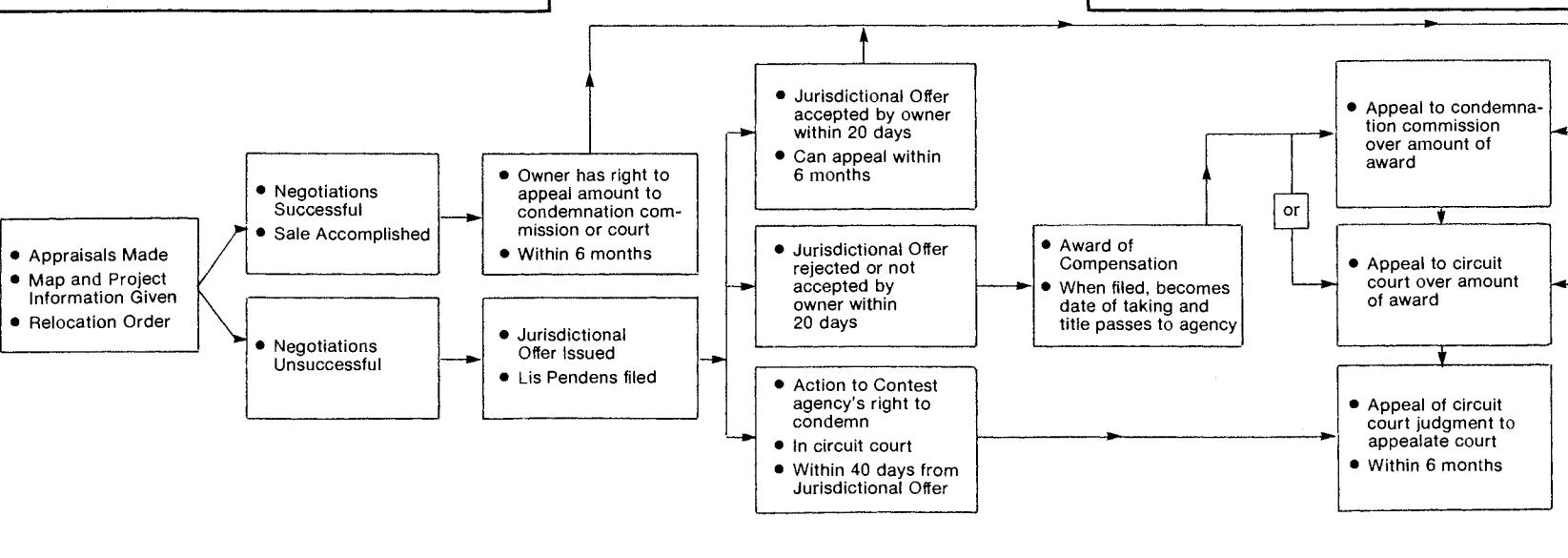
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not have the right to condemn,

- 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 condemnee appeals an award of the condemnation commission which exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional 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 condemnor 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 condemnee 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 the 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 condemnor.

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



INTRODUCTION

In recent times there has been an increasing demand placed upon government for services in transportation, education, utilities, recreation, housing and other areas of public concern. At the same time the available supply of land for these projects has been shrinking dramatically. Consequently, the 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 agencies 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 condemnation can be used are highway construction or improvement, reservoirs, dams, public utility sites, waste treatment facilities, city redevelopment and energy lines.

The information in this pamphlet describes the statutory procedures for acquisition and condemnation of property for streets, highways, storm or sanitary sewers, watercourses, alleys, airports, and mass transit facilities. It does not generally apply to town highways or condemnation by the City of Milwaukee if it proceeds under the Kline Law. It may apply to the City of Milwaukee in takings for housing or urban renewal.

Wisconsin has long had statutes regulating the exercise of the eminent domain power. Two recent amendments to eminent domain procedures have significantly changed prior law. Chapter 438, Laws of 1977 (effective June 7, 1978) and Chapter 440, Laws of 1977 (effective October 1, 1978), increase benefits for persons affected by public acquisition and ensure citizen access to basic information.

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

The intent of the writers of this pamphlet is to provide practical and useful information to Wisconsin citizens involved in land acquisition for a public use. 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, through the statutory process.

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 condemnor.

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5. THE AWARD OF COMPENSATION
6. HEARING BEFORE THE CONDEMNATION COMMISSION
7. APPEAL OF JUST COMPENSATION TO CIRCUIT COURT
8. ACTION TO CONTEST THE RIGHT OF CONDEMNATION
9. LITIGATION EXPENSES and COSTS

Farmers, businessmen object

7-17-65

By JERRY KUUPER
Kenosha News Staff Writer

"If someone comes plowin' through your front yard you wouldn't like it and we're in that same damn boat!" So said Joseph Pfeffer, a Wheatland farmer, to state highway engineers Tuesday.

Pfeffer was one of many voicing his objections to the proposed new route for Hy. 50 from Lake Geneva to I-94. The state highway commission held a public hearing, yesterday morning at Salem Central high school.

The hearing was called to hear testimony from state engineers, senators, assemblymen, township officers and local taxpayers as to the wisdom and need for relocating Hy. 50 a mile north from its present location.

Under consideration is a plan to construct a new expressway in a north-westerly direction after the highway passes under I-94 west of Kenosha. The route would then straighten to a westerly direction roughly parallel to the present route, but north of it.

The expressway development, as proposed, would include di-

vided roadways, interchanges with principal highways, and control of access for maximum safety, convenience of travel and savings in travel time.

Testimony at the hearing in favor of the highway change came mainly from Lee Schneider, chief architect of the planned highway, and Steve T. Banaszek, chief engineer for the Wisconsin division of highways. Both men are out of the Waukesha district office.

Says Present Road Unsafe

Schneider said the present Hy. 50 is unsafe for travel and since the Lake Geneva to Kenosha route is heavily traveled, another highway, broader and straighter, is desired.

Banaszek testified that the state had estimated daily traffic on Hy. 50 at 2,300 to 5,500 vehicles daily. This approximate total would triple over the next two decades. It was his and the highway bureau's judgment that the present highway is inadequate for traffic as a primary arterial highway. He added that the proposed new site fulfilled the criteria established by the highway bureau.

William Steuber, secretary of

the highway commission, opened the hearing, after the engineer reports, to county and state elected officials. Among those present were George Molinaro, first district assemblyman; B. O. Binney, chairman of the commission; and many township chairmen and other officials.

State Senator Joseph Lourigan of the 22nd district said that some improvement needs to be made on Hy. 50 because of the heavy travel but that individuals with property affected by the route change should be given the right to be fairly heard.

Protest Vigorously

They were. Farmers and businessmen, who flank the present Hy. 50 and will have their land sliced in half by the proposed change, rose in a chorus of disapproval of the change.

Their short, articulate disgruntlements were punctuated with warnings, threats, and angered outbursts. The audience of 175 applauded the discontented landowners and listened intently as the highway officials explained their reasoning in response to questions hur-

(Continued on Page Twenty-five)

15 years ago

Dec. 3, 1958

Seventeen awards have been filed for right-of-way needed to rebuild Hy. K between Hys. 45 and Hy. 75. Ignatz Orlakis got \$965 for half an acre, Dan Viola \$75 for .01 acre, Marie Schurr and Shirley Rowan \$400 for .07 acre and Mr. and Mrs. Sam Bruscato \$367 for .029 acre and Helen Wisniewski \$100 for .02 acre.

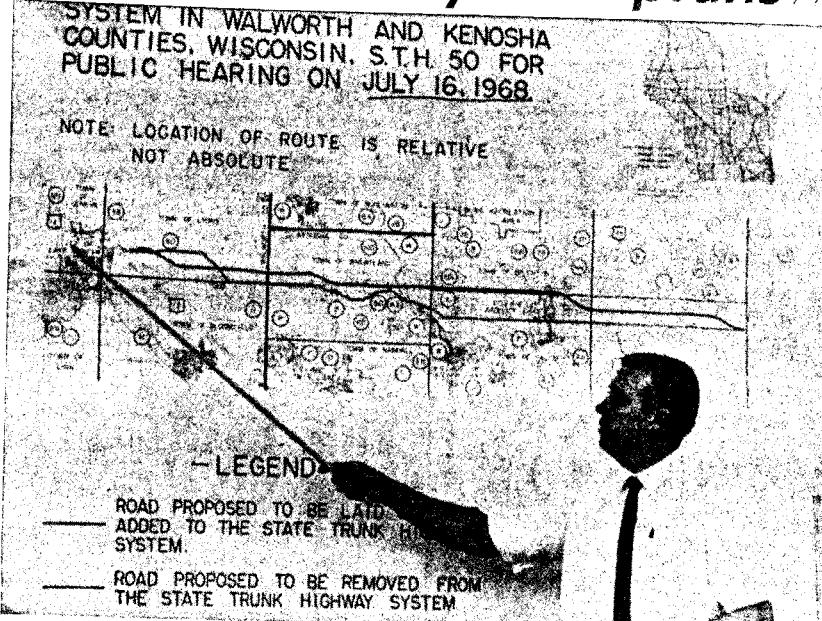
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April 5, 1959

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to new Hy. 50 plans



—(Kenosha News photo by Marshall Simons)

Roads



Highway 50 divided in 1960

The first major improvement of Highway 50 (75th Street), from the then city limits west to Highway 31 was completed in 1960. This photo, taken Aug. 19 of that year, shows work crews

preparing to pave the 24-foot wide eastbound lane of the new divided highway. The mile-and-a-half-long paving project cost \$530,000.



Flooding was often a problem for businesses and residences along the Fox River. The popular Fox River Gardens and neighboring gas station were flood victims in 1939.
(Photo submitted by Frank Kamin)

65

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7-17-68

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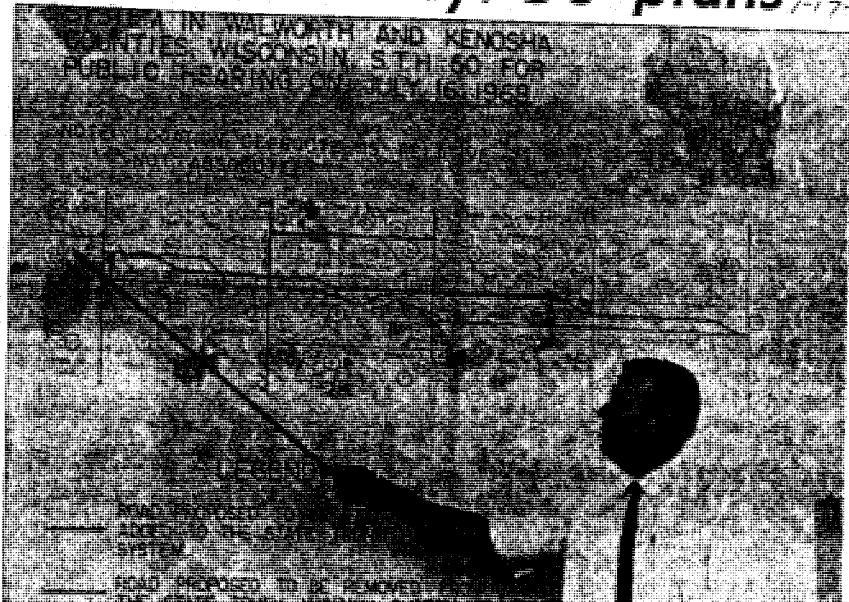
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to new Hy. 50 plans



Lee Schneider, design and plan engineer, points out the proposed route of relocated Hy. 50 between I-94 and Lake Geneva. —(Kenosha News photo by Marshall Simons)

Remodeling of present Hy. 50 urged

BRISTOL — A lengthy and sometimes heated meeting of some 100 persons has resulted in a move to put pressure on the state highway commission to remodel Hy. 50.

Prior to last night's session, the state had planned to turn over to the county the old, hazardous route west of I-94 as soon as a new route a half-mile north is built sometime in the mid-1970s.

Opponents of this move claimed it would cost the county as much as \$10 million to rebuild the old highway for local use — a sum city and county property taxpayers can't afford.

It was agreed that a meeting will be held Tuesday, Feb. 11, at 1:30 p.m. in Madison with the three state highway commissioners.

Local officials will attempt to "bargain" with commissioners for making improvements on old Hy. 50 before it is turned over to the county.

"We know that as soon as Parkside opens all our money

will be going for highways there," said County Board chairman Earl Hollister.

All present agreed that present Hy. 50 needs work to make it suitable for even a county highway. The new 50 will siphon off about half the 4,000 car daily traffic average now, but then traffic will begin to mount again.

The three hour meeting at Bristol town hall was called by Bristol farmer Horace B. Fowler in conjunction with the Bristol Taxpayers' Association. Russell Mott, Bristol, was moderator.

Among the standing-room only crowd were 10 of the 27 County Board members, including three of the five highway committee members; Assemblyman Russell Olson (R-Bassett), a number of township and village officials and citizens, and Leo Wagner, county highway commissioner.

Steve T. Banaszak, Waukesha, district highway engineer, along with LeRoy Schnei-

der, district chief, planning and design engineer, and James Fetzer, district surveys coordinator, also attended.

Fowler said the county cannot accept the 18 miles of Hy. 50 in its present hazardous condition. Reducing traffic with the new route would only increase speeds and the possibilities of accidents.

"It would continue to be a death trap," Fowler said.

Local traffic would continue to be generated by Bristol Oaks Country Club, Central High School, Fox River Park, Old Settlers Park, and Twin Lakes and Silver Lake, Fowler said.

He said curves need to be removed, hills cut, and intersections improved. He urged rebuilding old 50 similar to that done on the portion east of I-94 and dropping the new 50 route.

Alva Paddock, secretary-treasurer of the Paddock Lake Businessmen's Association, said the cost of a new 50 outweighs the advantages. "This is looking too far into the future."

He noted that the new 50 is being designed and will be built for a 1990 traffic load of 12,000 to 24,000 vehicles daily. A simple divided highway on the old route would be adequate, Paddock said.

District highway officials said the new 50 is being designed so that it can be converted into a limited access freeway in the future as part of a long range plan for highway needs. A route on the old 50 would not permit this development, and the state would not pay for two major east-west routes within a half mile of each other.

Schneider said that by 1990, the new 50 will have some 7,000 vehicles a day west of Hy. 83 and some 13,000 a day east of 83. Also by that time, 83 will have been made a four-lane highway funneling traffic into 50. By 1990 also, the old 50 would have some 4,000 vehicles a day near Paddock Lake, about the same load as at present.

(Continued on Page Seventeen)

Bristol meeting urges remodeling of present Hy. 50

(Continued from Page One)

Farmers complained that the new route will damage their farms, but Banaszak said it is important to buy right of way now while the land is still open and not urbanized.

"If we start rebuilding old 50, you can forget about a new route," Banaszak said. "There is not enough money for two routes, and by the time the new route is essential, the land will be closed up and to costly to buy."

He said there are no funds for the new 50 until at least 1972, but plans must be made now while land costs are still reasonable.

Banaszak said the state highway commission has approved the new route after a public hearing last summer, and Walworth County has approved the plan. The Kenosha County Board must now approve it.

Glenn Miller, chairman of the board's highway committee, said his group will recommend accepting the old 50 as a county road when the new road is completed but later agreed to hold off action until negotiations are completed in Madison for old 50 repairs.

Hollister pointed out that he received a report during the day that the county budget is \$432,000 in the red, and that bonding will probably be resorted to in order to finish out the year.

"We couldn't come up with

the matching funds to meet Federal standards" to rebuild the old road.

Some persons asked if old 50 could be continued as a state trunk highway and let the state continue to take care of it, but Assemblyman Olson said new legislation would be needed.

Banaszak, under questioning, said he would recommend that the state put the road in good repair before turning it over to the county.

"I don't know if the money is available, or how much could be done, and I can't commit the highway commission," he added.

He agreed to go along with county officials when they meet with the commission next Tuesday, however. Also attending the meeting will be Wagner, the county highway committee, and Hollister.

Bristol town Atty. D. Dwyer Shaufler asked the county board to hold off accepting the old highway (scheduled for action this month) until the local group can use this as a lever to get old 50 fixed.

Today, Wagner and the highway committee were touring 50 to select spots for improvement by the state. He said they will probably recommend better intersections at 83 and 75, widening at Paddock Lake and Bristol Oaks, and a new surface mat in addition to other improvements.

Friday, February 7, 1969

Big stakes in Highway 50 fight

Can a handful of people take on the state in a big stakes free-for-all and win?

A determined group of 100 Kenoshans is out to prove just that.

Meeting at Bristol Tuesday night, they confronted the engineers of the State Highway Commission district office and pointedly made it known they would not stand for the state pawning off a dangerous, broken-down Highway 50 to city and county taxpayers to fix up while the state runs a 300-foot right-of-way through their back yards, eating up taxable land for a new highway.

The fight will be carried to Madison Tuesday. We do not know what success these citizens, town and county officials will have. There is reason to hope that a compromise will be reached, with the State Highway Commission picking up the tab for a least partial improvement of old Highway 50 before abandoning it to the county.

It would be hard to underestimate the significance of this issue. Local property tax money is at stake. The county, which extracts some 67 per cent of its tax money from city residents, already faces the possibility of bonding just for current year expenses.

The loss of life and injuries which could result from leaving Highway 50 in its present perilous state could be even more catastrophic.

We must commend these good citizens, many of them from Bristol Township, who have set out to do battle for the welfare of all of us. We hope it proves once again that positive citizen action, not mere words, can and does count in this day of every greater government intrusion.

The ball is now in the hands of the men who will go to Madison Tuesday to "bargain" with the state highway commission. Run with it, gentlemen!

10

2-16-67 1969 Fowler's plan: abandon Hy. 50, make Hy. 43 county's major east-west artery

A proposal to abandon the new Hy. 50 route and make Hy. 43 the county's major east-west artery has been advanced by Horace B. Fowler.

Fowler, who has also attacked county officials as part of his proposal, is the Bristol farmer who called a citizens' meeting Feb. 4 on the Hy. 50 problem.

As a result of that meeting, county officials went to Madison to convince the state highway commission to remodel old Hy. 50 before turning it over to the county. The new Hy. 50 route is expected to be built in the mid-1970s.

As planned, it would veer north just west of I-94, and parallel the old route about a half-mile to the north.

Would Upgrade Hy. 43

Fowler says this proposal should be abandoned and the state should instead rebuild the old 50 and make 43 the major four-lane divided highway since it would better serve Parkside and the Bong area.

Fowler contends it will cost the county millions to put old 50 in good enough condition to carry the heavy traffic expected in coming decades. Since new 50 will eventually be a limited-

access route like I-94, it would not carry local traffic in great volume.

County officials, including Leo Wagner, county highway commissioner, members of the county highway committee of the County Board, and Earl Hollister, county board chairman, are due to have another meeting in Madison with state officials next Tuesday.

Fowler today asked why the proposed new 50, endorsed by Wagner, will cut right through Wagner's tavern and property on Hy. K. (60th St.).

Fowler also asked if it is true that the state will pay 50 per cent of the county highway commissioner's salary if the man is a civil engineer. Wagner is not an engineer.

Fowler questioned a 1958 settlement with Wagner when Hy. K was widened. He said Wagner received \$4,480 for .16 of an acre, but still has the land according to records in the register of deeds office. At the same time, George Gerl, who operates a tavern on Hy. C, received only \$400 for .24 of an acre in 1956.

Fowler also asked if Glenn Miller, Brighton chairman of the highway committee, would

benefit from the new Hy. 50 route since it will cut across his property and provide new road frontages that will make lots available for sale.

Fowler also questioned if Dike Johnson, Bristol, would receive state compensation for land he donated to Bristol as a park site but which will now apparently become part of the new highway right-of-way.

Since the Feb. 4 meeting, Fowler said, "hardly a day has gone by that I have not been

confronted with blunt statements and questions."

He said that in view of the questions raised about the Hy. 50 project, "perhaps another public hearing will be in order" after county officials return from Madison next week.

Hy. 50 problems studied

A one and a half hour session was held with state highway commissioners and engineers in Madison Tuesday in an attempt to get old Hy. 50 remodeled before it is turned back to the county.

"Leo Wagner, county highway commissioner, said an answer

is expected from the state within a month.

"We presented our proposals and the commission said it will study them," Wagner said.

No commitments were made by the state, Wagner said. It was pointed out to the local delegation that state highway funds are budgeted five to six years into the future and that no money is available at the present time.

The state highway officials also estimated that the remodeling being asked by Kenosha County could cost in the neighborhood of \$750,000, according to preliminary studies made in the past week.

The delegation went to Madison as a result of a public meeting called at Bristol last week. Some 100 persons gathered in the town hall to protest the state's plan to return the old route to the county in its present condition.

The state has plans to rebuild Hy. 50 on a completely new route about a half-mile west of the present roadway. That project is scheduled for the mid-1970s.

The local delegation yesterday pointed out that the state will be operating the present highway for six or seven years, and that remodeling to provide a safer road is necessary even though a new route is proposed.

They also pointed out that old Hy. 50 will be in use as a local road after the new through-highway is completed, and that the old road will be a burden in its present condition, for local taxpayers.

20

Fowler Wants Answers To 20 Rte. 50 Questions

by PEARL KAPELL

Plans of the Wisconsin State Highway Commission to build a new Rte. 50, and turn the present Rte. 50 over to the county, have come under renewed fire from Horace B. Fowler, a Bristol farmer and member of the Bristol Taxpayers' Assn.

In a letter to Earl Hollister, chairman of the Kenosha County board, and the county highway committee, headed by Glenn Miller, Fowler posed 20 questions that he said he would like to have answered publicly.

FOWLER requested that his letter be read to board members at the next county board meeting. Fowler suggested in his letter that it might be well to have another public hearing on the matter of the re-location of Rte. 50 after a scheduled meeting of state highway committee representatives and Kenosha County representatives on March 4.

A public meeting on the matter of re-locating the road was held in Bristol on Feb. 4. Considerable opposition to building the new road and turning the present Rte. 50 over to the county was expressed at that time.

It was contended that the new route was unnecessary, that the cost to the county of repairing and maintaining the present Rte. 50 would be prohibitive, and that the first duty of the county at this time was to provide roads to service Parkside.

Glenn Miller, chairman of the county highway committee, announced at that meeting that his committee intended to recommend that the county accept the road at the next county board meeting.

HOWEVER, after a meeting of Kenosha County representatives with state representatives in Madison was scheduled, Miller agreed to defer consideration of the matter.

At the Feb. 11 meeting in Madison, state officials agreed to consider requests of the Kenosha

County group for extensive repairs and rebuilding of the present Rte. 50.

In his recent letter to the county board, Fowler said that since the Feb. 4 meeting, he has been confronted with "many blunt statements and questions, many of which I have had no knowledge and no answers to. With this kind of static, I feel it in order to direct these questions to you publicly. How you answer them will be up to you."

Fowler's questions are:

1. Does the State Highway Commission have any sketches of the present Rte. 50 routed so as to by-pass New Munster and Slades Corners?

2. If the new proposed highway crosses any town roads, does the chairman of that township automatically become a member of the

County Highway Committee?

3. Is the county obligated to any percentage of the purchase price of the right of way for the new proposed highway?

4. How much tax base will the county lose when the right of way is taken off the tax role?

5. Specifically what will happen to Hwy. K where the new proposed Rte. 50 intersects County K?

6. IS IT TRUE that at peak summer count the traffic count is some over 6,000 between I-94 and Rte. 45 starts dropping off at Rte. 45 and by the time it reaches

Slades Corners it has dropped to about 2,000, representing only about 2,000 through traffic?

7. If the new proposed highway is to attract upwards of 20,000 count by 1990, from where will this traffic be generated? Illinois?

8. If the county employs a civil

engineer as highway commissioner does the state pay 50 per cent of the salary? (Leo Wagner, Kenosha County Highway Commissioner, is not a civil engineer).

9. Have residents along the present Rte. 50 when building, drilling wells, placing seepage beds, etc. been advised to set well back in preparation for the remodeling of the present Rte. 50?

10. Does the new proposed route after crossing Hwy. K, start its right of way 300 or 400 feet north of Hwy. K, leaving a sort of "no-man's land" between K and the new right-of-way?

11. Does the new proposed route have to cross K at a spot where it takes our highway commissioner (Wagner) tavern out lock, stock and barrel?

12. When County Hwy. K was rebuilt west of Rte. 45 did Wagner receive something like \$4,400 for damage to his tavern property for sixteen hundredths of an acre? (Fowler commented that he checked this at the office of the Recorder of Deeds).

13. When Hwy. C was rebuilt west of Rte. 43 did George Gerl receive only \$400 for .24 of an acre for forfeiture of his tavern property and did this greatly reduce his parking area? (This is 33 per cent more property involved). Could the highway have taken its property on the other side of Hwy. C just as well?

14. Does the new proposed route cut through Miller's farm, the chairman of the highway committee?

15. HAS MILLER sold lots for home building off from the north side of his farm on County Hwy. NN?

16. Would this 300 or 400 foot strip which will lie between the present Co. Hwy. K and the new proposed highway be of advantage to Miller so that he can sell it off in the manner of lots?

17. Would there be a strip left on the north side of the new route that he could also sell as lots?

18. Did Miller at any time call a local meeting of the people in the area which he represents and sound them out as to their feelings in regard to the new proposed route versus rebuilding the old route?

19. If Parkside and its operating costs to the county were to raise anyone's taxes by \$100, what would \$10 million for rebuilding the old Rte. 50 and its maintenance cost?

20. Some time ago Dike Johnson gave the town of Bristol some land to be used as a park site. Would the new proposed route take this land and would Johnson collect for same?

Fowler Wants

(CONTINUED FROM PAGE 1)

Fowler suggests that the new proposed route be discarded and that highway officials turn their attention to Rte. 43 as the main east-west artery of traffic. Fowler feels that this would serve the community and Parkside far better than the new proposed Rte. 50.

Fowler suggests that the new major repairs be made to the present Rte. 50, and that as Parkside is a state institution, the state should take on the responsibility of roads servicing Parkside.

(CONTINUED ON PAGE 2)

Not painted into a corner, yet

If this were a world of black and white, the new Hy. 50 project might make sense unchanged.

But things are often more complicated than they seem.

If the state does not simultaneously make old Hy. 50 safe for travel, the taxpayers of Kenosha county will be painted into a corner.

For 15 years or more the county has been after the state to fix up dangerous old Hy. 50 as far west as Lake Geneva. Talk went along those lines for many years.

Then things took a different tack. State highway engineers decided the present and anticipated volume of traffic necessitated building an entirely new Hy. 50 north of the present road, which would still be used.

Sharp-eyed members of the County

Board detected an expensive flaw: The county was about to be stuck with costly improvements to old Hy. 50.

In the opinion of Chairman Earl Hollister and a majority of supervisors, it is only a matter of justice that the state pay to make old Hy. 50 safe.

So, Tuesday night the board delayed acceptance of the new Hy. 50 route proposed by the State Highway Commission.

It has been estimated that to put old Hy. 50 in safe shape would cost \$750,000. By delaying approval of the new Hy. 50 route, the supervisors wisely bought a month's time to put pressure on the state to pay to fix up old Hy. 50.

It's pleasant to find that some persons in official governmental capacities are trying to save local taxpayers money. Let's hope the negotiations continue.

Okay Hwy. 50 Improvements

(Kenosha) -- Before the state turns over present Hwy. 50 to the county, it plans to improve the intersections at Hwys. 45, 83 and W and construct passing lanes at the entrance to Old Settlers Park at Paddock Lake and the entrance to Bristol Oaks golf course, according to state highway commission promises to the county board, Tuesday, May 20.

The county board unanimously okayed the proposal by the state for a new Hwy. 50 if the state would fix up the old highway before giving it to the county. Construction of the new highway won't come until the mid-1970's, and board members were not entirely happy with the promised state improvements amounting to approximately \$675,000 but said this was the best agreement they could obtain from the state.

Before passing on the new route, board members filed two letters opposed to the project. The Westosha Kiwanis Club objected to accepting the old route in its present condition, and the Paddock Lake Businessmen's Association urged rebuilding the present road as an economy measure to provide better local traffic service that the new proposed high-speed highway could not offer.

The question of whether the planned state improvements to the old highway would bring it up to town and county road standards was brought up by supervisor Eric Olson, Somers, Glenn Miller, Brighton, chairman of the county highway committee, said there are no firm standards for county roads.

Board members, however, are satisfied that state promises are firm and will be kept.

Rules on the use of county parks and penalties for not abiding by them were discussed and amended by the board at Tuesday's meeting. These were: to prohibit snowmobiles and trucks over three-quarter ton ratings; to prohibit inflatable devices at bathing beaches; to provide assembly areas where gatherings can be held; to penalize for blocking parking lot entrances and exits or impeding traffic; to prohibit camping except in designated areas; and to prohibit interfering with or hindering park employees.

In other action, the board okayed a request by North Central Competition Riders, Inc., to hold a motorcycle club race Friday, May 30 (Memorial Day), on 120 acres rented from Vic Mueller on Hwy. C west of Wilmot. The use was permitted for this one event. Sheriff William P. Schmitt reportedly favors the event as it will keep riders off the road on the holiday.

WESTOSHA REPORT

Wed., May 28, 1969

The NEWS in our Area

DNR, Oak Farms in accord on landfill in stream

After several hours of discussion yesterday on the alleged illegal landfill by the Oak Farms Land Corp. on land in Bristol Township, the local corporation, headed by Dr. Werner Hauschild, and the Department of Natural Resources (DNR), came to an amicable agreement.

A hearing had been set up yesterday in the Kenosha County Courthouse to determine if state statutes were violated in the Oak Farms development of a 70-acre Bristol subdivision between Hy. 45 and 216th Ave., north of Hy. AH.

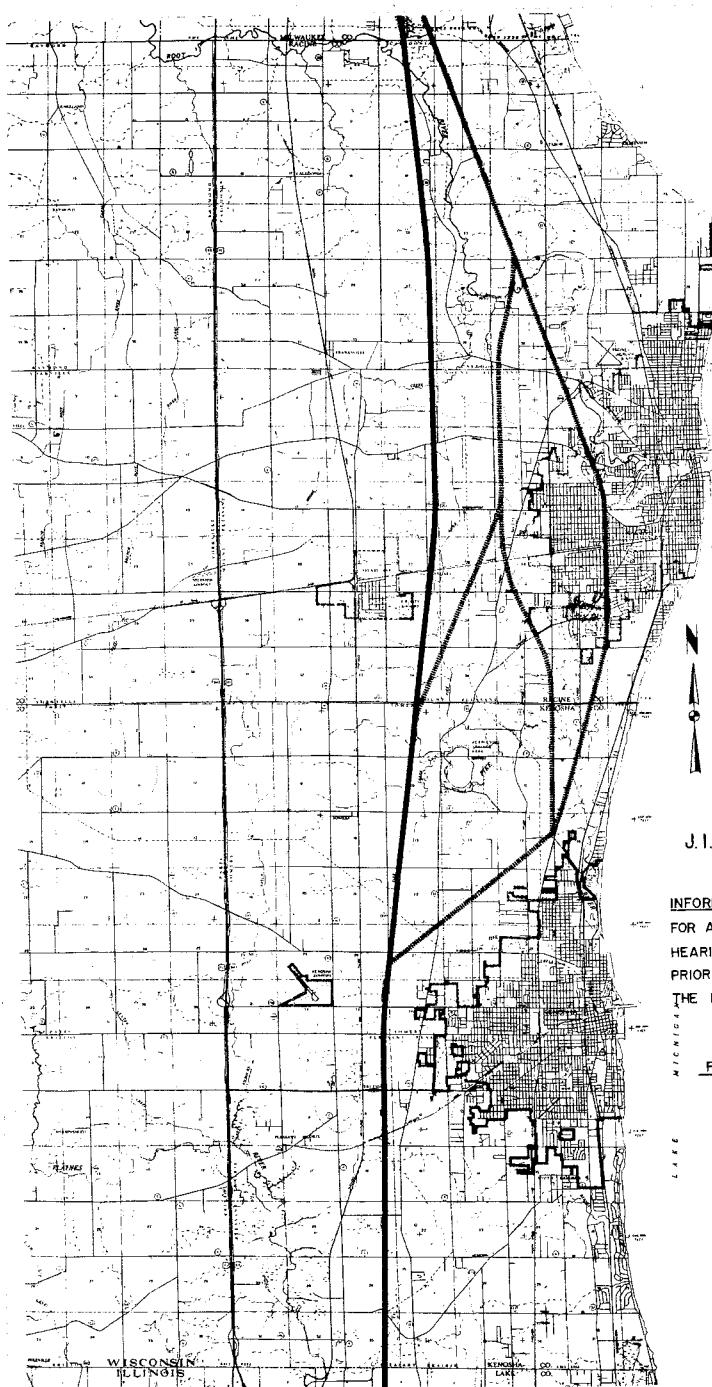
The DNR said that material had been deposited on the bed of Salem Branch, a tributary of Brighton Creek, and that the branch had been straightened without state permits.

The agreement reached Monday

stipulates that the stream will be left as it is now because the DNR found that it has begun to acquire its own status quo with the new landfill and shouldn't be disrupted. However, the fill deposited where a proposed street was to have been will be removed. The land will be graded down with proper slopes so that water can pass through and flow as naturally as possible.

The Oak Farms Corp. is to submit plans for this work for DNR approval. If the plans are unacceptable, another hearing will be scheduled.

Mr. and Mrs. John W. Maher, Bristol, who own property adjoining the Oaks Farms subdivision, had entered an appearance slip with the DNR examiner, but later concurred with the stipulations of the agreement between the DNR and Oak Farms.



**CORRIDORS FOR
LOCATION OF THE
LAKE FREEWAY
IN RACINE AND
KENOSHA COUNTIES**

— PREFERRED CORRIDOR —
— ALTERNATE CORRIDORS —

SCALE
0 1/2 MI.

PUBLIC HEARING

OCTOBER 14, 1971 RACINE
J.I.CASE HIGH SCHOOL 10:00 AM

INFORMATIONAL SESSIONS WILL BE CONDUCTED
FOR ALL INTERESTED PERSONS AT THE IDENTIFIED
HEARING LOCATION, FROM 4 TO 8 PM THE DAY
PRIOR TO THE HEARING, AND FROM 8 TO 10 AM
THE DAY OF THE HEARING.

FOR FURTHER INFORMATION CONTACT

WIS. DEPT. OF TRANS.
DIV. OF HIGHWAYS
310 SO. WEST AVENUE
WAUKESHA, WISC. 53186
PHONE: 547-1735

Mediterranean styling
Beautiful 25" diagonal Early American and
Contemporary Breakfront styles are also
available—at Annual Sale savings.

SAVE \$20/NOW \$660

SEWRPC Will Study Area Travel Habits

Hundreds of thousands of people in southeastern Wisconsin will be interviewed about their travel habits this spring and summer by the Southeastern Wisconsin Regional Planning Commission.

The inventory is needed to evaluate changes in regional travel habits since the commission's first such study in 1963. The 1963 survey provided much of the information for the commission's land use and transportation plans.

Since 1963, the commission noted, mass transit use has dropped from 96 million passengers a year to 59 million in 1971, seven freeway flyover routes were established, 101 miles of freeway were opened and extensive changes occurred in the location and density of new development.

Single Family Homes

George C. Berteau, commission chairman, noted that in the first inventory, people favored the single family home as their dwelling and freeways for their transportation.

"As planners responsible for recommending the physical facilities . . . of transportation systems, we need the involvement of the public so that we can achieve the kind of transportation system the public needs and wants," Berteau said.

"With much being said about mass transit and freeways, and with increased auto registration, decreasing mass transit use, and continued urban sprawl, we will need a great deal of public input to develop a plan acceptable to the many diverse life styles within

the region," he said.

The study includes:

A home interview survey, in which 18,000 randomly selected households will be asked about the travel habits of each member, as well as their opinions on freeways, mass transit, housing and outdoor recreation.

A truck and taxi survey, in which about 5,000 drivers will be asked about the origin and destination of each trip, how many passengers or commodities were carried and whether freeways were used.

Roadside interviews with automobile, truck and taxi operators at the boundaries of the seven county region and interviews with passengers on busses and trains leaving the

region. They will be asked about trip origin and destination and whether alternate means of travel were available.

A special mass transit survey, including interviews with about 200,000 bus passengers, surveys of major commercial, industrial and institutional centers served by busses, and surveys of residential areas with good transit service but declining use.

A weekend travel survey in the summer, to determine the need for improved transportation for recreational purposes.

A goods movement survey, to collect information on shipments by truck, rail, air and water.

The home interview, truck

and taxi and boundary surveys will begin April 10 and continue through mid-June. The mass transit survey will begin later this spring.

The study will cost \$561,000 and is being paid for by the Federal Highway Administration, the Urban Mass Transportation Administration, and the Wisconsin Department of Transportation.

The region includes Racine, Kenosha, Milwaukee, Ozaukee, Washington, Walworth and Waukesha Counties.



Preparing for informal discussion of Kenosha highway projects at Courthouse Thursday are (from left) Leo Wagner, county highway commissioner; Thomas R. Kinsey, Division of Highways district engineer; Sup. Francis Pitts, county highway committee chairman; Robert T. Huber, state highway commissioner, and State Rep. George Molinaro (D-Kenosha). —Kenosha News Photo by Marshall Simonsen

Lack of funds delays relocation of Hy. 50, other area road projects

By JIM MEYERS
Kenosha News Staff Writer

A near-empty pocketbook with everyone clamoring for money is about the way the state Division of Highways feels this year.

As a result, the long-awaited rebuilding of Hy. 50 is going to have to wait in line with the other "creditors."

Former Assemblyman Robert T. Huber, head of the state highway commission for just over a year, told county and city officials Thursday that he sees little hope for any change in the money situation in the foreseeable future.

Huber and Thomas R. Kinsey, district highway engineer, fielded questions from the some two dozen persons at the Courthouse meeting called by the County Board's highway committee and legislative committee.

In addition, State Reps. George Molinaro, Russell Olson and Eugene Dorff were on hand to hear complaints of their constituents about the slow progress on new highways in Kenosha County.

Mayor Wallace Burke and public works director Donald K. Holland said their highest priorities are the improvement of 39th Ave. from Washington Rd. north, and Hy. 43 from 32nd Ave. east.

County officials listed five projects with high local priority:

- Relocation of Hy. 50 as proposed in a 1968 public hearing.
- Making 39th Ave. a state highway from the state line north to Hy. E.
- Rebuilding of Hy. 43 from the Hy. 31 west to I-94.
- Rebuilding of Hy. 31 from Hy. 158 south to the state line.
- Installation of overhead lights at the Hy. 158 and I-94 trumpet interchange to eliminate driver confusion and accidents.

Only the latter project was given any hope for the immediate future.

Huber said he had viewed the Hy. 158 interchange and said he would recommend immediate action on installing the lights. The interchange has been the scene of several accidents including a double fatality.

The big projects, however, appear to be on the back burner simmering while the highway division looks for money.

Kinsey said highway trust funds are adequate for only spot improvements where safety is the overriding factor.

There is a move to take highway trust funds for mass transit use. The Governor's budget may also see cutbacks in highway money. The federal government already is some \$80 million behind in payments to the state since 1966 under a policy that holds back a percentage of federal aid on each project.

These and other money pinches, including a skyrocketing increase in construction costs, have put the crunch on highway work, Huber said.

"Our entire program is going to have to be revised," he said. "We are going to be making some arbitrary decisions on which programs will be undertaken."

There are other roadblocks besides money, Huber indicated. Today, the DOH has about 10 "partners" involved in its projects including the Department of Natural Resources, the Environmental Protection Agency, the Secretary of the Interior, the department of Housing and Urban Development, and the department of Local Affairs and Development.

All have an ear in the decisions regarding how, where and when highway projects are built.

"Even though everyone seems to be in favor of a certain project, it isn't as easy as it used to be," Huber said.

Seek Closer Relationship Locally

One change in procedure that Huber sees on the horizon could help speed projects. The DOH may be working more closely with local citizens and officials before making decisions.

"Now, we get opposition from the public after we design a project that has been asked for by local officials. When the heat is turned on we look around and the officials have slid out the side door."

Huber asked if the Hy. 50 and other projects on the local agenda have the backing of the public. He was assured by Pitts and Sup. Earl Hollister (Bristol) that public support exists.

He was also assured that public safety and convenience demands that the projects he put on a firm agenda. "The traffic is here," Burke said, "it isn't a matter of next year or 10 years from now."

"I'll get the costs worked out for you," Huber promised, "and put you on the list with others around the state. You'll get the same consideration as all the others consistent with the money in the highway trust fund and as the Legislature directs."

New Hy. 50 fate topic for parley

1-5-73

Whatever happened to the Hy. 50 rebuilding project will be the main question when county officials meet with the head of the state highway commission Thursday.

Robert T. Huber, highway commission chairman, has agreed to attend a session called by the legislative and highway committees of the County Board.

The meeting will be held in the Courthouse at 10 a.m. Thursday.

Sup. Francis Pitts, chairman of the county highway committee, and Sup. Joseph Antida, chairman of the county legislative committee, will be in charge of the session. Also invited are the four legislators from Kenosha, State Reps. George Molinaro, Eugene Dorff and Russell Olson, and State Sen. Douglas LaFollette, along with city administrator John Serpe.

Hy. 50 was due for complete re-routing and rebuilding this decade but the project has apparently been dropped from the state's timetable after reconstruction work on the old route two years ago.

73

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Highways district engineer; Sup. Francis Pitts, county highway committee chairman; Robert T. Huber, state highway commissioner, and State Rep. George Molinaro (D-Kenosha).

—(Kenosha News Photo by Marshall Simonsen)

1-1-73

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By JIM MEYERS
Kenosha News Staff Writer

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Huber and Thomas R. Kinsey, district highway engineer, fielded questions from the same two dozen persons at the Courthouse meeting called by the County Board's highway committee and legislative committee.

In addition, State Reps. George Molinaro, Russell Olson and Eugene Dorff were on hand to hear complaints of their constituents about the slow progress on new highways in Kenosha County.

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The big projects, however, appear to be on the back burner simmering while the highway division looks for money.

Kinsey said highway trust funds are adequate for only spot improvements where safety is the overriding factor. Practically the only major highway construction or reconstruction going on in Wisconsin today is that provided by specific order of the Legislature with bonded funds.

One spot-type improvement is the Hy. 43 and N intersection in Somers. The pitifully small \$43,000 appropriation that Kenosha County is getting this year will go to complete a right-angle improvement there, Pitts pointed out.

Seek Funds For Mass Transit

"The state aid formula is up to the Legislature," Huber said. "We will do what we can with what we have."

Huber also pointed out that the current Legislature will be considering many changes in Wisconsin highway trust fund and highway projects, most of which can not be foreseen at this point.

There is a move to take highway trust funds for mass transit use. The Governor's budget may also see cutbacks in highway money. The federal government already is some \$80 million behind in payments to the state since 1966 under a policy that holds back a percentage of federal aid on each project.

These and other money pinches, including a skyrocketing increase in construction costs, have put the crunch on highway work, Huber said.

"Our entire program is going to have to be revised," he said. "We are going to be making some arbitrary decisions on which programs will be undertaken."

There are other roadblocks besides money, Huber indicated. Today, the DOH has about 10 "partners" involved in its projects including the Department of Natural Resources, the Environmental Protection Agency, the Secretary of the Interior, the department of Housing and Urban Development, and the department of Local Affairs and Development.

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"I'll get the costs worked out for you," Huber promised, "and put you on the list with others around the state. You'll get the same consideration as all the others consistent with the money in the highway trust fund and as the Legislature directs."

As for the Hy. 50 project specifically, Kinsey said it has not died. Some engineering studies are still proceeding but no plans are drawn.

"It will be the late 1970s before anything is done," Kinsey said.

Kinsey could offer no solace to the residents of the proposed new corridor who find themselves on the horns of a dilemma. Some are considering selling, but buyers are wary. Others would like to build a new barn, but don't know how long it would stand.

Eight Or Nine Years Away

Originally, contracts were to have been let for the new Hy 50 in 1972. The project was later pushed back to 1976. Now, Kinsey said work is eight or nine years away with the present money situation.

Regarding another specific project, city officials wanted to know about a sidewalk for Hy. 43 (Washington Rd.) from 22nd Ave. to 30th Ave.

The state officials said the city might as well go ahead with a blacktop sidewalk now. Reconstruction and changing the grade of that section is not in the "near future" category of work projects, but it is near enough so that a permanent sidewalk would be a waste of money.

mittee, and Rep. Joseph Andrea, chairman of the county legislative committee, will be in charge of the session. Also invited are the four legislators from Kenosha, State Reps. George Molinaro, Eugene Dorff and Russell Olson, and State Sen. Douglas LaFollette, along with city administrator John Serpe.

Hy. 50 was due for complete re-routing and rebuilding this decade but the project has apparently been dropped from the state's timetable after reconstruction work on the old route two years ago.

Full public discussion planned

Support sought for new Hy. 50 route

3-27-73

SILVER LAKE — A campaign to build public support for a new route to carry Hy. 50's traffic west of I-94 was kicked off Tuesday night.

The County Board's highway committee, headed by Sup. Francis Pitts, called together the heads of town and village governments for a meeting at the Silver Lake village hall.

Pitts said the "grass roots" meeting will be followed by a full public discussion of the issue in the next month or so.

That meeting is tentatively set for Central High School at Paddock Lake.

Pitts said the reaction last night from governmental heads was generally "strongly favorable" for a new east-west highway traversing the county.

The present Hy. 50 is a dangerous hazard, most agreed. The two-lane highway is no longer capable of safely handling the high traffic loads which utilize it, Pitts said.

Pitts said the county has to start all over again in its efforts to get a new road. Plans for putting the new Hy. 50 a half-mile west of the present roadway are now obsolete from the standpoint of new regulations and directives which must be met.

The highway committee head said there are now 26 points of issue which must be successfully navigated before a highway gets final approval. Some of the new steps which did not

exist in the past include a here for a new highway," he said. number of environmental issues which must be satisfactorily settled.

Pitts said the western corridor, an extension of 60th St. or of 52nd St. are possible alternatives, but added that the route of the new highway is not the issue at the moment.

"We must first determine if there is strong public support

here for a new highway," he said.

"The route issue is being left open," he said, "It can't be determined until we know that the public wants a new highway for safety's sake."

He said the highway committee will be seeking the support of civic, fraternal and governmental agencies for the issue at the moment.

upcoming public meeting.

Meet April 12 on new Hy. 50 route

3-28-73

A meeting to gain public support for the reconstruction of Hy. 50 west of I-94 will be held Thursday, April 12, at 8 p.m. at Salem Central High School.

County Board Sup. Francis Pitts chairman of the highway committee, said all interested citizens are urged to attend. Invitations will be sent to civic and governmental groups known to be interested in safer highways.

Strong public support for a new Hy. 50 is deemed neces-

sary under a recently-adopted action plan of the State Department of Transportation.

T. R. Kinsey, district engineer for the state highway commission, said the action plan will "insure that the economic, social and environmental effects of transportation improvements are considered throughout the planning and development process."

He also said the plan will insure that decisions on improvements are made with "in-

creased public involvement."

In effect, Pitts said, the state wants to know it has strong public support before it even starts planning any major highway improvements.

Local attempts have been made for a number of years to get Hy. 50 modernized for safety. The most recent attempt resulted in the Division of Highways proposing an alternate route a half-mile north of the present highway, and turning over the present route to the county.

That plan, and others are now stalled due to a lack of funds.

The public meeting next month is designed to unearth the grass-roots support necessary to put pressure on the state to improve the highway, which has what one expert said is an "appalling" safety record.

Notice of a PUBLIC MEETING TONIGHT

To determine the need of a new Highway 50. All private citizens, public officials and organizations of all types interested in improving the safety of Highway 50 west of I-94 to the county line are urgently requested to appear and make their feelings known.

THE RESULTS OF THIS MEETING WILL DETERMINE WHETHER OR NOT AN IMPROVED HIGHWAY 50 WILL BE BUILT.

(The route of the highway will NOT be a subject for this meeting, but will be the subject of future meetings assuming the public shows a strong interest in building a new highway.)

MEETING TIME: Thursday, April 12, 8 p.m.

MEETING PLACE: Salem Central High School, Highway 50, Paddock Lake.

To be conducted by the Kenosha County Board Highway Committee

Sup. Francis J. Pitts, Chairman

Sup. Earl Hollister, member

Sup. Charles A. Schulte, member

Sup. Emil Ruffalo, member

Sup. Fred C. Schmafeldt, member

Leo J. Wagner, Kenosha County Highway Commissioner

Is a new Hy.

4-6-73

A wide base of public support for a new Hy. 50 will be sought at a public meeting next week.

The Kenosha County highway committee has invited governmental officials, citizens, and representatives of civic and other organizations to determine if the public wants the old highway replaced by an expressway.

The meeting will be held Thursday, April 12, at 8 p.m. at Salem Central High School at Paddock Lake. The school is on the present Hy. 50.

50 needed?

County Board Sup. Francis Pitts, chairman of the highway committee, said the sole purpose of the meeting is to determine whether public support exists for a new or alternate Hy. 50.

"The subject matter will only be for the need of an east-west highway alternate and not its location," Pitts said.

The subject of possible locations will be taken up at future meetings assuming the need for the road is endorsed by the public.

The proposed road would be built to today's expressway standards and would be a limited-access highway. The present route west of I-94 through the county is a traffic hazard, Pitts said. It is a two-lane open access road which is narrow, provides limited passing and has many hills and curves. The road is the scene of many accidents annually including a number of fatalities in recent years.

In letters to interested groups and individuals, Pitts said, "Your comments will help determine whether the new highway will become a reality or not."

Besides Pitts, members of the highway committee are Sups. Earl Hollister, Charles A. Schulte, Emil Ruffalo and Fred C. Schmafeldt. County highway commissioner Leo J. Wagner will also attend, along with state Division of Highway officials.

State says 1980 completion

4-13-73

Hy. 50 proposal gets community support

PADDOCK LAKE — Support for a new Hy. 50 came from both city and county residents attending last night's discussion meeting at Central High School, the question still to be decided is the location.

A vote taken strictly for informational purposes resulted in approximately 100 of the 170 in attendance favoring a new expressway type of road with limited access while 14 opposed the measure.

Residents, as well as representatives from various organizations and governmental bodies cited the hazards of the present Hy. 50 and requested that immediate action be taken on the new Hy. 50 proposal.

Tom Kinsey, district highway engineer for southeastern Wisconsin, said the state plan is currently for an expressway type road similar to Hy. 41

north of Milwaukee with limited access at grade crossings. "Major intersections would be separated and rights-of-way purchased at the time of construction to allow for further expansion," he said.

"The state is mainly interested in a route extending from I-94 west to Hy. 12 in Lake Geneva."

Although Kinsey could give no definite timetable for the new road, he did say further hearings would be required and that economic as well as environmental studies would have to be completed.

"It would probably be 1976 before we acquire the rights-of-way so by saying 1980 for completion of the road isn't too far off," he remarked.

Concern was expressed by some citizens over the fate of the existing Hy. 50 which County Highway Chairman Francis

Pitts said would revert to a county road once the state road was completed.

Two residents suggested that the current Hy. 50 be converted into a one-way route with Hy. K handling the traffic flow in the opposite direction. There would just be a wider median strip between Hys. 50 and K, the residents indicated.

Questions were raised concerning previous planning done on the Hy. 50 proposal which was never developed. Kinsey remarked that those plans were shelved because financing got tight.

He said improvements totaling \$1.25 million were made on the existing road to provide safer traffic conditions until the new road could become a reality.

One irate Kenosha who

(Continued on Page Seven)

(Continued from Page One)
presented petitions containing 199 signatures favoring the new road, questioned the lack of funds, stating "We had a bridge replaced in Kenosha which, to my knowledge, had no traffic deaths, yet you say there were insufficient funds to build a new Hy. 50 which is one of the most hazardous roads in the state.

"The funds are there, all you have to do is look for them," he remarked. Pitts explained that a new procedure requires 26 different points which have to be completed before a new highway gets final approval.

A Wheatland Township farmer asked the amount of land required for the new road which Kinsey said averaged 300 feet for the rights-of-way. An-

other resident remarked that students and parents traveling 300 feet would total 36 acres a mile.

Support for the new highway proposal came from both persons in attendance as well as communications from various organizations. Expressing sup-

port were:

— Alfred Fischer, Twin Lakes village president, who said the village board was 100 per cent in favor of improving Hy. 50.

— Joseph Riesselman, representing the Paddock Lake Businessmen's Association, who said his organization voted 16-2 in favor of the new Hy. 50.

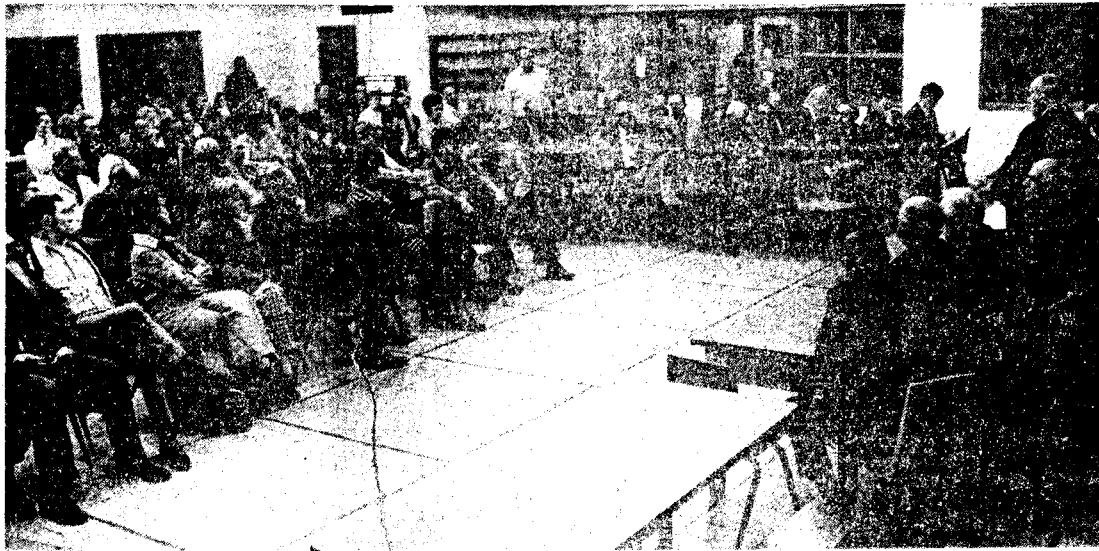
— Robert Broberg, supervisor of operational services, Kenosha Unified School District, who said a new Hy. 50 would improve the safety of

other letters of support from organizations were read at the meeting. The communications came from the Kenosha County Medical Society; Gateway Technical Institute; Township of Pleasant Prairie; and Paddock Lake Senior Citizens Organization.

Venry Aiello, president of the Kenosha Civic Council, speaking as an individual, supported the improvement of Hy. 50 to an expressway type of road. He also supported Fran Jaeschke's comment as representative of the Kenosha League of Women Voters requesting more information on the project.

Assemblyman Russell Olson told the group that if Kenosha County was going to have an alternate Hy. 50, it was his job to work in the legislature to see that the county got its share of highway funds to support the project.

Following last night's meeting, the County Highway Committee found it had the support for the new project; its next step will probably involve the scheduling of corridor hearings to determine where the road will be located.



County Board supervisor Francis Pitts (standing at right), chairman of the county highway committee, headed last night's meeting on the reconstruction of Hy. 50. An estimated 150 persons attended the session at Central High School in Paddock Lake. —(Kenosha News photo by Norbert Bybee)

Majority Favor Hwy. 50 Relocation Proposal

(Paddock Lake) -- The question remains - where to put Hwy. 50? A majority favor a new highway, if the opinion expressed at last week's informational meeting is any indication.

About 175 people attended a discussion meeting at Central High School Thursday, April 12, including both city and county residents and representatives from local governments and organizations.

County Highway chairman, Francis Pitts, conducted the meeting and questions were answered by Thomas Kinsey, district highway engineer from Waukesha. Ralph Bloom, design engineer, and Fred Smith, design supervisor for the district were also present.

Persons favoring the new highway want it immediately, but Kinsey, who pointed out that the state is interested in a route from I-94 west to Lake Geneva, cautioned them that it would take time - probably until 1976 before the project could get going, until 1980 before completion.

"Considerable planning is involved," he said. "We have spent \$1.25 million on spot improvements and are continually studying all routes for improvement and maintenance."

He said that if there were any particular spots that could be improved the state would consider them. He said the state is interested in a balanced transport system, that many highways are considered dangerous. In answer to a question as to the present dangers of the Hwy. 50 Kinsey said it "does have more than its share."

Pitts reminded the people that previous plans for re-routing the highway had been shelved, that "now we're starting again." and Kinsey stressed the fact that the highway commission, by statutes, has to proceed "where the public wants it to." He mentioned that a highway in Waukesha had been stopped by five individuals taking it to court, that presently the project is proceeding at "thousands of dollars cost to (all of) us."

Why the delay, questioned a man from Kenosha? He said he had petitions with 199 signatures favoring a new road. He said a bridge had been replaced in Kenosha where there were no traffic deaths but hazardous Hwy. 50 doesn't seem to have funds.

Regarding the delay, Pitts explained that there were 26 different points to be considered first; and Kinsey said the bridge improvement involved no state highway funds, that for Hwy. 50 "we must go through hearing procedures, services and other things before we can acquire the right-of-way."

SUPPORT

Those speaking for a new highway included the following: Phillip Dunek new Paddock Lake village president; Robert Broberg, supervisor of operational services, Kenosha Unified School District; Bob Ciolfi for the Westosha Kiwanis Club; Joseph

Rieselmann, for the Paddock Lake Businessmen's Association.

Alfred W. Fischer, Twin Lakes village president, declared that the village board was 100 per cent in favor of a new highway.

The Kenosha County Medical Society, Gateway Technical Institute, Pleasant Prairie township and the Paddock Lake Senior Citizens supported the new highway in communications to the chairman.

Assemblyman Russell Olson said it was his job to work in the legislature to see the county received its share of highway funds if his constituents wanted the highway. He said a limited access highway would not give access to farmers. He indicated the new highway would go between Hwy. 50 and K and raised the question as to what that would mean to Paddock Lake.

Venry Atello, president of the Kenosha Civic Council, said that he, as an individual, favored "an improvement of present Hwy. 50 to an expressway similar to Hwy. 41 into Milwaukee with concrete barricades, better exits and better yielding systems for entering Hwy. 50."

Charles Thompson, owner of a fruit farm on Hwy. 50 questioned the limited access proposal; Horace Fowler, Bristol farmer, said he would vote against limited access; and a few persons seemed to favor making Hwy. 50 a one-way in conjunction with City trunk K as the alternate.

Bristol town chairman, Earl Hollister, suggested there were environmental and economical objections and that even though 99 per cent favored a new highway, consideration should be granted the one per cent who did not.

In the show of hands that Pitts said, was strictly for informational purposes, about 100 were raised for a new highway and 14 opposed it.



(Wheatland) — Typical of the extent of last weekend's flooding is this scene on Hwy. 50 and County Trk. W where a section of the road, as well as others in the area, was closed to traffic this week.

Wilmet dam, in danger of washing out on Sunday.

Serious water problems existed in Silver Lake where Sixth St. was barricaded and homes in that area became inaccessible.

The holding pond at the Paul Swartz Nursery & Garden Shoppe didn't "hold." Patrons of the weekend open house at the Garden Shoppe were invited to "wade in," as the pond waters rose to the steps of the shop, inundating acres of the nursery area on both sides of the highway as well.

Cars were stalled with water over the hoods. Sandbagging saved the Peace Evangelical Lutheran Church in Wilmet from disaster; the county highway department piled stones along the banks of the river at the

4-25-73

Would Extend Hwy. 158 4-25-73

Assembly joint resolution 66, the first step towards extending Hwy. 158 from Kenosha to Lake Geneva, will be heard before the Assembly Highways committee in Madison at 1:30 p.m. Thursday, April 26. The highway would be an alternate for outmoded Hwy. 50.

State Reps. George Molinaro and Eugene Dorff are authors of the move that would request the state highway commission to study the possibilities and costs of extending Hwy. 158 as a freeway from Kenosha to Hwy. 12 east of Lake Geneva.

Presently Hwy. 158 extends from Kenosha harbor west to I-94, where it ends.

The original proposal for replacing Hwy. 50 was a new route about a half-mile north of the present highway. That route would have branched to the north just west of I-94.

There are no definite plans at this time for building a new Hwy. 50.



A truck emerges from a lake on Hy. 50 near V this morning. The truck crossed the river bridge on Hy. 50 and slowly drove by Norbert Bybee 4-13-73





Water covers Hys. 50 and W

A large truck makes its way through flood waters which cover roads at and around intersection of Hys. 50 and W. Sections of these two highways, and others through Southeastern

Wisconsin area, were closed to traffic for a time. Another picture on page 7. —(Kenosha News Photo by Norb Bybee)

Assembly approves resolution to run Hy. 158 to Lake Geneva

By JIM MEYERS
Kenosha News Staff Writer

A direct highway route from downtown Kenosha to downtown Lake Geneva could be built in as little as three years if an Assembly resolution passed Thursday doesn't run into serious snags along the way.

State Reps. George Molinaro and Eugene Dorff, Kenosha Democrats, submitted the resolution and started it on its way.

The resolution was passed by the Assembly by a unanimous vote, the rules were suspended, and it was messaged to the Senate all in a matter of five minutes yesterday afternoon.

The resolution calls for the state highway commission and the Highway Department to evaluate the feasibility of extending Hy. 158 (52nd St.) west from I-94, where it presently ends, to interchange with I-90 at Lake Geneva.

A report on the feasibility is to be made to the 1974 Legislature which convenes in January.

"If they report the route is feasible, money can be appropriated for engineering costs and land acquisition," Molinaro said. "The money is there now."

Molinaro said engineering work would take a year, then construction of a four-lane divided highway with a 50-foot median strip could begin.

The proposed road would replace all present plans to rebuild or re-route Hy. 50 (75th St.).

The Hy. 50 plans have been gathering dust for several years due to a number of problems, Molinaro said. Chief among them are objections from persons who would be affected by right of way acquisitions, and the problems that would result from cutting up farms.

Molinaro said his preliminary studies indicate that extending Hy. 158 as the county's major east-west artery would place the road entirely on section lines and property lines and would not interfere with any buildings.

"This would be a direct road with no stop lights, no stops, nothing for 22 miles," Molinaro said.

The only entrances and exits between I-94 and I-90 would

be at Hys. 45, 75, and 83. There would be no service roads.

Molinaro said he sees little difficulty in getting the resolution through the Senate. Once passed, the resolution would require the Highway Department to begin the study and make its report.

Molinaro said the proposed new highway would be beneficial not only for surface transportation in the area, but could also be a benefit for users of the Kenosha harbor and increase use of that facility.

The road would be the only direct link between I-90 and I-94 besides linking the downtowns of Kenosha and Lake Geneva with a high speed route.

Molinaro said he and Dorff have been studying the problem of obtaining a new east-west artery through the county for some time. The Hy. 158 extension, he said, appears to be the only practical solution.

"We have been fooling around with Hy. 50 for at least 10 years," Molinaro said, "and we have gotten nowhere. Hy. 158 would cause the least inconvenience to property owners and still give us the necessary road."

The present Hy. 50 has been condemned by travelers and safety experts for years. The old two-lane highway, even though renovated, presents many hills, curves, driveways and other obstacles to safety and speed. Yet the road remains as the only east-west highway through the county.

Molinaro said that attempting to straighten Hy. 50 would be extremely costly and time consuming due to the need to condemn so many homes and business places. Widening to four lanes would destroy most of the heavily built-up areas along the road, and would mean moving schools, cemeteries and shopping areas and disrupting whole communities.

The most recent alternative, creating a new route between Hy. 50 and Hy. K (60th St.) has led to the problems involved in splitting up farms with no way for farmers to cross the road. Also, frontage road construction for business use would be difficult for the same reason.

Molinaro said frontage roads on the proposed Hy. 158 route could be built at the three interchanges by local municipalities to provide business areas.

Interchange Not Dead

by JOHN MICHAELSON

Chances for an interchange for Gurnee and Marriott Corp. on the Tri-State Tollway are not dead.

At least that's the way Ira Kaufman, Highland Park, who is the new chairman of the Illinois State Toll Authority, tells it.

"THE DECISION by the old board stands," Kaufman said, "I will abide by their decision and do not plan to recall it."

But Kaufman did say that he would like to see Gurnee and Marriott come back again. "We (the new board) will be more willing to meet with them when they present new plans."

The old toll authority board called a special meeting reportedly to be responsive to the request by Marriott for a decision prior to June 15, so that it could determine whether or not to exercise option for the purchase of various land parcels.

It was at this special meeting that the authority turned thumbs down on the proposed interchange for Gurnee and Marriott, which would serve as an access to a proposed theme park west of the village between Washington St. and Grand Ave.

ELLIOTT FRANK, former chairman of the toll board, said he was favorable to Gurnee's plan, however, Kaufman pointed out that Frank had not seen the engineering studies at that time.

It was reportedly the engineering studies that prompted the board to ax the plans for the interchange. The main reasons for the rejections were the fact that two interchanges already serve the area and that of setting a dangerous special interest precedent.

However, members of the toll board, as well as Kaufman, encouraged Marriott and Gurnee to come back with another plan.

Marriott officials in Washington and Gurnee are now in the process of doing just this. They will have until Oct. 6 before the pre-annexation agreement becomes void.

DIRECT HIGHWAY, KENOSHA TO LAKE GENEVA

7-14-73
 A resolution which could precipitate a direct highway route from downtown Kenosha to downtown Lake Geneva was passed June 21 by the Wisconsin General Assembly.

The resolution, submitted by state representatives George Molinaro and Eugene Dorff, calls for the state highway commission and the highway department to evaluate the feasibility of commissioning Hwy. 158 west from I-94 to interchange with I-90 at Lake Geneva. A feasibility study is to be made and reported to the 1974 legislature, which convenes in January.

Molinaro said that engineering work for the proposed road, which would replace all present plans to rebuild or reroute Hwy. 50, will take a year, and then construction of a four-lane divided highway can begin.

The plans for Hwy. 50 have run into several snags, including objections from persons who would be affected by right-of-way acquisitions and problems resulting from cutting up farms.

Preliminary studies, Molinaro stated, indicate that the extension of Hwy. 158 will place the road entirely along section and property lines, not interfering with any buildings. Molinaro added that this would be a direct road, with no stop lights, no stops or anything for 22 miles. The only entrances and exits between I-94 and I-90 would be at Hwys. 45, 75 and 83, with no service roads.

Once passed, the resolution would require the highway department to begin the study and make its report, and Molinaro, who foresees little difficulty in getting the resolution through the Senate, said the new highway would be beneficial not only for area surface transportation but also for users of the Kenosha harbor, to increase use of that facility.

The extension of Hwy. 158, Molinaro said, appears to be the only solution to the problem of obtaining a new east-west artery through the county. In addition to linking I-94 and I-90, it would also link downtown Kenosha and downtown Lake Geneva with a high-speed route.

The present Hwy. 50 is the only east-west highway through the county, but, although renovated, it presents many hills, curves, driveways and other obstacles to safety and speed.

Molinaro stated that due to the need to condemn so many homes and business places, attempting to straighten Hwy. 50 would be extremely costly, as well as time consuming. Widening the highway to four lanes would destroy most of the heavily built-up areas along the road and would necessitate the moving of schools, cemeteries and shopping areas and the disruption of whole communities.

Creating a new route between Hwy. 50 and Hwy. K is the most recent alternative, but it has led to the problems involved in splitting up farms, providing no way for farmers to cross the road.

Frontage road for business use would also be difficult for this same reason.

Frontage roads on the proposed Hwy. 158 route, Molinaro said, could be built at the three interchanges by local municipalities to provide business areas.

How much you spend on gas in one year

Miles per gallon*	5,000 miles	10,000 miles	15,000 miles	20,000 miles	25,000 miles
5 MPG	\$400	\$800	\$1200	\$1600	\$2000
6 MPG	333	667	1000	1333	1667
7 MPG	286	571	857	1142	1429
8 MPG	250	500	750	1000	1250
9 MPG	222	444	667	889	1110
10 MPG	200	400	600	800	1000
11 MPG	182	364	545	727	909
12 MPG	167	333	500	667	833
13 MPG	154	308	462	615	769
14 MPG	143	286	429	571	714
15 MPG	133	267	400	533	667
16 MPG	125	250	375	500	625
17 MPG	118	235	353	470	588
18 MPG	111	222	333	444	556
19 MPG	105	210	315	421	526
20 MPG	100	200	300	400	500
21 MPG	95	191	286	381	476
22 MPG	91	181	272	364	455
23 MPG	87	174	261	348	435
24 MPG	83	167	250	333	417
25 MPG	80	160	240	320	400

* Gas cost computed at 40c a gallon

The cost of driving

FORGET ABOUT the gas shortage for a few minutes and consider the pocketbook crisis.

Whether you can get gas for your car is one thing, what you do with it is another.

Volkswagen, which has spent years trying to convince American motorists to pinch fuel pennies, at least those pennies that aren't sent back to Germany and converted into marks, has come up with a handy chart to show you what your gas guzzler costs you at the pump in a year.

The average motorist travels about 15,000 miles annually. If your mode of travel is a high-performance machine or a big, bulky luxury model that gulps a gallon of gas every five miles,

your gas bill for the year is \$1,200.

But, if on your trip to the dis-

count store to buy day-old bread you travel in an four-cylinder economy model that gets 25 m.p.g., you can travel those same 15,000 miles for \$240.

If you travel more, you'll enjoy it less at 5 m.p.g. because 25,000 miles will cost you \$2,000 in gasoline [for a few hundred more you can buy a subcompact car], as opposed to an expenditure of \$400 to go 25,000 miles in a 25 m.p.g. subcompact.

BASICALLY, IT costs you about \$400 to travel each 5,000 miles in a car that gets 5 m.p.g. [an extreme, but not by much]; \$200 each 5,000 miles in a 10 m.p.g. car [most common today]; \$133 for 5,000 miles in a 15 m.p.g. car; \$100 for 5,000 miles in a 20 m.p.g. car; and \$80 for 5,000 miles in a 25 m.p.g. vehicle.

State segregated highway fund saved

7-28-73
 By ARTHUR WICHERN

Wisconsin AAA Legislative Representative

Once again Wisconsin's democratic process has worked advantageously for the motorist.

Largely because of innumerable letters, cards and personal contacts with state legislators by AAA members and the public, the state's segregated highway fund has been saved.

This was determined recently by the state legislative budget conference committee which refused to abolish the segregated highway fund or increase gasoline taxes and motor vehicle registration fees, proceeds of which would have been used for nonhighway purposes.

The committee's action represents a major victory for proponents of the segregated highway fund, long supported by the Wisconsin AAA, whose members are to be highly commended for vigorous efforts to keep the fund intact.

While action of the budget conference committee has assured continuation of the state's segregated highway fund for the time being, there are indications that separate legislation will be offered which would increase the gasoline tax and motor vehicle registration fees with part of the proceeds being used to bail out ailing public transportation systems in Wisconsin.

The budget conference committee, composed of Sens. Walter Hollander (R-Rosendale), chairman; Raymond Johnson (R-Eleva), and Robert Kasten Jr. (R-Thiensville), and Reps. Dennis Conta (D-Milwaukee), Anthony Earl (D-Wausau) and Herbert Grover (D-Shawano), agreed to:

1—Keep the segregated highway trust fund intact in lieu of a proposed single transportation fund.

2—Not freeze highway aids as originally proposed (freezing of aids would have made available about \$10-million in state highway money

for its "bread and butter" roads. Local units of government had complained about the freeze because of the lack of funds that would result at the local level).

3—Authorize \$25-million in bonding for construction and repair of rural two-lane highways.

4—Authorize a \$7-million appropriation from the general fund for financing public transportation, including \$5-million to be used to offset two-thirds of the deficits experienced by transit systems (\$1.9-million will be available for experimental projects and planning).

5—A study of revenue needs and distribution by the Dept. of Transportation in cooperation with the Legislative Council, including needs for public transit and improvement and maintenance of state trunk highways.

6—Establish a new transportation aids fund as a repository for federal monies received for urban systems and extensions of federal aid primary and secondary systems in urban areas as well as federal aids or grants for transportation purposes made available by Congress, and the general purpose state revenues authorized for public transportation.

In other action before the State Legislature recessed last month until the fall, the Assembly unanimously moved indefinite postponement of legislation providing for implied consent for pre-arrest screening of a driver's alcohol content and providing a 60-day license suspension for a driver refusing to submit to a sobriety test. The AAA is on record opposing such legislation.

The Assembly also passed, 85-12, legislation providing for licensing and regulation of ambulance attendants and service managers. The AAA supported this bill.

Also passed by the Assembly, 94-3, and sent to the Senate was a bill lowering the legal test for intoxication from .15 to .10 percent. The bill provides the new lower level would be prima facie evidence of drunkenness. However, corroborating evidence, strongly urged by the AAA, would be required.

The original proposal would have made the new level conclusive evidence with no corroborating evidence required.

An increase in Wisconsin's speed limit for trucks was approved 67-28 by the Assembly and sent to the Senate. The measure would allow truck speeds of 55 miles an hour on state highways instead of 45 mph.

No County Aid for Road Project

(Twin Lakes) -- The Twin Lakes Planning Commission was informed July 26 that there will be no county assistance for any improvements of Hwy. EM north to the village limits.

The cost of improving Hwy. EM from Hunt Avenue north to the Bel Aire Subdivision has been estimated at approximately \$250,650.

The county has no immediate plans for improving or widening the highway, but if the widening project is undertaken by the village, the county would possibly budget funds for repaving of the present road, with the village financing the resurfacing of the additional width.

If sidewalks and curbing gutters were installed on any part of the county right-of-way that could possibly be widened later, the village could be required to tear out improvements, at its own expense, on an area to be improved by the county.

Local Representative Calls Lucey's Veto Unfair to Rural Residents

(Bassett) -- State Representative Russell Olson labeled Gov. Patrick Lucey's veto of any bonding authority for highway construction in Wisconsin as "a dirty trick."

This affects rural residents more than any other segment in Wisconsin, Olson said, and the bonding had been a trade which had allowed the spending of \$6,000,000 of state tax money on mass transit programs in cities.

Lucey's action, Olson stated, will bring highway construction to a halt in Wisconsin. "This is another example of his alliance with the cities in their efforts to bleed the state of its tax base," he said.

He added that residents of southeastern Wisconsin could forget about programs to upgrade or relocate highways, such as Hwy. 50 or the extension of Hwy. 158 westward, because of Lucey's veto and the failure of the legislature to override the veto.

"Even though I'm against bonding," Olson concluded "the governor's action is inexcusable in that he uses our available funds, which could have been used on state highways, for mass transit in the cities and then ties the hands of the rural areas in their quest for funds."

Efforts continue to extend Hwy. 158 to Lake Geneva area

The battle to obtain a new east-west highway through Kenosha County is continuing, and should step up in pace next month.

That's when a report is due to the Legislature from the Division of Highways on the feasibility of extending Hwy. 158

1 St.) from its present terminus at I-94 some 12 miles to junction with I-90 near Lake Geneva in neighboring Walworth County.

The feasibility study was requested by State Reps. George Molinaro and Eugene Dorff, Kenosha Democrats, and has received widespread community support including that of the County Board.

Meanwhile, Dorff, Molinaro, and four Board members, Francis Pitts, Charles Schulte, Fred Schmafeldt and Joseph Andrea representing the highway and legislative committees, met recently in Madison to defend the new highway against environmentalists.

The meeting was held with Robert T. Huber, chairman of the state highway commission, and Thomas R. Burney, head of the Wisconsin Environmental Decade.

While Burney was concerned

with the impact on rural life of a new four-lane superhighway cutting across the county,

Pitts, chairman of the county's highway committee, urged that

human lives be considered as the highest priority.

Pitts pointed out that another life was lost on Hwy. 50 within the past week. He said traffic experts and highway users have condemned Hwy. 50 for many years as being a death trap full of hills, curves, and

entering driveways.

He said a new east-west route is imperative from a safety standpoint and that traffic is continuing to grow on the obsolete two-lane Hwy. 50 making it increasingly dangerous despite some recent improvements.

The city's federal grant application for \$670,000 to pave Sheridan Rd. from 83rd St. to 91st St. was approved by the Southeastern Wisconsin Regional Planning Commission at its quarterly meeting in the Courthouse here Thursday.

George Bertea, SEWRPC director, said the federal funding is far from assured. Grants depend on the amount of federal money available and on other priority needs.

In other actions, SEWRPC agreed to undertake a transit development program for the Racine metropolitan area. The program would make the area eligible for federal grant assistance to implement the plan.

A grant application seeking federal funds to pay 80 per cent of the \$5.1 million cost of 100 new buses for Milwaukee County was also recommended for approval. The county plans to lease the buses at a nominal sum to the Transport Co. which is

under private ownership.

If Milwaukee should acquire the bus system, the buses would become part of the publicly owned system.

SEWRPC okayed an amendment to the comprehensive plan for the upper Fox River watershed which calls for two sewage treatment plans for the 12-community area instead of one.

The amendment calls for one plant near Waukesha and one near Brookfield. The original plan called for only one large plant at Waukesha, but the municipalities objected.

A deep tunnel system for sewer water storage in the Milwaukee area was advanced by the commission. The prospectus for a preliminary engineering study was approved. Combined storm and sanitary sewage would be stored in periods of heavy flow then pumped out and treated after storms.



George Bertea, chairman, and Kurt W. Bauer, executive director, presided at the quarterly meeting of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) held at the Court house here Thursday.

—(Kenosha News photo by Norb Bybee)

SEWRPC backs request for Sheridan Rd. paving



Open Hy. E extension

The new 1.4 miles of Hy. E between 30th Ave. and Hy. 32 was officially opened to traffic yesterday when officials gathered at the scene for ribbon-cutting ceremonies. From left are Sup. Fred Schmalfeldt; and Sup. Earl Hollister, members of the county highway committee; Sup. Francis Pitts, highway committee chairman; Robert Middlecamp, highway superintendent; Sup. Emil Ruffalo, highway committee; Gaylord Maleski, highway superintendent; Sup. Charles Schulte,

highway committee; Eric Olson, County Board vice chairman; Peter Marshall, County Board chairman; Leo Wagner, highway way commissioner; Robert Jack, District 2 engineer; Howard Storer, federal engineer; Milton Schroeder, utility engineer, and Sup. Jerry Smith. Final top bituminous coating for the new road, constructed at a cost of more than \$400,000 to Kenosha County plus the state's \$250,000 share, will be applied next spring. —(Kenosha News photo by Norbert Bybee)

State highway needs in county pegged at over \$2.7 million

Review of the staggering \$1.66 billion in Wisconsin transportation facility needs over the next five years indicates more than \$2.7 million would be required to make only minimum improvements on state highways in Kenosha County.

A report by the Division of Highways says the \$1.66 billion is the "shortfall" between \$4 billion in needs found by a study and estimated revenues for the period of \$2.3 billion.

The report was compiled by the Department of Transportation for the governor and legislature as requested in the 1973 budget act.

The needs were compiled in conferences between county highway officials, representatives of larger municipalities, and highway district offices.

In addition to state highway improvements, the report cites 1974-79 needs for county, city, village and town roads and streets, and \$200 million statewide for mass transit.

State highway needs in Kenosha County are listed as follows in the transportation revenue, allocation and needs study (TRANS) report:

—Hy. 45: resurface seven miles from

Hy. 50 to the north county line and reconstruction one mile from Hy. AH to Hy. 50.

—Hy. 83: resurface 5.2 miles from the state line to Hy. 50.

—Hy. 50: resurface 3.3 miles from Hy. 83 to Hy. B.

—Hy. 192: resurface 2.6 miles from Hy. 50 to Hy. 43.

—Hy. 32: reconstruct one mile of Sheridan Rd. in the city, and resurface 3.8 miles from the state line to the south city limits.

—Hy. 31: recondition 5.1 miles from

the state line to Hy. 50.

—Hy. 43: recondition 15.2 miles from the west county line to Hy. 31.

—Railroad crossings: add protection at seven locations.

Total project costs come to \$2,785,000. Future prospects for any of the work is in doubt due to the wide discrepancy between the statewide needs and the projected available funds.

Funds are much lower than expected largely due to the drop in gasoline tax revenues resulting from a short gasoline supply and less travel at lower speeds by motorists.

to know some of the facts. The cost of living has gone up 8.5 per cent. We are offered 5.5 per cent. This would be substantial if we were making the high wages people think we are. Our average wage is far below that of most other counties.

Yet it is said that the Kenosha County area has the best maintained roads in the state of Wisconsin. When we work all night on overtime we are sent home the next day so we make almost nothing extra for our efforts. We no longer have two men in a truck after 10 p.m. This is very dangerous to you and us.

We no longer have the cost of living which all employees should have to keep up with the rising prices.

Our way of bargaining is not only hard on the public but also causes hard feelings between us and the county board members and our foremen. That's to say nothing about our wives and family.

As a county employee and a taxpayer I am asking only what a fair wage is to support our families. I hope you give these facts some thoughts before you judge the highway employees.

Needy not greedy

Highway plan group to meet

The Kenosha County Jurisdictional Highway Planning Technical Coordinating and Intergovernmental Advisory Committee will hold its next meeting in the Somers Town Hall at 7:30 p.m. Feb. 20.

The date was set last week when the committee met in the Salem Town Hall for its second meeting since its organization in December in Kenosha.

At the Salem meeting the local committee studied the arterial system proposed for streets and highways in this county by 1990.

SEWRPC plan opposed by Paris

PARIS — Opposition to the proposed highway jurisdictional plan for 1990 prepared by Southeastern Wisconsin Planning Commission was expressed in a letter by the Paris Town Board to SEWRPC, following the monthly board meeting last night.

Town chairman August Zirbel Jr., said the township is not interested in taking back any more county roads as proposed by the plan until the township is assured of more funds to maintain the roads.

State facts' in dispute

To the Editor:

This letter is to inform the public of the reason why the highway employees are not working overtime. It is not because of selfishness. They do not want people to suffer hardships.

We have friends and loved ones involved. Our contract is not settled and this is our only way of trying to get the board to negotiate in a fair manner. Our contract was to be signed the first of the year. This is not the first time this has happened. We feel it is time the public got

Equipment maintenance, hauling gravel, painting and replacing guard posts, controlling floods on highways, picking up trash

Propose changes in highway plan for Wheatland

NEW MUNSTER -- Changes in the proposed Kenosha County jurisdictional highway plan were made by the Wheatland Town Board last night in anticipation of Wednesday's meeting of the 15-member highway committee in Somers.

The plan prepared by the Southeastern Wisconsin Regional Planning Commission for implementation by 1990 called for Hy. P, Hy. W south of Hy. 50 and Hy. KD south of Hy. 50 to be maintained by the county as arterial highways.

Last night the board suggested that all of Hy. KD as well as Hy. O, Hy. W north of Hy. 50 and Hy. JI west to Hy. 83 be included on the jurisdictional plan as arterial highways.

Thomas Grady, town chairman, informed residents last night that a

new telephone line has been installed for town residents, to contact the Kenosha Sheriff's Department by dialing 537-4343.

In other action, the board:

- Approved a beer license application from Arthur Peebles for the Wheatland Store.

-Worked on a schedule for the town police officers which, Grady said, should be completed this week.

-Announced that the proposed gravel pit ordinance should be ready for board action by the March 11 meeting.

Grady warned dog owners in the township that the Police Department will start issuing citations because of the number of complaints from residents of dogs running at large.

Oppose Highway Plan

(Paris) -- Following the monthly meeting of the Paris town board Feb. 18, the board expressed opposition to the highway jurisdictional plan for 1990 proposed by the Southeastern Wisconsin Regional Planning Commission, in a letter to the SEWRPC.

The township does not want to take back any more county roads, as the plan proposes, until assurance is given that the township will receive more funds to maintain the roads.

Bartender license applications submitted by Judith Wilson and David Marsch were approved.

The town attorney was instructed to prepare an ordinance setting requirements for installation of sewage holding tanks.

Plow crews not at fault

To the Editor: 2-23-74

This letter is directed mostly to the two citizens called "Slippery" and "Tired" who wrote in to reprimand the county highways workers for their actions during the last snowstorm. These two citizens made some incorrect statements and as a highway employee, I would like to set the record straight.

"Slippery" stated: "you are under 24 hour call to provide road maintenance and when you refuse to do this, it is in direct insubordination and constitutes firing."

This is only a half-truth. Yes, we are on 24 hour call to provide road maintenance, no, we are not obligated to work extra hours when called upon, but we who do work all day and most of the night plowing during the work week are obligated to take time off for rest the next day at pay rate. That was also the day the snow began and there was no accumulation from the night before.

Yes, I will agree that many were inconvenienced and the roads were "a mess in Southeastern Wisconsin." Yes, we "used the snow as a lever in contract talks," but I think this has something to say for the collective bargaining system in this country.

Doesn't all this make you wonder why people have to resort to using situations and "crunches" as levers to force an Employer to bargain honestly? We are not the only people who have used "levers." What about the 1100 Teachers who went so far as to defy a court order, and now we have our Police Officers picketing for

traveled in the United States. Any trucker or tourist will attest to this fact.

"Tired" states . . . "two lives were lost" . . . another falsehood!! Those people were killed at 1:51 p.m. on Friday, February 1. The County employees were on duty at that time, as they worked until 3:30 on that day. That was also the day the snow began and there was no accumulation from the night before.

Yes, I will agree that many were inconvenienced and the roads were "a mess in Southeastern Wisconsin." Yes, we "used the snow as a lever in contract talks," but I think this has something to say for the collective bargaining system in this country.

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A plug for road crews

To the Editor: 2-23-74

In all the news of today all we hear and read is the bad that goes on in life.

I'm for putting a plug in for the good our highway workers do for us. They deserve to fight for their raises.

People always complain about taxes. Well, to hire other construction workers to do our roads would cause us taxpayers to holler a little louder. Their wages are much higher than that of our county workers. In turn, we the taxpayers would end up paying in the end.

Energy, energy, that's all we hear about in this day. Well I'm all for it. Wherever we can save a buck, let's save it. That includes everyone from big shots to little shots.

Salty

Road crews get a hand

To the Editor: 2-23-74

I have a message to that snowed in person who wrote a letter to the paper.

I can't imagine anyone not giving the snow crews a big hand during our two big storms we had. The storms were just a few days apart.

I for one and many many more people that I have talked to said they did a good job. They are out in the cold all night clearing the streets and making it halfway decent so we can use them the next morning.

As for trucks running their motors, most are diesel and cannot shut them off. Most likely the people who complain the most leave their cars on the street and get plowed in. Tough luck.

Our hats are off to the trash pickup crews also. They have been doing a good job during all this snow and they drive the plows at night. So I just hope people bear with them and give them a little thanks once in a while. They're human too.

Pleased

this "selfish" and a lack of "common sense" as "Tired" does. If there were a way to provide a decent living for every working man and retiree in this country, I would advocate it 100 per cent. It's just too bad that employees are forced by their employers to use "tactics" and "levers" for what used to be honest and sincere bargaining.

Unlike "Slippery" and "Tired," I am not going to sign this letter "Disgusted" but I sign my name as it is:

Don Poikonen
Kenosha County
Highway Dept.
Employee

Propose Highway Plan Changes

(New Munster) -- The Wheatland town board suggested changes in the proposed Kenosha county jurisdictional highway plan at the Feb. 25 meeting.

Prepared by the Southeastern Wisconsin Regional Planning Commission, the plan is to be implemented by 1990 and provides for Hwy. P, Hwy. W south of Hwy. 50, and Hwy. KD south of Hwy. 50 to be maintained as arterial highways by the county.

The board suggested that all of Hwy. KD and Hwy. O, Hwy. W north of Hwy. 50, and Hwy. JI west to Hwy. 83 be included in the jurisdictional plan as arterial highways.

The board approved a beer license application from Arthur Peebles for the Wheatland Store.

Dog owners in the township were warned that the police department will begin issuing citations due to numerous complaints of dogs running at large.

Would fire road crews

To the Editor: 2-10-74

Kenosha County Highway Employees: As employees of the Kenosha County Highway Department, your salary is paid by the tax payers of this community. You are under 24-hour call to provide road maintenance and when you refuse to do this, it is direct insubordination and constitutes firing. To think that using retired employees to service the roads after the normal work day is really a sad state of affairs.

When 3 million dollars of equipment lay idle and the condition of the highways even when you "work" (and I use this term facetiously) are deplorable, it is time the board forgets the negotiating and puts the work in the hands of private concerns. At least then the roads would be serviceable!

Slippery

STATE OF WISCONSIN

1973 Assembly Bill 574

Date published*: April 24, 1974

CHAPTER 185 , LAWS OF 1973

AN ACT to repeal 340.01 (39); to amend 340.01 (69); to repeal and recreate 340.01 (38); and to create 84.02 (4) (e) and 349.065 of the statutes, relating to creation of a uniform system of traffic control devices on streets and highways in the state.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 84.02 (4) (e) of the statutes is created to read:

84.02 (4) (e) The highway commission shall adopt a manual establishing a uniform system of traffic control devices for use upon the highways of this state. The system shall be consistent with and, so far as practicable, conform to current nationally recognized standards for traffic control devices.

SECTION 2. 340.01 (38) of the statutes is repealed and recreated to read:

340.01 (38) "Official traffic control device" means all signs, signals, markings and devices, not inconsistent with chs. 341 to 349, placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning or guiding traffic; and includes the terms "official traffic sign" and "official traffic signal".

SECTION 3. 340.01 (39) of the statutes is repealed.

SECTION 4. 340.01 (69) of the statutes is amended to read:

340.01 (69) "Traffic control signal" means any device using colored lights, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

SECTION 5. 349.065 of the statutes is created to read:

349.065 UNIFORM TRAFFIC CONTROL DEVICES. Local authorities shall place and maintain traffic control devices upon highways under their jurisdiction to regulate, warn, guide or inform traffic. The design, installation and operation or use of new traffic control devices placed and maintained by local authorities after the adop-

.....
*Section 990.05, Wisconsin Statutes: Laws and acts; time of going into force. "Every law or act which does not expressly prescribe the time it takes effect shall take effect on the day after its publication."

1973 Assembly Bill 574

tion of the uniform traffic control devices manual under s. 84.02
(4) (e) shall conform to the manual. After January 1, 1977, all
traffic control devices placed and maintained by local authorities
shall conform to the manual.

SECTION 6. EFFECTIVE DATE. This act shall take effect January 1, 1974.

LL

Seek area unity on highway funds

3-18-74
It is up to four of the local units of government to prove by resolution that they are in agreement over the boundaries set up for an urbanized highway system in this area.

By showing approval the Kenosha urbanized area will

be more likely to receive federal aid for highway construction in the area.

At meeting Friday held by the state's department of transportation at the Municipal Building, Thomas

Clark of the state's division of highways said, "The

more support you can show to the federal agency through resolutions, the stronger your case is for aid."

He was speaking to representatives of Kenosha city and county and the Township of Pleasant Prairie. The Township of Somers is the fourth unit of government involved.

Over \$400,000 Allocated

A total of \$424,027 has been designated to the Kenosha urbanized area for fiscal 1974. Of this total, \$266,024 has been set aside of roads and streets. Although fiscal 1974 ends July 1, not using the allocation before then does not mean that the funds are lost. They can be held over from year to year.

The meeting Friday was held to present a map showing what has been designated as the Kenosha

urbanized area. Lines frequently crossed city and county boundaries, entering into the domains of the townships, therefore the need for approval by all four governmental agencies.

Clark pointed out that it is necessary for all units of government, not just in Kenosha, to try to forget whose jurisdiction certain roads lie in, and to begin to think of the urbanized area as a whole.

Within urban areas are two classes of federal funds — for urban extensions of primary routes, and for high volume urban arterial and collector routes.

Previously an arterial highway network was proposed by the Kenosha county jurisdictional highway study committee. This proposal had been approved by the various un-

its of government.

Map Sets Boundaries

The map that was presented Friday simply set boundaries in which were contained those arterial highways as proposed by the committee. The boundaries were also set up by a formula which used federal census figures.

Advantages of this type of urbanized aid, Clark said, include federal funding for construction on city roads and roads within townships. Previously there was no funding for such projects.

He also said that right now while funds are available the state's highway department will authorize all projects before them for federal aid. He warned however that in years to come funds may become short and then only priority projects may be funded.

Proposed new Hy. 50 now projected on new route

BY JIM MEYERS

Staff Writer *2-18-74*

The county's highway advisory committee Wednesday night agreed to put the proposed new Hy. 50 on an almost entirely new route.

Under the latest proposal, which was designed to meet the objections of farm owners who face the loss of hundreds of acres if an all-new highway is built, this would be the route:

The present Hy. 50 (75th St.) right-of-way would be used from Sheridan Rd. on the city's east side to just east of Paddock Lake.

Near Paddock Lake, the highway would swing north to join with the present Hy. K (60th St.), then continue on Hy. K.

The new 50 would then swing on a new route north around New Munster and continue on the new route past Slades Corners into Walworth County to join the Hy. 12 interchange at the Playboy Club.

The decision made last night is far from final, according to Kurt Bauer, executive director of the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

He noted that the State Highway Commission is under legislative order to make a feasibility study of an east-west route between the existing portion of Hy. 158 and Lake Geneva in Walworth County.

Study to be completed soon

That study is expected to be completed in the near future, according to William A. Heimlich, district planning supervisor for the Division of Highways (DOH).

Heimlich noted that regardless of what the study shows, "it will be up to the public, and local public officials, to make the final decision."

Bauer, too, emphasized that what the local officials on the county highway advisory committee decide "will have a bearing on where the actual route will be."

He said local support is needed for any proposed highway changes, especially under new state and federal regulations which are much more sensitive to public response.

Until last night, SEWRPC and local officials, including State Reps. George Molinaro and Eugene Dorff, had favored a new Hy. 50 from I-94 west.

The most favored route would have carved a new highway about a half-mile north of existing Hy. 50 to

miss the built-up areas along the present route.

The second most favored alternative, and one advanced by the two legislators, would have extended Hy. 158 from its present terminus at I-94.

In addition to the new route for Hy. 50, the committee okayed a full set of highway plans for the county which are designed to be effective for the year 1990.

The chief topic of debate among the proposals was the future status of Hy. 43 which connects Kenosha's north side with Burlington in Racine County.

SEWRPC studies indicated that Hy. 43, after the construction of a new Hy. 50 and a new Hy. 11 along the north edge of Kenosha County, would become a secondary road route.

The SEWRPC projections indicate that Hy. 43 would not handle much traffic, nor over long trip lengths.

The advisory committee, and especially County Board Supt. Earl Hollister, Bristol, a member of the county's highway committee, objected.

As a result, the advisory committee voted to overrule SEWRPC's findings and keep Hy. 43 as a state highway on the jurisdictional map. The SEWRPC findings would have Hy. 43 reverting to a county highway by 1990.

Would not affect highway aid

If Hy. 43 were to revert to county highway status, the county would lose the difference between state-paid maintenance costs and the much lower state aids to county highways.

The advisory committee will review its recommendations at another meeting Oct. 16. At that time, the financial impacts of the plans adopted last night will be available for study and could lead to some changes in the plans.

Also adopted last night were some revisions in road extensions due to the proposed coal-powered electric generating plant in Pleasant Prairie.

The proposed extension of Hy. T was dropped along with its interchange with the proposed Lake Freeway. That interchange will be moved south to Hy. Q which is proposed to be extended to I-94. The Hy. Q extension is presently in the environmental impact study stage and is due for construction shortly.

The committee also agreed to retain the proposed 85th St. extension west to Hy. C, even though it passes along the north end of the power plant site. The committee agreed that the road is needed as another east-west route to the city.

County okays Hy. Q proposal as feeder road

10/16/74
The county's planned extension of Hy. Q as a major artery feeding from I-94 east to Hy. 32 could become a reality in about two years.

The County Board Tuesday night agreed to set aside the interest from a \$313,944 accumulation of federal highway aid funds to boost the project.

The interest, at more than \$20,000 a year, would ordinarily have gone into the county's general fund.

The fund will be added to annually with whatever amounts the county receives in federal highway construction aids, with the expectation that the county's 30 per cent share of the total cost will be accumulated in about two years.

Federal funding for the project will be 70 per cent. About two miles of roadway are needed to link the present west end of Hy. Q over swampland to I-94.

When completed, the highway will be the only direct east-west route into the county south of Hy. 50.

Leo Wagner, county highway commissioner, said that right of way for the highway is still not purchased, although a substantial portion has been donated. The required environmental impact statement has been submitted, he said.

Wagner said the road will cost about \$1 million, and that federal aids are accumulating at about \$61,000 a year at present rates. He said availability of additional federal money will depend on Kenosha County's placement on a priority list, and how many counties fail to use their federal aids.

Area road projects survive state cutbacks

Drastic cuts in the state highway program for 1975 will not affect several Kenosha and Racine projects scheduled for next year, according to the Waukesha office of the Wisconsin Division of Highways.

Allocated for road improvement programs is \$109.7 million, a drop of \$63.7 million from 1974. The allocation is the smallest since 1965 when the state spent \$107 million.

Included in the program are construction of four new blocks of 30th Ave. in the City of Kenosha and purchase of right of way to improve Hy. 32 south of the city.

The widening of 66 feet of right-of-way from a two lane to four lane highway on Hy. 31 between Elkhorn and Hy. 50 and continuation of the new Hy. 15 from Darien west to Rock County.

Other Racine projects include the reconstruction of Hy. 38 east of Rapids Dr. and of Mount Pleasant and South Sts. Bids are tentatively scheduled for opening next March for the Mount Pleasant-South St. work and in April for Hy. 38.

Robert Huber, highway commission chairman, said factors responsible for the smaller program were reduced gasoline tax revenues, higher maintenance

costs and peaking debt service costs in 1975 and 1976.

Walworth County projects are Hy. 67 between Elkhorn and Hy. 50 and continuation of the new Hy. 15 from Darien west to Rock County.

Included in the 1975 program is \$69.9 million for state trunk and Milwaukee County freeway systems, \$16.9 million for the Interstate system, \$21.2 million for federal aid projects of the state system including county, urban and safety projects and \$1.3 million for miscellaneous projects.

Other major construction starts include the Columbus bypass in Columbia and Dodge Counties, the Mazomanie bridge in Dane County, Wisconsin 11 and 81 in Green and Rock Counties, a segment of U.S. 16 in Waukesha County, Wisconsin 147 in Manitowoc County, Wisconsin 32 in Oconto County, Wisconsin 21 in Oshkosh, Wisconsin 71 in Juneau and Monroe Counties, the Fremont bridge on U.S. 10 in Waupaca County and Wisconsin 93 in Trempealeau County.

The plows would go out if there is danger of the roads clogging shut."

All state roads are maintained through arrangements with county highway departments which supply crews and equipment which are rented by the state.

The limited winter maintenance policy was begun when the energy crisis started last winter, Wagner noted.

The state highway fund, which pays for maintenance such as plowing and salting, has suffered a drop partly because gasoline sales reductions which bring revenues from the state gasoline tax.

The policy probably will not affect heavily travelled roads such as those around the county from the lake east to Hy. 83.

"From 8 p.m. to 4 a.m., this may mean no plowing on some roads," Wagner said, "though the roads will be kept passable at least."

PLEASE MARK YOUR CALENDAR

JULY 17, 1975

For the PUBLIC HEARING to be held about the proposed improvement of Highway 32 (Sheridan Road) between 83rd Street and 91st Street in Kenosha County.

DISTRICT ENGINEER
T.R. Kinsey

310 South West Avenue
WAUKESHA 53186 — (414) 547-1735
(APR. 3) 1975

A gigantic task

The popular impression that the Interstate highway system is just about finished is somewhat exaggerated, as yesterday's change in highway designations indicates.

Highway 43, linking Kenosha and Burlington, is now Highway 142.

Highway 43 has become the number for the new Interstate segment which, when completed, will link Milwaukee and Green Bay.

New I-43, long the subject of controversy, will run a distance of 118 miles, and portions of it in Ozaukee and Sheboygan counties are under construction. Above Sheboygan, the highway will run parallel to present 141.

The scheduled 42,500-mile U.S. system is in various stages.

According to Secretary of Transportation Claude S. Brinegar, total Interstate mileage now open to traffic is 36,021 miles, or 84.8 per cent. Of this total 11,262 miles are complete or essentially complete. The other 24,759 miles now in use include segments that are either currently under improvement or still re-

quire additional development to meet full standards, such as work on rest areas, lighting, fencing, etc.

But while mileage open to traffic is a measure of progress, "a more objective indication," says Brinegar, is the amount of funding left to be accomplished. Twenty-four per cent of the estimated total cost of the Interstate system remains to be funded. But this doesn't take into account the effects of inflation since 1972.

For instance, the 1973 price on the Milwaukee-Green Bay Interstate 43 was \$178,477,000, but state highway authorities expect the total cost of construction will be \$250,000,000.

Someday America will finish its vast Interstate system — not counting perpetual repairs and improvements, of course.

There is one category in which the value of the Interstate system cannot be overestimated, or even truly estimated. This is simply the saving in human lives being made possible by the safer Interstate system.

Target date 1990

Highway plan is approved

By JAMES ROHDE
Staff Writer 4-9-75

NEW MUNSTER — The comprehensive jurisdictional highway plan proposed for 1990, was adopted last night by the commission working on it since it was first presented more than a year and a half ago.

The commission appointed by the County Board approved the final two chapters of the comprehensive study prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) before making the motion to adopt the plan in its entirety.

In referring it to the County Board, the commission recommended that the plan be adopted by the County Board as presented or referred back to the committee for any changes.

The commission recommended that the County Board accept the responsibility for having the report printed. Cost was estimated at between \$3,500 and \$4,000 for the 250 copies of the plan and will take approximately eight to 12 weeks for completion.

Prior to its formal adoption, county representatives Earl Hollister, Bristol, and Glenn Miller, Brighton, expressed concern over some county roads being turned back to the towns which, they said, were not equipped to maintain them.

"I think we have placed all the safeguards in the plan we could," Hollister said, "to insure the intent of the commission. I still foresee changes being made before implementation."

Kurt Bauer, SEWRPC executive director, said he hoped the County Board would refer the plan back to the committee if it disagreed with any portion of it as was done in Ozaukee County.

Mark Green, SEWRPC representative, said any of the county roads reverting back to the townships will have to be brought to town standards before the towns have to accept them.

The comprehensive study was undertaken to:

—Promote implementation of the adopted regional

transportation plan.

—Provide a sound basis for the efficient multi-jurisdictional arterial street and highway system and attainment of the necessary intragovernmental coordination in that management.

—Provide a sound basis for the efficient design and improvement of the total arterial system by combining in two subsystems those facilities which, because of the type and level of service provided, should have similar standards for design, construction, operation and maintenance.

—Provide a basis for the establishment of a sound long range fiscal policy and for the systematic programming of arterial street and highway improvement and thereby to assure the most effective use of public resources in the provision of highway transportation, focusing the appropriate resources and capabilities in corresponding areas of need.

—Provide a basis for the more equitable distribution of highway system development costs and services among the level and agencies of government concerned.

Kenosha County is one of only six in the state either working on or having adopted a county jurisdiction highway plan.

Implementation of the plan will depend largely on the availability of funds and it will require an amendment of the state legislation relating to county highways to permit the establishment of a county branch highway system consisting of nonarterial highways under the jurisdiction of the county.

Attending last night's final meeting were Roger Prange, representing Pleasant Prairie; Howard Blackmon, Somers; Thomas Grady and Robert Lenz, Wheatland; Merlin Jahns, Twin Lakes; Clayton Wagner and Glenn Miller, Brighton; Hollister, Bristol; Robert Kolstad and Donald Holland, Kenosha; Harland Clinkenbeard, Bauer and Green, representing SEWRPC.

Leo Wagner, county highway commissioner, has served as chairman of the committee since its inception.



County supervisors during a recent road tour stopped to watch a new four-yard loader in operation at the gravel pit near Wilmet. Two scoops from the loader would fill a dump truck. In operation for about six weeks, the loader is used to feed the gravel crusher and takes the place of a shovel and two dumpsters. Two men

can crush rock at the gravel pit in place of the five-man crew formerly needed. Pictured are (from left) supervisors Francis Pitta and Jim Amendola and Emil Rufalo, Highway Commissioner Leo Wagner and supervisors Earl Hollister and Fred Schmaifeldt.

(Kenosha News Photo by Norb Bybee).

'Old 43' will be leaving

By JIM MEYERS
Staff Writer

After Jan. 1, there won't be a Hy. 43 any more. The major east-west route from the city of Kenosha angling northwest to the city of Burlington in Racine County will undergo a designation change.

After the first of the year, it will be Hy. 142.

Generations of Kenosha have known Hy. 43 — the extension of Washington Rd. in the city — as the Burlington Road, informally, but more often as just plain "43."

Undoubtedly, it will still be called 43 long after the new year begins, but all official references will call it Hy. 142.

'43' Moving to Interstate System

Leo Wagner, county highway commissioner, said the Hy. 43 designation will not be lost. In fact, it is needed in Wisconsin for a new Interstate highway.

Hy. 43 will become the designation for the present Hy. 57, which extends north from Milwaukee to Green Bay. That route will be I-43 beginning next year.

Federal highway officials would have continued to use 57 as the designation for the new I-road, but there is already a 57 in Illinois.

The County Board's highway committee recently toured part of Hy. 43 as part of its annual road inspection trip.

Also as part of that trip, committee members viewed the \$1 million Hy. E construction project, which extended Hy. E from 30th Ave. at the southeast corner of the UW-Parkside campus about a mile and a half to Hy. 32 along the lake shore.

The bridge over the Pike River, just west of the Chicago & North Western railroad crossing, was built so that the roadway can drop under the tracks as a four-lane highway when such a move becomes necessary in the future.

Also in that area, work completed this summer includes new blacktop on Wood Rd. (30th Ave.) from Hy. E to Hy. A — alongside the Parkside campus on the east.

A total of 28 miles of county roads were sealcoated this summer, Wagner told the commissioners. He also noted that hot bituminous mix this year cost \$20,000 a mile, curtailing this type of work due to the extreme boost in prices over previous years.

A major road project still about two years in the future is the extension of Hy. Q (McKeon Rd.) in Pleasant Prairie about two miles to meet with I-94.

Impact Study Report Available

Wagner said the environmental impact study has been completed and copies are in the highway department office on 60th St., and also in the Pleasant Prairie town hall.

A federal okay has not yet been received on the study, however, although it is expected soon.

Funds for the project are being accumulated by the county and should reach the point where work can begin in about two years.

The tour included a stop at the county highway department's gravel pit on Hy. C west of Wilmet, where a \$60,000 front-end loader was added to the equipment fleet this year.

Wagner said the loader enables operation of the sand and gravel-making pit with as few as two men, and makes the county's price for gravel competitive with private suppliers.

The loader, operated continuously by one man while another oversees the crushing operation, permits the county to stockpile gravel faster than it can be used. It is sold to other municipalities and used for county road work.

Berteau says SEWRPC can count on funds

3-10-75

The chairman of Southeast Regional Plan Commission (SEWRPC) said Thursday that southeastern Wisconsin should be in "fine shape" for getting federal sewerage treatment funds.

George C. Berteau told the commission's executive committee it will apply for "not less than \$5 million" in federal funds to develop detailed plans during the next two years.

At the commission's regular meeting which followed the administrative committee reported it had approved

the final plan for the Kenosha County Highway jurisdictional system, pending the approval of the state Department of Transportation (DOT).

The plan calls for the county to keep certain non-arterial roads as county aid roads because of the maintenance program of the county's highway department.

Kenosha County's situation is unique in the state because all roads in the townships are maintained by the county.

The Advisory Committee on this will have to meet with the state DOT for approval because this plan is in conflict with the DOT's policy on granting state aids to counties who maintain county highways.

In other action, the commission approved the City of Kenosha and the City of Racine as eligible for federal Urban Mass Transit aid.

Request more money for highways

3-11-75

MADISON, Wis. (UPI) — Gasoline taxes or vehicle registration fees should be raised to provide more money for highways, the executive director of the Wisconsin County Boards Association said Wednesday.

Robert Mortensen said a survey has shown that Wisconsin counties will have property tax levies for highway purposes of more than twice the amount they expect to receive from the state highway fund.

He said the county levies for 1975 total \$40 million, while estimated receipts from the highway fund are only \$24 million.

"Our survey indicates that more money is needed for highway purposes."

OKAY HIGHWAY PLAN

3-11-75

The administrative committee of the Southeastern Wisconsin Regional Planning Commission recently announced that it had approved the final plan for the Kenosha County highway jurisdictional system, pending approval from the state department of transportation.

Because of the maintenance program of the county highway department, the plan provides for the county to maintain certain non-arterial roads as county aid roads.

Kenosha County is unique in the state because all roads in townships are maintained by the county.

The advisory committee must meet with the state department of transportation for approval because the plan conflicts with the department's policy on granting state aids to counties which maintain county highways.

With offices in Milwaukee

County Board to continue discussion of highway plan

By JIM MEYERS
Staff Writer 5-7-75

A two-hour, sometimes heated discussion over Kenosha County's highway jurisdictional plan will be continued from Tuesday night to a special meeting.

Board members were unable to agree on adoption of the plan prepared over the past year and a half by an advisory committee to the highway committee with the aid of the Southeastern Wisconsin Regional Planning commission.

Six of the seven counties in the region have adopted similar plans to aid in funneling state and federal funds to most-traveled roads.

Kenosha's unique position — the county highway department contracting for most road construction and maintenance outside the city — was one factor leading to the controversy.

Another was the priority ratings for road improvements embodied in the plan. Some felt the new route for Hy. 50 more vital than extending Hy. Q in Pleasant Prairie west to I-94.

* * *

A THIRD CONTROVERSIAL point was the shifting of some town roads and city streets which are state highways also to the county's jurisdiction for maintenance purposes.

The discussion will be continued at an administrative council meeting set for Thursday, May 22, in the Courthouse Board chambers.

Also at that meeting, the Sheriff's rescue squads and the future of emergency medical services in the county will be discussed.

The county is faced with a phase-out of its station wagon ambulances due to more stringent state regulations regarding equipment.

New members of the Gateway Technical Institute Board were named Monday by the three County Board chairmen and announced last night by Board chairman Eric Olson.

* * *

SAM RIZZO, RACINE, board member at large, will be succeeded July 1 by Mrs. Hilda Greenquist, Racine. Mrs. Corinne Owens, Racine, and Lynn D. Janson, Union Grove, were reappointed. All will serve six-year terms beginning July 1.

In other actions, the Board:

— Heard that Kenosha County will lose \$86,125 in state shared taxes under the Joint Finance committee state

Says state highway dept. info misleading

MISHICOT, Wis. (UPI) — Secretary of State Douglas LaFollette has accused the state Highway Department of misinforming Manitowoc County officials on the location of Interstate 43.

LaFollette told the 6th District Democratic caucus here Sunday two members of the Manitowoc County Board claim information they received in 1972 from the state agency "differs dramatically from where the highway department is presently planning on building I-43."

He said the highway department changed its plans after promising the new highway would follow the present Wisconsin 141.

The department now plans to use only three of 60 miles of Wisconsin 141 in the new roadway and the change will destroy 2,000 acres of prime farmland, LaFollette said.

He said he believes the Manitowoc County Board would not have approved the construction if they had known of the change.

budget proposal and will protest to area legislators.

— Voted to provide written copies of proposed ordinances to Board members at the first reading.

— Voted to extend the Tri-County Manpower consortium for another year beginning June 30, and voted to ask the consortium to provide written guidelines regarding hiring practices and fringe benefits to avoid union conflicts and financial commitments by the county.

— Voted to protest Governor Lucey's integrated transportation program as being harmful to the auto industry and American Motors Corp., while favoring import cars with better fuel economy. The Lucey proposals would tax newer and heavier cars more than older and more fuel-efficient cars and increase license tag costs.

— Voted to drop a Sheriff's snowmobile patrol program due to a cut in state funding.

— Voted to ask the state to reduce the speed limit from 55 m.p.h. to 45 m.p.h. on Hy. A from nine-tenths of a mile east of Hy. 31 to Hy. 32.

— Voted to turn down the purchase of 160 acres in wetland and woodland in Pleasant Prairie for county park purposes due to the economic conditions.

— Okayed an increase in civilian court bailiff pay from \$16 a day to \$20.

— Heard a report from personnel chairman Sup. Earl Hollister that the county's new personnel director should be hired by mid-June, and that all grievances dealing with job upgrades will be held in abeyance by county unions if approved pay upgrades are made retroactive to May 1 when and if they are adopted.

— Referred to the UW commissioners a request from ETS school board president that the county and city swap the UW-Kenosha center for Bradford High School.

— Referred to the zoning committee the problem of floodplain home owners who want to repair or reconstruct their homes. Permits have been granted so far only if the owner raises his home two feet above flood level.

NOTICE OF PUBLIC HEARING

In the matter of the proposed construction of County Trunk Highway "Q" from County Trunk Highway "H" westerly to Interstate Highway 94 in the Town of Pleasant Prairie, Kenosha County.

A combined Location and Design Public Hearing will be held in the Kenosha County Highway Committee on Wednesday, August 20, 1975 at 7:00 P.M. at the Pleasant Prairie Town Hall on their proposed highway "Q" between County Trunk Highway "H" and Interstate Highway 94, southwest of Kenosha.

The proposed project may be financed in part with Federal Aid Highway funds, would provide complete concrete paving, drainage, grading, crushed aggregate base, a bridge over the Desplaines River, and bituminous surfacing. Tentative schedules for the construction will be discussed.

All interested persons are invited to attend and present concise, relevant oral or written comments concerning the economic, social and environmental impacts and effects of the proposed new highway and whether it is feasible in the public interest to accomplish the goals and objectives of such area planning as has been promulgated by the community.

Comments will be made for the submission of written statements or other exhibits in place of, or in addition to, the oral statements presented at the hearing. Oral testimony and/or exhibits may be filed with the Kenosha County Highway Commission if received within 10 calendar days of the date of the public hearing. Mail to the Kenosha County Highway Commission, 5512-001 Street, Kenosha, Wisconsin 53140.

Comments concerning the impact of the proposed project upon the environment may be considered for inclusion in the Final Environmental Impact Statement if received by May 29, 1975. Comments concerning the impact of the proposed project upon the environment may be directed to:

Chief of Facilities Development, Wisconsin Division of State Parks, Facilities Development Section-Room 651, 4802 Sheboygan Avenue, Madison, Wisconsin 53702. Leo J. Wagner, Kenosha County Highway Commissioner.

I.D. 3738-1-00
(April 14, 1975)



Wisconsin motorists may begin seeing this brown and gold Rustic Roads marker along some of the state's scenic, low-speed routes, including some in this area, later this year, as the result of action taken by the Rustic Roads Board.

The now-official marker will designate roads which have been approved as part of the Rustic Roads system. The board has also approved petition forms for nominating roads and the design concept for a brochure to be distributed to the public and landowners along potential rustic roads.

It is making plans to distribute informational materials to counties for use by counties and towns in designating rustic roads.

Area Counties Receive Highway Aids

5-7-75

Racine County has received \$80,096.18 in state village roads and streets. In addition, a payment of \$65 is made for every mile of county trunk highways.

The state department of transportation has mailed checks to every Wisconsin county, totaling \$4.8 million for assistance in its highway construction and maintenance program. Walworth County received \$62,711.93.

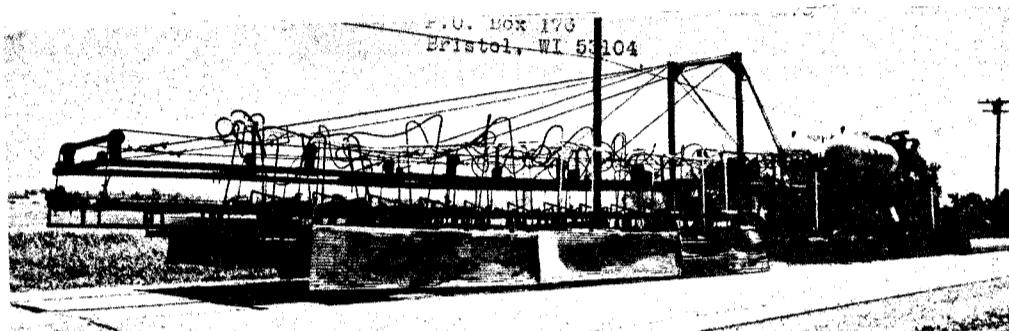
Kenosha County received a payment of \$68,677.05 for assistance in its highway construction and maintenance program. Kenosha County received \$62,711.93.

The basic highway aids for county trunks are the second basis of the number of motor vehicle registrations in each county, plus total highway miles exclusive of city and made to counties each year.

An Environmental Impact Statement has been filed according to the National Environmental Policy Act. This document, as well as maps, drawings, and any pertinent information, may be obtained by the Kenosha County Highway Commission, including any written views received regarding the project, will be available for public inspection during regular business hours.

All information and documents referred to in this notice are available at the Kenosha County Highway Commission, 5512-001 Street, Kenosha, Wisconsin 53140; telephone 652-9390.

By Order of
Kenosha County
Highway Committee
Leo J. Wagner,
Highway Commissioner
(July 11, 1975) 75-75



Recycling comes to highways, too

6-24-75

A unique machine (above) that saves precious oil resources by re-using asphalt highway surfacing was working on Hy. 192 between Hys. 50 and 43 Monday and today. The 80-foot long monster, still being modified by its owners, Jim Jackson Contractors of Little Rock, Ark., will do the 2.5 mile stretch for \$8,000 a mile compared with \$30,000 a mile for resurfacing. The machine

uses propane torches to heat the roadway to 1,200 degrees, a scarifier to crumble the top three-fourths of an inch, and a leveling device (below) to smooth the roadbed. A thin layer of emulsified asphalt is added, and the "new" roadbed is rolled flat and level. With asphalt up to \$100 a ton from \$40 and still rising, similar devices are sprouting up around the country.

The experiment here was okayed by the state Division of Highways which will look at the durability of the road after a year's wintering. It is expected to last seven years, the contractor says. A portion of Hy. 12 in Monroe County will be the next target of the machine.

(Kenosha News photos by Norbert Bybee)



Freeway Plan Sparks Battle

7-6-75

By Richard C. Kienitz
of The Journal Staff

More than 6,000 vehicles daily twist and turn along Highways 18-151 between Dodgeville and Mount Horeb, with drivers often fuming when the double yellow no-passing line slows traffic for nearly 82% of the 21 miles.

There is little disagreement that the 20 foot wide strip of concrete picking its way along the main streets of Ridgeway, Barneveld and the edge of Blue Mounds is outdated. It was built in the 1930s.

Accidents increased 30% between 1968 and 1972. And more since then.

In another 15 years the volume of autos is expected to grow to 10,000 a day as outdoor recreation increases in southwestern Wisconsin along a route that passes two state

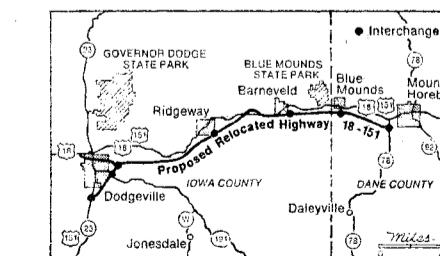
parks — Governor Dodge and Blue Mounds.

Volatile Issue

While the need is apparent for improving the road that carries traffic from Dubuque and Prairie du Chien to Madison and points east, the Department of Transportation's proposal for a four lane divided freeway from south of Dodgeville to the west edge of Mount Horeb has been volatile.

Speaking for hundreds of landowners along the route, Shirley Thompson, Mount Horeb, argues, "The cost is too much in land and dollars."

She is co-chairman of the Iowa and Dane County Citizens Concerned About Highways 18 and 151 Improvement. It opposes either a freeway or expressway, although she agrees that the present roadway needs upgrading.



A four lane divided freeway from south of Dodgeville to the west edge of Mount Horeb has been proposed.

"But if it gets as far as free-way construction, we'll join in a court fight," she says.

This group believes that in times of food shortages, the

eliminated the need for a design sign for faster speeds.

On the other hand, the American Automobile Association likes the safety features of a freeway, the villages want the heavy traffic moved away and businessmen view a freeway as a generator of economic growth.

Some would prefer an expressway to a freeway because it would allow grade level entry instead of more costly and land consuming interchanges.

Extension Feared

Recently, freeway opponents in seven towns west of Dodgeville — in Grant and Lafayette Counties — were successful in getting their boards to petition against it, although several town officers said they personally favored it.

They argued that completion

Turn to Highway, page 16.

was offering less than \$400 an acre for \$1,000 an acre farmland.

Fiedler said an appeal would have taken too long and dropping the project would not have been in the public interest, so the Division of Highways decided to prepare a re-

From page 1
of a Dodgeville-Mount Horeb freeway would lead inevitably to an effort to get it extended from Dodgeville to Dickeyville. They also oppose rebuilding Highway 151-35-61 from Dubuque to Dickeyville.



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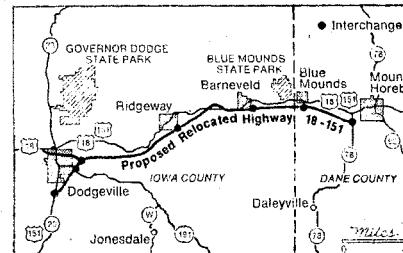
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—By a Journal Artist

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"But if it gets as far as freeway construction, we'll join in a court fight," she says.

This group believes that in times of food shortages, the

1,100 acres needed for a freeway — 63% of it is now in crops — should not be taken out of farming, and that the 55 mile an hour speed limit has

From page 1

of a Dodgeville-Mount Horeb freeway would lead inevitably to an effort to get it extended from Dodgeville to Dickeyville. They also oppose rebuilding Highway 151-35-61 from Dubuque to Dickeyville.

Continuing to fight for a freeway, they said, would only hold up the "few spot and safety improvements" they feel are needed to make the present road adequate west of Dickeyville.

Ronald Fiedler of Madison, district highway engineer, agrees that a Dickeyville-Dodgeville freeway is not warranted today. The only serious mention of it, he says, was in a preliminary planning study made in 1968, which never got the Highway Commission's official approval.

Request Made

"We've been requested by Grant County to proceed with a four lane highway from Dickeyville to Dubuque to handle commuter traffic," Fiedler said.

But he noted that traffic in that 151-35-61 section was 7,800 vehicles a day compared with 3,400 on 151 north of Dickeyville toward Dodgeville.

Fiedler said studies have been made with Iowa on the worst some 80 year old Mississippi River bridge on Highway 151 at Dubuque, extended up to Dickeyville. Hearings planned this fall or winter will consider freeway and expressway alternatives.

No planning is underway between Dickeyville and Dodgeville and none is contemplated now, Fiedler said, although the highway plan for the entire state is being reviewed.

Land Acquisition

The dispute over the Dodgeville-Mount Horeb segment began simmering among a few people along the route and interested groups from Madison — such as the Wisconsin Coalition for Balanced Transportation — when land acquisition began in 1972 after the design and a federal environmental impact statement had been approved.

In March 1973, the Concerned Citizens group went to court to block land buying and letting of contracts. That July Federal Judge James Doyle called the impact statement inadequate and issued an injunction. Besides the other impacts, Mrs. Thompson said, the state

eliminated the need for a design for faster speeds.

On the other hand, the American Automobile Association likes the safety features of a freeway, the villages want the heavy traffic moved away and businessmen view a freeway as a generator of economic growth.

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They argued that completion

Turn to Highway, page 16.

was offering less than \$400 an acre for \$1,000 an acre farmland.

Fiedler said an appeal would have taken too long and dropping the project would not have been in the public interest, so the Division of Highways decided to prepare a revised impact statement.

Doyle accepted the new statement in April and lifted the injunction.

Fiedler said, "We are now free to proceed with the project," and State Rep. James Azim (R-Muscoda) and Sen. Kathryn Morrison (D-Platteville) have asked that it be done.

Azim claimed that the two year delay had increased the cost \$7.7 million, to \$37.5 million.

In response to arguments that the old route should be used, Fiedler said local officials preferred the new one and it would be "pretty tough to upgrade the existing road and still bypass the villages."

A hearing was held in 1970 on the Mount Horeb-Madison segment of 18-151 but the situation was complicated by a later proposal for a new "outer beltline" around Madison that would require a major interchange with 18-151 near Verona.

Special Committee

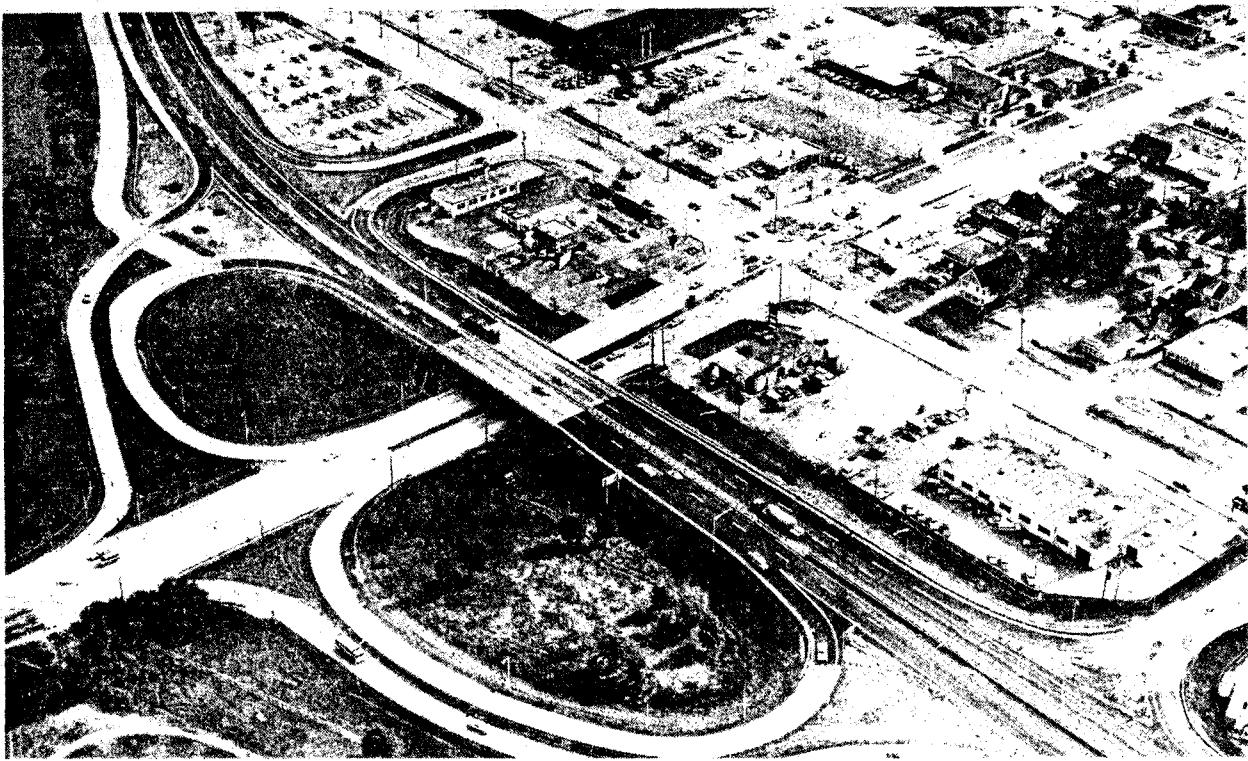
The Dane County Board set up a special citizens committee to ponder this matter. In essence, it supported a bypass to the south of Mount Horeb and a controlled access highway to Verona, from where there already are four lanes to Madison.

Every effort should be made to follow the present route, the committee's report said in April, including selection of the site for a Verona bypass when needed.

The report added: "The future trend of traffic growth will depend in significant measure on federal energy policies that have not yet been adopted."

"The committee feels, therefore, that during this period of uncertainty, construction should be aimed at meeting short range rather than long range projected travel needs."

But, it concluded, it was appropriate in light of that to build a continuous four lane corridor through western Dane County.



Journal Photo by Allan Y. Scott

IN INTERSTATE PLANS — The US Highway 141 interchange at Silver Spring Dr. is expected to be one of the most heavily overhauled along the Milwaukee County section of the roadway when it is brought up

to interstate standards, possibly by 1979, with the development of Interstate 43. Current plans call for moving the sprawling interchange west to get all parts of a new diamond configuration away from heavily developed land along the east, and to get the ramps away from Silver Spring and Port Washington Rd. The new bridges would be just west of the present ones. Interstate 43 is planned to run to Green Bay.

All That Work—and 141 May Be Redone

By Jerry Willkerson
of The Journal Staff

Even before the concrete hardens on some of the \$3.8 million in safety improvements on US Highway 141 here, state engineers are planning to change the roadway again in 1979 to interstate standards as part of Interstate 43 to Green Bay.

About \$1.4 million worth of those improvements will have to be ripped out between the Silver Spring Drive area and the Ozaukee County Line in the next upheaval. By current estimates, only about \$200,000 of them will be salvageable.

And they suggest both the immaturity and rapid growth of highway engineering as science and art, ironically at a time when many transportation experts are saying that a highway building is at death's door.

They hark back to a similar situation when parts of new 141 were ripped up only four years after original construction to bridge other roadways over it to limit access and reduce traffic accidents.

The plans for I-43 in Milwaukee County, originally slated to slice through new ground farther west as an extension of the Stadium Freeway, have not been completed yet.

However, state engineers are able to draw this rough picture of what probably will be necessary for the interstate as now planned along 141 here:

Three full traffic lanes and shoulders each way from Lexington and Daniel A. Kastenholz, the district's chief con-

"Why are they doing this to us?"

—Motorist

And the impact on the community could be substantially greater than original freeway construction.

The engineers know from the road's history, as well as that of I-43, that they face rough riding ahead just as irate motorists, merchants and residents along the way do.

The target date of 1979 for beginning the work was set because of expected limits on the availability of federal money for 90% of the total cost of the project.

"We are just starting to look at it," said Robert (Bud) Acheson, chief design engineer for the metropolitan Milwaukee District of the State Division of Highways.

Reaction Unknown

"We don't know what the reaction of the federal authorities will be yet. We will have to make recommendations when we get there and find out."

But experienced engineers, including Acheson, have to assume that the federal interstate minimum standards cannot be bent much to accommodate even a short leg of I-43.

Harvey Shebesta, chief of the state's Milwaukee District,

ing political climates in one community or another along the route, as well as the prevailing state and national political winds, changing markedly from one year to the next.

They were the availability of local, state and federal money in a given year to do the job.

And they were differing

influence when they will be in part uprooted four years later?

Why not design the safety improvements and the new interstate features for construction at the same time, saving hundreds of thousands of taxpayer dollars?

Why wasn't the ultimate road built in the beginning, back in the mid '50s, avoiding almost continual improvements since?

Or, as one motorist put it a few days

Turn to Highway, page 20, col. 1

interstate that might not meet its schedule, for whatever reasons?

Many Delays

"I can look at the entire freeway program here and see that schedules haven't meant a thing."

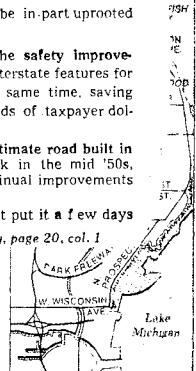
"In the meantime, the positive safety effects we have already experienced from similar improvements on other sections of freeway indicated to us that we should do the same things on this portion of 141."

"In our opinion, provision of these safety features was worth it for even a limited time," Shebesta said. The decision would have been the same even if 141 had been declared the official link here for I-43 well before the decision was made Nov. 12, 1974.

Much of the work between Wisconsin Ave. and Lexington was done with an eye toward the I-43 improvements and will be usable, Shebesta said.



Daniel A. Kastenholz



—By a Journal Artist

CHOSEN ROUTE — This map shows the Milwaukee County section of US Highway 141. State engineers are beginning to map plans for improving it again, this time to meet interstate highway standards. US 141 was chosen for the location of the county's section of Interstate 43 to Green Bay after construction of the Stadium Freeway North was indefinitely postponed.

Suburban Stores Open Sun., 12 to 5 p.m. 30% off Delivery Plus Svc for C.O.D. And Add 4% Wisconsin Sales Tax.

STRETCH N PANTS

FITS HIPS 40 1

ROLL-SLEVED

4.99

2.88

SIZES 38 1

PANT SUIT

PRINT TOPPED

8.88

SIZES 14 1/2-24 1/2, 46-52

The perfect pant—print crepe—mainly black or royal. The perfect pant—print crepe—mainly black or royal. The perfect pant—print crepe—mainly black or royal.

Suburban Stores Open Sun., 12 to 5 p.m. 30% off Delivery Plus Svc for C.O.D. And Add 4% Wisconsin Sales Tax.

Representative Selection in Suburban Stores

... a hard lesson.

to have taught the com-

holders to buy — or times

they little something or

old cards were handed out

double that a lot of people

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take in. Luby doesn't

before any action

Highway

I-43 to Bring More Changes to 141

From page 1

ago, "Why are they doing this to us?"

The answers are at the same time simple and complex.

They at least partly reflect the evolution of Milwaukee



County's and the nation's road network, not just 141.

Ability Grows

And they suggest both the immaturity and rapid growth of highway engineering as science and art, ironically at a time when many transportation experts are saying that highway building is at death's door.

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The plans for I-43 in Milwaukee County, originally slated to slice through new ground farther west as an extension of the Stadium Freeway, have not been completed yet.

However, state engineers are able to draw this rough picture of what probably will be necessary for the interstate as now planned along 141 here:

Three full traffic lanes and shoulders each way from Lex-

ington Ave. north, instead of the current two. Lexington Ave. is south of Silver Spring Rd.

A major bridge revisions to meet interstate standards for both horizontal and vertical clearances. That may mean rebuilding several major structures, such as at North Ave., Center St., Locust, Keefe, Alkinson, Capitol Dr. and others.

Major interchange improvements at Silver Spring, Good Hope Rd. and Brown Deer Rd., including relocation of the Silver Spring interchange west between the Milwaukee River and the current 141 right of way line.

Resurfacing and related improvements similar to the work now being done on the East-West Freeway.

There would be no major right of way acquisition, engineers now feel, because they would be expanding primarily in the existing roadway.

The target date of 1979 for beginning the work was set because of expected limits on the availability of federal money for 90% of the total cost of the project.

"We are just starting to look at it," said Robert (Bud) Acheson, chief design engineer for the metropolitan Milwaukee District of the State Division of Highways.

Reaction Unknown

"We don't know what the reaction of the federal authorities will be yet. We will have to make recommendations when we get there and find out."

But experienced engineers, including Acheson, have to assume that the federal interstate minimum standards can not be bent much to accommodate even a short leg of I-43.

Harvey Shebesta, chief of the state's Milwaukee District, Acheson and Daniel A. Kasten-

instruction engineer, faulted no one in the approximately 20 years of planning and replanning, building and rebuilding 141.

And they denied that business or political interests had ever caused them to underdesign, then make improvements later.

Changes in Area

They say the "faults," if they are correctly termed that, were rather those of the growing pains of the area:

They were motoring habits, never precisely predictable but even less so when a superhighway is first built or greatly improved, and some drivers began going out of their way to use it rather than a shorter route.

They were the emergence of better building materials, construction design, faster vehicles, more and more readily available to ever growing numbers of drivers.

They were the vastly differ-



ing political climates in one community or another along the route, as well as the prevailing state and national political winds, changing markedly from one year to the next.

They were the availability or lack of local, state and federal money in a given year to do the job.

And they were differing



Robert (Bud) Acheson

standards of land use and the experience of area planners and engineers in juggling all of these "faults."

"Why didn't Henry Ford design a T-Bird?" asked Acheson in summing up all of these factors after several hours of going over the records on 141.

"If we'd had the knowledge and the experience we now have when we originally designed the road, sure we would have done it differently," Acheson said.

He cited the differences between the 1954 and 1965 editions of the bible on roadbuilding standards, the American Association of State Highway Officials Bluebook as one instance of the changes that have occurred in engineering.

Elevation of Curves

The differences in the two are often large on such points as elevation of curves and merging traffic lanes, he pointed out.

Concrete median barriers were experimental when metal posts and rails were installed on 141. And the values of the new double walled barriers — center road lighting, savings on accident damaged sign and light posts and provision of a refuge for stranded motorists and maintenance men — could only be guessed then.

Many of today's road engineering improvements, Ache-

son said, are built on even higher standards than those of the last Bluebook, based in no small part on accident data compiled on roadways that were designed largely on theory.

Judgments

But final decision on when and what to build are still, as always, value judgments, the Officials Bluebook, as one insisted.

And Shebesta said he considered it "downright dangerous, maybe even unethical" for today's signal callers to Monday morning quarterback what their predecessors did in a completely different context years before.

As for today's 141 improvements and another wave just four years hence, he is willing to take blame or credit. Listen to him on the matter:

"How could you ever justify leaving that highway without knowing safety features for years on the basis of a planned interstate that might not meet its schedule, for whatever reason?"

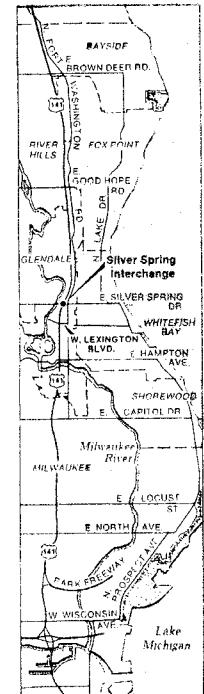
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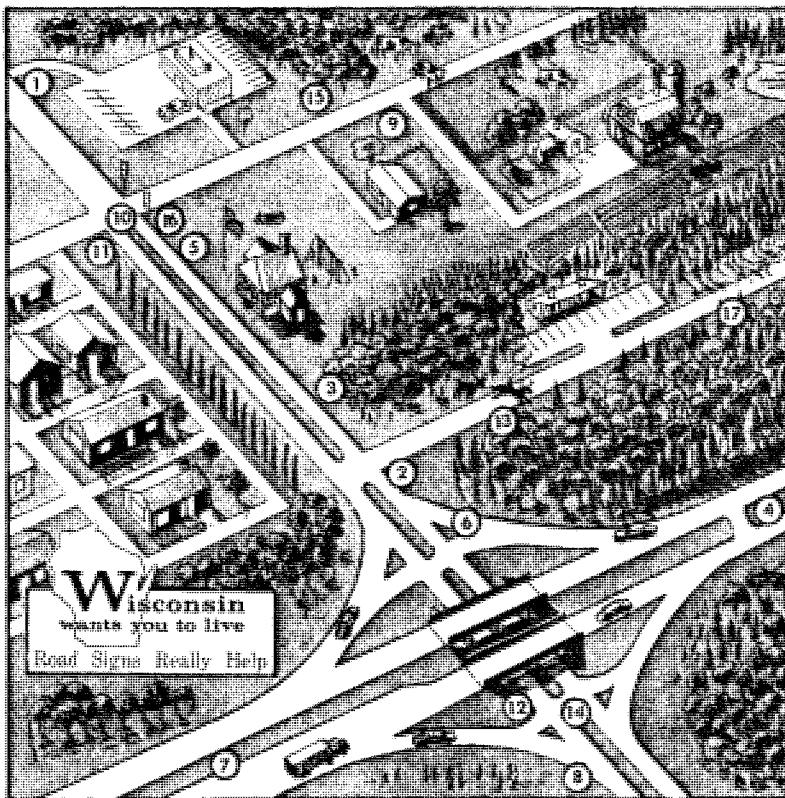
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—By a Journal Artist

CHOSEN ROUTE — This map shows the Milwaukee County section of U.S. Highway 141. State engineers are beginning to map plans for improving it again, this time to meet interstate highway standards. U.S. 141 was chosen for the location of Interstate 43 to Green Bay after construction of the Stadium Freeway North was indefinitely postponed.



SIGNS



Traffic signs and symbols, some of which are pictured on the left, will help make your travel in Wisconsin easier and safer. It is important, not only to learn their meaning, but to develop the habit of noticing them and responding to their message. If some of them still stump you, check the box below—and feel free to take this placemat with you for future reference.

and SOUNDS of safety

For "sounds of safety"—and messages of local color and interest—tune to local Wisconsin radio stations as you drive through the state. Most of them—on both the AM and FM dials—offer you such features as:

- Ⓐ Informative "You're the Driver" messages and suggestions.
- Ⓑ Department of Transportation and AAA weather and road reports.
- Ⓒ Information on road construction and detours.
- Ⓓ Accident and emergency information.
- Ⓔ Safety alerts.
- Ⓕ Tips for travelers.
- Ⓖ State and local traffic enforcement advice.
- Ⓗ News of local events and local color.

MEANINGS OF SIGNS: 1. Two-way traffic. 2. Wayside. 3. School zone. 4. No U-turn. 5. Divided highway ends. 6. Do not enter. 7. Left lane ends. 8. Yield right of way. 9. Cattle crossing. 10. Keep right. 11. School crossing. 12. No right turn. 13. Deer crossing. 14. No left turn. 15. Traffic signal ahead. 16. Hospital, in the direction indicated. 17. No passing zone.

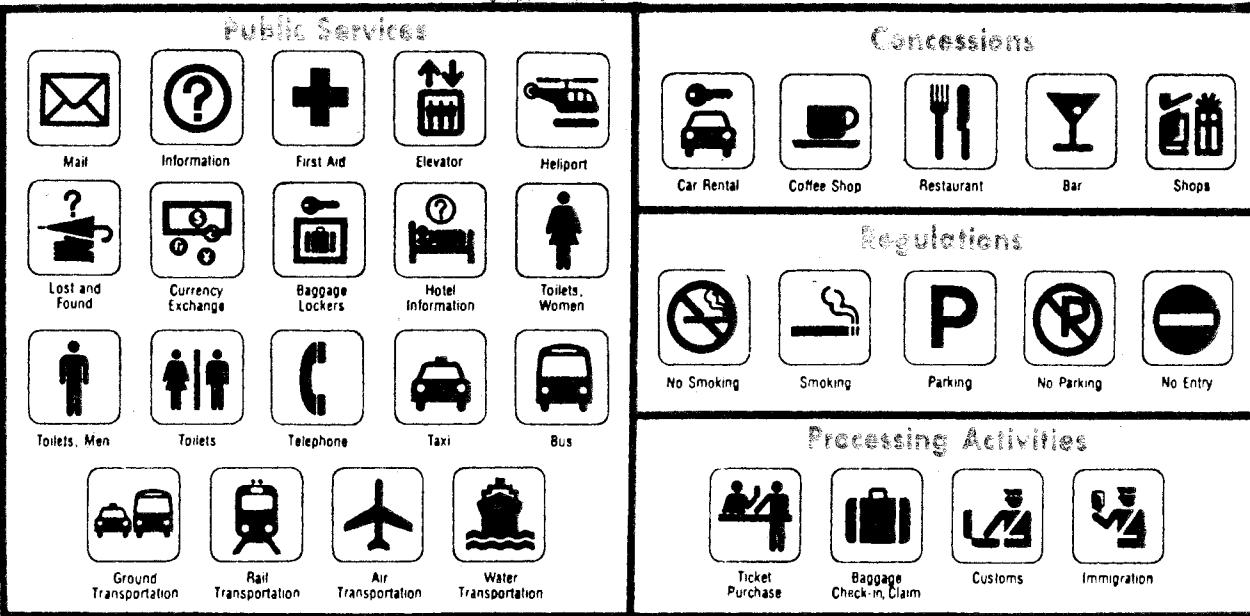
This restaurant joins with GOVERNOR PATRICK J. LUCEY, SECRETARY OF TRANSPORTATION ZEL RICE, and STATE HIGHWAY SAFETY COORDINATOR JOHN RADCLIFFE in wishing you pleasant and accident-free motoring in Wisconsin.

(Produced in cooperation with the National Highway Traffic Safety Administration and Federal Highway Administration, and distributed by Wisconsin State Patrol)

Photo Courtesy of WISCONSIN STATE PATROL

Picture signs erected for five-year test

Reaction sought from U.S., foreign travelers on understanding symbols
Last - 1975



The language barrier for foreign visitors to the U.S. during the Bicentennial celebration is expected to be lessened considerably with introduction of these wordless symbols and directives.

In addition, the picture signs are expected to make it easier for U.S. travelers to immediately understand the offerings of a public facility or commercial service — at least quicker than reading words on a sign. Extensive testing, however, will determine if this is true.

The 33 signs are now being erected in Boston, New York City, Philadelphia, Washington, D.C., Williamsburg, Va., and in various sections of Florida.

The symbols are in step with the U.S. Dept. of Transportation's move toward uniform traffic signing, although the above signs, of course, will inform all travelers — not only motorists — of various services and facilities.

The signs will be tested for about five years, according to the American Institute of Graphic

Arts. As the reaction of travelers dictates, the signs will be modified. Also during the testing period, says the Dept. of Transportation, sponsors of the project, various colors on the signs will be used until the most suitable color is determined.

A final set of symbols will be submitted to the American National Standards Institute for adoption by the U.S.

For the past several years, most states, including Wisconsin, have been slowly introducing international traffic symbols. Used extensively in Europe for decades, these symbols in the U.S. have words beneath them to lessen confusion. The words will be eliminated after a long introductory period, according to the AAA Traffic Engineering Dept.

The signs currently being erected in the East and in Florida for Bicentennial travelers will not have any words below the symbols.

Hy. Q extension opposed by environmentalists

By JIM MEYERS
Staff Writer 8-21-75

PLEASANT PRAIRIE — A proposed new traffic artery linking the lakeshore area with Salem Township on the west drew objections from environmentalists which could cripple the project.

The objections to extending Hy. Q (McKeon Rd.) from Hy. H to I-94 came at a public hearing on the location and design of the project held at the Pleasant Prairie Municipal Building Wednesday night.

The new 1.9 mile segment is proposed by the Kenosha County Highway Commission and Pleasant Prairie Town Board as a major east-west route opening up the southeastern part of the county to through traffic.

Objections came from the U.S. Fish and Wildlife Service of the Department of the Interior. That group is also asking the Army Corps of Engineers to deny a permit for the road.

Robert G. Reusink of the Green Bay office of the Fish and Wildlife Service said his group and the Department of Natural Resources and the Environmental Protection Agency are "strongly opposed" to the project.

He said the proposed roadway would destroy

wetlands and wildlife habitat where it crosses the Des Plaines River marsh.

Wildlife Observed

Reusink said ducks, geese, songbirds, woodcock, snipe, northern pike, largemouth bass, muskrat and beaver have been spotted in the area and would be displaced.

Reusink said alternatives are available, including routing of the new road over Hy. ML to Hy. 31 and to Hy. 174.

Opposition also came from Phil Sander, Kenosha, executive secretary of the Southeastern Wisconsin Sportsman's Federation, who said the road will cut through the last wildlife area in Pleasant Prairie.

Ten others spoke in favor of the project. Highway committee chairman Sup. Francis Pitts said a meeting will be held with the objectors to see if a compromise can be reached.

Among those in favor of the road were State Reps. George Molinaro (D-64th) and Eugene Dorff (D-65th); State Sen. John Maurer (D-22nd), former Pleasant Prairie town chairman for six years; Charles W. Haubrich, present town chairman; Don H. Wruck of the town board; George P. Connolly, Kenosha, who owns

part of the right-of-way; Arthur R. Woodward, Pleasant Prairie, a hunter and sportsman in the area for 40 years; Otto H. Sprenger, Pleasant Prairie, a realtor; highway commissioner Leo Wagner, and Sup. James Amendola, Kenosha, highway committee member.

All testified that the amount of valuable wildlife in the area was negligible.

A major highway cuts directly through Horicon Marsh, said Wagner, "and there are more geese and ducks there than anywhere in Wisconsin."

Amendola said there is as much wildlife in his yard in the center of the city as there is in the 14 acres of the 600 acre marsh that the highway will occupy.

Sen. Maurer said the roadway has been a high priority item for the town for at least 14 years and is essential to the economic development of the area.

Sprenger noted that the marsh is privately owned with part of it already a hunt club and another portion a new camping club.

"There will be little real wildlife area there in the future anyway," Sprenger said. "It is not in primeval state even now."

Woodward, the sportsman, said he has hunted and fished in the area for 40 years and has seen only bullheads and carp, no northern or bass. He also said the ducks he has seen have come in across I-94 and are not native to the marsh.

Connolly called the Des Plaines "a veritable cesspool" holding nothing but trash fish, and asked how officials could justify a route over Hy. ML with its probably loss of life over a hazardous, twisting route just to "save a few beaver."

Haubrich said the proposed highway will not disturb any homes, businesses, parks or recreation areas and is essential to open up seven square miles of the town to fire, plowing and road services which now must travel a long and circuitous route.

Haubrich also noted that the road will involve only 2½ per cent of the far northern edge of the marsh.

Hy. ML 'Unsuitable'

State Rep. Dorff said officials "have to face reality," noting that preservation of wildlife is important but that the highway is essential to the area.

"We need a direct route to connect Hy. 32 to Hy. 45 on the west, to relieve congestion on Hys. C and 50," Dorff said. "Using Hy. ML won't solve anything, it would put the traffic right back on Hy. C. We have to

move the traffic."

State Rep. Molinaro charged that the environmental impact statement "is a detriment to the progress of this area."

Molinaro said that if roads are not planned for the future development of the area "you will have a greater hedge podge than any slum you ever saw."

He said the Hy. ML route would be "full of curves, turns and jogs," and that "you would be lucky to see bullheads in the spring in the Des Plaines."

Molinaro said the Des Plaines is a mudflat in June, July and August and is not subject to the navigable stream regulations. "Only frogs and mosquitoes are spawned here," he said.

Pitts said additional written testimony will be taken by the county highway commission until Aug. 30. He said the highway group will meet with anyone who has questions.

If approval can be obtained on the environmental aspects, the tentative timetable for construction begins with appraisal of needed right-of-way in June 1976. Bids would be let in May, 1977, with work starting in the summer of 1977 and completion expected in 1978.

Total project cost is estimated at \$790,000, with 70 per cent paid by the federal government. The county already has \$320,000 set aside to cover its 30 per cent.

Costs could be higher if an alternate route, swinging to the north then back, is chosen. Costs would also be higher if an elevated crossing is proposed over the Chicago, Milwaukee and St. Paul Railroad tracks.

The tentative proposal is for a grade crossing. An overpass would cost an additional estimated \$250,000, and was urged by a railroad spokesman who said a grade crossing would be dangerous.

The spokesman, James H. Boitho, said two high speed banked tracks carry 18 daily freights and 12 Amtrak passenger trains travelling 70 m.p.h. in the area of the proposed crossing.



Approve long-range county highway plans

By JIM MEYERS
Staff Writer

Kenosha's highway plans for the next 15 years were outlined in a priority list approved Wednesday night by city and rural officials.

Only nine of the 22 members of the Technical and Intergovernmental Coordinating

and Advisory Committee on Jurisdictional highway Planning for Kenosha County were present.

However, the actions taken were official, and the priority list will stand unless amended.

County highway commissioner Leo Wagner said the list of proposed highway

projects will be updated annually by the committee, but can be amended in a special session between annual meetings.

THE PROBLEM OF ATTENDANCE will be referred to County Board chairman Eric Olson, who will be asked to appoint members who are able to attend committee sessions.

Committee members viewed a highway plan that has been in the works for 18 months, and which was ordered by the County Board in 1968.

The highway plan is part of the South-

Funding of the projects is a question, meaning that most would not be constructed in the time frame indicated on the plan.

"We will be able to build the projects as funds become available," said Tom Clark of the District 2 office at Waukesha of the state Highway Commission. "but we don't see any money coming at the present time."

A half-dozen changes in the printed plan were made by the committee, mostly to add projects to the priority lists, before they were adopted.

Two city projects are already scheduled

to include three more projects.

A state project added by Holland is Washington Rd. (Hy. 142), 32nd Ave. to 22nd Ave. 1979, and two county projects: 30th Ave., 60th St. to Roosevelt Rd., 1977; and 22nd Ave., 60th St. to 75th St., between 1981 and 1986.

State projects already on the priority list for the 1975-1980 time period are:

Hy. 32, 91st St. to 80th St.; Hy. 142, Hy. 75 to I-94; Hy. 50 (75th St.), 52nd Ave. to Sheridan Rd.; Hy. 75, 80th St. (Hy. K) to Hy. 50; Hy. 83, Hy. 50 to the Illinois state line.

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The new 1.9 mile segment is proposed by the Kenosha County Highway Commission and Pleasant Prairie Town Board as a major east-west route opening up the southeastern part of the county to through traffic.

Objections came from the U.S. Fish and Wildlife Service of the Department of the Interior. That group is also asking the Army Corps of Engineers to deny a permit for the road.

Robert G. Reusink of the Green Bay office of the Fish and Wildlife Service said his group and the Department of Natural Resources and the Environmental Protection Agency are "strongly opposed" to the project.

He said the proposed roadway would destroy

executive secretary of the Southeastern Wisconsin Sportsman's Federation, who said the road will cut through the last wildlife area in Pleasant Prairie.

Ten others spoke in favor of the project. Highway committee chairman Sup. Francis Pitts said a meeting will be held with the objectors to see if a compromise can be reached.

Among those in favor of the road were State Reps. George Molinaro (D-64th) and Eugene Dorff (D-65th); State Sen. John Maurer (D-22nd), former Pleasant Prairie town chairman for six years; Charles W. Haubrich, present town chairman; Don H. Wruck of the town board; George P. Connolly, Kenosha, who owns

the 600 acre marsh that the highway will occupy.

Sen. Maurer said the roadway has been a high priority item for the town for at least 14 years and is essential to the economic development of the area.

Sprenger noted that the marsh is privately owned with part of it already a hunt club and another portion a new camping club.

"There will be little real wildlife area there in the future anyway," Sprenger said. "It is not in primeval state even now."

Woodward, the sportsman, said he has hunted and fished in the area for 40 years and has seen only bullheads and carp, no northern or bass. He also said the ducks we have seen have come in across I-94 and are not native to the marsh.

Connolly called the Des Plaines "a veritable cesspool" holding nothing but trash fish, and asked how officials could justify a route over Hy. ML with its probably loss of life over a hazardous, twisting route just to "save a few beaver."

Haubrich said the proposed highway will not disturb any homes, businesses, parks or recreation areas and is essential to open up seven square miles of the town to fire, plowing and road services which now must travel a long and circuitous route.

Haubrich also noted that the road will involve only 2½ per cent of the far northern edge of the marsh.

Hy. ML 'Unsuitable'

State Rep. Dorff said officials "have to face reality," noting that preservation of wildlife is important but that the highway is essential to the area.

"We need a direct route to connect Hy. 32 to Hy. 46 on the west, to relieve congestion on Hys. C and 50," Dorff said. "Using Hy. ML won't solve anything, it would put the traffic right back on Hy. C. We have to

sue and regenerate... spawned here," he said.

Pitts said additional work by the county highway commission is needed. He said the highway group will have more questions.

If approval can be obtained, the tentative timeline with appraisal of needed work would be let in May, 1977 and construction start in the summer of 1977 and continue through 1980.

Total project cost is estimated at \$3.2 million. The amount paid by the federal government already has \$320,000 set aside.

Costs could be higher if an elevated highway is built to the north then back to the south, connecting to Chicago, Milwaukee and Indiana.

The tentative proposal includes an overhead bridge crossing of the Milwaukee River. The bridge would cost an estimated \$1.5 million and was urged by a representative of the Amtrak passenger train.

The spokesman, James M. Johnson, said the Amtrak passenger train would not be able to travel through the area of the proposed bridge.



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However, the actions taken were official, and the priority list will stand unless amended.

County highway commissioner Leo Wagner said the list of proposed highway

projects will be updated annually by the committee, but can be amended in a special session between annual meetings.

THE PROBLEM OF ATTENDANCE will be referred to County Board chairman Eric Olson, who will be asked to appoint members who are able to attend committee sessions.

Committee members viewed a highway plan that has been in the works for 18 months, and which was ordered by the County Board in 1968.

The highway plan is part of the Southeastern Wisconsin Regional Planning Commission's plan for the physical development of the seven-county area in this corner of the state.

It was adopted by the County Board earlier this year and with last night's approval as amended, is ready for implementation.

Keith Graham of SEWRPC told the committee that unless a highway or road project is on the master planning priority list, federal and state funding would not be granted.

COUNTY, TOWN AND CITY officials said they felt they had included all possible road projects through 1990 in the plan in the event funding should become available.

Funding of the projects is a question, meaning that most would not be constructed in the time frame indicated on the plan.

"We will be able to build the projects as funds become available," said Tom Clark of the District 2 office at Waukesha of the state Highway Commission, "but we don't see any money coming at the present time."

A half-dozen changes in the printed plan were made by the committee, mostly to add projects to the priority lists, before they were adopted.

Two city projects are already scheduled for start in 1976: Reconstruction of Hy. 32 from 83rd St. to 91st St., and reconstruction of 30th Ave. from Washington Rd. (Hy. 142) to 34th St.

THE HY. 32 PROJECT is a state highway job, to be done with state aids, and the 30th Ave. project is a county aid project.

City street projects on the priority list are 39th Ave., 45th St. to Washington Rd. (Hy. 142), 1977; 18th St., 22nd Ave. to 30th Ave., 1978; 85th St., Sheridan Rd. to 7th Ave., 1979; 47th Ave., 45th St. to Washington Rd. (Hy. 142), 1980, and 85th St., 32nd Ave. to 39th Ave., 1981.

City public works director Donald Holland got approval to amend the priority list to

include three more projects.

A state project added by Holland is Washington Rd. (Hy. 142), 32nd Ave. to 22nd Ave. 1979, and two county projects: 30th Ave., 60th St. to Roosevelt Rd., 1977; and 22nd Ave., 60th St. to 75th St., between 1981 and 1986.

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PROPOSED FOR 1981-1985 construction are Hy. 32, 7th Ave. to 12th St. in Somers; Hy. 32, 91st St. to the Illinois state line; Hy. 45, Racine county line to the Illinois state line, and Hy. 50, Hy. 45 to I-94.

There are 17 county highway projects on the priority list for 1975-1980, and 16 on the 1981-1985 list.

The only county project likely to be completed — with funds already committed — is building a new stretch of Hy. Q (McKeon Rd.) from its present terminus at Hy. H westward to meet I-94.

The long-pending Lake Freeway, a state project, is scheduled for construction between 1986 and 1990, as is the new Hy. 50.

Planner says Lake Freeway a 'must'

6-24-76

BY TOM LUECK

Staff Writer

Construction of the Lake Freeway, a multi-lane highway planned for immediate west of existing state Hy. 31 between the Illinois line and Milwaukee, was endorsed by Kenosha's chief planner Thursday night before the Southeast Wisconsin Regional Planning Commission (SEWRPC).

Robert Kolstadt, director of community development, told SEWRPC representatives that because of projected population growth and new industry expected to emerge around the planned Pleasant Prairie power plant, the proposed freeway is "essential to Kenosha County."

Kolstadt's remarks came at a public meeting at Mount Pleasant (Racine

County) town hall regarding SEWRPC's transportation and land use plans for the Kenosha and Racine areas.

The regional planning commission is currently considering revisions in a long range regional plan, looking forward to the year 2000, which was adopted in 1966.

Similar public sessions, soliciting public input into the proposed plans, have already been held in Milwaukee, West Bend, and Elkhorn. A final meeting is planned tonight in Waukesha before SEWRPC staff members finalize their recommendations for a revised plan.

George Berteau, Racine, chairman of the regional commission, said final plan revisions expected to be submitted to county boards

in the seven county region, the state highway commission, and other state bodies by January, 1977.

MAJOR revisions to both the land use and transportation elements of the regional plan are being considered. SEWRPC said three separate transportation plans, and two land use plans are under consideration.

Three options are being considered in transportation planning, SEWRPC executive director Kurt Bauer said.

A "no build alternative" would provide for virtually no major highway construction, and 43 miles of new arterials in Kenosha County by the year 2000.

A "transit intensive alternative," he said, would emphasize highway construction, and emphasize plans for public transit. It would provide for 50 miles of new highways and arterials in Kenosha County, but would not include plans for the Lake Freeway.

A "highway intensive alternative," the only alternative plan presented by SEWRPC which includes construction of the Lake Freeway, would provide for a total of 80 miles in new highways and arterials in Kenosha County.

PLANS FOR the Lake Freeway were included in the original regional transportation plan, adopted in 1966. Berteau said the freeway has been endorsed by city and county officials in both Racine and Kenosha, but has been opposed by officials in Milwaukee.

Bauer said he "cannot predict" whether the proposed freeway will be included in the revised transportation plan, but said the final plan "may integrate elements of the second two alternatives."

Two dramatically different land use plans are being considered.

A "controlled centralization" alternative — essentially the same land use plan adopted in 1966 — would encourage residential development around the ex-

isting metropolitan areas in the region. Medium density residential development is planned stretching to the north, south, and west of Milwaukee, Racine, and Kenosha up to the year 2000.

Bauer said those present at the three public meetings prior to the Mount Pleasant meeting indicated they favored the first alternative (controlled centralization) 100 to one.

Little comment was made by those in the audience at Mount Pleasant regarding specific proposals in the two plan elements. Instead, citizens objected to the planning pro-

cedure and the way SEWRPC has conducted public input sessions.

Wynn Gerhard, a Madison attorney representing the Center for Public Representation which she described as a "public interest law firm" objected to "the lack of meaningful citizen participation in SEWRPC's entire planning process."

She charged that the regional commission may be violating federal statutes because it "has not had a full fledged public hearing with advanced public notice."

THEPLAN envisions major suburban development west of a line intersecting Silver Lake in Kenosha County, and running north through an area just east of Waukesha and West Bend.

Following the meeting, Bauer said SEWRPC is "not required" to hold public hearings on the current regional plan revision, and has done "all it can" to solicit citizen input.

Rebuilding Hy. 50 not on schedule

By JIM MEYERS

Staff Writer

MILWAUKEE — The Kenosha County delegation was less than pleased with transportation proposals unveiled as an update of the original 1966 plans by the staff of the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

As revealed at the Red Carpet Inn Wednesday, the proposals have left out construction of any east-west highway in Kenosha County.

Specifically, this leaves out reconstruction of Hy. 50 from I-94 west.

"You can bet that this isn't going to be the final plan," said Highway Commissioner Leo Wagner.

Additional, local, hearings will be held on the land use and transportation plans before they are submitted for adoption by local governments.

The latest proposals have been revised due to a drop in the expected population growth of southeastern Wisconsin through the year 2000.

The proposals also reflect a choice given local governments as to how growth and development will be ordered in the coming decades.

Kenosha County, for instance, has been projected for either a 57,000 popu-

waukee County in population, and a corresponding increase in the six surrounding counties, including Kenosha.

The Lake Freeway, a new major highway paralleling the CNW tracks about four miles east of I-94, was another controversial point.

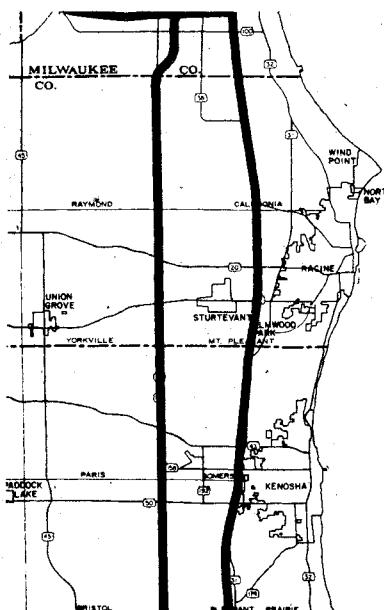
Kenosha and Racine officials said the road should be built, and it would be, under one transportation plan alternative.

The so-called "highway intensive" plan would provide for the Lake Freeway. Kenosha County Board vice-chairman Francis Pitts said that both Racine and Kenosha are deeply interested in having the new road built.

"Even now, I-94 is jammed with three lanes of traffic in both directions," Pitts noted.

City Planner Robert Kolstad was critical of the mass transit plan for Kenosha which shows an eventual need for 17 city buses. He said the city has 18 running now and needs all of them.

The answer, SEWRPC officials said, is that Kenosha is already at the point of intensive transit use.



The Lake Freeway, a multi-lane highway intended to relieve congestion on I-94 between the Illinois line and downtown Milwaukee, is currently being considered for inclusion in the regional transportation plan of the Southeast Wisconsin Regional Planning Commission. It is seen on this map running east of I-94, almost parallel to the existing state Hy. 31.

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After 42-years, Wagner at end of road

By TOM LUECK
Staff Writer

Sept. 30 will mark the retirement of a man who has laid more blacktop, plowed more snow, spread more road salt, and been called out of bed at 4 a.m. more often than you or I could imagine.

Leo Wagner, 65, will retire as commissioner of the Kenosha Co. Highway Dept., ending a 42-year career that he says started in a blizzard during the depression.

Four decades on county ruts, roads, and highways has given him plenty to reminisce about.

"Back in '35 we had a horrible winter. I was driving a caterpillar, and we were out there 14 hours a day, six days a week, for six solid weeks," he recalled Wednesday, sitting in a new office next to the 80th Street county garage.

That garage, he can tell you, was put up by the Works Progress Administration (WPA) five years after the big storm, moving a bulky collection of Depression-era graders, caterpillars, and trucks from quarters in what is now the Kenosha Senior Citizens Center, 2717 67th St.

But back to that memorable winter of '35:

"I was getting 45 cents an hour, and only paid for 10 hours out of 14. But in those days you didn't complain — you were happy to get 10," he said without blinking an eye.

And even the best efforts of highway department crewmen in the thirties didn't keep county roads (virtually all of which were gravel) as clear as they are today.

"You'd plow a track down the center. That was enough for the few cars on the road to get through," he said. "And if it wasn't, everybody had horses that would make it through."

Wagner spent his first years with the county as a crewman operating highway equipment, and in 1940 was promoted to foreman. In 1960 he was made second in command at the highway department, holding the job of patrol superintendent, and was appointed commissioner by the county board in 1967.

The new highway commissioner has not been named. County board members, however, have indicated Wagner's successor will be a civil engineer, the first to serve as head of highway maintenance in Kenosha County.

Whatever qualifications are brought to the job after



Highway commissioner Leo Wagner, seated left, is presented with a model road grader by County Board Sup. Earl Hollister, chairman of the Highway Committee, at Wagner's retirement party at Bristol

Sept. 30, the 76-man highway staff will lose a chief who knows the county road map like the palm of his hand.

"Every mile" of county road has been blacktopped since he over the last 40 years, he said.

And not only were all gravel roads resurfaced to accommodate what he says "must have been a 1,000 per cent increase in traffic," but all roads were also renamed.

Back in the 40's, he recalls, highway staffers were called upon to shorten the polysyllabic proper names of county roads to initials. They gave the job a personal touch.

"JR going through Petri-fying Springs — that's named after Jay Rhodes, who was chairman of Somers. JF was named after Joe Fox, chairman of Trevor," he said, running his finger over a Kenosha County road map. "SA, of course, is named for the Salvation Army, they had a camp out there, and MB is named for"

Later, in the mid-fifties, county roads were again renamed with numerical designations in order to comply with state mapping requirements. But he says "when I think of many of these roads, the initials still come to mind before the number."

Wagner was married the same year he joined the

Oaks Wednesday night. Standing, from left, are the other Highway committee members, Sups. Roger Jort, Emil Ruffalo, Fred Schmalefeldt and James Amendola.

highway department staff. Since then he and his wife, who now reside in Brighton

Township, have raised six children.

Of the 42-year career

which will end next month, he said he "loved every minute of it."

HIGHWAY COMMISSIONER COUNTY OF KENOSHA 12.76

Will be responsible to the Kenosha County Highway Committee for Highway Department program planning and development, including construction, maintenance and repair on State and County road systems, fiscal planning and budget preparation, and for direction of department work force.

Must have 10-15 years experience in highway planning, layout, construction and maintenance, and methods, materials, and equipment used therein, along with working knowledge of Federal, State and local statutes and regulations relating to highways. A degree in Civil Engineering, or in General Engineering with Highway Engineering courses, is preferred.

Consideration will be given to county residents and non residents; however, the applicant selected as Highway Commissioner will be required to reside in Kenosha County.

Applications will be accepted until July 31, 1976. Send letter of application, and resume, to:

LABOR RELATIONS AND
PERSONNEL DEPARTMENT
County of Kenosha
Room 209 912 56th Street
Kenosha, Wisconsin 53140
AN EQUAL OPPORTUNITY EMPLOYER

County Board elects Highway Commis

By BARBARA HENKEL

Staff Writer

The County Board Tuesday night elected the De Pere, Wis., public works director the new Kenosha County Highway Commissioner, to succeed Leo Wagner, who is retiring.

The Board also elected, or recommended for reappointment, two men to two other posts, under circumstances one supervisor said was less than desirable.

In other action, the board:

- Placed the county-wide swine flu immunization program in the hands of the city Health Director, despite the objection of one supervisor to the County Nurse's refusal to participate in the program.

- Elected an ad hoc committee, to be the Board's Finance Committee, to investigate the County Humane Society.

- And voted to borrow \$355,000, to be paid back over four years, from the American State Bank, for an irrigation system for Petrifying Springs golf course.

The Board unanimously elected William Waldoch, presently the De Pere, Wis., public works director, to the Highway Commissioner post that Wagner will vacate Sept. 30.

Waldoch was selected by the Personnel and Highway Committees from among a total of six applicants. Two applicants were present County employees who withdrew

their applications. Two other applicants, Highway Committee vice-chairman Earl Hollister said, had at one time operated highway construction companies, but neither had engineering degrees.

Waldoch and another applicant both are registered professional engineers and have graduate engineer degrees. Waldoch also at one time worked eight years at a Milwaukee consulting firm that specialized in highway construction planning, traffic analysis, budget preparation, design, and specification writing.

Hollister said Waldoch was selected over the others because of this experience.

Hollister said it was also one reason the committee recommended Waldoch's salary be \$22,000 a year. Wagner earns about \$21,200 a year. Another reason for the higher salary, Hollister said, was because the committee did not want to pay moving expenses, as Waldoch requested.

Hollister suggested the board look at salaries for all elected employees before new employees take office following the fall election.

Death or retirement accounted for four vacancies in eight courthouse posts this fall.

Sup. Donald Brevitz noted that Waldoch's salary is much higher after fringe benefits are calculated.

Waldoch's term expires the first Monday in January, 1978.

Sup. Richard Lindgren (18th) tried to defer the election of a replacement on the Brookside Care Center Board of Trustees, to replace Charles Schulte who died last week.

Lindgren objected to the matter coming up before the supervisors had a chance to review the matter and seek other candidates.

Lindgren's motion to defer lost on a 12-10 vote, with five supervisors absent. Voting for deferral were Supervisors Walter Johnson (17th), Stanley Kerkman (25th), Wayne Koessl (23rd), Larry Negri (14th), Charles Short (21st), Gerald Smith (21st), Mark Starzyk (27th), William Werner (2nd), James West (19th) and Lindgren. Absent or excused were Supervisors Joseph Andrea (10th), Angelo Capriotti (6th), George Hanson (12th), Roger Jornet (1st), and Waldemar Lange (15th).

Nominated to fill the unexpired term, through Dec. 31, 1977, were Louis De Marco, president of AFL-CIO COPE (Committee on Political Education), and Frank Platts, long-time Twin Lakes Trustee.

DeMarco told the Board that he felt they should know what he stands for, and that, "I think everybody knows I play a straight game."

Starzyk, who nominated Platts, said he is a lifelong Twin Lakes resident, a Trustee since 1952, and responsible for getting a sewer project in the township, as well as being involved in many community organizations.

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New county highway commissioner back

By JIM MEYERS

Staff Writer

Kenosha County officials are once again looking for a new county highway commissioner.

The man who accepted the \$22,000 a year post last August has turned down the job before he started. He cited a lack of housing that would suit him and his family.

William Waldoch, 36, was the \$19,000 a year public works director for the city of DePere, Wis. — just outside Green Bay — before quitting to take the Kenosha job. He was due

to start here last Monday.

Last Friday Waldoch told County Personnel Director Charles Rude that he had reconsidered, but Rude urged him to rethink his decision over the weekend.

On Monday, Waldoch wrote his official letter declining the job. The letter arrived Thursday.

Waldoch was contacted at his home Thursday afternoon by the News and confirmed that he couldn't find suitable housing here. The News learned from other sources that Waldoch has

accepted another post beginning Nov. 1. Waldoch will become engineer for the town of Fitchburg (south of Madison) at the same salary he would have received here, \$22,000.

Waldoch was the unanimous choice of the County Board's personnel and highway committees over five other applicants. Waldoch is a registered professional engineer and would have been the first engineer to hold the highway post here.

The new highway commissioner will succeed Leo Wagner who worked himself up through the ranks of the

highway department and retired Sept. 30.

Highway committee chairman Sup. Earl Hollister said he will continue to be acting highway commissioner on a part time, unpaid basis until the post is filled. He said his committee will recommend to the County Board at the Nov. 1 meeting that the position be advertised once again.

"It wouldn't be fair to select one of the other candidates," Hollister said. "We should start all over again even if it means we won't have a com-

missioner until January."

In his letter Thursday, Waldoch said his decision was "difficult to reach." He said he had spent considerable time and effort search for a home at least comparable to one we now enjoy."

Waldoch said he and real estate dealers had "traversed the country for 11 days and he and his wife two children concluded we will readily find an existing property without severely compromising style and quality of life."

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Labor Relations and
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Room 209 - 912 56th Street
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AN EQUAL OPPORTUNITY EMPLOYER



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Board elects Highway Commissioner

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Starzyk, who nominated Platts, said he is a lifelong Twin Lakes resident, a Trustee since 1952, and responsible for getting a sewer project in the township, as well as being involved in many community organizations.

The vote was 18 for DeMarco and four for Platts. Voting for Platts were Supervisors Starzyk, Lindgren, Smith and Fred Schmaufeldt (26th).

Lindgren again objected when Hollister suggested the Board recommend the governor reappoint Donald Klapper to the Southeastern Wisconsin Regional Planning Commission. Lindgren said he didn't really object to either DeMarco or Klapper, but just to the idea that these things are "sprung" on the supervisors before they have had a chance to think about it.

Board Chairman Francis Pitts (13th), said Lindgren's complaint was well taken.

The recommendation was adopted by a majority voice vote.

City Health Director Barry Lloyd explained that as soon as swine flu vaccine becomes available, the city is planning immunization clinics at seven sites throughout the county. He said the clinics will be held continuously for 14 days in hopes of inoculating all those in the county wishing to be vaccinated. Lloyd said the first to be inoculated will be the elderly and those with chronic respiratory problems. They will receive a vaccine to guard against swine flu as well as the Victoria strain. Others will be inoculated with a swine flu vaccine.

Werner (2nd) felt the Board should examine why County Nurse Irene Kowaleski has refused to participate

(continued on page 3)

Highway commissioner backs out

are last Monday. Waldoch told County Director Charles Rude that considered, but Rude urged him to consider his decision over the

day. Waldoch wrote his offer declining the job. The invited Thursday.

He was contacted at his home afternoon by the News and that he couldn't find suitable here. The News learned sources that Waldoch has

accepted another post beginning Nov. 1. Waldoch will become engineer for the town of Fitchburg (south of Madison) at the same salary he would have received here, \$22,000.

Waldoch was the unanimous choice of the County Board's personnel and highway committees over five other applicants. Waldoch is a registered professional engineer and would have been the first engineer to hold the highway post here.

The new highway commissioner will succeed Leo Wagner who worked himself up through the ranks of the

highway department and retired Sept. 30.

Highway committee chairman Sup. Earl Hollister said he will continue to be acting highway commissioner on a part time, unpaid basis until the post is filled. He said his committee will recommend to the County Board at the Nov. 1 meeting that the position be advertised once again.

"It wouldn't be fair to select one of the other candidates," Hollister said. "We should start all over again even if it means we won't have a com-

missioner until January."

In his letter Thursday, Waldoch said his decision was "difficult to reach." He said he had spent "considerable time and effort searching for a home at least comparable to the one we now enjoy."

Waldoch said he and real estate dealers had "traversed the county" for 11 days and he and his wife and two children "concluded we will not readily find an existing property without severely compromising our style and quality of life."

Waldoch said he had considered

building a home but decided against it "due to its inconvenience and anxieties, and in this instance, the potential of temporary housing or separation from family."

Some county officials who talked with Waldoch said he had mentioned other negative factors, including the school system and crime in the streets, as reasons for not taking the job here. Waldoch refused to comment on those items when asked by the News saying only that "every person has certain things he looks for in a community."



"I HEAR FORD'S GONNA USE OUR GASOLINE TAXES FOR MASS TRANSIT. THAT'S JUST WHAT WE NEED-A SUBWAY!"

Hy. 50 crashes kill 18, legislators seek new route

Eighteen persons have died on Hy. 50 in the Kenosha County area in less than seven years and a move is afoot to do something about a new highway.

State Sen. John J. Maurer (D-Kenosha) and State Rep. Russell A. Olson (R-Bassett) are calling for a meeting with the Kenosha County Highway Commission.

The legislators will ask Sup. Earl Hollister, committee chairman, to convene the commission to discuss the development of a new major east-west highway.

Highway 50 needs help

To the Editor:

Congratulations to the Kenosha News for opening the matter of relocating Highway 50 from I-94 to Lake Geneva. Personally I have been advocating a change in this highway since early 1973. In my files there are 10 articles from newspapers about this matter and no action was forthcoming by our politicians and citizens.

As regards to the need for a new highway, I wish to present the following facts and let them stand for themselves.

On this dangerous stretch of road, about 24.5 miles, there are 33 passing zones, totaling 11.5 miles, leaving 13 miles of no passing road. The danger of this stretch of highway is illustrated by the fact that it contains 9 "S" curves, 20 "T" roads, 34 blind hills where oncoming traffic is not visible, 8 crossroads, 4 villages and 84 businesses.

Let's all stand behind State Sen. John J. Maurer and State Rep. Russell A. Olson by writing letters to them asking them to try to change the most dangerous stretch of highway in Wisconsin... the killer highway 50 from I-94 west to Lake Geneva.

Charles A. Ford

The two men said that from 1971 to October, 1976, there were 894 accidents with 602 personal injuries besides the 18 deaths on the stretch of highway from Kenosha to Lake Geneva.

"These statistics," they said, "provide ample testimony for the need for an immediate effort to upgrade the present inadequate system."

Several attempts have been made over the past dozen years to replace existing Hy. 50 with a new highway a half-mile to the north. Another recent attempt, initiated by former

State Rep. George Molinaro, called for an extension of Hy. 158 (52nd St.) from its terminus at I-94.

So far the state Department of Transportation has pleaded inadequate funds to permit a new east-west route here.

Olson said it appeared that Kenosha County will have to mount a new effort, starting from scratch, to get the route on the state's priority list.

"If we don't do something to get this rolling we'll never get the highway," Olson said.

Maurer, Olson Request Highway Improvements

State Senator John Maurer (D - Kenosha) and State Representative Russell Olson (R. Bassett) today called upon Earl Hollister, Kenosha County Highway Committee Chairman, to convene a meeting to discuss the development of a major east-west highway in western Kenosha County.

Accident statistics since 1971 reflect the need for a modern, safe travel route from Hwy. I-94 west. From 1971 to October, 1976, there were 894 accidents, with 602 injuries and 18 deaths. These statistics provide ample testimony for the need to upgrade the present inadequate system, Maurer and Olson said.

Eye to future

May enlarge Hy. 50

By TOM LUECK
Staff Writer

A series of public information meetings on construction of a new Hy. 50 will be urged by state and county officials.

At a meeting Saturday at Pleasant Prairie Town Hall, state Sen. John Maurer told about 25 county residents "if the road is going to be built in the next ten or twelve years, we have got to get the public involved in planning now."

Maurer fielded questions on the proposal along with Rep. Russell Olson, Bassett.

newly appointed county highway commissioner George Swier, and other county officials.

Olson said public meetings in townships and the city of Kenosha would be intended to generate public input into alternative plans for the enlarged east-west highway. He said they would also assist the County Board's highway committee in taking action on the proposal.

Expansion of the existing Hy. 50 was first proposed by state and county officials in 1968. The state highway

commission has given concept approval to constructing a four-lane road north of the existing route.

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County goes out shopping for new truck

The county's highway committee Wednesday decided to take a look in person of a new truck to determine whether it would really be worth an estimated \$13,000 savings off the list price.

Badger Ford of Milwaukee

has four 1977 trucks it ordered for a business that went bankrupt. George Swier told committee members that the \$37,000 price of the Badger is within \$1,000 of what the county would pay for a new, but smaller, 1978 model for which delivery would take six months.

Committee chairman Earl Hollister questioned what the savings would really be. He doubted the county could find a buyer for a large Oshkosh truck that is about 12 years old, but might get something for it on trade-in for a new model.

"I've got to be convinced it is a real savings."

Hollister said. He suggested Swier and committee members inspect the vehicle in Milwaukee following next week's Wednesday morning meeting.

In other Wednesday ac-

tion, the Committee:

—Presented a service plaque to Art Voltz, who retiring after 28 years of service in the Highway Department. Voltz is the first county employee to receive a plaque recognizing 25 years of service to the county. County Board Chairman Francis Pitts, who made the presentation, said he hopes the board adopts a policy establishing such a program.

—Directed George Swier, highway commissioner, investigate the computer system used by Fond du Lac County's Highway Department, in preparation for computerizing the department here sometime in the next 18 months.

Charting "The Old Military Road"

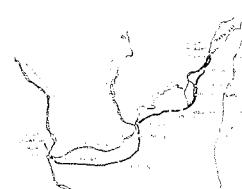
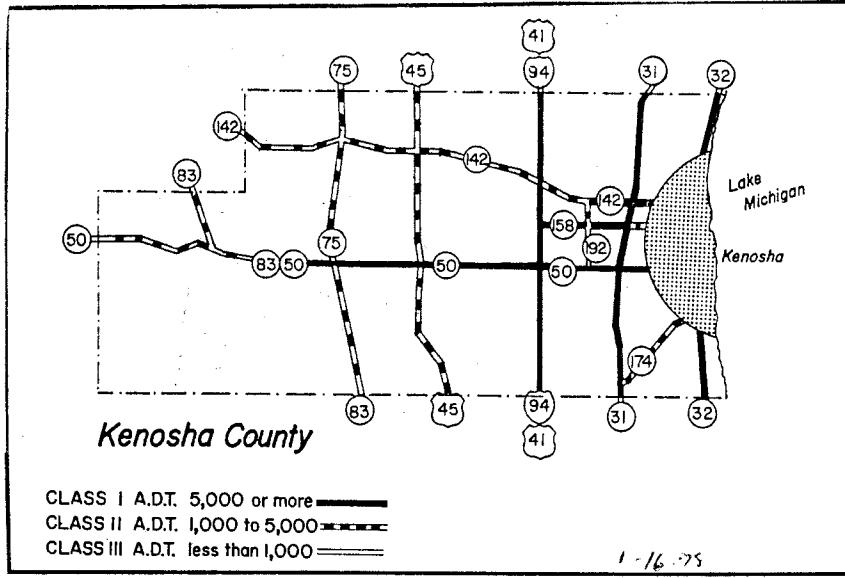


Photo courtesy Bruce Dyer, Sioux Falls, S.D.

Kenosha County highways get priority service



Most state highways in eastern Kenosha County have been given the state's highest maintenance priority, based on traffic volume. Highways indicated by a black line are authorized for around-the-clock service, plowing to bare pavement as soon as possible. The remainder of the highways (designated by a broken line) are designated as Class 2 priority.

ized for around-the-clock service, plowing to bare pavement as soon as possible. The remainder of the highways (designated by a broken line) are designated as Class 2 priority.

Hwy. 50 to Silver Lake Has Top Plowing Priority

Hwy. 50 from I-94 as far as Silver Lake is considered a "top maintenance priority" for winter plowing. For the fifth consecutive year, a winter maintenance program which provides priority service based on traffic volume is being conducted by the Wisconsin Department of Transportation.

Top priority means around-the-clock service and plowing to bare pavement as soon as possible. The major portion of state highways in Westosha are designated class two priority. They receive reduced service between 8 p.m. and 4 a.m. on weekdays and all day Sunday, with plowing to the bare pavement as soon as possible within that schedule.

Westosha highways included in class two priority are 83, 142, 75 and 45. Most state highways in the eastern portion of the county have top priority.

Supervisors spend night in garage

BY JOHN ANDREAS
Staff Writer

If you ask Supervisor Earl W. Hollister, 24th District, he probably would have preferred to sleep at home Thursday night. Supervisor Fred Schmalfeldt, 26th District, would have probably agreed. And if you asked

their wives they probably would have preferred to sleep at home too.

But Thursday night, they didn't have a choice and they spent the night huddled in chairs and on the floor of the County's Street Department offices.

The four were returning from a conference in Milwaukee and were unable to get through snow-covered county highways. Also spending the night at the county garage, 5512 60th St., were about 12 to 14 truck drivers. Having been called in off the road, the men decided to sleep in their trucks. County Highway Commissioner George Swier said, instead of trying to get home.

"The men did one hell of a job putting in as many hours

as they did," Swier said Friday afternoon. "I want you to know that Kenosha County kept its roads open longer than any of the other surrounding counties. We kept Highway 50 and the I-system open all night."

Swier said the county had 28 pieces of equipment out Thursday and Friday to clear away the snow. They will be out again today and Sunday if they have to, he said.

The county is responsible for approximately 600 miles of state, county and township roads.

One of the worst roads hit by the blizzard was Highway 31. It was closed Thursday morning and wasn't opened until Friday afternoon.

"We had a wing plow and a snow blower work on 31

between 60th and 75th streets for four hours Thursday and there couldn't open it up. There were just too many cars left in the road," Swier said.

Everyone was working extended shifts, including the garage mechanics. The plow crews averaged 16½ hours.

"Ever since I became commissioner I heard nothing but talk about the storm of '36. Well," Swier said, "I don't want to hear anymore about the storm of '36. I'll settle for the storm of '78."

Clean up operations clear roads in county

By JOHN ANDREAS
Staff Writer

While sections of the midwest continue to dig out of last week's blizzard, the Kenosha area is back to near normal today with just clean up operations going on in the city and the county.

"We've got all the roads open, at least punched through with one lane of traffic," County Highway Commissioner George Swier said. "Everyone can get out as far as we know."

In the city, plow crews were sent out Monday morning to clean up city streets.

"The streets are generally in pretty fair condition," Donald Holland, director of Public Works, said. "There are still some streets where we haven't even been through once yet, but we'll get to them right away. There's still a lot of cleaning up to do; that's always the slow process that occurs after a storm."

Holland cautioned drivers to be careful at intersections blocked by high drifts along the roadside. He said city crews will be working the next couple of days to remove the high banks. Garbage pick-up is back on schedule, Holland said.

While most of the snow has been cleared off city and county highways, its effects will still be felt next payday.

According to Swier, the overtime worked by county crews may be close to \$200,000. That, he said, will put the county over its snow removal budget for all of 1978.

"We had budgeted \$300,000 for snow removal this year," Swier said. "This storm will put us over that amount. That doesn't leave us anything for snow removal for the end of the year."

Additional money needed for the plowing, Swier said, will come from the county's contingency fund.

The storm will also put a strain on the city's budget for snow removal. According to the budget, \$166,543 was set aside to remove snow. Holland said that overtime through Saturday may come close to \$40,000 to \$50,000 and will approach the budgeted amount for the entire year.

With the roads cleared for travel, the Unified School district's approximately 20,000 students and teachers returned school this morning.

Richard McGuire, public information director, said that some buses in the outlying areas were slowed to roads with only one lane open, but that everything else was running on schedule.

Sheriff Gerald Sonquist said his office is swamped with accident reports covering incidents that occurred during the blizzard. People, he said, who were involved in an accident have been asked to fill out accident reports once the emergency is over.

Sonquist said all roads were in good winter driving conditions with a few scattered slippery spots. Anyone who has still not located their car, Sonquist said, should not call the sheriff's department, but rather the wrecking services.

"They kept a record of what they towed away," he said. "We keep no records."

Sonquist said the storm may have cost between \$3,000 and \$4,000 in overtime for additional manpower.

All city buses were back on schedule.

Friday and ran throughout the weekend. Transit Director Edward Jenkins said the airport was opened Friday afternoon after being shut down Thursday.

While ridership was up, Jenkins could not say at this time if the Transit Department made or lost money during the storm.

"We lost two days where we usually haul a lot of students, Jenkins said. "I think we proved to the community that this is a service that will not stop, that they will still be able to get back and forth."

Area industry also returned back to work today, with production at AMC's Kenosha, Milwaukee and Brampton, Ontario, plants at pre-blizzard strength.

AMC's Toledo plant assembly lines remained closed Monday, but full production is expected to start Tuesday.

Temperatures dipped to the 20-below-zero range across much of northern Wisconsin early today with the official low a 22 below at Spooner.

It was 18 below at La Crosse, 17 below at Rhinelander, 15 below at Port Edwards, 14 below at Park Falls, 13 below at Marshfield, and 12 below at Neenah, Juneau, Albany, Madison, Green Bay and Eau Claire.

Milwaukee was the warmest reporting station overnight with a zero reading.

Cold was again predicted for tonight with temperatures expected to drop to zero to 15 below.

County Board may contract road repairs

By Fred Orehek

COOK COUNTY officials are considering turning over road maintenance to private firms in the wake of the latest loafing scandal in the county highway department, County Board President George Dunne said Tuesday.

Dunne said he has asked "experts" to look into the feasibility of giving repair contracts to the lowest bidder.

His comments followed the firing Monday of four county road workers and the suspension of 43 others for loafing on the job.

The action followed an investigation by the Better Government Association that found widespread loafing by county highway maintenance crews.

IT WAS THE second time in four years that the BGA had charged loafing in the highway department. After the first accusations four years ago, the County Board paid \$150,000 for a private study and recommendations on how to curtail loafing.

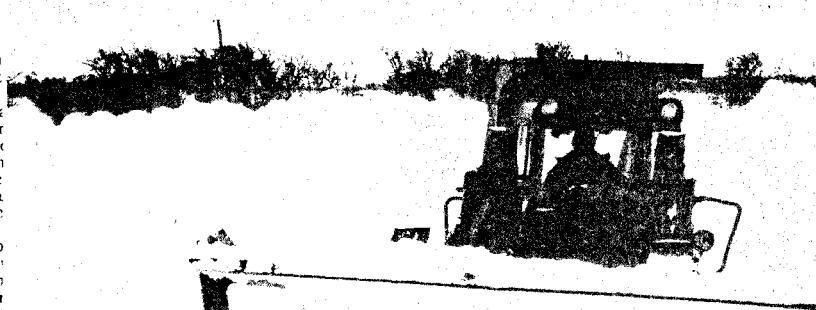
But J. Terrence Brunner, BGA executive director, said the most recent investigation "shows that the same wasteful practices we revealed four years ago still persist."

Dunne said Tuesday he will revamp the five maintenance sections of the 800-man work force in the highway department while he looks into contracting road repair work to private bidders. He noted that the county has been pleased with private maintenance contracts at the Audy Home for juveniles and at the county morgue.

DUNNE ALSO SAID he is looking outside the highway department for a replacement for Hugo Stark, 71, who resigned as highway department superintendent on Oct. 18. The job pays \$41,000 a year.

Glenn W. Fredericks, deputy superintendent, will be acting superintendent after Nov. 1, when Stark's resignation takes effect, Dunne said.

The County Board president said he also is studying the 1977 county budget of the highway department maintenance sections. The private study four years ago found the sections were 25 per cent overstaffed.



Just plowing ahead

A plow surges ahead on Kenosha Road (47th Ave.) south of 122nd St. as snow removal moves ahead in Kenosha County. Officials said today that all county roads now had one lane open, but

that it would be three days before plowing could be completed. (Kenosha News photo by Alie Fredrickson)

New road 'out'

Patched-up Hy. 50 must suffice

By BARBARA HENKEL

Staff Writer

With slim prospects of Highway 50 being reconstructed along a different route "in our lifetimes," a request is now being made for funds to at least upgrade the present Highway 50, Supervisor Earl Hollister told fellow Highway Committee members Wednesday.

Hollister reported on a meeting last week of the Technical and Intergovernmental Coordinating and Planning Committee. That group is

recommending a feasibility study be made for upgrading Highway 50 along its present route.

Hollister suggested the committee inform the County Board through a formal report "so they know exactly what happened and why."

Expansion of the existing Highway 50 was first proposed by state and county officials in 1968. Hearings have been held as recently as February 1977. Still, the project remains 92nd on a priority list for funding.

That ranking means funding of the project is highly unlikely for quite sometime.

"About the only way we can get anything done is by special legislation authorizing money," said Hollister.

He said it would be beneficial to get Highway 50 upgraded now, using whatever funding sources are available. "If we have to inherit 50, we couldn't afford it," said Hollister.

Several proposals have been made for constructing a new road, including a four-lane road about one-half mile

north of the existing east-west route.

Proponents of Highway 50 improvement point to an unusually high number of traffic accidents on the narrow and highly traveled road, including 18 deaths between 1970 and 1977.

Committee member Supervisor Waldemar Lange said, "With the number of people killed on Highway 50, what bothers me is they spend money on construction in wide open spaces," such as rural northern counties.

County aim: widen Highway 50

By BARBARA HENKEL

Staff Writer

Improving the present Highway 50 rather than building a new highway in a different location was recommended Tuesday night by the County Board.

A feasibility study of rebuilding present Highway 50 into a four-lane highway is being proposed. The project would leave little unused right of way, but would not require the demolition of property.

Supervisor Richard Lindgren, who voted for the motion, said he regretted doing so if it meant the county wasn't interested in having a new highway built.

Supervisor Earl Hollister, chairman

of the board's Highway Committee, said it is very unlikely a new highway would be built. That proposal is 92nd on a priority list for funding.

Hollister said the present location of Highway 50 is the route many would probably take anyway to get to two county parks and the county's recreational lakes.

Hollister said if Highway 50 was relocated the present Highway 50 would revert to the county or the townships, and neither could afford the upkeep. Hollister said the four bridges along the route all need repair.

The resolution supported recent action by the Technical and Intergovernmental Coordinating and Ad-

visory Committee on Jurisdictional Highway Planning, which unanimously requested the state Department of Transportation undertake a highway feasibility study for improvement of Highway 50 along its present route.

In other action, the board:

— By a voice vote, the majority approved adding a planning and engineering study of Kemper Park to the Parks Department's list of capital improvement projects. Most of the \$7,200 study will be funded through a Coastal Management Grant and by Kemper Center, Inc. The county's share of \$2,000 was criticized by Supervisor Walter Rutkowski, who said at the time the county agreed to acquire the Kemper property, it was

promised that no taxpayers' money would be spent. The expenditure was defended as a necessary expense by the county in order to have a say in future planning at Kemper.

— Referred to the Zoning Committee a resolution unanimously adopted by the 72 residents attending Salem Township's April 13 annual meeting. The resolution says assessing duties in Salem should be restored to the town board.

— Heard Board Chairman Wayne Koessl announce a Committee of the Whole meeting Tuesday, May 9 at 7 p.m. to discuss the jail study and self-insurance for health-medical and surgical care.

Highway 50 overpass considered by county

By BARBARA HENKEL
Staff Writer

Reconstruction of the Soo Line Railroad overpass on Highway 50 may get under way before a feasibility study on reconstructing the highway is started.

County Board went on record Tuesday night supporting a request for the study by the state Department of Transportation.

Members of the board's Highway Committee learned Wednesday morning the state plans to rebuild the overpass, possibly in fiscal year 1980.

Committee Chairman Earl Hollister has said he is hoping the feasibility study will come out in favor of a four-lane road for Highway 50.

The proposed new overpass at about 312th Avenue is designed as a two-lane structure, with shoulders and safety zones.

No construction date has been set for the overpass, but purchase of right-of-way is scheduled to begin in fiscal year 1979, which starts July 1, said James Fetzer of Waukesha, representative of District 2 of DOT.

Hollister said it would probably take at least two years for a study to be completed.

Members agreed it would be in the county's interest to allow the overpass project to proceed. Fetzer said if Highway 50 was ever rerouted, upkeep of the overpass would become either the county or nearby township's responsibility, and they would have to come up with the money sooner or later to rebuild. The state will do the project using funds from the Bridge Replacement program, which is 75 percent federally and 25 percent state funded.

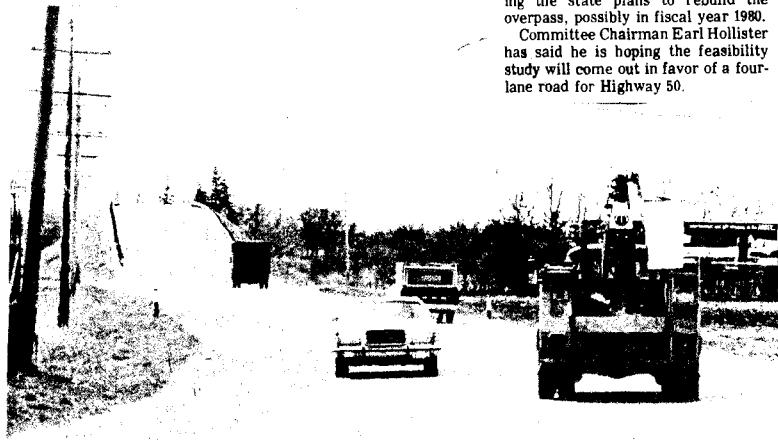
Hollister said it is unlikely Highway 50, if rebuilt as a four-lane road, could be four lanes west of the Fox River where many businesses are built on the right of way line. He said the highway would have to funnel into two lanes at some point, and the overpass may be a likely spot.

Two of the alternatives available were not viable — to do nothing, or to continue annual patching repairs to the structure. The alternative selected was to rebuild the structure slightly north of its present site. The present bridge would continue to be used during a major portion of the reconstruction, eliminating the need for detours.

The other alternative was to rebuild slightly south of the present structure. That would improve the profile of the bridge, but one bad kink would remain, and it would cost more in acquiring private property.

The selected alternative is expected to cost about \$840,000.

The overpass has high priority on the state's list of bridge replacements. Some of concrete have fallen from



A curved approach to overpass on Highway 50 as it appears to approaching driver



A curved approach to overpass on Highway 50 as it appears to approaching drivers



Propped up

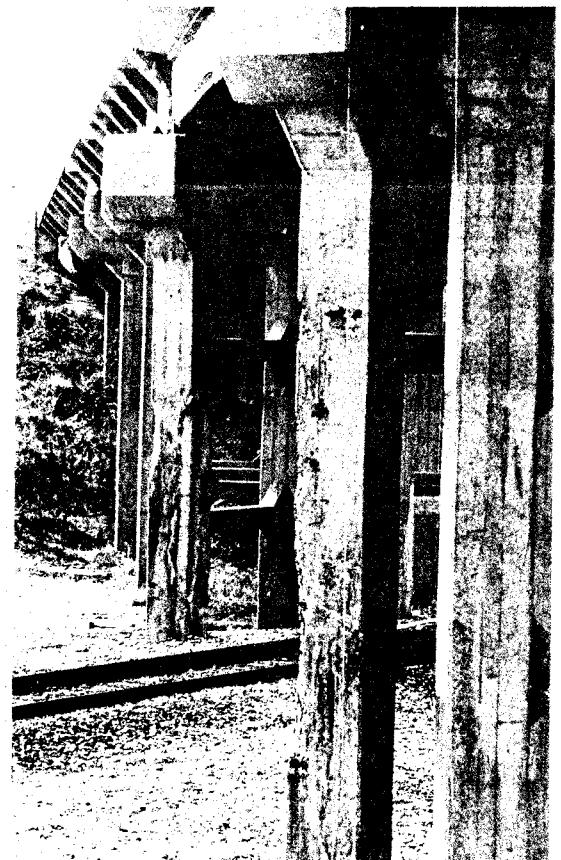
Cribbing, including the piece that looks like a utility pole, is used to shore up one section of the 45-year-old Soo Railroad overpass on Highway 50, at about 312th Avenue.

the Environmental Protection Agency. Alexander, writing to the U.S. Corps of Engineers, said the EPA would exercise its veto power if the Corps were to grant the Q project a 404 permit. A 404 permit is needed to construct on designated wetlands.

Swier said EPA has boxed itself into a corner and would probably stand by its threats. Swier said if EPA did veto the permit, it would set a precedent for it to block other projects.

Swier said one recourse is the meeting planned at 11 a.m. Sunday at the highway office, 5512 60th St., with U.S. Representative Les Aspin, D-Racine.

At that meeting the future of Highway Q will be discussed.



Kenosha News photo by Norbert Bybee

Span support breaks away

sponsibility, and they would have to come up with the money sooner or later to rebuild. The state will do the project using funds from the Bridge Replacement program, which is 75 percent federally and 25 percent state funded.

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The overpass has high priority on the state's list of bridge replacements. Chunks of concrete have fallen from the bridge.

John F. Jones of District 2, said the bridge is deteriorating rapidly. He said traffic counts show 5,000 cars a day over the bridge, with 10,000 daily estimated by 1999.

Speed is now restricted to 45 mph, but the proposed structure has a design speed of 60 mph. Jones said numerous accidents occur on the overpass due to faulty design. Jones said the traffic count warrants a four-lane divided highway, but it is unlikely such structures would be built. He said four-lane roads are steered clear of because of the problems and cost in acquiring the necessary right of way. The \$840,000 price tag took the committee aback somewhat. That exceeds the entire original estimate of \$750,000 to extend County Highway Q from County Highway H west two miles to I-94.

If County highway Q is extended, it would also cross over railroad tracks.

Highway Commissioner George Swier read a letter from George Alexander of the Chicago district office of

Highway 50 topic for County Board

The Highway Committee will report tonight at the County Board meeting on upgrading of Highway 50 along its present route, being recommended now instead of reconstructing the highway along a different route.

The board will meet at 7:30 p.m. in Room 310 of the courthouse.

Expansion of the existing highway 50 was first proposed by state and county officials in 1968, but the project is 92nd on a priority list for funding.

The committee will also present its annual report, which by law must be submitted to the board separate from other annual reports.

There are no resolutions for a second reading, but one of the five first-reading resolutions may be acted upon. That would designate May 15 as Law Enforcement Day.

Among other agenda items is a communication from the Salem town clerk objecting to assessing.

Hy. Q extension dying

By LES RYSHKUS
Staff Writer

Chances of Pleasant Prairie's County Highway Q ever being extended west to I-94 are getting slimmer, according to the county highway commission which met Wednesday morning.

"I'm not going any further with this," said Supervisor Earl Hollister, highway committee chairman, after Supervisor James Amendola asked, "When do we throw in the sponge?"

The committee was reacting to a meeting held last Sunday with Congressman Les Aspin, D-Wis., who outlined a plan to extend County Highway

ML to meet the interstate.

Plans to extend County Highway Q to I-94 hit a snag when the Environmental Protection Agency (EPA) said it would do environmental harm.

It now appears that the \$350,000 that was earmarked for the project might go toward another county highway project, but approval would have to be authorized by the County Board. About \$800,000 in federal funds are involved, according to George Swier, county highway commissioner.

State Rep. Joseph Andrea, D-Kenosha, was surprised at the committee's attitude. He said he was not going to give up on the project because too many groups such as the

Chamber of Commerce and the Kenosha Manufacturer's and Employers' Association were still interested in pursuing it.

The committee felt that recent state legislation passed involving purchase of right-of-way for highway projects would also be a hindrance to the Q plan.

Swier said he thought the EPA would "take a long look" at the project when it reached Washington, because of much larger projects that, he said, had been approved though they caused much more environmental damage.

In other action, the committee heard a report that the Truesdell overhead project on Hy. 50 should start within a month. They committee accepted a three-quarter ton truck from the army, and discussed the possibility of purchasing a new truck rather than spend \$40,000 to repair two old ones.

The committee also heard a report that Kenosha County was allotted \$45,000 for right-of-way purchasing in the 1979 state budget, while Racine would get \$800,000 and Walworth, Dodge counties, \$1.4 million each for special projects.

State asks input on highway

By BARBARA HENKEL
Staff Writer

Reconstruction of Highway 50 becomes more imminent with each passage of resolutions by governmental units in the county favoring the reconstruction.

Members of the county's Highway Committee learned at their meeting Wednesday that the state will not allocate any funds for the project until it knows all county officials and citizenry are in support of the project.

George Swier, county highway commissioner, said it is important that all municipalities pass resolutions similar to one passed by the County Board May 2.

That resolution asked for a feasibility study of rebuilding present Highway 50 into a four-lane highway. The project would leave little unused right of way, but would not require the demolition of property.

The town board is scheduled to meet tonight with representatives of the Salem Town Board, state highway commission and the county highway commission at 7:30 in the town hall concerning plans for improving the Highway 50 overpass in Wheatland.

Highway committee members say they feel something must be done now to alleviate unsafe driving conditions requested by William Holm to In other action, the committee:

— Recommended approval of a variance requested by William Holm to construct a 6 by 63 foot addition to an existing barn on Schaal Road.

— Announced a crackdown on building permit violations. A permit is required prior to the start of any construction or remodeling.

— Approved operator license applications from Alan Weis and John Stadnyk.

— Granted a beer license to the Wheatland Fire Department for the weekend of July 21-23.

— Announced plans to meet with the Wheatland Center School Board to discuss the request of the Kenosha public museum; and to meet soon with Advocates for Youth for funding of its time to be announced Western Kenosha County Youth Development Project.

— Announced that the final inspection of the new fire station is planned for 6:45 p.m. Thursday.

A public hearing was held on the Class B fermented malt beverage license application for the Malloy Country Store in Wheatland. The board granted the license along with an operator license for Lois Malloy.

Paris supports Hy. 50 plan

PARIS — Support of a plan to rebuild Highway 50 came from the Paris Town Board Monday night when it voted to send its endorsement to the county.

August Zirbel, town chairman, said the board went on record favoring the proposed updating of the current east-west highway rather than construction of a new road to serve the western portion of Kenosha County.

The board will send its recommenda-

tion to George Swier, county highway commissioner, to be filed as a matter of record.

Burt Watring of Weston Homes, appeared before the board seeking town authorization to permit the factory built structures in the town even though they fail to meet the current building code specifications.

The board tabled Watring's request until it has an opportunity to view the

homes and the manner in which they are constructed.

Zirbel announced a hearing at 10:30 a.m. Monday in Room 310 of the courthouse in which the Department of Natural Resources will consider a complaint regarding a culvert on the Ray Ehlen property. Zirbel said that he and a town supervisor will attend the hearing even though the complaint does not involve the Town of Paris. The complaint was filed by Laurence Wisniewski.

In the only other action, the board approved a request from General Telephone Co. to install an underground cable along 128th Street (Silver Nail Road).

The board acknowledged an invitation from the Somers Fire Department to attend its June 10 dance and set June 19 for its next regular board meeting.

If the Highway Q project is dropped, the county may lose the \$800,000 in federal funds it received for the project. The county has \$350,000 of its own money set aside for the project.

Swier said the county's money would most likely be spent on another highway project, while the federal dollars may go to some other county for an approved project.

"Highway Q is dead," Hollister said. "The EPA has said it will veto it. It is a little frustrating to put all the effort into this project, spend more than \$80,000 on environmental studies, and now come to the end of the road."

Approval for the \$1.15 million two-mile extension of Highway Q has been an issue for the past 16 years. It was being designed to provide a straight east-west access from the lake to I-94 in the southern portion of Kenosha County. Highway Q presently ends at County Highway H.

The EPA maintains that extending Highway Q to the Interstate would endanger the environment. The land that would be built on is a federally protected wetlands. The EPA also said the build-up of commercial ventures that would follow an extension of Highway Q would also be harmful to the area.

The way appeared clear for the Highway Q construction earlier this year when the U.S. Army Corps of Engineers said they would grant a 404 permit, needed to build across wet land areas.

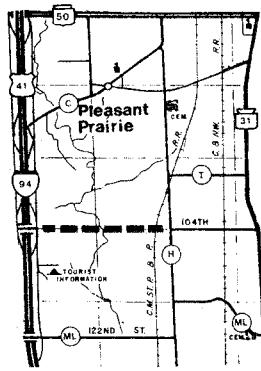
However, the road would apparently conflict with a presidential order to the EPA to preserve wetland areas whenever possible. The EPA has said that it will overrule the corps' 404 permit if it is issued, Hollister said.

The EPA has recommended that Highway ML, located one mile south of Highway Q, be used as an access to the Interstate.

Hollister, and County Highway Commissioner George Swier, have labeled Highway ML as "totally unacceptable."

"Even if (Highway ML) were, we would run into trouble with the Federal Highway Administration. They won't allow an access to the Interstate at ML because Russell Road access is just a half-mile away."

Swier said he hoped that the corps would issue the 404 permit, anyway. There's always a chance the EPA may change its mind, he said.



Hy. Q plan (broken line)

What has caused the delay?

Highway 50 plans fall by roadside

By BARBARA HENKEL
Staff Writer

Inaction by state representatives, or divided opinion among local officials, depending on who you listen to, is why, 10 years later, Highway 50 is still unimproved.

State Sen. John Maurer, D-Kenosha, in answer to a question posed at a luncheon meeting Friday, said Highway 50 hasn't been improved because, "in 1973 two legislators from this area asked for a study to put 50 elsewhere. The legislature at the time was ready to rebuild 50... When the report was ready, they didn't release it because they didn't want to embarrass the local legislators."

Although Maurer didn't name them, the local legislators he referred to are State Rep. Eugene Dorff, D-Kenosha, and former representative George Molinaro, D-Kenosha.

Molinaro and Dorff both said this morning that they asked for the feasibility study to get things moving on Highway 50. The feasibility study

was requested through a resolution by Molinaro and Dorff. On June 21, 1973, the resolution approved by the Assembly by a unanimous vote, the rules were suspended, and it was messaged to the Senate all in a matter of five minutes.

Dorff said the study was completed in February or March of 1974. He said the study said an improved east-west facility was needed, but so too was additional environmental impact study. He said the study at the time did not name a location for the proposed improvement.

That information about the study was contained in a May 9, 1978, letter to Dorff from H.L. Fiedler, acting administrator of the state Department of Transportation, in response to an inquiry from Dorff about Highway 50.

Fiedler also wrote that since the study, "decreasing availability of financial resources" had precluded any expansion. Maurer Friday said that by the time the feasibility study was completed, funds that had been available in 1973 had dried up.

Dorff and Molinaro this morning said subsequent action was the result of "inaction" by local officials. They said the local Highway Commission failed to establish Highway 50 as a priority item when making a list of priorities for the state.

Dorff referred back to a portion of Fiedler's letter, in which Fiedler writes that local people have to come to a consensus as to what they want before the state can act.

In early May the Highway Committee and County Board recommended improving the present Highway 50 rather than build a new highway in a different location. Townships and villages in the county have been asked to pass similar resolutions.

Molinaro said the 1973 resolution was introduced in the hopes that improvement and extension of Hy. 158 would be found as a practical solution.

Molinaro said at public hearings held prior to 1973, sentiment was divided over several proposals.

Farmers objected to one proposal to

extend Hy. 50 west from I-94 by following a route about $\frac{1}{4}$ mile north of the present route.

A review of newspaper files provided the following background:

July 1968 — State plans to spend \$403,000 in 1969 in engineering and title searches in the county, for a route not yet designated.

February 1969 — Opinion expressed at a public hearing is that state should improve present Highway 50 before turning it over to the county when a new route is completed. The Paddock Lake Businessmen's Association goes on record that the cost of a new Hy. 50 outweighs advantages. The suggestion is made to rebuild 50 along its present route, eliminating dangerous curves and hills.

May 1969 — The County Board approves a new Hy. 50, with limited access, $\frac{1}{4}$ mile north of the present route, in return for a promise from the state to spend \$750,000 in improving the existing route.

April 1976 — Southeastern Regional Planning deletes from an update of construction of any new road in Kenosha County I-90, drop in population expected.

Molinaro said today, "Lament has to get involved. We were there in the assembly and should have left earlier."

limited access was suggested. The suggestion was a widen present Hy. 50 to in one direction, with Co handle traffic in opposite direction. Support of doing something comes from a number of sources including Paddock Lake Businessmen's Association, Unified School District, Technical Institute, Kenosha School District and Education Association, Prairie, Paddock Lake, Kenosha, and Kenosha City.

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Highway Q prospects still mulled in Pleasant Prairie

By BARBARA COLICKI
Area Editor

PLEASANT PRAIRIE — Prospects for the extension of Highway Q to I-94 may appear dim, but it is still not a dead issue, C. Tom Wood, town chairman, said Monday night.

Wood said letters have been sent to Congressman Les Aspin and Senators William Proxmire and Gaylord Nelson seeking their support and asking for a meeting on the issue.

However, George Swier, county highway commissioner, told the town board he has just been notified by the Army Corps of Engineers that the 404 permit needed to build across wetland areas has been denied.

Earlier, the corps had approved the extension which would have provided a direct east-west link between Sheridan Road and I-94 in the southern part of the township. The project was then

rejected by the Environmental Protection Agency (EPA) which cited future development along the proposed Highway Q as detrimental to the 600-acre wetland and wildlife area. The \$1.15 million, two-mile extension has been in the planning stages for 16 years.

In other highway matters, the town board voted to support the proposal to improve the present Highway 50 and delete the relocation of the highway from the Jurisdictional Highway plan.

The board also adopted an amendment to the platting ordinance setting new road standards which call for blacktopping for subdivision roads prior to acceptance by the town.

The town board concurred with recommendations by the planning commission and approved the installation of a street light on Highway C at the west entrance of River Oaks Subdivision and denied street light re-

quests for the east River Oaks entrance, 79th Street and Green Bay Road and 69th St. and Green Bay Road.

The board authorized the preparation of bids for the extension of water service in South Kenosha which will serve Manu-Tronics, 3115 26th Ave., and a number of area residences.

Water lines will be extended on 91st Street from 18th Avenue to 26th Ave., south (on 26th) 390 feet south of 91st Street, 24th Avenue to the south side of Springbrook Road, and 22nd Avenue to about 200 feet north of 91st Street.

Roger Prange, town clerk, said assessments will be \$9.50 per front foot plus a \$400 fee for installation of laterals. The amount may be paid in full by Nov. 1 or paid on a 10-year installment plan at 8 percent interest on the unpaid balance.

The board approved an agreement

with Ben Salica Builders, Inc., covering the installation of sewers for the Greenhill Farm Subdivision. The town will bond for sewers under the agreement with repayment by Salica in two years.

Kenwal Construction Co., Kenosha, was awarded the contract for the Greenhill sewer installation on a motion by Supervisor Richard Randall. Kenwal submitted the lowest of the five bids on the project at \$71,070. Other bids ranged from \$72,314 to \$113,220.

A request by Eugene Sunday, 8935 3rd Ave., for a variance from shoreline zoning ordinance for highway setback to construct a home on Lot 36 of Unit W, Carol Beach Estates, was approved and sent with the town recommendation to the county board of adjustment for a hearing at 7 p.m. Thursday at the courthouse.

Approval was also recommended

for zoning requests by Charles Antioch, Ill., for conditional place concrete blocks along shoreline of Lake Michigan on 1 and 24, Carol Beach Unit 5, and N Country Building Corp., 301 St., for a change from residential to commercial on the south side of vacated 76th Street. Tentative proposal was given to the final p the Lawler Subdivision pending final roadway adjustment.

The board denied a request by Seth and Charlene Mentek, 630 Ave., for a change from agricultural to commercial.

All the requests will be referred to the county zoning committee at 7:30 Wednesday at the courthouse.

In other action, the board:

—Appointed George Swier to planning commission replacing Beckman, commission chairman.

Army letter makes 'Q' death final

By JOHN ANDREAS
Staff Writer

The letter from the U.S. Army Corps of Engineers came as no surprise to the county's highway committee Wednesday morning, it just made the death of Highway Q official.

A letter from Howard N. Nicholas, LTC, Corps of Engineers, verified what county officials feared. Due to the Environmental Protection's Agency's opposition to the highway plan, the corps will not issue its permit either.

Nicholas said it has been determined that "the proposed work is

not in the public interest and therefore the permit is denied."

Some encouraging words were given on the future improvement of Highway 50. George Swier, highway commissioner, said that letters supporting the study of the improvement of Highway 50 have been received from every city, village and township in the county except Somers and Paddock Lake.

As it stands now, Highway 50 is not rated as a priority construction project by the state, Swier said, but with the letters of support he hopes the state will recognize its importance to Kenosha County.

Approval has been received from the state, Swier said, to begin purchasing the right-of-way for the straightening out of Highway JF where it runs into Highway C.

Highway EZ, 39th Avenue, will also be getting some attention by the county. Plans are being turned in to the state for its reconstruction from Highway 174 north to 80th Street. The county will try to get federal funds for the project.

A number of county highways will be closed or under construction in the coming weeks. Drivers should be aware that Highway A, between High-

way 31 and Wood Road will be closed until Friday night. People interested in reaching Petrifying Springs Estates must go through the golf course. Golfers trying to enter the park should use Highway JR.

County Highway K (80th Street) will be closed for a week in July, from Highway 31 to Highway 192, for reconstruction of the railroad crossing.

Also, county road crews will be working on county Highway MB, between Highway 50 and K, next week for three days. They will be reconstructing the roadway and there will be fresh oil being laid down.

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for zoning requests by Charles Graf, Antioch, Ill., for conditional use to place concrete blocks along the shoreline of Lake Michigan on Lots 23 and 24, Carol Beach Unit 5, and Town N Country Building Corp., 3016 88th St., for a change from residential B to commercial on the south half of vacated 76th Street. Tentative approval was given to the final plat of the Lawler Subdivision pending a 33-foot roadway adjustment.

The board denied a request by Kenneth and Charlene Mentek, 6300 88th Ave., for a change from agricultural to commercial.

All the requests will be referred to the county zoning committee hearing at 7:30 Wednesday at the courthouse.

In other action, the board:

Appointed George Swier to the planning commission replacing Jack Beckman, commission chairman, who

resigned because he is moving into the city.

Received notice from the Kenosha Department of Public Works that it will no longer circulate petitions of annexation on small annexation requests.

Extended to July 15 the deadline for completion of the sewer project on Highway H at the request of Jensen and Johnson, town engineers, necessitated in part by electrical damage in a recent storm.

Referred to the plan commission a request for a streetlight at 106th Street and 22nd Avenue.

Awarded all sales of gasoline, oil and diesel fuel to Mobile Oil Co., low bidder, for the year ending July 1, 1979, and all automotive parts to L and M Auto Parts for the same period. L and M was the sole bidder.

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County's road map just alphabet soup?

6-27-78

By DAVE ENGELS
Staff Writer

You're cruising down a rural highway, taking in the scenery on a warm spring afternoon. You glance at the side of the road and see a sign that says "County JB." Or maybe it said KD, AH or ML. At one time or another, you've probably wondered where those initials came from. Now, you're going to get an answer.

Those county highway names are the initials of former county board members, highway commissioners, highway department employees and rural town chairmen.

Mrs. Harriet Marlatt, 5912 50th Ave., retired in 1975 after 40 years with the County Highway Department. There is a highway named after her — HM, located in Randall Township near Twin Lakes.

"IT'S NO BIG DEAL," said Mrs. Marlatt. "They just picked a person they knew and used the initials. There's no particular sense to it."

"One day I was sitting in the office," she said. "Harold Herzog, who was commissioner then, came up to me and said he needed some initials for a highway. Then he put down my initials and walked away."

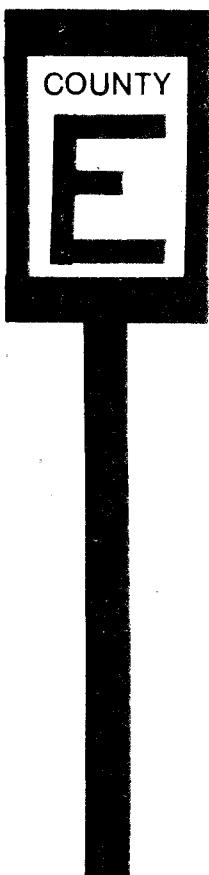
Mrs. Marlatt said highway commissioners would simply choose people involved in highway or county affairs and use their initials for highway names. The procedure never involved any formality.

Before the Depression, the highways had names such as Berryville Road and McKeon Road. The lettering system began when the highways were being paved in the early 1930's, as part of the New Deal programs including the Works Progress Administration (WPA).

She looked over the list of highways named after people. She said she knew most of the people and all but a handful have long since passed on.

During her 40 years with the department, she worked under six commissioners: John Herzog, Howard Herzog, Hans Guttormsen, Harold Herzog, Julius Ingwersen and Leo Wagner.

Forty years was enough for Mrs. Marlatt. About her retirement she



said, "I love it."

WITH FEW EXCEPTIONS, the county highways with single letters were named randomly from the alphabet.

The members of the Highway Department compiled a list as best they could a few years ago. It is still incomplete. The list, given here, tells the name of the county highways and their origins:

W — Road going to Wilmot.
T — Town hall of Pleasant Prairie.
KR — Kenosha-Racine county line.
EA — Elaine Angelo, former highway department worker.

AH — Arthur Hartnell, once Salem town chairman.

B — Named so because of crossing with County Trunk Highway B.

CJ — Clarence Jackson, once a county board member.

EE — An extension of County Trunk E.

EM — Named after the Twin Lakes, Elizabeth and Mary.

EW — Eleanor Wagner, wife of late commissioner.

EZ — Ernie Zanders who owned a tavern on Highway 174 and 39th Avenue (EZ).

FR — Fred Rasch, once Randall town chairman.

HH — Howard Herzog, once highway commissioner.

HM — Harriet Marlatt, once highway department employee.

JB — Jim Brooks, once a county board member.

JF — Joe Fox, once Salem town chairman.

JI — Julius Ingwersen, once highway commissioner.

JR — Jay Rhodes, once a county board member.

JS — Clarence Jackson, once Bristol town chairman, and William Alfred Schmidt, once Salem town chairman.

K — Travels nearly the length of the center of the county ... thus K for Kenosha.

KD — Joseph Kerkman, once Wheatland town chairman, and George Dean, once Randall town chairman.

ML — Marge Larsen, former employee of the University Extension office.

MB — Milton Meredith, once Paris town chairman, and William Bacon, once Bristol town chairman.

NN — An extension of County Trunk Highway N.

PH — Peter Harris, once a county board member.

SA — Salvation Army camp located on the road.

UE — Urban Eppers, once Brighton town chairman.

WG — William Gleason, once Bristol town chairman.



Highway
is her namesake

Kenosha News photo by Marshall Simonsen

Mrs. Harriet Marlatt, former Kenosha County Highway Department employee, poses near the highway and the sign that were named after her by former Commissioner Harold Herzog.



Paddock Lake businessmen do not want to lose Highway 50 or the business it brings them

Highway 50: study time again

By BARBARA HENKEL
Staff Writer

What can a "feasibility study" be expected to reveal?

And hasn't the county's network of roads been studied enough?

Those could very well be questions Kenosha County residents are asking, in view of 10-year-old hopes for an improved east-west road to Lake Geneva.

Even Dale Cattanach, secretary of the state's Department of Transportation (DOT), questioned the need for another in-depth feasibility study. At a meeting Monday morning between state and local officials, Cattanach said it may be enough that town and village representatives agree with city and county officials that Highway 50 needs improvement.

THAT AGREEMENT was affirmed by the resolutions and letters of support for a feasibility study, passed by each of the county's 12 municipalities, including City Council, and by the County Board.

Cattanach said he feels support of a feasibility study supports improvement of Highway 50, from I-94 west to Lake Geneva. He said he may ask officials to approve another resolution supporting the improvements.

Some of the talk Monday focused on improving the present Highway 50's two lanes when money becomes available, and adding two lanes later. Cattanach said "improvements" would include straightening out dangerous curves, cutting down hills and widening the shoulder.

Some study and public hearings would be needed, Cattanach said, to determine if if the road should be routed around towns such as New Munster and Paddock Lake, where businesses and homes are built close to the highway. Some Paddock Lake officials indicated local businessmen would prefer keeping the present route. Rerouting might cause business losses.

The last feasibility study of an

improved east-west thoroughfare for western Kenosha County, was conducted by the state in 1973-74.

Former State Representative George Molinaro requested a study of the feasibility, costs and impact of extending Highway 158 (52nd Street) as a freeway.

THAT STUDY HELPS explain the problem — the present Highway 50 is an old road. It was constructed in stages between 1919 and 1929, and repaved and widened to 22 feet in several stages between 1948 and 1960.

It is an unsafe road. Despite some improvements made in 1970-71, some inherent problems make Highway 50 potentially dangerous. Problems include curves and hills, and gravel shoulders, not a good refuge for a stalled vehicle. The highway was short of modern day standards for a safe and efficient transportation facility," said the report.

One measurement is the number of fatal accidents per 100 million vehicle miles. In the four-year period 1966-69, the average for Highway 50 from I-94 west to Lake Geneva was 9.48, compared to the statewide average of 6.25.

After the 1970-71 improvements, the average rose to 11.75 fatal accidents per 100 million vehicle miles for that stretch, compared to a 5.5 fatal accidents average for all state highways.

Also figured were the statistics for the four-lane roadway of Highway 50 east of I-94, to the city of Kenosha. For the period 1966-69, there were 7.43 fatal accidents per 100,000. For the period 1972-73, the rate was 9.7.

According to the study, a secondary cause in many accidents was a vehicle leaving the roadway and striking some large, immovable object, making emergency stops hazardous. It said a substantial percentage of accidents in Wisconsin involved vehicles leaving the roadway.

SEVERAL FACTORS, when combined, the report said, help account for the higher accident rate on the two-

lane Highway 50 west of I-94, than on the four-lane highway east.

These factors are:

—Heavy weekend and holiday congestion, as well as peak hours on weekdays.

—Different driver characteristics between the weekday traveler, and the holiday or weekend driver.

—Rolling terrain, restricting vision for motorists attempting to pass slower moving vehicles.

—Truck traffic on 50 intensifies the above problem.

—Much recreation-oriented weekend traffic from out-of-state.

Weekend congestion, combined with unfamiliarity of roadway problems, tends to increase the likelihood of accidents, according to the report.

Trips to and from work on an average weekday comprised more than 40 percent of total trips, with about 30 percent of those trips based in the city of Kenosha.

Work-related trips to Illinois were so varied, existing modes of mass transit were not feasible.

By 1990, SEWRPC (Southeastern Wisconsin Regional Planning Commission), predicts an average daily traffic level of about 18,000 vehicles on some major east-west facility.

Even figuring a 25 percent reduction due to the energy crisis, the study said the traffic volume would warrant a dual-lane road in Kenosha County east of New Munster, and a single lane road in extreme west Kenosha County and the eastern portion of Walworth County.

"TO MAKE NO MAJOR IMPROVEMENT to any present highway between Kenosha and Lake Geneva would result in continued sub-standard service to the motorist. Hazardous intersections and numerous driveways accompanied by (hills and curves) are factors that weigh heavily in the Highway 50 accident record and potential," the study said.

If the feasibility study of 158 is any indication, planning of future roads

deals with more than just traffic counts and movement.

There are environmental concerns. A new road in a new location would disrupt ecology more than expanding an existing road.

Costs were considered, but not weighed. Doing nothing would be the least expensive initially, but would probably bring excessive costs when improvements are made later.

A complete relocation would result in greater construction costs and greater land acquisition, than those of improving the present route.

TWO MEANS were suggested to minimize disruption in such places as New Munster and Paddock Lake. Both these and other alternatives will probably be considered in the study.

One method, suggested by the 1974 study, is to improve existing Highway 50 west to Paddock Lake, and to reconstruct it on a new route from there west to Lake Geneva.

The alternative is an urban highway improvement of eliminating ditches, cutting down trees, installing curb and gutter, and, in general, widening streets.

"This would not disrupt any existing public facility in the sense that it would be eliminated," said the 1974 study.

The study also examined projected future area growth, seeing people moving from cities to rural fringe areas.

The 1974 study concluded that it was feasible to extend Highway 158 or improve a parallel highway between Kenosha and Lake Geneva, but that detailed engineering studies were needed to determine the best route.

"Such studies could well come as a result of this report's reception by the Legislature and would at that time necessitate the formal involvement of citizens," the study said. No further action was taken by the Legislature.

Now, nearly four years after that study was completed, a new chapter is beginning to be written.

Not enough fight for the wetlands

To the Editor: 5-25-78

It is difficult to comprehend how the federal EPA can exercise such vast control over privately owned property. More than 600 acres of wetlands on both sides of the Des Plaines River are all owned by residents of the town. It is not federally owned and EPA says that a mere four acres, which would be used for road bed, taken out as wetland would violate Congress' intent to preserve wetlands. Not so. Congress mandated any project that would disturb wetlands to be held to a minimum. Certainly four acres out of over 600 meets that criteria. Now, if the federal government owned the 600 acres I can see where EPA might have some authority to exercise its veto power. But veto powers over privately owned land, absolutely not.

This is a terrible loss to the town of Pleasant Prairie for they not only see \$10,000 of the town money go down the drain, it also prevents the fire and police departments from reducing re-

sponse time along the east service road in cases of emergency. And, most probable of all, is the loss of an 18-hole golf course. The value of the golf course alone is approximately \$800,000. The golf course was to be fully constructed by the gravel pit owners and donated to the town free of debt.

I feel that town Chairman Tom Wood and the Town Board failed to bring these vital facts to the attention of Congressman Les Aspin and Senators Proxmire and Nelson. These men who represent us can lead the way to changing EPA's veto stand and I do not feel they have done enough to bring pressure to bear on the EPA. I would now be hopeful that county Board Chairman Wayne Koesel and the County Board will do the job for Pleasant Prairie and continue to fight the EPA's veto. This veto came out of the regional EPA office. You still have recourse to carry the matter to the Washington D.C. office where our representatives can be more effective.

Charles W. Hashnick
Former Pleasant Prairie
town chairman

County officials plan push for Highway 50

By BARBARA HENKEL
Staff Writer

A show of unanimity will be demonstrated by officials countywide to state transportation officials, to show support for rebuilding the present Highway 50.

State Sen. John Maurer, D-Kenosha, promised Kenosha County Highway Committee members at their meeting Wednesday, that he will work to get funding for the project. He said power in the Legislature gets roads built.

"We're now starting to get some muscle down here," said Maurer. "If I don't (get Highway 50 built), look at me with a jaundiced eye."

Maurer said he will bring state Department of Transportation Secretary Dale Cattanach and his two chief assistants to a meeting in Kenosha sometime in early July, for local officials to speak their mind.

Similar resolutions have been or will be signed by every municipality in the county, throwing support behind a feasibility study of rebuilding present Highway 50 into a four-lane highway. Maurer said the resolutions are the "kind of conclusive evidence" needed to support the project.

A study of the feasibility of rebuilding Highway 50 into an expressway type of four-lane highway, with some limited access, is being requested.

Maurer said the state had the money in 1963 to fund an improvement program, but the money was pulled back and lost when a feasibility study of improving and extending Highway 158 was requested by a former legislator.

Other highlights of Wednesday's meeting are:

— Maurer said extension of County Highway Q to I-94 is still possible. He said a new administrator is being sought for the Chicago office of the Environmental Protection Agency. George R. Alexander Jr. left in May to take a job in private industry. Maurer said a contingent of Kenoshans should meet with the new administrator, yet to be named, to urge removal of the EPA objections.

— The Highway Q plan would have had a better chance for revival had Tony Earl, present head of the Wisconsin Department of Natural Resources, accepted the EPA position, which was offered to Earl. Maurer said Earl and the DNR, one of the toughest in the nation, had not objected to the Highway Q extension.

— Emerging from the legislature next session will probably be a compromise budget to fund both mass transit and highway construction. To do so will require added revenues, probably to come from a 1 cent tax per gallon of gasoline. Maurer said such a tax would hurt a person such as himself who drives 30,000 to 40,000 miles a year, more than a \$10 increase for license plates. Maurer said the gasoline tax would be more fair in that those using the roads the most would be paying more.

— The committee went on record supporting a House of Representatives bill over three U.S. Senate bills, on appropriations, because the House bill calls for \$40 billion to be spent on upgrading and building bridges, and the Senate bills call for \$2 billion.

Highway 50 work possible, says exec

7-10-78

By BARBARA HENKEL
Staff Writer

They would if they could but they can't so they won't — for now.

A technicality prevents the state from legally improving Highway 50. When that technicality is removed, which can be done administratively, a shortage of funds will prevent the state from doing much more than improving two lanes of Highway 50 now. A four-lane expressway facility remains the long-term goal.

State Sen. John Maurer, D-Kenosha, told state and local officials at a meeting this morning, that everyone should realize the need to increase the state transportation budget will probably require hikes in the gas tax and license plate fees. Maurer said Wisconsin's fees are among the lowest in the nation.

Maurer spoke at a meeting he called for local officials and Dale Cattanach, secretary of the state Department of Transportation (DOT).

About 10 years ago, after several public hearings, the state designated an alternate route as the one to be improved as a four-lane east-west

Some upgrading may be ahead, but a four-lane Highway 50 is far in the future.

expressway. That action legally prevents DOT from now measurably upgrading Highway 50.

Cattanach said, following this morning's meeting, that he will consider amending that action by designating the present Highway 50 route for upgrading, based on the support shown at this morning's meeting, and after he conducts some informal contacts, including asking the city, County Board and affected townships, to support the amendment by a resolution.

Cattanach said when he took over as secretary about a year ago, there were 100 highway projects waiting, with an estimated price tag of \$2 billion. The department's present budget allows for only a fraction of the pending

projects, said Cattanach.

Today's meeting was initially called to show Cattanach local support of a feasibility study of improving Highway 50.

Cattanach said study would be needed to determine answers to questions such as "Should Highway 50 be rerouted around Paddock Lake and New Munster?" Cattanach said the answer depends on several variables, including the added cost, the geography of surrounding terrain, and local residents' preference.

Clare Drake, a Paddock Lake trustee and businessman, said most of the businessmen agree Highway 50 should continue to be routed through town, rather than around it, which might result in a loss of business.

Tom Kinsey, DOT engineer, explained that an expressway, such as is being proposed, is any dual highway allowing for variable speeds, private access, and cross roads, probably at grade. A freeway, such as Milwaukee's, is a closed system which allows access only at interchanges.

County refusing to share salt

By BARBARA HENKEL
Staff Writer

A shortage of road salt will cause a "public relations problem" this winter among members of the Wisconsin County Boards Association who have been caught short.

Kenosha County isn't one of them. Last fall the county and city ordered 18,000 tons of salt, and has most of that left from last winter.

Many counties in the state are without salt. The Wisconsin County Boards Association estimates 24 counties face a total shortage of 43,825 tons.

Representatives of many of those counties got together this month and discussed their mutual problem, according to John Laabs of the association. They learned about a possible group purchase from one of the European salt mines, at a cost of \$35 to \$40 per ton via ocean freight and truck delivery.

Trainloads from Utah would cost about \$70 a ton, said Laabs. He said there is an unconfirmed report of Utah salt going for between \$32 and \$42 per ton. None of the prices include cost of unloading salt from the freight cars.

Kenosha County's purchase was at

\$13.89 a ton, plus the cost of two salt sheds to store the salt in. The cheap salt became available when a barge got trapped in ice in Lake Michigan.

Laabs said those present at the special meeting recognized they would have a public relations problem and possible safety hazard if two-thirds of the state's counties have adequate supplies and spread salt normally, and one-third have a short supply and have to cut back applications, or use none at all.

Laabs said motorists may encounter difficulties traveling at a higher rate of speed on bare roads than crossing

into a county that hasn't salted as much.

Laabs said in a letter to member counties, "Public relations problems may very well develop concerning salt spreading policies, in both the counties with salt and those without. Admittedly, these problems will be greater in those counties without salt, but environmentally concerned citizens may raise questions in adequately supplied counties, about spreading policies compared to neighboring counties that may not have salted."

Laabs asked counties with normal or more than adequate supplies of salt to contact him to arrange a sale to counties without salt.

Kenosha County's Highway Committee Wednesday morning reviewed Laab's written request and decided against sharing.

"We're not going to do it," said highway chairman Earl Hollister.

Highway \$s to be used for overhead

Seeing little prospect for funding in the near future for reconstruction of Highway 50, west of I-94, the county Highway Committee Wednesday agreed to allow the state to use \$350,000 set aside for the project.

The funds will be used to replace and realign the Soo Railroad line overhead on 50 at about Shorewood Terrace, near the Fox River.

Supervisor Earl Hollister, highway chairman, said, "We're talking about millions to fix Highway 50. This money wouldn't begin to touch it."

The money is coming in a fund held by the state to reconstruct 50. Hollister said the fund has grown to \$450,000, through annual allotments.

This year, he said, the county was allocated \$116,000.

Bids will be opened in February, with completion of the project contemplated for fall 1980.

In other action Wednesday the committee heard that the Town of Salem will guarantee up to \$150,000 for replacing blacktopping on county roads as a result of sewer line installations.

11/30/79



GEORGE SWIER
...to Bloomington, Ill.
2-1-1978

Accessible only by boat

Budget cuts may delay Highway 50

Cuts to the state highway budget "did not hurt Kenosha on the six-year plan," said George Swier, Kenosha County highway commissioner, "since we didn't have anything on the plan."

Swier said the cuts "have a chance to hurt Highway 50 in the future." The county has proposed improving Highway 50 on its present alignment.

Major highway projects originally accounted for \$65.6 million of state money in Gov. Dreyfus' budget proposal. Joint Finance pared that to \$34.7 million. Senate Democrats, working on the package in caucus last week, cut it still further to \$21.3 million. Democrats added to Joint Finance's \$33.6 million to improve existing roads, however, bringing that category to \$59 million. Dreyfus' original proposal had earmarked \$66.6 million for improvements.

Swier said that on Wednesday the county Highway Committee began

Flood condition worsened today in several areas of Kenosha County around the Fox River. The home above on 312th Avenue

near Highway 50 was surrounded by water, resulting in picturesque reflections but making life difficult for residents.

of each proposal.

The state budget cuts left only three of a dozen major transportation projects included in the original 1979-81 biennial budget. The three are the Arrowhead Bridge, Dubuque Bridge and the addition of a third lane to I-43 between Sheboygan, Wis. and Green Bay, Wis.

City won't be 'salt seller'

By BARBARA HENKEL
Staff Writer

Charity begins at home, and the county won't be selling salt road salt to those outside the county, except in extreme emergencies.

That was the decision Thursday by the county's Highway Committee.

The committee also, in closed session, discussed the possible resignation of Highway Commissioner George Swier Sept. 4. Committee Chairman Earl Hollister said the committee told Swier he was welcome to stay on, but under the present terms, with no additional salary increase. Swier will let the committee know his decision Monday. Swier has accepted the job of Bloomington, Ill., city engineer.

Swier reported to the committee that the Salt Institute predicts a short supply in the Midwest this coming winter.

The Salt Institute is a trade association whose member companies in North America account for 95 percent of all dry salt production.

The institute said salt stocks were depleted by last year's severe winter and problems affecting production, including an explosion at one mine, the conversion of another to a government

underground oil storage facility, and a strike at a third mine.

Swier said the state Transportation Department reported that 33 of the state's 72 counties have adequate supplies. Bids are pending for 12 counties, but 25 others who had asked for bids got none.

Two recent bid prices were \$28.11 a ton and \$29.27 a ton, said Swier. He said the state is estimating a shortage of 16,000 tons for counties and of 75,000 tons for the state.

Kenosha County, however, is in a good position. Last fall the county ordered 18,000 tons of salt that became available when a barge got trapped in ice in Lake Michigan. The price was \$13.89 a ton. Two sheds had to be built to store the salt, and at the time Swier estimated three to four years of savings by buying salt in bulk would pay for the sheds. Swier said Thursday that based on current salt prices, and apparent savings, "the buildings have already paid for themselves."

The committee agreed to supply salt to anyone in the county, but to those outside the county only in dire emergency. In those cases the salt is to be replaced, or paid for at the higher replacement cost.

Swier quits as county road chief

By BARBARA HENKEL
Staff Writer

George Swier, Kenosha County highway commissioner, today named Bloomington, Ill., city engineer. He will start by Sept. 3.

It was learned by the Kenosha New Thursday afternoon that Swier had been offered the job, and was to be officially named today.

When asked about it Thursday Swier said he was reconsidering accepting. He told Bloomington reporters today that he wavered Thursday because he didn't want to quit before starting vacation from his Kenosha County job, which starts today.

When county officials learned Thursday night that Swier might quit they talked about giving him a raise to get him to stay.

County Board chairman Way Koessl was surprised Thursday afternoon by the news. Asked why Swier, who has been commissioner since January 1977, would want to quit Koessl said he didn't know Swier was quitting. "I talked to him just before lunch. He didn't say a word about it, said Koessl.

"I know we cut his budget, but we do that to everyone," he added. Swier said Thursday afternoon that he was considering not taking the Bloomington position, which has a starting pay of \$27,500 a year, with two increases during the year. Swier currently earns \$26,988.94 a year, plus \$684 a year in cost-of-living adjustments.

After being contacted by the New Swier made a point of personally visiting Koessl and Supervisor Ed Hollister, chairman of the Highway Committee, at their respective homes Thursday night.

Both Koessl and Hollister said today that they had wanted Swier to stay. Hollister said he spent some time Thursday night trying to convince Swier to stay.

Koessl said Swier told him he wasn't unhappy with the county, but hadn't had any pressures from board members nor any insurmountable problems. Koessl said Swier was disturbed that a salary increase requires for himself and highway supervisor personnel was hung up in committee for quite a while.

Swier's quitting a surprise action

By BARBARA HENKEL
Staff Writer

unlikely the County Board will up with a salary increase sufficient to entice George Swier, county highway commissioner, to stay on. Swier was announced Friday as the city engineer for Bloomington, Ill., starting Sept. 4. Swier is in Texas now, and is due back early next

Swier's new job came as a surprise everyone on the County Board, of whom have said they knew of reason for Swier to quit.

He hadn't told any County Board visitors about his plans to leave after the Kenosha News told him he had learned of his position in Bloomington and planned to run about it. Swier then hand-delivered his letter of resignation to members of the Highway Committee, their homes. He got to one visitor's house at 11 p.m. last day. The story ran Friday.

Friday County Board Chairman Ed Koessl and Highway Committee Chairman Earl Hollister said they look into the possibility of raising

Swier's salary to get him to stay. At Wednesday's Highway Committee meeting, Hollister said it wasn't likely that a salary raise would come through.

Observers say the board is reluctant to give one department head a salary increase and not give others an increase, and doesn't like being threatened with resignations if an increase isn't given.

Swier currently earns \$28,967 a year, plus \$684 a year in cost-of-living adjustments.

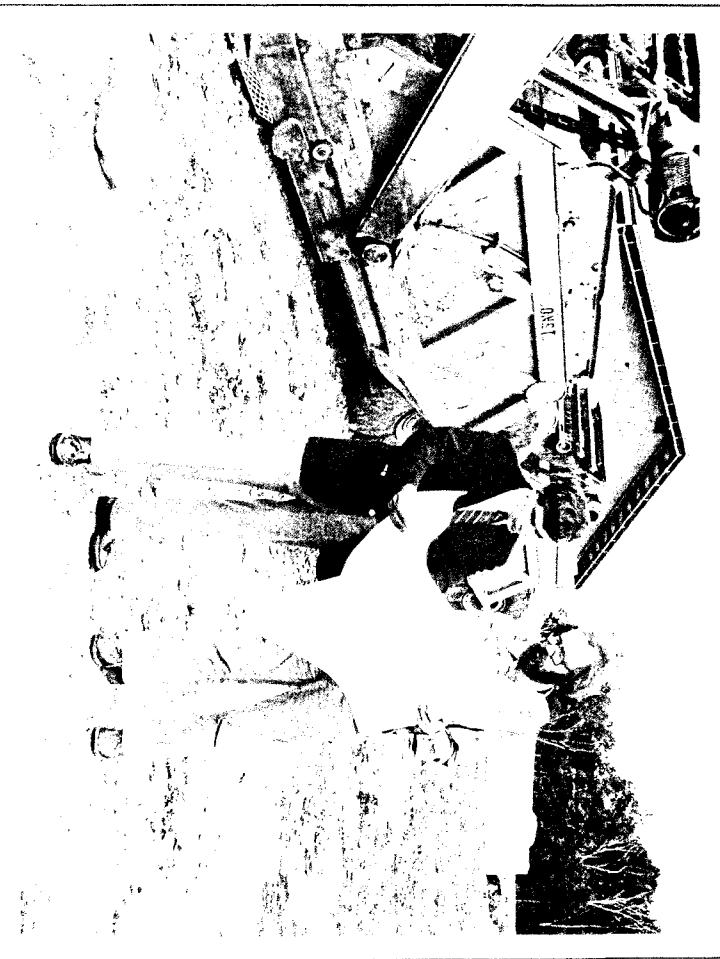
The Bloomington position starts at \$27,500 a year, with two pay increases during the year.

In other business, the Highway Committee Wednesday:

- Approved designating County Highway JF an artery so westbound traffic will stop at Rock Lake Road, Trevor.
- Approved a report allowing the Parks Department to add \$400,000 sewer project for Silver Lake Park, to its list of capital improvement programs. The department is applying for a grant to pay for 50 percent of the project.

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Opposite page: At the Spring Show site is the latest "White Owner" as Associate Tom Leoni and Jim, Head of the Design Division, and Project Manager Ted Broome. The new interior project is part of the Walker Marine plan. (See Story, Pages 4 & 5)
Photo by Paul Merton



FOR THE CLIENTS AND FRIENDS OF DONOHUE & ASSOCIATES — AUGUST, 1979

news digest

donohue

Williams Bay Road Built On a Firm Foundation

Relocating a roadway is not an unusual project in itself.

However, when officials in Williams Bay Wisconsin, decided to move a street away from the busy lakefront area, they chose a unique construction technique as the most cost-effective way of dealing with local soil conditions.

On the recommendation of soil engineers, a tough, woven polypropylene filter fabric was laid under a base of crushed limestone to provide stability under the road bed. This eliminated the need for extensive excavation in an area of soft, peat soil and high groundwater, and saved both time and money.

Tough Job Made Easy

"I would recommend this type of fabric. It made a tough job very simple," said Lawrence "Babe" Mann, president of Mann Bros., Elkhorn contractors. His firm had used the fabric previously, but last fall's relocation

work was their first experience on a large scale.

"The road performed well through the critical freeze-thaw period," according to David L. Belongia of Soil Testing Services of Wisconsin. That firm's expertise was utilized by Donohue's professional staff in coordinating the Williams Bay project.

Although their experience with the fabric has also been limited, the soil engineers recommended its use to provide tensile reinforcement for the road bed and to prevent loss of the subgrade material into the underlying soft soils and/or the intrusion of the organic soils into the limestone fill.

Soil Studies Necessary

Williams Bay lakefront development began in 1976 with approval of the plan submitted by an Illinois landscape architectural firm. Officials subsequently directed engineers to proceed with the plan's first phase — the relocation of Geneva Street.



A tough filter fabric provided a stable base for this street relocation project. A bulldozer spread a 12-inch lift of limestone.

Soil borings were taken in the fall of 1977. Donohue personnel and soil engineers worked together on roadway alignment, pavement design and construction specifications. They recommended relocation of the street about 100 feet to the north, in an area once occupied by railroad tracks.

A literature search was conducted on various brands of filter fabric, Belongia said. Bid specifications were based on strength and stretching characteristics, weight and a general review of the manufacturer's experience with the fabric. Engineers also specified that limestone, rather than gravel, be used for the subbase to provide better support under the high groundwater conditions.

Construction Procedures

During construction, existing surface fills were removed, and excavations made from 18-30 inches. After the subgrade elevation was reached, the filter fabric was laid, overlapping at the joints and extending to the outer edge of each shoulder.

(Continued on Next Page)



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Beach improvements at Williams Bay involved relocation of Geneva Street, to right, adjacent photo. Use of a filter fabric and limestone provided a firm base in the soft, peat soils of the area.

(Continued from Previous Page)

The limestone aggregate was then backdumped onto the fabric, spread and compacted. "We did the laying of fabric and stone in about 50-foot sections," the contractor said. The fabric and limestone provided a stable base for the heavy trucks working on the road, he added.

Additional layers of limestone were placed until the base grade was reached. A thin layer of traffic bind stone preceded the four-inch binder course of bituminous concrete.

Fabric Less Costly

Bids on the project were let in August of 1978. Work began in September and was completed by late October. With use of the filter fabric, engineers estimate a savings of more than \$125,000 over the conventional method. Total construction costs for the Geneva Street relocation were \$326,888.

The road was opened last fall to see what effect traffic and the change of seasons would have. It is generally agreed that Geneva Street withstood the winter well, so that no remedial work was necessary in spring. The surface course was completed this past June, in time for the summer season.

The village is proceeding with the phased lakefront development. Future plans call for creation of areas between the new roadway and the lake, where contour mounds and plantings will help create views of beautiful Lake Geneva from a Williams Bay perspective.

Highway 50 should be high priority

3-25-79
A state evaluation of conditions on Highway 50 indicate that reconstruction of the highway should be a high priority project, said State Sen. John Maurer, D-Kenosha, and State Rep. Mary K. Wagner, D-Bristol.

Maurer and Wagner had urged the state Department of Transportation (DOT) to consider reconstruction of 50 from a two to a four-lane highway between I-94 and New Munster.

In a letter to the two legislators, DOT Secretary Lowell Jackson said a 50 project deserves more attention.

Deficiencies on 50 warrant increased attention from DOT, including hearings, environmental impact statements and right-of-way activities.

Harvey Shebesta, district director of DOT's Division of Highways, when asked to comment on Jackson's letter Friday said, "The status of 50 has been considerably enhanced."

Both Jackson and Shebesta stressed that such a project probably wouldn't be slated for construction before a time frame set in 1986-1990, but should be then.

Because none of the preliminary work is completed, 50 has not been included in earlier lists of high priority projects. DOT is currently conducting an in-depth re-analysis of all major project priorities, and from a preliminary examination of the need for reconstructing 50, it has been concluded that it should be included on the department's high priority major project list.

Shebesta said the list does not rank projects in order of priority.

Maurer said DOT figures indicate the 13.8 mile stretch of highway currently has one of the highest accident rates of any highway in the state.

"It's literally a deathtrap," Maurer said, "and until this project is completed, several lives will be unnecessarily lost."

The latest action on 50 by DOT was the result of a meeting between Jackson, Maurer, Wagner, and other county officials in April.

"It looks like the slow wheels of the bureaucracy are finally beginning to move on Highway 50," Maurer said.

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Highway 50 Should Be Priority Project

3-24-79
A state evaluation of conditions on State Hwy. (STH) 50 indicate that reconstruction of the highway should be a high priority project according to State Senator John Maurer (D-Kenosha) and State Representative Mary K. Wagner (D-Salem) and Senator Tim Cullen (D-Janesville).

Hwy. 50 Problems To Be Reviewed

3-24-79

(Westosha) -- State Senator John Maurer (D-Kenosha) announced recently that Secretary of Transportation Lowell Jackson has consented to attend a meeting with the Kenosha County Highway Committee, Senator Maurer, Representative Mary K. Wagner (D-Salem) and Senator Tim Cullen (D-Janesville).

Senator Cullen is the chairman of the Senate Transportation Committee which oversees Wisconsin's total highway program. The meeting will take place on April 23 at 1:30 p.m. at the Kenosha County highway garage.

The purpose of the meeting will be to discuss the upgrading of Hwy. 50 and its priority in the Department of Transportation highway program.

"As the citizens of Kenosha County are well aware, the accident rate on Hwy. 50 requires that the Department of Transportation take action to upgrade it," Maurer said.

"This is a matter of vital importance to the citizens of Kenosha County and we intend to impress that fact upon Secretary Jackson," Maurer further stated.

Highway 50 review Monday

3-24-79
The condition of Highway 50 (75th Street) will be reviewed Monday by the secretary of the state Department of Transportation (DOT), Lowell Jackson.

Jackson, with area state legislator, and the county Highway Committee, will hold a short meeting at 1:30 p.m. at the highway office, 5512 60th St., to discuss the problems and hear any complaints from interested persons before beginning the on-site inspection.

State highway \$s not for 50

By BARBARA HENKEL
Staff Writer
4-24-79

Will the reconstruction of Highway 50 be treated as "politics as usual"? Kenosha representatives at a special meeting Monday afternoon wanted to know.

Lowell Jackson, new secretary of the state Department of Transportation (DOT) promised that he would take a "professional look" at the proposal to reconstruct Highway 50 along its present alignment, with consideration given to rerouting around particular areas like New Munster, where buildings are already near or on the right of way.

State Sen. John Maurer, D-Kenosha, arranged the meeting Monday between Jackson and local officials.

Those officials bemoaned a system whereby unsafe highways such as 50 are ignored in the southern half of the state at the expense of roads in the

northern half that service tourists.

Maurer, Jackson and others noted that State Rep. Cletus Vanderperren, D-Green Bay, chairman of the Assembly's Highway Committee since 1973, is nicknamed "Concrete Clete."

State Rep. Joseph Andrea, D-Kenosha, said, "You can't drop another inch of concrete in Brown County (where Green Bay is located)."

Jackson said he thought the reason that reconstruction of 50 isn't on the DOT list of projects is because there has been disagreement among local officials as to how 50 should be reconstructed.

Highway Committee Chairman Supervisor Earl Hollister, 24th District, said all affected municipalities and the county in the past year have adopted resolutions recommending reconstructing 50 along its present alignment. "It's the first time we've had unanimity in 12 years," said Hollister.

"The route is the only one we can

reach agreement on," said Maurer. "Not everyone is happy with it, but we've agreed to it."

Jackson and Harvey Shebesta, district director for DOT Division of Highways, said the present six-year highway program lists 20 priority projects. Kenosha's is not among them. They said he expects to get funding for only six of the 20 projects. Shebesta said Kenosha is not included in a list of about 100 priority projects to be done if there were monies available after those in the six-year project are taken care of.

He said he's been meeting with a number of similar groups concerned about bad roads. "A lot of projects haven't got attention in past years because they weren't made a priority," said Jackson.

"Don't kill the messenger, but," said Jackson, "I certainly can say (50) will be given consideration, but I don't know how it will turn out."

Or no gas tax support

Demand Highway 50 improvement

By BARBARA HENKEL
Staff Writer

Two area legislators Wednesday vowed that a plan to increase the state gasoline tax would not get their support unless Highway 50 is included on the state's six-year improvement program.

State Sen. John Maurer, D-Kenosha, and State Rep. Mary K. Wagner, D-Bristol, told members of the County Board's Highway Committee of their intentions at the committee's meeting Wednesday.

For more than a decade area officials and the public have sought relief from the winding, hilly, narrow 25-mile east-west road from I-94 to Lake Geneva.

Statistics available from the early 1970s gave the road a rating of 11.75 fatal accidents per 100 million vehicle miles, compared to a 5.5 rate for all state highways.

In August 1979, as the result of a meeting four months before with area officials, the state Department of Transportation agreed that improvement of the road should be included on the department's high priority major project list. Now, because gas sales are off, the state is receiving less revenue from the gas tax and faces a \$50 million deficit for state transportation needs.

DOT Secretary Lowell Jackson Wednesday recommended an 8 percent gas tax. At the estimated cost

of fuel in January 1981, 8 percent would be the equivalent of about 9.5 cents per gallon, compared to the present 7 cents. The switch to the percentage system would allow revenues to grow with the rise in fuel prices.

Jackson also recommended a \$20.8 million borrowing plan, paid from state taxes, for major state highway construction, and higher permit fees for overweight trucks.

Maurer explained that Gov. Dreyfus is "not taking the initiative to admit we have a problem and that an increase in taxes is inevitable."

He said the Legislature would be reluctant to introduce legislation to meet the deficit crisis, since Dreyfus could veto it. "He has more than a

third of the votes in each house," said Maurer. "The more knowledgeable leaders on the Republican side of the Legislature are lobbying with the governor even now," because they recognize the effect the cash shortage would have on roads in their districts, said Maurer.

Dreyfus has said he is inclined to accept the 8 percent tax, but would not impose it until next year. The issue will go to the Legislature this March.

Maurer said he expects support for attaching the Highway 50 improvement plan to the issue from State Sen. Timothy F. Cullen, D-Janesville, chairman of the Transportation Committee, whose district includes Lake Geneva.

Legislators criticize no Highway 50 funding

The exclusion of Highway 50 in the state's Six-Year Highway Improvement Plan has disappointed state Senators John Maurer and Tim Cullen, who wrote of their disappointment to Lowell Jackson, state secretary of transportation.

A stretch of 15.6 miles of Highway 50, from Highway 83 to I-94 in Kenosha, did not receive funding for highway reconstruction for the period 1980-85.

Maurer, Kenosha and Cullen of Janesville, both Democrats, asked Jackson what criteria was used to determine which highways were included in the plan and what specific reasons were given for not including Highway 50's 15.6 miles.

"The fatality rates and generally unsafe driving conditions on this high-

way makes it imperative that it receives immediate attention from the Dept. of Transportation (DOT)," said Maurer and Cullen.

Their letter outlined the seriousness of the situation especially in the summer months when there is heavy traffic from the Milwaukee and Chicago metropolitan areas to recreational spots in the Lake Geneva area.

"The new BONG recreational area will only exacerbate the problem," said Cullen and Maurer.

"The people in this area deserve a modern and safe corridor between Kenosha and points west. For this reason we urge DOT to reconsider its earlier decision and get to work on Highway 50 as soon as possible," the legislators said.

State Asked To Reconsider Hwy. 50

State Senators Tim Cullen (D-Janesville) and John Maurer (D-Kenosha) in a letter to the Secretary of Transportation, Lowell Jackson, have expressed "disappointment" concerning the exclusion of Hwy. 50 in the state's six-year highway improvement plan.

A stretch of 15.6 miles of Hwy. 50, from State Trunk Hwy. 83 to I-94 in Kenosha did not receive funding for highway reconstruction for the period 1980-85.

Cullen and Maurer requested answers to the following two questions: (1) What criteria was used to determine which highways were to be included in the plan?

(2) What specific reasons were given for not including that particular portion of Hwy. 50?

"The fatality rate and generally unsafe driving

conditions on this highway make it imperative that it receives immediate attention from the Dept. of Transportation," stated Maurer and Cullen.

The letter went on to explain the seriousness of the situation, especially in the summer months when there is heavy traffic from the Milwaukee and Chicago metropolitan areas to the recreational spots in Lake Geneva.

"The new BONG recreational area will only exacerbate the problem," stated Cullen and Maurer.

"The people in this area deserve a modern and safe corridor between Kenosha and points west. For this reason we urge the Dept. of Transportation to reconsider its earlier decision and get to work on Hwy. 50 as soon as possible," concluded Maurer and Cullen.

It's time to howl

It was 12 years ago when the state first expressed an interest in improving Highway 50, Kenosha County's main east-west artery.

And here it is, 1980 and Highway 50 is still a narrow, hilly, winding, inadequate and dangerous road.

Okay, there were problems in the past, allegations that some state representatives didn't try hard enough, that local officials couldn't agree on where a rebuilt highway should run, that Kenoshans in general just didn't care very much about the highway plans.

Frankly, in the words of Rhett Butler, we don't give a damn about the problems of the past. We want action now and don't care who may have been to blame then.

Now we have another chance. The state Department of Transportation has scheduled a "data gathering session" for Wednesday, from 4 to 9 p.m. at Central High School in Paddock Lake.

What the DOT is really looking for is citizen input — in short, do we give a damn if Highway 50 is rebuilt as a four-lane divided highway from I-94 west to Lake Geneva.

Gov. Lee Dreyfus, speaking recently with the Kenosha News editorial board, noted correctly that all over the state there are communities interested in state

funds for roads.

"As I go around the state, the story's the same, only the highway number changes," Dreyfus said.

So we're competing with others for paving funds.

The needs are clear enough. Ten thousand cars a day use Highway 50. An astonishingly high percentage of the 23-mile stretch from the "I" to Lake Geneva — 56 percent — is designated "no passing." The accident toll has been fierce over the years.

Sen. John Maurer, who has worked hard for the Highway 50 project, has said it appears only a third to a half of the major highway projects planned by the state will be funded in the immediate future.

Need isn't enough.

By now, we ought to realize that the state will take us seriously only if we demonstrate seriously that we WANT a new Highway 50.

The first place to demonstrate that is at Wednesday's hearing at Central High School.

If a dozen or so folks turn out to speak in favor of the highway project, forget it! If a hundred, or hundreds do, maybe we can prove to the state that the Highway 50 project should be at the head of the priority list. It's time to howl — and howl loud.

DOT responds to charges

By JOHN ANDREAS

Staff Writer

An official of the state Department of Transportation today denied that the department is trying to force a highway construction bonding program on the Legislature.

"The department does not feel that it is doing anything underhanded," said William Buglass, deputy secretary of DOT.

Buglass was referring a proposal announced earlier this week by DOT Secretary Lowell Jackson. Jackson has asked that 20 of the state's 72 counties hold a special referendum on April 7 asking residents if they will support a \$12 increase in the state's annual \$18 car registration fee.

The money from the increase, he said, will support a \$350 million, 20-year bonding program that will fi-

nance 14 major highway construction projects in the state, including the widening a 13.8 mile section of Highway 50 in Kenosha County from two to four lanes.

The intent, Jackson said, is to show state legislators that the public supports highway construction, even if motorists have to pay higher fees.

"If we are going to get involved in any major construction," Buglass said, "it's going to require some special funding. Without obvious support from the public we just don't think that the legislators are going to be very anxious to recommend a program."

State Sen. John Maurer, D-Kenosha, blasted the referendum proposal, calling it "pure fakery." He said the move was designed to pressure the Legislature into pass-

ing a bonding program for highway construction, something that it has never done before.

Buglass responded, "You have to remember there was not one major construction project in the Governor's budget, and there was not one major project in the department's recommended budget.

"Many people feel that the completion of these 14 major projects is important to the economic health of the state."

Maurer also charged the Dreyfus Administration with "playing politics" with DOT money because of the low ranking of the Highway 50 project on the department's priority list. It is not included in DOT's six-year construction plan which is now without funds.

He said part of the reason for the low ranking was because Dreyfus

did not win Kenosha County in the 1978 election. The department's money is being spent in those counties that Dreyfus won, Maurer said.

"We are not spending the money anywhere," Buglass said, "because we don't have the money. As far as the charge of 'politics' is concerned, I don't think it's appropriate to comment on that. We in the department don't play those kinds of games."

Even though voters in only 20 of the states 72 counties will be asked about the fee increase, Buglass said, everyone in the state will benefit.

"There are a lot more projects to be built than the 14 being considered. The only way to get to those with a lower ranking is to get the higher ranked ones out of the way," Buglass said.

Maurer links politics, highway

By JOHN ANDREAS
Staff Writer

State Sen. John Maurer, D-Kenosha, today blasted the Dreyfus Administration for playing politics with the state highway fund. He said the reason Highway 50 is not being rebuilt is because the Republican governor did not win Kenosha County in the 1978 election.

"To me," Maurer said, "Highway 50 is the number one priority in the state. Not because I live there, but because I know the dangers of that road. I am grieved by the lack of understanding by the Department of Transportation.

"I think they are playing politics. The reason they are not spending the money here is because Dreyfus didn't win Kenosha County. They know there are no votes for him in Kenosha. They are spending the money where the votes are."

In the November 1978, election, Dreyfus received 13,521 votes in Kenosha County. Martin Schreiber, his Democratic opponent, received 18,981 votes.

Maurer made the comments when asked to respond to a proposal by DOT Secretary Lowell Jackson that a series of referendums be held to see if the public will support a \$12 increase in auto registration fees,

raising the annual cost to \$30 per car, to finance a 20-year bonding program for 14 major highway projects.

The list includes the widening of Highway 50 from two to four lanes from Highway 83 to I-94, a distance of 13.8 miles. The estimated 1980 cost of the project is \$19.9 million.

Jackson's referendums would be held April 7 in the 20 counties where the 14 projects would be built. They would be advisory referendums. They would ask: "Do you favor continuation of major highway construction in Wisconsin, including completion of (name of project) to be financed by the issuance of long-term state bonds to be paid back by an increase of \$12 in registration fees for autos and an equivalent increase for trucks?"

George Bechtel, director of the DOT's office of transportation information, said the referendums represent a point Jackson has been trying to impress on the Legislature and the public.

"There is no such thing as a free lunch, or a free road," Bechtel said. He added that if the referendum questions are approved and the bonding program passes the Legislature, the 14 projects would be built within the next eight years.



STATE SEN. JOHN MAURER

Jackson announced his proposal Tuesday, the same day Dreyfus publicly announced the details of his \$14.2 billion 1981-83 state budget. The budget includes a five-cent-a-gallon increase in the state's gasoline tax. The increase is needed to maintain existing roads, Dreyfus said. The budget does not include any money for the 14 construction projects on Jackson's list.

"The referendum proposal is pure fakery," Maurer said. "It tells nothing, guarantees nothing. We have no idea what the other 52 counties are going to do . . . What they are trying to do is bludgeon the Legislature into supporting a long-term bonding program for highway construction."

Maurer said he wants Highway 50 to be rebuilt, "but not at the expense of an exorbitant increase in fees."

State Rep. Mary K. Wagner, D-Salem, was hesitant to support the Jackson proposal until she had more information about the plan. She said the DOT is having serious financial problems.

"They need more money," Ms. Wagner said. "And the only way they can get it is to raise the gas tax or increase fees. The department is out on a limb, and just about everyone is willing to saw them off."

She said she received a letter from DOT this week asking that no amendments to the governor's budget that would add people or projects to the department's 1981-83 budget be approved because it just doesn't have the money to pay for any new construction.

"It's the first time since I've been up here that I've received that kind of a letter," she said.

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dode leuke en fijne dingen
die ik ooit heb gezien

met een paar vingers
en een potlood
is het mogelijk om
een heel goede tekening te maken.

Highway 50 Fairytale Gets Another Shot

5-29-84

GLORIA DAVIS

If you've lived in the western part of Kenosha County for any length of time, you already know that the children of the area's favorite bedtime fairytale are Goldilocks, Ted Riding Hood, the Dredging of the Fox River and the Improvement of Hwy. 50.

It seems that every few years some agency brings up one or the other of the last two stories, only to have it sink slowly in the west.

THE Wisconsin Dept. of Transportation (WDOT) is studying the possibility of improving Hwy. 50 between I-94 and Hwy. 12 in Lake Geneva, the scene of five fatalities and 70 accident injuries last year, and is looking for input from those who would be most closely affected, the residents of the areas along the highway.

On Wednesday, May 21, the WDOT held a public hearing at Central High School. During these five hours a steady stream of 150 residents looked at the proposal maps, asked questions of Wes Shemwell, Federal Highway Administration, and Jim Jovic, state department of transportation, and gave them their opinions on the highway's problems and possible solutions.

Among the certain improvements already proposed to correct the highway's safety hazards are four lane widening and spot improvements.

County Supervisors Fred Schmalfeldt and

Earle Hollister were among those present.

According to Schmalfeldt, "We'd like to get the matter of Hwy. 50's renovation at least into the six year plan."

Ralph Schroeder, a design supervisor for the WDOT, who is in charge of the Hwy. 50 project, says, "We will take this input from the people and couple it with some general engineering information and come up with some alternative ways of solving Hwy. 50's problems."

He continued, "After we arrive at a variety of ways of handling the problems, especially in areas like Paddock Lake, we'll return to the people with construction costs, right-of-way involvements, environmental involvements and drafts of an environmental impact study.

"I FEEL THAT there is enough of a sense of urgency to justify two men working on it, full time," he went on.

The transportation department will bring this information to the western county residents next spring and ask for their response.

The plan is to make all the corrective recommendations to be implemented from I-94 to Hwy. 12, and then to take them according to need priorities and budget allowances.

Schroeder says that the amount of time involved should allow people affected by any changes in the highway to adjust.

"This will allow the people to develop around what will be the ultimate roadway," was Schroeder's summation.



Hwy. 50's New Bridge 7/10-84

Construction of new overpass over the Soo Railroad on Hwy. 50 is underway. —



Explain Hwy. 50 Plans

Area residents give input and received information on the plans for Hwy. 50's renovation at hearing at Central High School. From left, are County Supervisor Earle Hollister, County Supervisor Fred Schmalfeldt and Jim Jovic, state department of transportation. — Photo by Gloria Davis.

Kamera Kwestions

By Gloria Davis

QUESTION: What kind of road changes should be made on Hwy. 50 and why?



FLORENCE NASH, Bristol, "We've lived on Hwy. 50 for over 30 years. In front of our house is a hill that blocks our view for entering the highway safely. We would like to see the hill leveled since there have been many accidents at that point."



BILL CAVANAUGH, Salem, "I've been going in and out of Kenosha for 38 years on Hwy. 50 and I think they have to put in a decent road so traffic can travel at the normal rate. They talked about this around 10 years ago, did nothing and now it seems to be starting all over again."



ARLENE FREYER, Paddock Lake, "I'm from Illinois and have only lived here five months and still travel back and forth to work. It needs widening badly, but if they haven't got the money, they should immediately put road workers on the roadway edges for night driving."



ELMER MICHALS, Salem, "The road can handle the traffic, the main problem is the passing zones. People become impatient and pass in dangerous places. I think if portions are widened to alleviate passing problems, many accidents will be eliminated."

Hearing may shape future of Hi

By ARLENE JENSEN
Staff Writer

What Kenosha County residents do next Wednesday could have a strong bearing on the future of Highway 50.

The state Department of Transportation has scheduled a "data-gathering session" from 4 to 9 p.m. Wednesday, May 21, at Central High School in Paddock Lake.

And the state has made it clear that if the long-awaited Highway 50 rehabilitation is to get a high priority for state funding, strong local support is essential.

Highway 50 discussed

'Something must be done'

By ARLENE JENSEN
Staff Writer

PADDOCK LAKE — About 150 persons attended a data-gathering session Wednesday to tell the state Department of Transportation what they think of Highway 50.

The message they delivered to DOT representatives was almost without exception: "Do something about Highway 50."

DOT officials planned the session to take comments and suggestions from residents of Kenosha County concerning the rehabilitation of the 23-mile stretch of highway from I-94 west to Lake Geneva.

Ralph Schroeder, DOT design supervisor, said all information gathered from residents, be it oral or written, will be taken into account when plans are drawn for improving the highway.

John Becker, who lives on Highway 50 near MB, brought color photographs of his smashed auto to illustrate his point. The car was wrecked in an accident near his home.

In the 15 years Becker has lived on

Highway 50, there have been four fatalities in the immediate neighborhood, he said.

"Something has to be done," he said. "The road in front of my house is marked for 'no passing,' but you should come and sit in my front yard and watch them pass."

During 1979, there were 186 accidents on the 23-mile stretch, five fatalities, 71 injury accidents and 110 causing property damage in excess of \$200. Minor accidents with damage less than \$200 are not included in the statistics.

The 1979 rate is down slightly from preceding years with 210 accidents tallied in 1977 and 204 in 1978.

Robert Acheson, DOT chief design engineer, said he thinks the final plans will include a four-lane road. He said acquisition of property would be a big factor in a four-lane plan, said Acheson.

The current Highway 50 right-of-way is 66 feet with 22 feet of paving. A four-lane rural highway would require 200 feet of right of way and include a 50-foot median strip. In areas such as Paddock Lake, the

I-94 to Lake Geneva.

Aerial maps of the routes will be shown, said Schroeder, as well as accident statistics in traffic maps.

Schroeder said studies of the 23-mile route are just under way, but "we know that Highway 50 is used by 10,000 cars per day."

FINAL RECOMMENDATIONS, he said, will await completion of the studies but will likely include construction of a four-lane highway along the existing route.

The villages of Paddock Lake and

New Munster will pose serious questions, according to Schroeder, since the highway runs through both villages. The final recommendation could include re-routing around those communities, he said.

Passing on the narrow, hilly route is considered the most serious problem, said Schroeder, with 56 percent of the route designated "no passing" zones.

Although the accident rate on Highway 50 was once higher than the state average, Schroeder said, it has dropped and is currently near the state average.

I finally figured out why never become a success world.

Most of the things taught n childhood guaranteeing me a history have become obsolete.

Take the sheep shank knot. was trying to move up from derfoot Girl Scout to first claus, I was led to believe the shank knot was my ticket out ghetto and into the big time. I one could tie it except me. Tuesday at 3:15 I had a "knot" who would take me aside and

NOT BE MIGHTY, DAD!

Highway 50 hearing set

A data-gathering hearing to get public input on improving Highway 50 between I-94 and Lake Geneva will be held from 4 to 9 p.m. Wednesday at Central High School in Paddock Lake.

The state Department of Transportation announced the hearing will have a strong bearing on future plans for the highway and state priorities for funding the project.

Ralph Schroeder, DOT representative, said aerial maps and accident statistics in traffic maps will be exhibited. Studies of the 23-mile route used by 10,000 cars a day are under way, according to Schroeder.

Detour on 50 To Replace Bridge

Road construction on Hwy. 50 at the Silver Lake overhead in Kenosha County is now in progress.

The work consists of replacing the old bridge over the Soo Line Railroad with a 3-span concrete bridge and 0.9 mile of approach grading and bituminous paving.

The project is being done under a contract let to F.C. Raemisch and Son, Inc. of Waukesha, at an estimated cost of \$1,280,000. Financing will be shared on approximately an 80-20 percentage by the Federal government and the State of Wisconsin respectively, from funds provided primarily by gas taxes. George Busch of Waukesha is the project engineer for the Wisconsin Department of Transportation.

Highway 50 will be closed to through traffic

during part of the construction operations, with access only to local property owners. It is anticipated that it will be closed July 7 and will be reopened about Sept. 15. A suitable detour will be provided by the state. The marked detour will follow County Hwy. B north to County Hwy. JB, then west on County Hwy. JB to Hwy. 83 and south on Hwy. 83 to existing Hwy. 50. It is anticipated that this project will be completed by Oct. 1, 1980.

Every possible effort will be made to provide continuous and safe ingress and egress to all business and residential properties during this reconstruction, but pedestrians and motorists are urged to use caution in the construction zone, according to Wisconsin Department of Transportation.

ig may shape future of Highway 50

"The project that goes is the one that gets the backing of the public," Ralph Schroeder, DOT representative told a gathering of state representatives, town and county officials at a meeting at the county highway garage Wednesday.

"If the people of Kenosha County want something done about Highway 50, they had better make their feelings known."

Purpose of next Wednesday's hearing is to get public comment on the proposed improvement of the county's main east-west route from

I-94 to Lake Geneva.

Aerial maps of the routes will be shown, said Schroeder, as well as accident statistics in traffic maps.

Schroeder said studies of the 23-mile route are just under way, but "we know that Highway 50 is used by 10,000 cars per day."

• • •

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Although the accident rate on Highway 50 was once higher than the state average, Schroeder said, it has dropped and is currently near the state average.

County Supervisor Earl Hollister said he believes the lower rate could be attributed to less use.

"People got tired of trying to drive that road and they are finding alternative routes," said Hollister.

State Senator John Maurer agreed.

"I don't use Highway 50," he said. "I use Highways C or K instead. People are being forced to go out of their way to avoid Highway 50."

Maurer said he would fight to obtain a higher priority rating for Highway 50.

"Of 60 major projects planned by

the state, 20 to 30 will be funded," said Maurer. "I'm sure Highway 50 is in the top 20, but I would like to try for No. 1."

It was Maurer and Senator Timothy Cullen of Walworth County who pressed the DOT for another look at Highway 50. In February, they criticized the 1979-1985 highway reconstruction plan which did not include Highway 50.

Last week, William Buglass, DOT deputy secretary, said all projects listed with Highway 50 would be reanalyzed to determine whether the priority list should be revised.

50 discussed

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The current Highway 50 right-of-way is 66 feet with 22 feet of paving. A four-lane rural highway would require 200 feet of right of way and include a 50-foot median strip. In areas such as Paddock Lake, the

median strip could be deleted. Acheson estimates that one mile of rural undivided two-lane roadway would cost a minimum of \$350,000. A divided four-lane rural roadway could cost a minimum of \$500,000.

Funding is linked to the state's priority list, according to State Sen. John Maurer with those projects at the top of the list getting first crack at available funds.

Persons who attended the data-gathering meeting at Central High School were asked to fill out questionnaires stating their concerns about the road and suggestions for improvements.

"We expect to come back here before the end of the year and conduct an information session," said Schroeder. "We will be ready with some plans and several alternatives at that time."

Schroeder said he welcomes written comments from those who did not attend the hearing. Letters should be addressed to Schroeder at the Wisconsin Department of Transportation, District 2, 310 S. West Ave., P.O. Box 649, Waukesha, Wis., 53187.

Highway 50 hearing set

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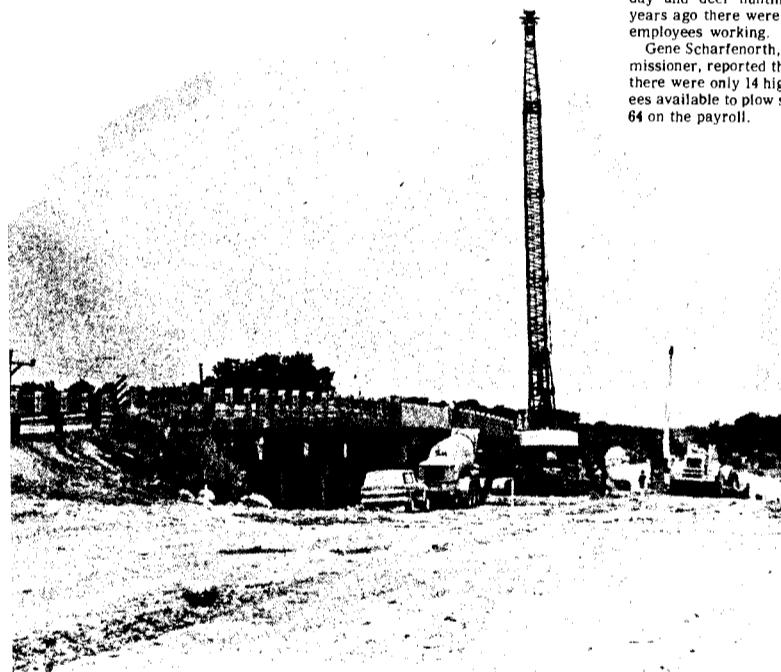
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Every possible effort will be made to provide continuous and safe ingress and egress to all business and residential properties during this reconstruction, but pedestrians and motorists are urged to use caution in the construction zone, according to Wisconsin Department of Transportation.



7-2-80

New bridge gets underway

It will be some time before traffic will be able to travel the Silver Lake overhead bridge. Construction crews have started building a \$1.28 million, three-span concrete bridge to replace the old Highway 50 structure which lifts traffic over the Soo Line Railroad. Traffic on Highway 50 will be routed around the bridge during most of the construction time. A detour route is marked. The new bridge should be open by Sept. 15, with completion expected by Oct. 1. The bridge is being financed by 80 percent federal and 20 percent state funds. F.C. Raemisch and Son, Inc., of Waunakee, is the contractor on the project.

Highway 50 work is lost in b' Today's v

Money for planning improvement of Highway 50 west is being cancelled and the state Department of Transportation and the County Board's Highway Committee are in a stalemate as to whether Highway 32 or Highway 42 should be improved first.

Canceling the planning money was described by an area legislator as an attempt by a Republican governor to embarrass Democratic legislators up for re-election.

Harvey Shebesta, head of DOT's district office at Waukesha, on Tuesday told local officials of DOT's intention to cancel planning money for redesigning a 15.6-mile stretch of

Highway 50.

Shebesta said Wednesday, "There is no point in going through the expense of planning when there is no foreseeable financing of the project."

State Sen. John Maurer, D-Kenosha, said Wednesday that the fund cancellation "is the political whip Gov. Dreyfus is applying to embarrass Democratic legislators in their own back yard just prior to an election."

"We know there is a shortfall of highway funds. But the planning money is not that much. Shebesta couldn't even tell me how much was involved. In the next session of the

legislature we will have to provide specific language on which roads will be rebuilt. We will do our utmost to restore it, and I believe we can," said Maurer.

State Rep. Mary K. Wagner, D-Brighton, said Highway 50 is one of the most dangerous in the state. "Certainly there must be some kind of plan they can make to make it a safe highway," she said.

DOT wants to improve Highway 32 north to Racine. The committee Wednesday refused, saying Highway 42 should be improved first.

Shebesta told the committee that its refusal will only result in 142 work being pushed back further.

Shebesta said the 142 p not been engineered, but ready to let bids in May. Highway 32 project.

He said DOT places a lot on 32 and will probably have 32 done first.

Shebesta and the committee back and forth at the meeting Wednesday. Shebesta said DOT does not have enough funds to do all maintenance and construction.

He suggested that the committee urge its state and national representatives to vote for more aids.

Snow storm in Montana

By United Press International

A blustery storm brought up to a foot of snow and an early winter to eastern Montana and western North Dakota early today, knocking out power and creating hazardous driving conditions.

The National Weather Service

Highway problem: snow jobs

By BARBARA HENKEL
Staff Writer

When it snows, scheduling problems reign for the Highway Department.

Supervisor Earl Hollister, chairman of the County Board's Highway Committee, said at Thursday's special Committee of the Whole meeting that over the Thanksgiving Holiday and deer hunting season two years ago there were only six union employees working.

Gene Scharfenorth, highway commissioner, reported that at one time there were only 14 highway employees available to plow snow out of the 64 on the payroll.

There are also six supervisors, four office workers and two engineers in the department. Scharfenorth said that at any given time, there are six union men off due to vacation or illness.

Hollister and other committee members told the board that the committee isn't seeking more employees, despite a chart that showed winter work crews are 11 workers short and summer details are 18 men short.

Hollister and others complained of contract and other constraints on scheduling. Hollister said there were a number of ideas he wouldn't share with the board since they couldn't discuss the matter in closed session.

The committee met later in closed session to discuss upcoming contract negotiations with the Kenosha County Sheriff's Union and

Assistant Attorneys Association.

The highway workers' contract expires Dec. 31, 1981.

Scharfenorth, who didn't attend the closed session on the deputies' contract, said this morning that Hollister is concerned that the deputies' contract could set a precedent for the highway contract.

The present highway contract provides for such things as up to five weeks vacation, of which five days may be taken in half-day increments; up to an additional five casual days which may be taken in half-day increments; the ability to call in a half-hour before starting time to give reason for absence and notice of whether it will be charged to casual days; and a provision that allows up to 14 employees at a time on vacation between Nov. 15 and Jan. 15.

Scharfenorth said it is also difficult to call employees back to plow a snowstorm after regular working hours.

"They're either not home or don't answer their phones," he said.

In other action, the committee voted to recommend that the new county administrator report to an 11-member committee consisting of the board chairman and vice chairman and the chairmen of the Finance, Personnel, Building and Grounds, Courts, Agricultural and Extension, Planning and Zoning, Highway and Sheriff's committees and of the Social Services Board.

County Administrator Clifford G. Steff said he could work with any size committee. "A lot of what I would like to do is to bring things to bounce off someone. This may affect everyone, so a group that represents all departments and interests would be advantageous. It won't be so much a decision-making body as an idea-making body," he said.

Blame Politics for Highway 50 Change

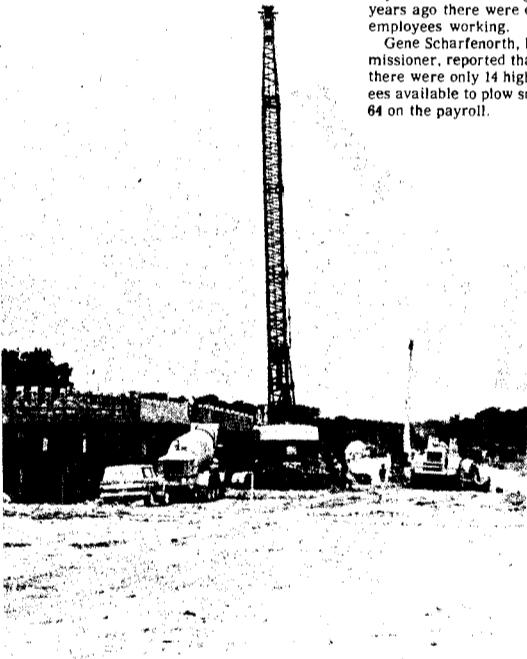
(SP - WR) -- State Senator John J. Maurer (D-Kenosha) and State Representative Mary K. Wagner (D-Salem) were advised recently by the Department of Transportation that planning money budgeted for improvement of Hwy. 50 in Walworth and Kenosha counties is being withdrawn due to the fiscal constraints presently placed on the Department of Transportation.

"Obviously, this is a political attempt by the governor to embarrass the Democratic legislators who represent the area through which Hwy. 50 runs," Maurer stated. "I recognize that the Department of Transportation is experiencing financial difficulties, however, coming this close to the election, I cannot help but believe that there is some political chicanery involved."

"The governor knows full well that from an objective point of view the planning money for the reconstruction of Hwy. 50 is desperately needed. It has one of the highest fatal accident rates of highways in Wisconsin," Wagner said. "Perhaps an alternative to these kinds of antics would be for the Legislature to identify specific projects in the biennial budget bill. This is something that we presently avoid in order to allow the basic engineering decisions to be made by the Department of Transportation. However, the ramifications of the governor's action may leave us with no alternative but to pursue this in the upcoming budget session," Maurer said.

"As strong supporters of highway development, we find it inconceivable that the governor's action is anything other than politically inspired," Wagner stated.

"I am appalled at the governor's action. Representative Wagner and I intend to work unceasingly during the next Legislative session to reinstate those funds so that work on Hwy. 50 might progress," Maurer concluded.



2-80

It will be some time before traffic will be able to travel the Silver Lake overhead bridge. Construction crews have started building a \$1.28 million, three-span concrete bridge to replace the old Highway 50 structure which lifts traffic over the Soo Line Railroad. Traffic on Highway 50 will be routed around the bridge during most of the construction time. A detour route is marked. The new bridge should be open by Sept. 15, with completion expected by Oct. 1. The bridge is being financed by 80 percent federal and 20 percent state funds. F.C. Raemisch and Son, Inc., of Waunakee, is the contractor on the project.

Highway 50 work is lost in budget crunch

10-23-80

Highway 50.

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legislature we will have to provide specific language on which roads will be rebuilt. We will do our utmost to restore it, and I believe we can," said Maurer.

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DOT wants to improve Highway 32 north to Racine. The committee Wednesday refused, saying Highway 142 should be improved first.

Shebesta told the committee that its refusal will only result in 142 work being pushed back further.

Shebesta said the 142 project has not been engineered, but DOT is ready to let bids in March on the Highway 32 project.

He said DOT places a high priority on 32 and will probably hold out to have 32 done first.

Shebesta and the committee went back and forth at the committee's meeting Wednesday morning. Shebesta said DOT does not have enough funds to do all of the maintenance and construction work required.

He suggested that the committee urge its state and national representatives to vote for more highway aids.

He said each time DOT sets work priorities, it alienates legislators whose areas are left out.

Committee members questioned DOT priorities, citing Highways 142 and 32.

Committee members accused DOT of setting a higher priority on resurfacing 32 because it travels north, and communities north of Kenosha are the ones really interested.

"Who's pushing for 32?" asked Supervisor Waldemar Lange. "The 2,000 AMC workers who live in Racine? We've got a lot of people unemployed in Kenosha who could use those jobs."

Committee members refused to authorize DOT to tap Kenosha's share in the state trunk highway allotment fund. The committee will allow money to accumulate so there will be enough to reconstruct 142.

The fund can only be used by mutual consent of DOT and the local Highway Committee on a state highway within the county. Each county is allocated a certain amount each year, based on driver registrations, of an annual \$8 million allocation.

Supervisor Walter Johnson said, "the only way the local committee will get its priorities is by holding onto the money."

Transportation association urges upgrading Hwy. 50 to four lanes

The Transportation Development Association, a state-wide organization which supports a quality transportation system for Wisconsin, recently released a list of 18 highway projects that they felt deserved attention. Highway 50, between I-94 and New Munster, was included in the report.

Tom Walker, executive director of the Transportation Development Association, called for a renewed state commitment to solving the state's worst traffic problems. Walker noted that economic growth and increased traffic loads have undermined the

usefulness of some of the state's major travel corridors served by aging roads from another era. "They are a threat to motorists who drive them, as well as a disaster for the communities through which they pass," said Walker.

The report outlines proposals for 18 major highway projects all around Wisconsin. Most of these projects have been given a high priority ranking by the Wisconsin Department of Transportation and the legislature.

The budget bill submitted by Governor Dreyfus would cut off all funds for major projects after the completion of I-43 next year. The legislature is considering several proposals to fund a moderate program in the 1980's.

The report on Hwy. 50 states:

"Hwy. 50 is one of the main east-west roads of southeastern Wisconsin. It carries traffic from Kenosha and northern Illinois to the western part of the county and the Lake Geneva region in adjacent Walworth County. The traffic load is now beyond the design capacity of the highway and is expected to increase further."

"The project would involve upgrading Hwy. 50. A four lane facility would be required in the 13.8 mile stretch between I-94 and the place where Hwy. 83 joins Hwy. 50, near New Munster. The rest of Hwy. 50 to Lake Geneva, a distance of 9.2 miles, would be upgraded in stages later."

THE NEED

"The present Hwy. 50 is a very old road. It was constructed in stages between 1919 and 1929, and repaved and widened to 22 feet in several stages between 1948 and 1960. A 22-foot pavement today is considered a narrow highway. The standard width for a 2-lane road is 24 feet."

"The highway carries several different kinds of traffic, including trucks, local travel, commuters to Kenosha and Illinois and weekend recreational traffic. There is daily rush-hour congestion, plus weekend congestion from recreation-seekers."

"Despite some improvements made in 1970-71, the road has major safety problems. Curves and hills require that half or more of the road be posted 'no passing.' The twisting, narrow nature of the highway, combined with congestion and poor shoulders, cause its accident rate to be above average. In 1979, there were 141 accidents in the 13.8-mile stretch, including five fatalities and 51 accidents involving

injuries.

"Traffic along the road is expected to increase and, unless improvements are made, the accident rate will likely rise as well."

THE BENEFITS

"There is general agreement among transportation engineers, Kenosha County, and the Southeast Wisconsin Regional Planning commission that a high-capacity highway is needed in this corridor. Although in the past there was debate as to where it should be located, the consensus of public opinion now seems to be that Highway 50 should be upgraded on or about its present right of way. However, alternatives being studied include one along County Trunk K to the north and a combination of the two. A preferred alternative has not yet been selected."

"Reconstructing Highway 50 would reduce the accident rate and ease traffic flow between east and west Kenosha County, with consequent savings in time and fuel. It would forestall the almost certain deterioration in service that will occur as traffic increases over the next decade."

"The project has widespread support in the area. Supporters include local government officials, the Kenosha County Board, and area legislators."

ENVIRONMENTAL ASPECTS AND ALTERNATIVES

"Because the project is still in the early planning stages, it is impossible to tell just what the total environmental impact of the new facility would be."

"Simply to improve the present 2-lane road would not correct some of the more serious problems, such as the increasing congestion. To upgrade it to a 4-lane expressway would require additional right of way. To relocate to a new right of way (such as the route now followed by County Trunk K) would be more costly and have as many impacts as if located on existing alignment."

"Another question yet unanswered is whether the new facility should pass through communities like Paddock Lake on the route, or bypass them. The public will be given an opportunity to express its opinion on this before final location is selected."

"Ultimately, the entire stretch of Highway 50 to Lake Geneva will require upgrading for safe travel."

Hwy. 50 renewal looks good — on paper

By BARBARA HENKEL
Staff Writer

5-1-81

While reconstruction of nearly 14 miles of Highway 50 may be on the state's two-year major project list, it will take an act of the Legislature to fund the work.

Gene Scharfenorth, county Highway Commissioner, told members of the County Board's Highway Committee Wednesday that he was surprised and pleased to see the project included on a list prepared by the state's Department of Transportation. Scharfenorth saw the list while attending a District 2 conference in Fond du Lac County Monday.

Scharfenorth said he was glad to see that DOT acknowledged the need for the project, which has been lobbied for locally for more than a dozen years.

Supervisor Earl Hollister, 24th

District, committee chairman, said, "By the time they get through acknowledging it, we'll be long dead."

Hollister added, however, that it was some comfort to note that the project had come a long way from a few years ago when it was ranked 92nd on a list of projects.

Thomas Winkel, a planner in the District's Waukesha office, said said it is unlikely any but two projects, near Green Bay and Superior, which are already under way, will be completed this biennium because of lack of funding.

Winkel said it would take more than passage of Gov. Dreyfus's additional 5-cents-a-gallon gasoline tax for Highway 50 to be built.

Winkel said both houses of the Legislature would have to pass a specific provision to rebuild Highway 50, and he doesn't know of any such proposal.

The Legislature is currently con-

sidering the state's budget bill.

The committee also received copies of the county Highway Department's 1980 financial report. Scharfenorth pointed out that the cost of operating machinery and equipment last year was \$633,815, while the revenue those operations brought in amounted to \$534,578.

He said if there had been heavier snowfalls the department would have had more work, and thus more revenue, from plowing town, village and state roads.

But given the present state of equipment, those additional revenues might have been wiped out by the cost of repairs.

"The state figures the estimated lifespan of equipment at between seven and eight years," said Scharfenorth. "We have 1969 Fords where the springs are pulling out of the shackles."

"We're trying to prolong the life

of the equipment because we don't have the money to buy new."

Hollister said he didn't know how long the county could expect to continue operating at a loss. "Private contractors would go broke in three years at this rate," he said.

The committee received names of two local private appraisers whose names will be forwarded to the state for determination of qualifications to condemn property needed to widen 39th Avenue. The two are John Higgins, Pleasant Prairie, former county assessor, and Michael Pitts, 940 Green Bay Road.

The committee also heard that complaints are continuing about vehicles parking in no parking zones at a tavern on Highway 31 at County Highway C. The committee plans to meet with representatives of the Sheriff's Department to explore possibilities of curtailing the problem.

State approves 14 projects

Highway 50 missing from road work pro

By BARBARA HENKEL
Staff Writer

Reconstruction of Highway 50 again is not on the state's list of projects to be funded over the next six years.

And even those 14 projects planned for Kenosha County could be postponed if the Legislature doesn't approve sufficient funds for the next biennium.

That was the word officials of the state's Department of Transportation, District 2 office, had for members of the County Board's Highway Committee Wednesday.

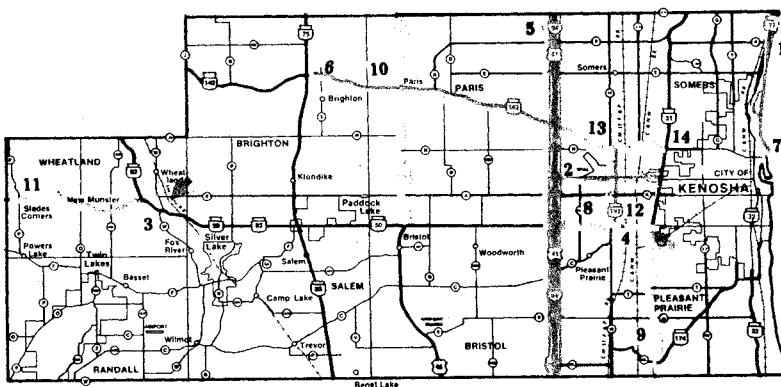
Gov. Dreyfus has asked for a 5½-cents-a-gallon increase on gasoline. District 2 Director Harvey Shebesta said 3½ cents of that is needed "just to get us out of our deficit."

DOT's deficit resulted when motorists began buying less gasoline because of soaring prices and more efficient autos.

Reconstruction of 14 miles of Highway 50 remains on the state's proposed list of major projects, but the work would require special legislation for funding.

Only if the governor's proposed gas tax increase or some measures providing the equivalent amount of money are passed, can DOT's six-year plan go forward, said Shebesta.

Six-year Kenosha County roads plan



Projects to be done fiscal years 1983-85 (marked in red)

The proposed funding would increase the road maintenance program, but still fall short of maintaining roads at previous levels, said Shebesta.

The state's six-year program runs

from fiscal year 1982, beginning this July 1, through 1987. For Kenosha County, it calls for 14 projects costing a total of \$12,967,000 in 1980 dollars.

The first projects are two planned

Projects to be done fiscal years 1986-87 (marked in gold)

for fiscal year 1983. They would recondition Highway 32 between the City of Kenosha and the Illinois state line, and recondition Highway 158 between I-94 and the city.

Starting later this calendar year,

the state will begin acquiring right-of-way to resurface and widen some areas and improve sight clearance on Highway 142 between Highway 75 and I-94. Construction is contemplated for fiscal year 1984.

Milwaukee to Kenosha

Agency seeks 3-county highway

By JOHN KREROWICZ
Staff Writer

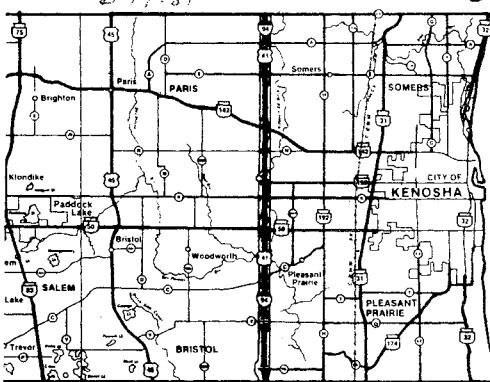
The 18-year-old Lake Freeway plan to connect Milwaukee and the Wisconsin/Illinois State Line may be replaced with a cheaper version.

The Southeastern Wisconsin Regional Planning Commission on Thursday decided to ask the state secretary of transportation to study construction of a highway between East Layton Avenue in Milwaukee and some point in Kenosha County, said SEWRPC Executive Director Kurt Bauer.

A highway's cost would be one-third that of a freeway, he said.

Bauer said a highway can have access by driveways and intersects with other roads at their levels. Freeways are divided and are built over road intersections.

Approximately 32 miles are involved. The six-lane freeway was proposed to run east of the Chicago & North Western Transportation Co.'s railroad freight line. A four-



Proposed Milwaukee-Kenosha highway would run east of CNW tracks (In red), and would end somewhere in Kenosha County.

lane highway would run the same route, Bauer said.

The highway would run to a

"logical" endpoint in Kenosha County, although no specific intersecting road was mentioned, he said.

The commission also approved a \$30 million, 3.2-mile highway in Milwaukee as part of the plan. It will be from Milwaukee's Hoan (Harbor) Bridge to East Layton Avenue.

Bauer said money may be available for the entire highway plan if the proposed state gas tax and motor registration fee increases are approved by the Legislature.

In 1975, the proposed freeway from East Layton Avenue to the state line had an estimated \$116.5 million price tag, Bauer said. No cost was estimated for the new highway section to Kenosha County, he said.

"That would come out of the feasibility study," he said.

Construction of the highway would mean tearing down "very few houses" along the railroad path, Powers said.

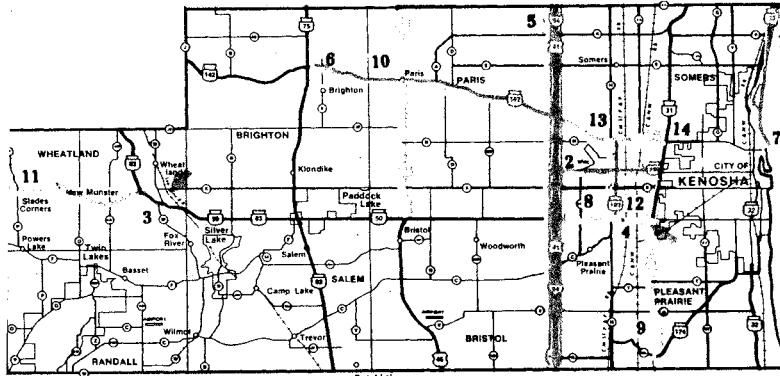
The Lake Freeway plan originally was to connect with a roadway from Chicago through northeastern Illinois that followed the old North Shore Electric Railway corridor.

6/11

5-21-81
14 projects

50 missing from road work proposal

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Starting later this calendar year,

- | FY | Hy. | Work to be done |
|----|-----|--|
| 1 | '83 | 32 Recondition, state line to city |
| 2 | '83 | 158 Recondition, I-94 to city |
| 3 | '84 | 50 Replace Fox River bridge |
| 4 | '84 | 50 Rehab bridge over C&NW RR tracks |
| 5 | '84 | 1-94 Replace medians |
| 6 | '84 | 142 Recondition, Hy. 75 to I-94 |
| 7 | '85 | 32 Reconstruct, Pike River to 7th Ave. |
| 8 | '85 | 192 Resurface, Hy. 50 to 142 |
| 9 | '86 | 31 Resurface, state line to Hy. 50 |
| 10 | '86 | 45 Resurface, Hy. 50 to Union Grove |
| 11 | '86 | 50 Resurface, Hy. 83 west to county line |
| 12 | '86 | 50 Recondition, I-94 to city |
| 13 | '87 | 142 Major recond., I-94 to Hy. 31 |
| 14 | '87 | 31 Resurface, Hy. 31 to 39th Ave. |

Other projects planned that year would replace the two bridges on Highway 50, one over the Fox River and the other over the Chicago and North Western Transportation Co. railroad tracks at the Bain overhead.

Also planned is replacement of bridge overlays and median barriers on I-94 from the state line to the Racine County line.

Two projects planned in 1985 would reconstruct Highway 32 from Seventh Avenue to the north Pike River structure by widening it from two to four lanes, and resurface Highway 192 between highways 50 and 142.

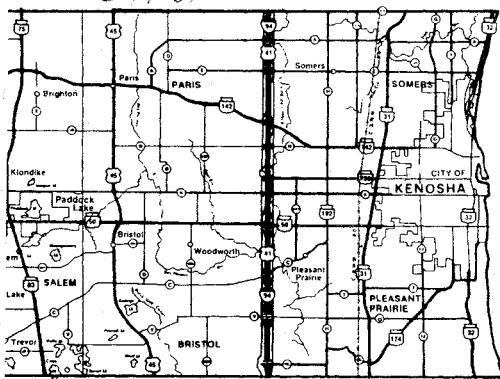
Projects planned for fiscal year 1986 include two improvements to Highway 50 — resurfacing between the Walworth County line and Highway 83 and reconditioning between I-94 and the City of Kenosha.

Other projects that year would resurface Highway 31 from the state line to Highway 50 and recondition Highway 45 between Highway 50 and Union Grove.

Planned for fiscal year 1987 are two projects on Highway 142 — reconditioning between I-94 and Highway 31 and resurfacing between 31 and 39th Avenue.

Kenosha

seeks 3-county highway



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021

Drinking on the job

By MARK NEPPER
Staff Writer

County Highway workers sometimes drink on the job. County Board Supervisor Earl Hollister said Tuesday.

Hollister told other members of the Highway Committee, "We can't have this happening."

Highway Commissioner Gene Scharfenorth said the county's corporation counsel told him that even if supervisors smelled alcohol on an employee's breath, they could take no action but to call a sheriff's deputy who would request a breath test.

Scharfenorth said there has been a problem with employee drinking while operating county vehicles.

Amendola said he didn't think the employees should drink at all while they were working but said some of the men stop at taverns for a few beers over lunch.

Highway Committee chairman Earl Hollister said he thought it was wrong that the county had included a letter of understanding in the contract with County Highway Employees Local 70 that the men can go into

taverns for lunch.

Hollister said supervisors are finding beer in the vehicles the men are driving.

Scharfenorth said he asked for the corporation counsel's opinion because, "We have to make ourselves aware of any drinking problem and crack down as much as possible. If we see it we have to know how to deal with it."

Department rules prohibit drinking on the job.

In other business, Scharfenorth said the Highway Department is waiting for a commitment from the Federal Highway Commission to share costs of alleviating a 39th Avenue drainage problem before beginning reconstruction of the road.

Highway Commissioner Gene Scharfenorth told the Highway Committee that engineering for the reconstruction of County Highway E2 (39th Ave.) is done. Right-of-way acquisition will be held off until a commitment for federal funding of 75 percent of the project is received.

The federal government paid 70 percent of the \$30,000 engineering phase.

into an \$80,000 or \$90,000 truck to drive in a blinding snowstorm. I would call that poor management — sending him out to risk his own life, innocent people and expensive equipment makes no sense to me, but then I'm not the boss either.

As a taxpayer I feel these men should be helped or take disciplinary action to keep them out of our equipment.

I would like to say I don't think there is anything wrong with an occasional beer during a worker's lunch hour as long as they don't abuse it. If you paid them this half hour I would feel different.

Again, as a taxpayer, I would like to know what the Highway Committee drinks and eats every Wednesday afternoon?

Maybe Kool-aid and peanut butter and jelly sandwiches.

A taxpayer and
a county highway worker

Not all highway workers drinking

To the Editor: 7-5-81

In response to the article in Wednesday's 6/24/81 paper about county highway workers drinking on the job, I would like to add to that.

First of all, I agree drinking on the job should not be tolerated, but Earl Hollister's statement that county highway workers sometimes drink on the job is very misleading to the public.

This statement makes people think all county highway workers drink on the job. The fact is three or four workers may drink on the job. These few workers may have a serious drinking problem and what have you supervisors or bosses done to correct it? Nothing! Why?

These same people who drink on the job sometimes come into work drunk. The boss still sends them out

If the federal government agrees to share costs on the right-of-way it will pay \$75,000 of the \$100,000 cost.

The Highway Department is undertaking the project scheduled for 1983 because Highway T (89th Street) floods on both sides. A culvert to a drain tile is too small to handle the water after heavy rains.

The highway department plans to direct water into a new storm sewer into the city retention pond on 89th Street west of 39th Avenue.

Scharfenorth said that even though the federal Highway Commission may balk on helping with the \$120,000 cost of the storm sewer, "We told the people in area of the drainage problem we were going to take care of the water and I think we should."

"We are responsible for the water coming into the roadway and we are responsible for getting rid of it. We don't want the water to build up and flood over the highway," Scharfenorth said.

Waldemar Lange, highway committee supervisor, said he was concerned that people living near the

construction would tile their yards so that all of the water would run into the highway department storm sewers.

Supervisor James Amendola said that the committee is going to improve the property of the people living in that area.

The committee is asking the county Finance Committee for approval of a transfer of funds from one highway department account to another to repair several trucks.

"We need to repair the equipment if we are going to keep the roads plowed in winter," Scharfenorth said.

Scharfenorth said he would notify the University of Wisconsin-Milwaukee graduate school that the committee selected it to do archaeological surveys for the Highway K-Kilbourne and Highway E-Pike River bridge projects to determine if there is anything historical that needs to be saved.

The committee also approved the request for a zoning ordinance that would lower the speed limit on Highway 2 to 35 mph on a half-mile stretch west of Highway O.

NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING ON THE LOCATION AND DESIGN ASPECTS OF THE PROPOSED IMPROVEMENT OF HIGHWAY 142 BETWEEN HIGHWAY 75 AND INTERSTATE HIGHWAY 94 IN THE TOWNS OF BRIGHTON AND PARIS KENOSHA COUNTY

All interested persons are advised that the Wisconsin Department of Transportation is planning an improvement project on State Trunk Highway 142 between Interstate Highway 94 and Interstate Highway 75. This project involves widening and reconstructing the roadway surface, widening the shoulders and upgrading the ditches where necessary. The proposal includes flattening curves, additional widening around curves, and a minor relocation to the north of the Root River.

Inasmuch as Federal Aid Highway Funds will be used for part of the financing of this proposed improvement, an opportunity is being afforded to all interested persons to request that a public hearing be held.

Information concerning the proposed improvement is available at the Department's District 1 Office in the City of Waukesha.

An Environmental Assessment of the proposal's environmental impacts and effects has been prepared and has been filed in the State and National Environmental Policy Acts. This document indicates that no significant environmental impact is anticipated and occurs as a result of this improvement. Copies of this document are available for inspection and copying at the following locations:

District 1 Office
Wisconsin Dept.
of Transportation
310 South West Avenue
P.O. Box 467
Waukesha, WI 53187

Bureau of Environmental Analysis and Review
Wisconsin Dept.
of Transportation
4802 Sheboygan Ave., Room 91
P.O. Box 7916
Madison, WI 53707

Comments regarding the environmental impacts and effects of the proposed improvement are invited to be submitted to the Department of Transportation by October 1981. Mail to R.W. Baker, Director, Bureau of Environmental Analysis and Review, at the previously-named address.

It is not anticipated that a formal hearing will be held by the State of Wisconsin in the District 1 Office. However, before making such a request persons may contact the Bureau of Environmental Analysis and Review, at the previously-named address.

Any person interested in or affected by the proposed improvement may request that a formal hearing be held by the State of Wisconsin in the District 1 Office. However, before making such a request persons may contact the Bureau of Environmental Analysis and Review, at the previously-named address.

Maurer said charges of logrolling come up after every budget is set. He said, "When you have a fairly balanced Legislature, you can't afford to fund one element without funding another. If that is logrolling then nothing is sacred."

Maurer said a program to fund 14 major highway reconstruction programs over the next six years is started in the budget set for the next two years. Highway 50 is ranked sixth in priority on the list but probably won't start during the next two years, said Maurer.

"But we can start the advanced planning," he said.

Maurer said the borrowing program for communities with combined sewer programs was incorporated in the budget in the last few days to get the approval of the highway improvements by urban legislators.

Maurer said he felt that while Dreyfus may line veto a number of items in the budget, he won't veto the entire budget, as is his option, nor would Dreyfus veto line items that would affect future funding of Highway 50 reconstruction.

Highway 50 work back in budget

By BARBARA HENKEL
Staff Writer

Legislative Democrats approved a \$14 billion 1981-83 state budget raising the gasoline tax 4 cents a gallon, boosting automobile registrations \$7 a year and begins funding a program to rebuild 14 major highways in the state, including Highway 50 in Kenosha County.

Also included in the budget was a \$40 million state borrowing program to provide up to 50 percent funding to communities, including Kenosha, to pay for correcting combined sewer overflow problems, and funding of a new prison near Oshkosh.

The measure, drafted by Democrats controlling the legislature, passed the Assembly Friday morning, 51-44, and the Senate Friday afternoon, 18-15. It went to Republican Gov. Lee S. Dreyfus, who was expected to use liberal item vetoes to change the bill.

Following action on the budget, lawmakers adjourned the session until September 30. A major issue during the fall session will be what to do about the impact of federal budget cuts on Wisconsin.

Meanwhile, five Republican legislators have asked Dane County District Attorney James E. Doyle Jr. to conduct a John Doe probe into their charges that the budget process was "pockmarked with unconscionable logrolling."

Logrolling refers to the political process in which legislators promise to exchange mutually beneficial votes. Logrolling is illegal in Wisconsin. It is punishable by a fine of up to \$1,000, a prison term of up to three years, or both.

State Sen. John D. Maurer, D-

Wagner pushes Hwy. 50 project

7-29-81

Rep. Mary K. Wagner today asked Gov. Lee Dreyfus to retain Hwy. 50 as the sixth most important construction project, as listed in the state's 1981-83 Biennial Budget.

The budget is now before the governor

for his consideration.

By moving the Hwy. 50 project up to sixth from the Department of Transportation's ranking of ninth, the project could possibly begin next year at a savings of \$13.4 million, Wagner said in her letter to the governor. The department had the project slated to begin in 1985 and expected to be finished by 1990.

"According to Department of Transportation figures, if the Hwy. 50 project began in 1985 and was phased out by 1990 the cost would be \$44.7 million," Wagner said. "By moving the project up to this biennium, the cost could be reduced to \$31.3 million."

Wagner asked the Governor to either not veto the legislature's priority list in the biennial budget bill, use his "creative veto" power to keep the priority level of Hwy. 50 even if others are vetoed, or to instruct the Department of Transportation to retain the project's importance even if Dreyfus vetoes the rest of the list.

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State Sen. John D. Maurer, D-

A request for a public hearing may be made by submitting a written request to the Department's Waukesha District Office on or before October 1, 1981. In the event of such a request, a notice of time and place of public hearing will be published at a later date.

STATE OF WISCONSIN
DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS AT
TRANSPORTATION FACILITIES

H.L. Fiedler
Administrator
Sept. 3 & 24

Committee backs revamp of Hwy. 50 over freeway

9-10-81

Reconstruction of Highway 50 should take priority over any freeway construction, the county's Highway Committee decided Wednesday.

Otherwise the committee concurred in a recommendation the Kenosha City Council also approved Wednesday night to not oppose construction of a freeway extension in Milwaukee County but to oppose the south leg of it, known as the Lake Freeway South corridor, from Milwaukee through Kenosha County.

The actions accepted recommendations made last month by the City Plan Commission. It approved a plan for construction of a four-lane limited access highway from the Daniel Webster Hoan Memorial Bridge on Milwaukee's lakefront to East Layton Avenue in Milwaukee but opposed construction of the extension from Layton to the Wisconsin-Illinois state line.

The county committee Wednesday concurred in those recommendations, with the added proviso that reconstruction of Highway 50 should take priority.

That recommendation will be presented to the board's Zoning Committee before going before the full County Board.

At the August city plan meeting, City Planner Ray Forgianni said residential properties would be dislocated and prime agricultural lands used in the southern leg of the freeway, which would require a 90-to 300-foot right of way east of the Chicago and North Western Transportation Co. rail line and west of Highway 31.

The location is on the west side of the city's industrial park.

Forgianni said SEWRPC's plan was suitable for Milwaukee because of its dense population and for Racine County because of distances

from Racine to the Interstate. He said these problems do not exist in Kenosha.

Reconstruction of Highway 50 has been discussed since 1968. Initially, it was held up over a controversy of

whether it should be built along a new route. In recent years, lack of state funding has held up construction, although it has been recently included on a listing of priority jobs if funding should become available.

Highway 50 repairs receive lower priority

By BARBARA HENKEL
Staff Writer

Highway 50 is not listed in the state's proposed six-year highway improvement program but several other major projects made the list announced Thursday.

The state Department of Transportation had moved Highway 50 higher on the priority list for state spending, but Gov. Dreyfus' budget cuts this summer knocked it further down on the list.

County Highway Commissioner Gene Scharfenorth said he was surprised and pleased to see that the state tentatively plans to completely reconstruct Highway 32 (Sheridan Road) from the North Pike River south to Seventh Avenue, in 1985. This summer Highway 32 was reconstructed from the Pike River to Racine.

Scharfenorth said he was also surprised and disappointed to see that the state doesn't plan to replace the bridge on Highway 50 over the Fox River until 1984.

"I don't know if it will last that long," said Scharfenorth. "Trucks are routing around the bridge and using our county roads and beating those to death."

No projects are slated in Kenosha

County in 1982, the first year of the six-year plan. The plan calls for a total of about \$1 billion in spending statewide over six years.

Only two projects are planned here for 1983, minor reconditioning of Highway 32 from Kenosha to the Illinois state line, and Highway 158 from I-94 to Kenosha, for a total estimated cost of \$822,000.

In 1984, besides the Fox River bridge replacement, estimated at \$88,300, the state plans nearly \$2.4 million in repair or replacement work on about 30 other bridges in the county; nearly \$2.7 million in median barrier work on I-94 and nearly \$2.1 million for major reconditioning of Highway 132 from Highway 75 to I-94.

Besides the Highway 32 work planned for 1985, the state proposes resurfacing nearly 2.6 miles of Highway 192 between Highways 50 and 142 at an estimated cost of \$228,000.

In 1986 the state proposes nearly \$2.6 million of work on three projects. It proposes resurfacing Highway 31 from the Illinois state line to Highway 50; major reconditioning of Highway 45 from Highway 50 to Union Grove and minor reconditioning of Highway 50 from I-94 to Kenosha.

Towns, villages must request work

County to require contracts for road

By JAMES ROHDE
Staff Writer

SALEM — Formal contracts with the county will be required in the very near future if the County Highway Department is to continue performing work on town and village roads.

That was the word given town and village officials Wednesday by members of the County Highway Commission, highway commissioner Gene Scharfenorth and assistant corporation counsel Bernard Vash at a meeting at the Salem Town Hall.

Vash said the new requirement stems from lawsuits against the county involving work on town roads. He said the highway depart-

ment will no longer perform normal maintenance on town and village roads unless requested to do so in writing.

He said the county has no objection to being responsible for road work it performs, but it does not want to be sued for repairs not specifically requested by town or village officials.

"We are putting the responsibility for maintaining town and village roads back in your hands," said Earl Hollister, chairman of the County Highway Committee. "We will continue to do your road work but only after you specifically request it."

Vash said contracts will be sent to all municipalities within the next three weeks. The target date for

completing the agreements is Nov. 15.

TOWNS WITH NO highway departments formerly relied solely on the county to patrol their roads and perform normal maintenance.

Under the new agreement, town and village officials will be required to tour their roads regularly and notify the county when repairs are needed.

All work must be requested in writing except for emergency repairs, which will be made upon verbal requests from town officials.

The contract requires town and village officials to request law enforcement agencies to notify them of any hazards on the roads under

their jurisdiction.

The county is to perform regular winter maintenance when requested. Special salting, sanding or snowplowing may be requested in writing.

Scharfenorth said the cost to municipalities will be based on actual costs of materials, labor and machinery. He said copies of the county's machinery rental and wage agreements will be sent along with the contracts.

Either party may withdraw from the agreement with 30 days' written notice.

Bristol Supervisor Russell Horton asked whether the highway department will notify the municipality of the date work will be performed.

Scharfenorth said it would be impossible to say when specific work would be accomplished but indicated municipalities could be notified a couple of days in advance of projected work.

He said special events such as the county fair, parades or local celebrations could require a change in scheduling to complete repairs prior to the event.

The contract contains a provision in which the town or village agrees to "hold the county harmless and indemnify it for any damages, injuries or court costs, attorney fees and disbursements that may be incurred as a result of work performed by the county for the town or village."

221

e backs revamp 50 over freeway

10-31

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Vash said the clause does not release the county of its responsibility resulting from any active negligence in performing the road work.

Hollister indicated there may be times when the county is unable to perform work within a specific time frame and that its first responsibility is to maintain county and state roads.

"I think we can continue to perform the road work in your towns and villages as we've done in the past," Hollister said.

Scharfenorth said, in reference to the budget cuts, "In the past county residents received the Cadillac type of roads. In the future it will be more of a Chevrolet type service."

Highway Department faces budget repairs

By BARBARA HENKEL /-/-/-/S1
Staff Writer

The county Highway Department's proposed 1982 budget has to be pared some \$646,000, county Finance Committee members decided Tuesday. Highway Commissioner Gene Scharfenorth and Highway Committee members said they would prefer deciding where the cuts will be made. Finance agreed. The revised budget will be resubmitted next week.

Finance Chairman Walter Johnson said he expects finance will continue to meet through next week on the proposed budget that will be presented to the full County Board for a first reading but no action next Tuesday. Adoption of the budget is scheduled for Dec. 1.

Only certain departments were selected to consult with finance this week, some in closed session to discuss possible ways to reduce labor costs, the major cost in most budgets.

Scharfenorth told finance, "Kenosha County has the distinction of paying the highest highway wages in the state."

That means the department isn't reimbursed fully for work it does for the state, because payments are based on average labor costs statewide, plus other factors. Scharfenorth said attempts are being made so that counties with higher wage rates won't be penalized as much.

Supervisor Wayne Koessl, a finance member, said those efforts are being blocked by counties in rural parts of the state that have low wage rates and so benefit from the averaging formula.

"When I got on board in 1980 I saw the money just wasn't there," and didn't buy anything that year," Scharfenorth said.

This past year, he said, he replaced three vehicles badly in need of replacement.

Supervisor Earl Hollister, highway chairman, said: "Some of our trucks are 35 years old. A good winter will test them."

County Board Chairman Ronald Frederick observed that a good winter can be both a bane and a boom. The Highway Department will generate revenue from the state for plowing snow on its roads, but those efforts may cripple the aging fleet.

The Highway Committee had proposed a 1982 budget of nearly \$6.6 million, compared with the \$6.8 million expected to actually be spent this year.

County Administrator Clifford Steff recommended nearly \$919,000 be reduced from the budget, to reduce the \$2.6 million the department budget recommended come from the county tax levy.

Finance Tuesday recommended the department devise a budget that requires no more than the \$2,015,000 county tax levied for this year.

Finance also reviewed the budgets of the Department of Planning and Zoning, county surveyor and county assessor. Part of the review of the county assessor was made in closed session. In open session the committee recommended deleting \$7,640 in conferences from the budget, leaving a request of \$847,524, compared with \$941,995 approved for this year. Steff had recommended \$36,771 be cut from the budget.

Finance left intact the surveyor's budget request of \$32,823 (\$23,120 approved for this year). Steff had recommended cutting \$1,333.

Finance also left in a \$50,370 contribution to Southeastern Wisconsin Regional Planning Commission after a rousing endorsement by Zoning Administrator George Melcher and Supervisor Francis Pitts of the work done by SEWRPC. It provides technical and engineering expertise for member counties that are often necessary for grant applications and other uses.

Melcher's budget request of \$327,229 was cut by \$2,550 for outlay items. Steff had recommended a cut of \$15,000. Budgeted for this year was \$256,226.

Most department budgets have significant increases over this year's budget because for the first time costs of fringes have been distributed to each department instead of carried in separate accounts.

County sued by highway workers

Five county highway department employees have filed suit against Kenosha County, contending discrimination because some non-union workers received casual day pay and others did not.

The suit was filed by Robert Middlecamp, Gaylord Maleski, Allan Kirchner, Merlin Jahn and William Elfers, plus the estate of the late Warren Gross, who worked for the department.

Also named as defendants are Charles Rude, former county personnel director, and Brooke Koons, who has been personnel director since Nov. 1.)

The plaintiffs are not members of a union or bargaining group.

In 1971, according to the suit, the Kenosha County Board extended to non-represented employees the same fringe benefits received by the county's union employees. The suit says that approval has never been rescinded but that in 1977, Rude disallowed any paid casual days off to non-represented workers.

Since 1977, the plaintiffs have not received such benefits. But, according to the suit, some other non-represented county employees were given casual days without loss of pay.

Contending this is discrimination, the plaintiffs are seeking lost wages and casual leave time in individual amounts ranging from about \$900 to more than \$1,600, for a total of about \$8,000.

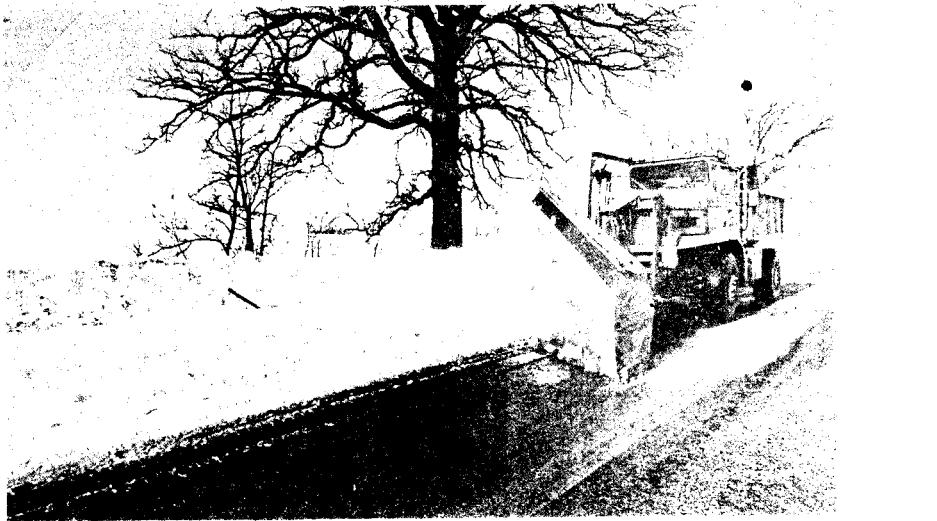
Highway improvement public hearing slated

12-16 S1

Tonight's public hearing on the state's six-year highway improvement program could be important for Kenoshans.

The Department of Transportation will hold the hearing at 7:30 p.m. at the Brookfield City Hall, 2000 N. Calhoun Road, Brookfield.

The proposed program does not include reconstruction of Highway 50 from I-94 west. At one point it has been moved higher on the priority list for state spending, but Gov. Dreyfus' budget cuts this summer knocked it further down on the list.



The county has two operable pieces of snow plowing equipment.

Plows snowed under by old age

By BARBARA HENKEL
Staff Writer

Vintage wine improves with age, but not county snowplowing equipment.

"We have one wing truck from 1948. Another from 1951," said County Highway Commissioner Gene Scharfenorth. "When equipment gets to be more than 30 years old, the reliability just isn't there."

Heavy snows, such as this past Monday, also affects reliability, he told the County Board Highway Committee at its meeting Wednesday.

Of the six wing trucks and four graders at the county's west end garage, only two of each were operable after Monday's storm. That is why there are still many one-lane roads in the county.

Scharfenorth said on Wednesday nine of the department's 36 trucks available for salting, sanding and plowing, were down. He said he hopes to have most of the

wing trucks back on duty today and that all but three trucks will be back in service by the end of the week. One truck is being junked. Its blown engine won't be repaired, said Scharfenorth.

Scharfenorth said he is hoping that the cold front predicted for this weekend doesn't include high winds again, because of the difficulty of pushing the blown snow off the roads.

He said the equipment is in the state it's in because of budget restrictions. Three trucks were ordered two months ago out of 1981 funds, but won't be ready for another four months, he said.

He said the County Board instructed the committee to not include in the 1982 budget money for purchase of major equipment. He said he included considerable sums for machinery repairs.

"You have to when you don't have a machinery replacement program," said Scharfenorth.

County truck leasing debated

Faced with an aging fleet of snow plowing equipment and no money, the county Highway Committee Wednesday discussed the possibility of leasing equipment.

It heard a presentation by representatives of Wisconsin Truck Center, Milwaukee, which has as its clients the city and county of Milwaukee, Madison and Winnebago counties.

County Highway Commissioner Gene Scharfenorth said terms offered were \$2,000-a-month payments for five years, at which time the county would own the equipment. He said there would be a clause in the agreement allowing the County

Board to terminate the lease if it determines at some point in time that the county can't afford it.

Scharfenorth said the committee is considering leasing a new, six-wheel drive truck large enough and with enough power to wing back heavy snow, yet with enough maneuverability to plow town roads.

He said the truck lists at \$142,445 but the company offered the county a purchase discount and a discount for taking a demonstrator, bringing the price to \$97,000. Lease payments over five years would total \$120,000.

Scharfenorth said if the Finance Committee and County Board agree

to the lease, money for payments would come from the department's machinery account. He said the truck would also be able to generate revenue and cost less in repairs than the trucks it would be replacing, some of which are more than 30 years old.

The committee also discussed proposed legislation to restrict the use of salt to melt snow. The bill was discussed Tuesday by a state Senate Committee.

Scharfenorth said county highway departments were represented by Walworth County representatives who were to protest to legislators that the bill takes away the pro-

fessional judgment of those who have been making decisions on when and how much to salt.

Scharfenorth said the bill could also result in traffic hazards. It would allow salting on hills, intersections and dangerous curves or when necessary to avoid dangerous conditions.

"That could mean we would have clear spots with icy spots down the line and someone will be driving up to speed them hit a slippery spot," said Scharfenorth.

He said it is also necessary to have a brine solution down so snow doesn't accumulate and pack down, making removal more difficult.

Road maintenance irks Town of Randall officials

By ARLENE JENSEN
Staff Writer

BASSETT — Supervisor Mark Starzyk said Thursday a winter road maintenance agreement between the Town of Randall and Kenosha County is not working.

After blowing, drifting snow clogged roads last weekend, Starzyk said, arterial roads were cleared by county crews but subdivision roads were neglected.

"Residents could not get out and go to work Monday morning," said

Starzyk, "because subdivision roads were ignored. We did not have access to arterial highways until noon."

Starzyk criticized the plowing operation and said, "There's no thought behind it. One plow goes down the road, plows, and puts down sand and salt. A second plow comes past five minutes later and removes the sand and salt."

Starzyk urged that a winter emergency plan signed by the town and county last fall be reviewed.

"They are not doing what they would do," he said.

THE TOWN BOARD set Monday Feb. 8, at 8 p.m. as the date for public hearing on a gravel pit proposed for an area off Highway 1 near Deerpath Subdivision.

Supervisor Gerald Graff says prospective developers of the gravel operation have asked permission to install the pit on 120 acres of agricultural land. The operation would include 80 acres for the gravel pit and the remainder for other development, he said.

Plans were presented to the town planning board at a December meeting, said Graff, "but in the interest of everyone, a public hearing should be scheduled."

Board members signed a resolution authorizing town attorney Robert Leible to take legal action against two Illinois developers, Roger Borchardt and Fred Targe.

Borchardt and Targe agreed to complete a roadway in Deerpath and dedicate it to the public by Dec. 30, 1979, but the work has not been done.

Board members announced a meeting of the town planning board has been scheduled Thursday, Jan. 21, and will include a discussion of the proposed Farmland Preservation Plan for Kenosha County, presentation from Community Cablevision Co., and recommendations for appointment of a Randolf resident to the county Council on Economic Development.

Starzyk said, "We better tell the planning board members to bring their sleeping bags."

In other action, the board:

—Passed a yearly ordinance that assesses town liability in lieu of treasurer's bond.

—Received a report from Elmer Scherer, building inspector, indicating that \$67,000 in new construction was permitted in the town in December.

—Urged residents to attend a public hearing on the county's Farmland Preservation Plan on Jan. 27 at 7:30 p.m. at Central High School i Paddock Lake.

—Set a meeting of the town finance committee for Feb. 15 at 7:30 p.m.

Municipalities to receive \$56,000 in highway funds

Municipalities in the county will shortly receive a total of more than \$56,000 in supplemental transportation aids.

The state Legislature in its last session agreed to give each municipality \$70 per mile each year of the 1982-83 biennium.

County Commissioner Gene Scharfenorth told the County Board's Highway Committee at its Wednesday meeting that the county Highway Department's share for 267 miles is \$18,690. The city of Kenosha will receive \$16,505. The Town of Paris will receive the least of any

unit in the county, \$478.

Checks will be mailed Monday by the state Department of Transportation. A DOT spokesman said the supplemental aid was approved as a hedge on budget cuts made earlier.

Scharfenorth also reported to the committee that the department ended 1981 with \$1,577,000, all of which has already been designated in the 1982 budget. Scharfenorth said the incidental labor account ran about \$40,000 short, because of a number of early retirements and extended illnesses. That account pays for such things as accident and sickness leave, and unemployment compensation. The shortage, Scharfenorth said, was made up in other accounts.

Included in the nearly \$1.6 million from 1981 is more than \$500,000 designated for the project to extend County Highway Q, money for machinery equipment purchased but not yet billed and \$100,000 in a revolving account for the self-sustaining gravel pit operation, Scharfenorth said. He said some of the \$1.6 million will be needed to cover unanticipated overtime costs for snow plowing operations this year.

Fox River crossing

County ponders cure for Highway 50 bridge

It's back to the drawing board for state engineers designing a new bridge on Highway 50 over the Fox River.

A bridge design involving a move of County Highway W further east would disrupt about four property owners and cause a "people problem," engineers were told.

An alternative to moving W is to make the bridge wider, with turning lanes, at an additional cost of \$80,000 to \$100,000.

County Highway Committee members, Town of Wheatland Chairman Richard C. Schipper, County Board Supervisor Stanley Kerkman, 25th District, County

Highway Commissioner Gene Scharfenorth and officials of the state Department of Transportation met for three hours Wednesday to discuss the project.

The present bridge is so bad that heavy trucks aren't allowed. Since last summer trucks have been rerouted onto county roads "and are beating our roads to death," said Scharfenorth.

The committee signed a \$222,000 state contract for resurfacing County Highway C from Trevor to Wilmot. The county will use its own crews. The project is 75 percent federally funded and 25 percent county funded.

Fox River bridge plan draws generally good

By JAMES ROHDE
Staff Writer

WHEATLAND — Plans for replacing the Fox River Bridge on Highway 50 met with a generally favorable response from the 23 persons who braved the snow Wednesday to attend a Department of Transportation information meeting.

A joint proposal to relocate Highway W, north of Highway 50, drew mixed reactions from abutting property owners who expressed fears the new road would trap floodwater from the Fox River during wet seasons.

Ralph J. Schroeder, DOT district

design and data processing supervisor, said two plans are under consideration for replacing the old bridge: one to build a new bridge north of the present structure and the other to build it south of the existing bridge. He said the department favored the first proposal.

Schroeder said the concrete bridge has deteriorated to the point where it's more economical to replace it than repair it.

He said the bridge has a sufficiency rating of 19 (in poor repair) and was a contributing factor in the number of accidents at the intersection of Highway W.

According to Schroeder's timetable, a study report on Wednesday's meeting will be prepared during the next two months for submission to David Strand, state design engineer. From there it will go to Harold Fielder, administrator of facilities and development, who will make the final decision.

Schroeder indicated the acquisition of rights-of-way could begin during the 1983 fiscal year which begins in July and construction could begin as early as July 1983.

Although no public hearing is required on the project, county highway committee chairman Earl Hollister asked Schroeder to return

to Wheatland next month with a final profile and grades on the project which will be submitted to the state.

Schroeder said the plan to relocate the intersection of Highway W, north of Highway 50, eastward so that it would enter Highway 50 between Top Deck East and Sonny's TV Service, would create acceleration lanes off the bridge and improve sight distance in both directions.

He said current plans call for the new bridge to be the same length as the existing structure but four feet shorter in width than the Soo Line overhead.

"We don't see the new bridge much higher than the existing," Schroeder said. "If you seen ice banging against the bridge, the new structure could be two feet higher."

Schroeder said the department prevented from raising the level of the Fox River by more than 1/10 of an inch regardless of design.

By relocating the bridge north of the existing structure, some of the northwest side of the river have to be filled in, and Schenck said this met with Department of Natural Resources approval.

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"They are not doing what they said they would do," he said.

THE TOWN BOARD set Monday, Feb. 8, at 8 p.m. as the date for a public hearing on a gravel pit proposed for an area off Highway W, near Deerpath Subdivision.

Supervisor Gerald Graff said prospective developers of the gravel operation have asked permission to install the pit on 120 acres of agricultural land. The operation would include 80 acres for the gravel pit and the remainder for other development, he said.

Plans were presented to the town planning board at a December meeting, said Graff, "but in the best interest of everyone, a public hearing should be scheduled."

Board members signed a resolution authorizing town attorney Robert Leibles to take legal action against two Illinois developers, Robert Borchardt and Fred Targe.

Borchardt and Targe agreed to complete a roadway in Deerpath and dedicate it to the public by Dec. 30, 1979, but the work has not been done.

Board members announced a meeting of the town planning board has been scheduled Thursday, Jan. 21, and will include a discussion of the proposed Farmland Preservation Plan for Kenosha County, a presentation from Community Cablevision Co., and recommendations for appointment of a Randall resident to the county Council on Economic Development.

Starzyk said, "We better tell the planning board members to bring their sleeping bags."

In other action, the board:

—Passed a yearly ordinance that assumes town liability in lieu of a treasurer's bond.

—Received a report from Elmer Scherrer, building inspector, indicating that \$67,000 in new construction was permitted in the town in December.

—Urged residents to attend a public hearing on the county's Farmland Preservation Plan on Jan. 27 at 7:30 p.m. at Central High School in Paddock Lake.

—Set a meeting of the town fire study committee for Feb. 15 at 7:30 p.m.

Municipalities to receive \$56,000 in highway funds

Municipalities in the county will shortly receive a total of more than \$56,000 in supplemental transportation aids.

The state Legislature in its last session agreed to give each municipality \$70 per mile each year of the 1982-83 biennium.

County Commissioner Gene Scharfenorth told the County Board's Highway Committee at its Wednesday meeting that the county Highway Department's share for 267 miles is \$18,690. The city of Kenosha will receive \$16,505. The Town of Paris will receive the least of any

unit in the county, \$478.

Checks will be mailed Monday by the state Department of Transportation. A DOT spokesman said the supplemental aid was approved as a hedge on budget cuts made earlier.

Scharfenorth also reported to the committee that the department ended 1981 with \$1,577,000, all of which has already been designated in the 1982 budget. Scharfenorth said the incidental labor account ran about \$40,000 short, because of a number of early retirements and extended illnesses. That account pays for such things as accident and sickness leave, and unemployment compensation. The shortage, Scharfenorth said, was made up in other accounts.

Included in the nearly \$1.6 million from 1981 is more than \$500,000 designated for the project to extend County Highway Q, money for machinery equipment purchased but not yet billed and \$100,000 in a revolving account for the self-sustaining gravel pit operation, Scharfenorth said. He said some of the \$1.6 million will be needed to cover unanticipated overtime costs for snow plowing operations this year.

Crossing ponders cure for Hwy 50 bridge

g board for Highway Commissioner Gene Scharfenorth and officials of the state Department of Transportation met for three hours Wednesday to discuss the project.

The present bridge is so bad that heavy trucks aren't allowed. Since last summer trucks have been rerouted onto county roads "and are beating our roads to death," said Scharfenorth.

The committee signed a \$222,000 state contract for resurfacing County Highway C from Trevor to Wilmot. The county will use its own crews. The project is 75 percent federally funded and 25 percent county funded.

According to Schroeder's timetable, a study report on Wednesday's meeting will be prepared during the next two months for submission to David Strand, state design engineer. From there it will go to Harold Fielder, administrator of facilities and development, who will make the final decision.

Schroeder indicated the acquisition of rights-of-way could begin during the 1983 fiscal year which begins in July and construction could begin as early as July 1983.

He said the bridge has a sufficiency rating of 18 (in poor repair) and was a contributing factor in the number of accidents at the intersection of Highway W.

to Wheatland next month with a final profile and grades on the project which will be submitted to the state.

Schroeder said the plan to relocate the intersection of Highway W, north of Highway 50, eastward so that it would enter Highway 50 between Top Deck East and Sonny's TV Service, would create acceleration lanes off the bridge and improve sight distance in both directions.

He said current plans call for the new bridge to be the same length as the existing structure but four feet shorter in width than the Soo Line overhead.

"We don't see the new bridge much higher than the existing structure," Schroeder said. "If you have seen ice banging against the present bridge, the new structure could be two feet higher."

Schroeder said the department is prevented from raising the water level of the Fox River by more than 1/10 of an inch regardless of the design.

By relocating the bridge north of the existing structure, some land on the northwest side of the river will have to be filled in, and Schroeder said this met with Department of Natural Resources approval.

Schroeder said the present bridge would remain open to traffic during construction of the new span.

Residents expressed opposition to raising Highway 50 east of the River for fear it would create a dam rather than allow water to flow over the road during high water periods.

Schroeder assured them Highway 50 would be no higher than three feet above the current elevation or above the 100-year flood stage.

"There is no way we are going to create a worse flooding condition than exists now. It won't be any better, but it certainly won't be any worse," he said.

bridge plan draws generally good response

design and data processing supervisor, said two plans are under consideration for replacing the old bridge: one to build a new bridge north of the present structure and the other to build it south of the existing bridge. He said the department favored the first proposal.

Schroeder said the concrete bridge has deteriorated to the point where it's more economical to replace it than repair it.

He said the bridge has a sufficiency rating of 18 (in poor repair) and was a contributing factor in the number of accidents at the intersection of Highway W.

Highway 142 rebuilding slated for '84 in Paris

By ARLENE JENSEN
Staff Writer

PARIS — Reconstruction of State Highway 142 will finally get under way in 1984, Town Chairman August Zirbel told the 40 persons attending the annual town meeting April 13.

Zirbel said the word from the State Department of Transportation in Waukesha is that plans will include construction of a 24-foot, blacktop roadway with 8-foot shoulders.

Mapping of the future right-of-way will be completed by June, according to Zirbel, and sent to the state for approval. The purchase of right-of-way property will begin in 1983, he said.

Reports at the annual meeting included an accounting of the financial affairs of the town which had revenues of \$88,490 and disbursements of \$87,596.

On the revenue side, most of the town's income comes from state shared revenue which totaled \$68,937 in 1981. Other income includes interest earned, \$4,756; state fire dues, \$3,250; transportation aids, \$2,888; machinery and manufacturing exemption, \$2,502, and building permits, \$1,487.

Disbursements include \$25,320 paid to three neighboring fire departments for fire and rescue service during 1981. The town paid Bristol \$13,021; Union Grove, Yorkville, \$7,100, and Somers, \$5,198.

Other expenses were upkeep of seven miles of town roads, \$18,751; board members' salaries, \$13,470; the law firm of Hand and Quinn for litigation concerning a landfill site

in the town, \$11,040, and payments to the Kenosha County Highway Department, \$7,404.

In an accounting of taxes collected and disbursed, Paris received \$817,496 in real estate and personal property taxes and dog licenses.

The tax account was distributed in the following manner: Paris School, \$83,589; Central High School, \$185,385; Union Grove Grade, \$20,844; Union Grove High, \$19,508; county levy, \$144,983; town levy, \$1,750, and dog tax, \$762.

In a discussion of efforts to overturn the current countywide assessing system, Zirbel was asked how Paris would handle assessing responsibilities if the task is returned to the towns.

"We would probably join forces with a couple other towns and hire our own assessor," he said.

Several residents complained that a blue ribbon committee appointed by the County Board to study the assessing system has only one farmer among its members.

Supervisor Virgil Gentz said he had been assured by Alan Guskin, committee chairman, that the committee would receive suggestions from residents whether they are committee members or not.

Supervisor Mark Wisniewski predicted, "The state will be watching the outcome of the study committee. It will have an impact on the entire state."

In other reports, town attorney Cecil Rothrock said the town's dispute with Waste Management, Inc., over a landfill at Highways K and 45 is still in the courts.

"Litigation is still pending," said Rothrock, "and we're waiting for hearings and evidence on both sides."

The town has recently hired agronomists to do test borings of soil at the landfill site.

Asked how much the town has spent in legal fees to fight the landfill, Zirbel estimated the cost near \$30,000, spread over several years.

Zirbel announced that Marcia Capodarco, Paris' first volunteer emergency medical technician, has earned certification and will work with rescue squads that serve the town.

According to Zirbel, Mrs. Capodarco will be alerted to all calls for help coming from Paris.

"She may get there before the rescue squad," he said. "If she's there first, she can give treatment."

Robert "Broadway Bob" Metchler, promoter for Great Lakes Dragaway, told the audience the 1982 schedule at the drag strip will be similar to past years with events on Saturday, Sunday and Wednesday.

He said the only Wednesday event that will be louder than normal is a United Drag Racing event scheduled July 21. The cars were not available on a weekend, said Metchler.

He promised residents all other Wednesday events will include only local cars.

Metchler invited Paris residents to attend an event at the drag strip "as our guest. We know you can hear our operation. Maybe you would also like to see it."

RESOLUTION NO. 2 Endorsement of Reconstruction of State Trunk Highway 50 Fox River Structure

WHEREAS, the State of Wisconsin Department of Transportation plans to acquire right-of-way on State Trunk Highway 50 in 1983 with anticipated replacement of the Fox River crossing and relocation of the C.T.H. "W" intersection approximately 180 feet easterly in 1984; and

WHEREAS, the State has requested that Kenosha County review the reconstruction plan; and

WHEREAS, the Kenosha County Highway Committee has reviewed the reconstruction plan and recommends endorsement of the project to the Kenosha County Board of Supervisors;

NOW, THEREFORE, BE IT RESOLVED by the Kenosha County Board of Supervisors that the plans for the right-of-way acquisition and replacement of the STH 50 crossing of the Fox River and the relocation of the C.T.H. "W" intersection approximately 180 feet easterly, this 28th day of April, 1982,

Introduced by members of the HIGHWAY COMMITTEE as filed with the County Clerk.

Earl W. Hollister, Chairman
James Amendola, Vice-Chairman
Fred C. Schmafledt, Secretary
Francis Pitts
Richard H. Lindgren

It was moved by Supervisor Hollister to adopt the resolution. Seconded by Supervisor Schmafledt. Motion carried.

Plan work gets started for Highway 50 project

Planning work for Highway 50 construction has begun with a state request for information needed to hire an engineering consultant.

Jerome Smith, a road design engineer supervisor with the Department of Transportation, said the consultant will develop design plans to be used when funding is available for the work.

Smith said Highway 50 from I-94 to just west of Highway 83 is the target for the work.

"The idea is that when the consultant finishes, the plan will be on our shelf and when the money is available we will be ready for construction," Smith said.

The state DOT secretary sent the director of district two, which In-

cludes Kenosha County, a letter asking him to prepare information for engineering consultant contracts, including environmental impact studies and public information meetings, said State Rep. Joseph Andrea, D-Kenosha.

Andrea said he, Mayor John Bilotti and County Executive Gilbert Dosemagen will attend the 10 a.m. Wednesday meeting of the County Highway Committee to discuss the project.

"It's movement," said Andrea of the state's request. "We've gone through countless hearings on Highway 50, and it's my hope we start moving."

The work would include surface improvements and widening, Andrea said.

Revive Hy. 50 project

The Wisconsin Department of Transportation is planning to hold public hearings on a major reconstruction of Highway 50 by the end of 1984, said County Highway Commissioner Gene Scharfenorth.

A letter sent to State Rep. Joseph Andrea, D-Kenosha, and reviewed by the County Board's Highway Committee this week indicated the DOT will have a consultant study the project. Andrea, State Sen. Maurer, D-Kenosha, and State Rep. Mary Wagner, D-Salem, attended the committee meeting along with Mayor John Blottti and County Executive Gilbert Dosemagen.

Scharfenorth said legislators and local government leaders were assembled to discuss a unified strategy to push the Legislature and DOT for the reconstruction project.

"We want to get across to DOT that Kenosha County is going to present a united front for getting this project off the ground," Scharfenorth said. "Senator Maurer pointed out that there is not enough money for all the major highway projects that should be done.

"It's up to the Legislature to get more money. But until there is more money available the major projects will be postponed.

"We want all parties concerned to have the same thinking in what should be done to the road. If all parties stay united, I think we have a good chance of convincing the Legislature we need this highway improvement."

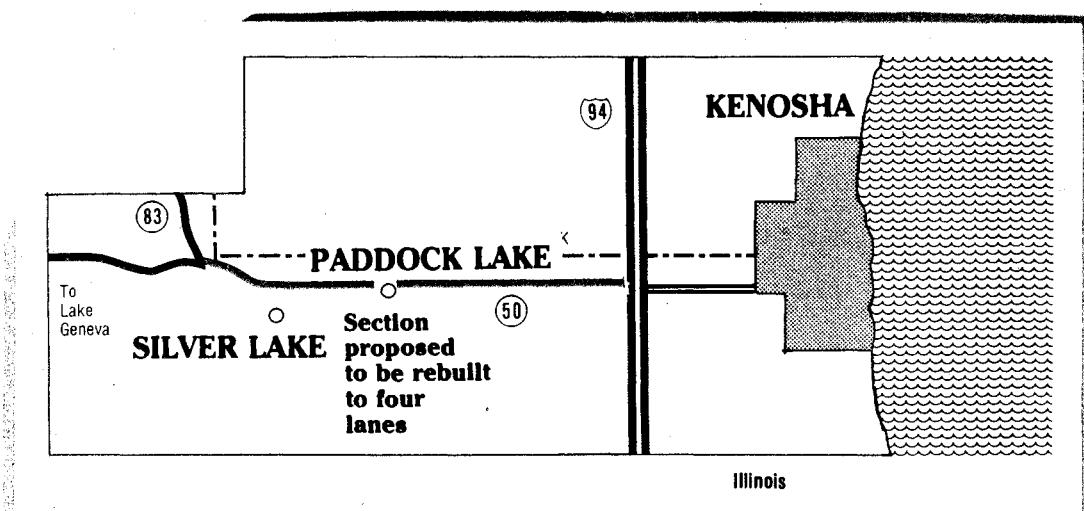
Scharfenorth said the mayor, county executive and the Highway Committee will send letters to the DOT indicating, "We want the project to proceed as fast as possible and that we want the public hearings and consultant studies to be done."

The letter from Transportation Secretary Owen Ayres to Andrea said the consultant would prepare environmental impact documents. The consultant's report would be used to formulate a final design for the project, such as if the highway should be expanded to four lanes, Scharfenorth said.

In other business, the committee approved \$3,000 worth of chain link fence for the east and west sides of Wilmot Dam to keep people off the dam. The work will be done by Highway Department crews.

Scharfenorth said walking on the slippery dam surface is extremely dangerous.

82/



The proposed plan to upgrade the section of Highway 50 from I-94 to Highway 83.

Plan could be on next budget

Lobbyist sees hope for Hy. 50

By DAVE ENGELS
Staff Writer

Overdue improvements on State Highway 50 may be around the next bend if current planning on Wisconsin's biennial budget continues.

That word was brought to Kenosha Tuesday by Thomas Walker, executive director of the Transportation Development Association of Wisconsin, a lobbying organization dominated by contractors and business interests.

"The Legislature always considered the proposed Highway 50 project an important one," Walker said, "but they never gave it priority status. We think there is enough support now to include the project in the next two-year budget."

Walker said Wisconsin's political volatility could throw the program out. The Highway 50 improvements were among the last to be

eliminated by Gov. Lee Dreyfus when the 1981-83 transportation budget was under consideration.

A DTA report for 1979 shows 141 accidents along the 13.8-mile stretch between Interstate 94 and Silver Lake, involving 51 injuries and five fatalities. Walker said the statistics have remained constant, excepting fatalities, during the last two years.

"Reconstruction will reduce the accident rate and ease the traffic flow," Walker said. "There are enough voices in local and state government to put Highway 50 back on the map again."

A final plan for the highway will depend to some extent on the reaction of property owners and voters. Turning the road into a four-lane highway could mean the expensive and time-consuming process of acquiring further right-of-way. It has also been suggested the new right-of-way could follow part of the path now taken by County Trunk K.

Whether or not to bypass Paddock Lake and other rural communities along the route is another matter to be settled before the heavy machinery moves in.

City and town officials, the County Board, and area state legislators have long since gone on record in support of the improvements.

Walker said the good intentions will mean nothing if funding is unavailable.

"A lot of transportation is funded by fuel taxes and this is a serious problem we'll face in the next 20 years. The number of gallons used is declining despite more vehicles on the road. Part of the state's revenue is tied to a declining resource."

So far, Walker said, the gas tax has kept the state even in transportation funding — only a 25 to 35 percent decrease in the last 15 years. Nationally, the funding level has dropped about 50 percent. For Wisconsin, it was the result of both

hard economic times and one other factor, according to Walker.

"Wisconsin is not getting its fair share," Walker said. "This state paid the federal government 2 percent of the gas tax, but is getting only 1.5 percent of its return. Drivers in Wisconsin are paying two cents a gallon to build roads in other states."

The Highway 50 project, though not alone, becomes a more desperate need every passing year, Walker said. Once a rural highway begins the deterioration process, the decay increases at a faster rate.

"Right now, Wisconsin repairs its highways every 22 to 25 years," Walker said. "The last major improvement on Highway 50 took place in 1980."

The highway's biggest problems, the TDA says, are narrow, twisting traffic lanes that are a passing and safety hazard, vehicle congestion, and poor road shoulders.

621

Coverup denied in Kudella auto mishap

By DENNIS A. SHOOK
Staff Writer

Alderman Stephen Kudella, 11th District, was involved in an accident Thursday morning that resulted in damages to the truck he was driving and injuries to a 16-year-old Illinois girl.

The news learned of the accident from unnamed sources because no report or any news of the collision was given out by the sheriff's department.

Stephanie Block, Gurnee, Ill., remains at Kenosha Memorial Hospital in fair condition, suffering from a fractured leg. She was taken to the hospital by the Pleasant Prairie Rescue Squad.

Kudella, employed by the county highway department, was near 4300 Springbrook Road at approximately 11:25 a.m. Thursday when the accident occurred.

Kudella said he would reserve comment until the accident report is completed at the Public Safety Building.

Block's parents could not be reached for comment Saturday.

Sources informed about the accident told the News of the accident. No report was available on the sheriff's department normal log of accidents on Thursday, Friday or Saturday.

Shift Commander Lt. Donald Preston said Saturday the report would probably not be available until Monday. He said the deputy who made the report out made some possible errors.

Until it is corrected by the deputy, who was off on Friday and Saturday, the report will not be complete, Preston said. He added, "Until the report is completed, it is not reviewed."

He said no reports are given to the public until they are reviewed for errors in fact or confused facts or narrative.

Preston claimed the report would be placed on the accident list on the day which the report is finalized, rather than when it is filed.

He said there was no attempt to hide the report and that "this is standard procedure."

Kudella added he thought there had been no attempt to cover up the accident because he is an alderman or a county employee.

"It may be a jazz-up at the police station," Kudella added, saying the move to the Public Safety Building recently may have caused some confusion.

"I don't think they're hiding anything," Kudella said. "That does not have anything to do with it."

ADVERTISEMENT FOR BIDS FOR KENOSHA COUNTY HIGHWAY DEPARTMENT EQUIPMENT

Separate sealed bids will be received by the Kenosha County Highway Committee, 5512 4th Street, Kenosha, Wisconsin 53142, up to 10:00 A.M., Wednesday, March 14, 1984. The following Equipment:

Three 35,000 lb. GVW Minimum 4x2 Truck Chassis
One 41,000 lb. GVW Minimum 4x4 Truck Chassis

for use of the Kenosha County Highway Department. The bids will be publicly opened and read at 11:00 A.M. Specifications may be obtained from the highway commissioner's office, 5512 4th St., Kenosha, Wisconsin, 53142.

The Kenosha County Highway Committee reserves the right to reject any and all bids or to accept the one most advantageous to Kenosha County.

GENE A. SCHARFENORTH,
P.E.
Highway Commissioner

March 1, 2, 3, 1984

Highway 50 due for aid

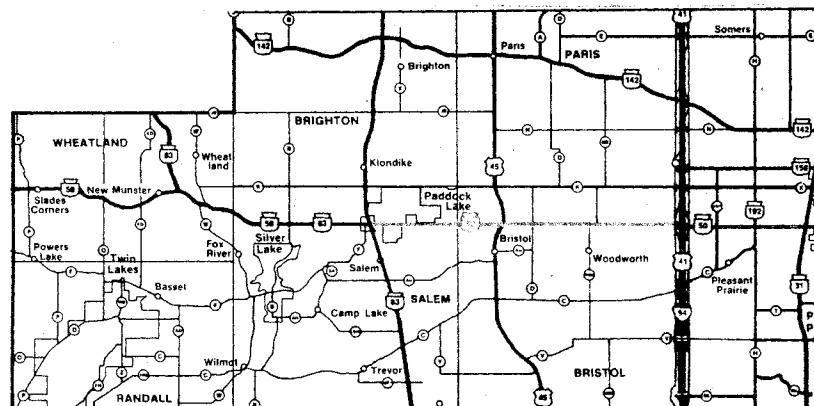
1-27-83

Kenosha County's Highway 50 is slated to receive almost \$25 million for improvements and construction under Gov. Earl's transportation borrowing proposal, according to state officials.

The proposal, which would complete a number of long-delayed Wisconsin Highway improvements up to a decade ahead of schedule, is to be presented Feb. 8 as part of Earl's budget proposal.

"The bulk of the package has a good chance of survival," said State Sen. John Maurer, D-Kenosha. "As far as Highway 50, I am absolutely certain it will pass with the rest of the proposal."

Under the plan, the state would borrow \$155 million over the next four years to speed construction of major highway projects. Future vehicle registration fees would be used to repay the borrowed money under Earl's plan — the first time revenue bonding would be used for highway improvements, state Transportation Department officials said.



Red line shows area of Highway 50 slated for improvement

Three years down the road

Highway 50 repair on agenda

Relief from 8.5 miles of outmoded and dangerous Highway 50 is promised in about three years.

Design plans for expansion of part of the heavily traveled highway, from I-94 west to Highway 83 in Salem, will begin on March 1. The 18-month contract for the work was to be signed and submitted to the state today.

The design consulting firm of Jack E. Leisch and Associates, Evanston, Ill., will hold hearings in

summer 1984 and have a final design report due by September 1, 1984.

Right-of-way property is to be bought in early 1985, with construction beginning later that year.

Sen. John Maurer (D-Kenosha) said he would try to trim time from that schedule.

"Now at least we have a production schedule, which we didn't have before," he said on Thursday after meeting with state Depart-

ment of Transportation officials.

The design work will include proposed improvements and where they should be done.

Gene Scharfenorth, county highway department commissioner, said that traffic on the two-lane highway is "well beyond the limit" with more than 11,000 vehicles on it per day. He said between 8,000 and 9,000 cars per day is usually the maximum for a two-lane road.

Hy. 50 plan to be viewed at meetings

By KAY JONES
Staff Writer

Consultants planning the Highway 50 rebuilding project will schedule three public information meetings before a public hearing on the plans, County Highway Commissioner Gene A. Scharfenorth said Wednesday.

Scharfenorth told the county Highway Committee Wednesday that the first public meeting will be in about two months, the second in about six months and the third in about eight months. The public hearing would be in about a year.

Scharfenorth said information on the hearings came at a meeting Monday at Department of Transportation offices in Waukesha with the project's consulting firm, Jack Leisch and Associates, Evanston, Ill.

Work is expected to begin on the highway in 1985 or 1986.



Lowell Jackson, secretary of the Wisconsin Department of Transportation, met with representatives of Kenosha County's Highway Committee and discussed the proposed reconstruction of Highway 50 from I-94 west to Highway 83. A final design report is to be completed Sept. 1, 1984. If approved, right-of-way purchases could start in 1985, with construction in 1986.

From left are: Richard Lindgren, Gene Scharfenorth, Kenosha County highway commissioner; Stan Kerkman, Kenosha County board chairman; Lowell Jackson, secretary (DOT); Earl Hollister, chairman, Kenosha County Highway Committee; Francis Pitts. Seated: Fred Schmalfeldt, Silver Lake, and James Amendola. Also present but not pictured were State Sen. John Maurer and State Rep. Cloyd Porter.

Engineers air Highway 50 alternatives in Wheatland

By JAMES ROHDE
Staff Writer

NEW MUNSTER. — Officials from the City of Kenosha and communities west to Walworth County met at the Wheatland Town Hall Tuesday to hear a time schedule for finalizing plans on a four-lane highway connecting I-94 and U.S. High-

way 12.

James B. Saag, senior vice president of the Jack E. Leisch and Associates transportation engineering firm, outlined an 18-month schedule for completing the planning phase of the project. The Evansville, Ill., firm was hired by the Wisconsin Department of Transpor-

tation to do the engineering work and environmental studies.

According to Saag, the first priority is to establish a plan for improving Highway 50 between I-94 and Highway 83 North by one of four alternatives:

—Building of four-lane route on the

existing Highway 50.

—Diverting traffic north to County Highway K and expanding it into a four-lane highway from I-94 to a point east of Paddock Lake.

—Improving K and extending it

west to Slades Corners.

Although the first priority design

was Highway 83 North as the point

farthest west for improvement, Saag said improvements will probably extend to Slades Corners with their issues and concerns.

A public hearing is scheduled on April 5 at 7 p.m. at Central High School in Paddock Lake.

Immediate concerns expressed by officials Tuesday were drainage problems and the impact on farmlands, funding, possible influence by Illinois groups, and emergency vehicle response in the event access to the highway is limited.

Hollister reminded Saag of the positions taken by county, town and

He said newsletters will be available at town and village offices to keep the public informed on the project.

Plans call for Leisch and As-

sociates to develop the most feasible

alternatives to include in a Location Study Report which should be completed by this fall; prepare an im-

pact analysis and statement on the

feasible alternatives, and design a

plan based on technical studies and

comments by various agencies and

the public.

"We want to develop a feasible

plan which is wholly acceptable to

the citizens in the Highway 50 cor-

ridor," Saag said.

He said the firm's toll-free number, 1-800-621-9142,

He said the firm will also schedule other meetings to keep the public

informed. Saag said small informal group meetings could also be sched-

uled on request to focus on special

issues, sites or alternatives.

Highway 50 design study begins

3-9-83

State Rep. Cloyd Porter, Sen. John Maurer, Gene Scharfenorth, Kenosha County Highway commissioner, and Fred Schmalfeldt, Kenosha County Board Highway Committee board member, met Feb. 28 with representatives of the State Department of Transportation, Federal Highway Administration, State Department of Natural Resources, and the consultant employed to initiate the location and design of the proposed improvements of Highway 50, at the Waukesha Transportation District 2 offices.

"The purpose of the meeting was to talk with the consultant, Jack E. Leisch and Associates, who has been retained by Wisconsin DOT to conduct the necessary engineering work regarding procedures they would use in conducting their research to determine the most feasible methods for proposed improvements for Highway 50," Porter said.

Information regarding the project development, target completion dates, establishment of a direct line communications system to keep local governments, the public who reside along Highway 50, and other interested people informed was presented.

Scharfenorth suggested that a meeting be scheduled as early as possible with local government officials to explain to them the procedures the consultant would use to keep them and the public informed. A tentative date was estab-

lished for mid- to late March. Following this meeting, a public informational meeting would probably be held at Central High School.

The consultant is going to establish a newsletter communication system for all interested individuals and a draft will be presented at the meeting with local governments. This newsletter will be mailed to those wishing copies of it, and to the local news media.

"Effective Feb. 28, the consultant, Jack E. Leisch and Associates, put into place a Route 50 informational telephone line for the purpose of answering any questions from the public regarding the development of the project. The toll free number is 1-800-621-9142," Porter added.

"The consultant will be initiating the proposed location and design studies and preparation of an environmental impact statement of state Highway 50 between U.S. Route 12, Walworth County, and Interstate 94 in Kenosha County," Porter explained.

The initial Highway 50 improvements between state Highway 83 and I-94 would be implemented over the next few years, with consideration of completing the entire project to U.S. Route 12 at a later date, as funding is approved, he said.

The consultant will be considering the following alternatives, plus others which are approved as feasible improve-

ments for Highway 50:

- No improvement other than normal maintenance.
- Reconstruct state Highway 50 partially on relocation; between Slades Corners and the Root River (14 miles).

This relocation would fully utilize the existing county trunk Highway K right-of-way 1 mile to the north. The remaining 9 miles to be reconstructed along the existing route. Proposed section is a four-lane divided section (s-3). Existing state Highway 50 from state Highway 75 to the Root River would be upgraded within the existing right-of-way.

- Reconstruct state Highway 50 partially on relocation; between Slades Corners and the Root River (14 miles).

This route would also fully utilize the county trunk Highway K right-of-way 1 mile to the north. The remaining 13 miles to be reconstructed along the existing route. Proposed section is a four-lane divided section (s-3). Existing state Highway 50 from state Highway 75 through Paddock Lake would be rebuilt to a four or five-lane urban section.

Porter concluded, "If any interested person wants their name placed on the direct mailing list for the newsletter, they can contact me by letter or post card. Simply state, 'Highway 50 newsletter' and include your name and address — please print. A list will be compiled and forwarded to the consultant. The first newsletter may be available in mid- or late April."

You can write to Rep. Porter at 320 North, State Capitol, Madison, WI 53708.

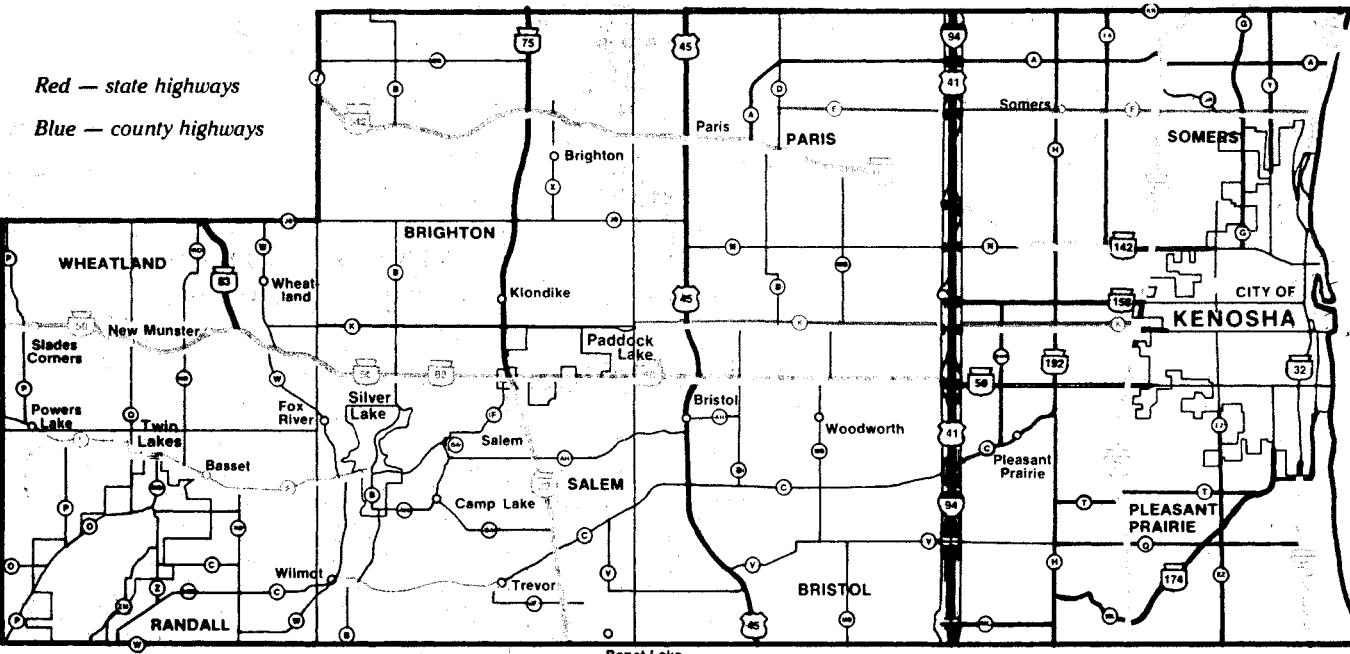
Saag said during the next two months, his firm will be gathering information on the study area and

the county and turning the main-



County Highway Landscaping 3-10-83

Trees and bushes along side of road on Hwy. JF, Trevor, were hacked by Kenosha County Hwy. Dept. in style resembling small tornado's aftermath. Residents reported that there was much debris left along roadside. Some was eventually swept off road by traffic. — Photo by Gloria Davis



This map identifies highways in Kenosha County that are the most hazardous to drive, based on accident reports

Accident report

On some county highways it's 'Drive at your own risk!'

By DAVE ENGELS
Staff Writer

Your chances of avoiding an accident on state and county roads in rural Kenosha are greatest if you stay away from well-traveled highways.

Not so easy, right? But you would be able to seriously consider alternative routes if you knew where most of the accidents are happening, right?

To no one's surprise the accidents are happening where the population is highest, where there is a heavy flow of commuters and where there is an attraction that draws large crowds. And, as law enforcement reports show, they also happen where there is a concentration of taverns.

State highways

In Kenosha County Highway 50 has been the site of more accidents than any other Kenosha roadway for the past five years. The east-west highway stretches for 18 miles from I-94 to the Walworth County line.

Highway 50 has been haunting local officials for more than 20 years. Some are skeptical improvements will ever be made. Now there is a glimmer of hope because the road has made Gov. Anthony Earl's list of projects to receive funding in the next two years.

The problems of 20 years ago are still there today. However, the biggest one is still congestion. According to 1981 figures, as many as 8,300 car a day rumble along certain stretches of Highway 50. That makes it one of the most crowded two-lane roads in all of southeastern Wisconsin.

There were 421 accidents



rural road," said Ekornaas. "There are driveways every few feet, and there are many sideroads that look like driveways. When drivers slow down to turn on sideroads, the fast-moving tailgaters have problems."

"The problem on 31 is 'thru-traffic.' Racine and Illinois drivers, not to mention our own, use this highway to travel through the county."

Highway 83 ranks fourth most dangerous for well-known reasons. Visibility is poor and its southern tip is lined with taverns. Last year there were 157 accidents on the five miles of roadway that stretches south from Highway 50 to the Wisconsin/Illinois border. In 1981 there were 133 accidents.

The fifth worst state highway is 142 with 111 and 142 accidents in 1982 and 1981 and the sixth worst was 1-45, with 98 and 94 the past two years.

County highways

The leader among county trunk highways was C, which runs diagonally through four towns in the southern part of the county.

The hoped-for benefits in the 1982 improvements to a portion of Highway C haven't shown themselves yet — it's too early to tell. A 3-mile stretch between Wilmot and Trevor was widened and resurfaced with the help of federal dollars.

Between Wilmot and Trevor, C was the site of 45 accidents between March 1981 and the end of 1982. (The county first started keeping accident records by highways in March 1981. All figures for county roads reflect the 21 month period from March 1981 through 1982.)

been 77 accidents. The highway is most accident prone at the intersections of Y, G (30th Avenue), Highway 31, and H.

Congestion is also the problem with E: Parkside, Petrifying Springs park and being a major east-west roadway draw traffic.

"E is at the top of our list for next year," said Gene Scharfenorth, county highway commissioner. "We're going to have a consultant look at the problem and offer a suggestion on what to do."

To resurface it, Scharfenorth said, would be a waste of money. The road must be rebuilt and construction could start in 1985.

Other noteworthy roads — F, between Silver Lake and Powers Lake, it's hilly, curvy and packed during the warm weather months. There were 49 accidents between Bassett and Camp Lake during the months surveyed.

K, between 31 and Paddock Lake. It's become a popular detour for those who want to avoid 50. It is clogged daily with American Motors Corp. traffic going in and out of the city. There were 70 accidents on this highway.

If county and state officials know where the most dangerous roadways are in Kenosha County why isn't something done to make them safer? The answer is easy — it takes money and lots of it.

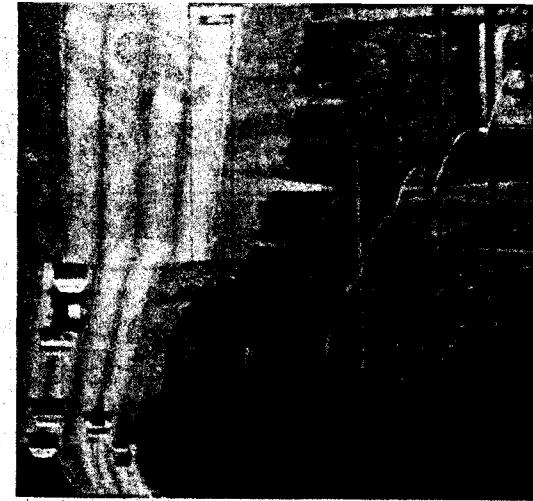
"We have 267 miles of county road in Kenosha," said Scharfenorth. "For blacktop resurfacing, it costs about \$42,000 a mile. To rebuild a road, costs \$60,000 or more a mile."

No matter what the state or county does, Scharfenorth said,

Accident report

The map identifies highways in Kenosha County that are the most hazardous to drive, based on accident reports.

Blue — County highways
Red — State highways

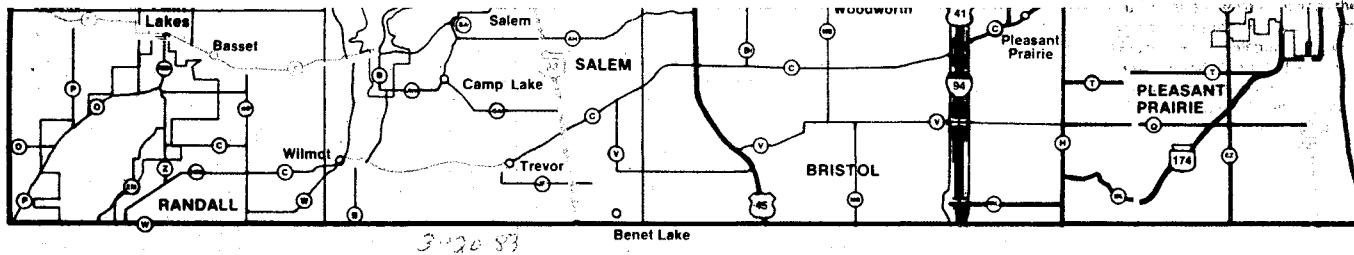


State highways

Your chances of avoiding an accident on state and county roads in rural Kenosha greatly increase if you stay away from well-traveled highways. Not so easy, right? But you would be able to seriously consider alternative routes if you knew where most of the accidents happen where there is an intersection that draws large numbers and where there is an area of construction. And, as law enforcement reports show, they also happen where there is a concentration of taverns.

ENGELS

On some accidents



This map identifies highways in Kenosha County that are the most hazardous to drive, based on accident reports

Accident report

On some county highways it's 'Drive at your own risk!'

By DAVE ENGELS
Staff Writer

Your chances of avoiding an accident on state and county roads in rural Kenosha are greatest if you stay away from well-traveled highways.

Not so easy, right? But you would be able to seriously consider alternative routes if you knew where most of the accidents are happening, right?

To no one's surprise the accidents are happening where the population is highest, where there is a heavy flow of commuters and where there is an attraction that draws large crowds. And, as law enforcement reports show, they also happen where there is a concentration of taverns.

State highways

In Kenosha County Highway 50 has been the site of more accidents than any other Kenosha roadway for the past five years. The east-west highway stretches for 18 miles from I-94 to the Walworth County line.

Highway 50 has been haunting local officials for more than 20 years. Some are skeptical improvements will ever be made. Now there is a glimmer of hope because the road has made Gov. Anthony Earl's list of projects to receive funding in the next two years.

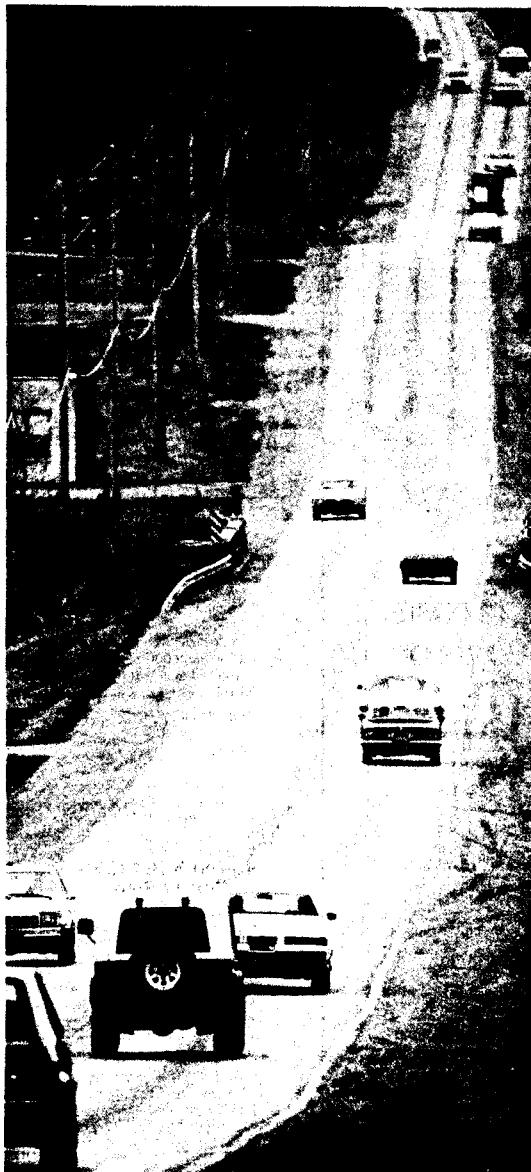
The problems of 20 years ago are still there today. However, the biggest one is still congestion. According to 1981 figures, as many as 8,300 car a day rumble along certain stretches of Highway 50. That makes it one of the most crowded two-lane roads in all of southeastern Wisconsin.

There were 421 accidents (figures include accidents from minor fender benders to fatal crashes) on the roadway in 1982, 12 less than the year before.

"It's a hilly road and most of it has the 'no passing' restriction," said Sheriff's Capt. Fred Ekornaas. "When you have heavy traffic, you have the impatience of certain drivers who will try to pass illegally."

Highway 50 absorbs plenty of Illinois traffic, a combination of commuters and tourists, the latter heading for the "lakes" region and the Lake Geneva area.

With accident numbers much



Troubled highway

lower, highways 32 (Sheridan Road) and 31 (Green Bay Road) follow 50 as the most hazardous state thoroughfares in the county. In 1982, there were 196 accidents on Highway 32 and 208 the year before. On Highway 31

there were 180 accidents last year and 200 in 1981. Both roads run about 12 miles through Kenosha County. The accident totals do not include mishaps that occurred within city limits on either highway.

"32 is heavily populated for a

rural road," said Ekornaas. "There are driveways every few feet, and there are many sideroads that look like driveways. When drivers slow down to turn on sideroads, the fast-moving tailgaters have problems."

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Between Wilmot and Trevor, C was the site of 45 accidents between March 1981 and the end of 1982. (The county first started keeping accident records by highways in March 1981. All figures for county roads reflect the 21 month period from March 1981 through 1982.)

"C is heavily traveled during the skiing season (Wilmot Ski Hill) and during the summer season around the lakes. It has a few curves that might throw drivers off," said Sheriff's Lt. Lee Ormson.

Added Ekornaas: "Where C meets highways 45 and 83 it is a diagonal road and the intersections are not 90 degrees. That leaves drivers with a blind spot." Both intersections of C are four-way stops.

Another worrisome spot among county trunks is E in Somers between Y (22nd Avenue) and H (about one mile east of I-94) where there have

been 77 accidents. The highway is most accident prone at the intersections of Y, G (30th Avenue), Highway 31, and H.

Congestion is also the problem with E: Parkside, Petrifing Springs park and being a major east-west roadway draw traffic.

"E is at the top of our list for next year," said Gene Scharfenorth, county highway commissioner. "We're going to have a consultant look at the problem and offer a suggestion on what to do."

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Other notorious roads include E, between Elkhorn and Powers Lake, its long, curvy and packed during warm weather months. There were 40 accidents between Bassett and Camp Lake during the months surveyed.

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"We have 267 miles of county road in Kenosha," said Scharfenorth. "For blacktop resurfacing, it costs about \$42,000 a mile. To rebuild a road, costs \$60,000 or more a mile."

No matter what the state or county does, Scharfenorth said, it is only temporary. "A new surface only has a life of 12 to 15 years. For the future, you have to start considering reconstruction of all roads."

The highway department's engineering technician Gary Sipsma, said it would be impossible to tell when bad roads actually cause accidents without going through the sheriff's reports one-by-one.

Regardless of what road a driver is on or what his road conditions, drivers can do one thing — take care of their human error rate. In fact, more than 80 percent of all accidents

56 /

Hy. 50 improvement plans aired

By JOE VAN ZANDT
Staff Writer

PADDOCK LAKE — Approximately 100 persons showed up Tuesday night at Central High School to hear representatives of the Jack E. Leisch and Associates transportation engineering firm discuss plans for a four-lane highway which would link I-94 with U.S. 12 at Lake Geneva.

James B. Sang, senior vice president of the firm, called for additional input from area residents to assist his staff in mapping a plan for the highway improvement. He spelled out six concerns that have already been identified. They are:

— Safety, particularly for vehicles entering or leaving the highway.

— Right-of-way acquisition that would displace residents, farms or businesses.

— Economic losses that might result if portions of the highway are

rerouted to bypass commercial areas.

— Access to existing homes and businesses.

— Capacity to accommodate existing and future traffic without undue congestion.

— Surface drainage and its relation to flooding and water quality.

Residents were asked to form small groups to ask questions of the half dozen Leisch representatives present and to discuss additional concerns and suggestions.

Before closing the hearing, Leisch's Peter Pointner answered questions which cropped up during discussions.

He said the idea of developing a "one-way pair" with Highway 50 carrying westbound traffic and County Highway K carrying eastbound traffic, was rejected early on.

"What about the person who pulls onto the highway and wants to go someplace two doors back? He would have to drive in a big circle to

get there," Pointner said.

He said no big cloverleaf ramps, like those on interstate highways, are planned, and median strips will be kept as narrow as possible.

One problem with rerouting Highway 50 to K and turning old 50 back to a county road is that in widening K, some homes and farms would no

longer conform to county zoning laws.

"That doesn't necessarily eliminate K from consideration but it is a factor," Pointner said.

Repairs to the bridge over the Fox River on Highway 50 will be made regardless of the eventual decision regarding location of the expanded highway, he said.

Hwy. 50

(Continued from Page 1A)
studies. Development of an approved plan and engineering documents will require approximately 18 months.

Project planning will be divided into four basic steps: data gathering; development and refinement of alternatives; environmental impact analysis; and design recommendations.

During the next two months, the consulting team will be gathering information in order to characterize the existing natural and man-made features of the study area. They will also be communicating with interested groups, agencies and individuals to identify important issues and concerns to be considered in the development and evaluation of alternatives.

VARIOUS alternatives will be developed for design and location improvements. These will be refined with agency and public input. The most feasible alternatives will be presented in a location study report, not scheduled for completion in the fall of 1983.

ALTERNATIVES considered most feasible will be subjected to a detailed analysis of impacts to identify both the positive and negative effects which would occur if they were implemented.

Measures will be identified which will eliminate or reduce possible negative effects. A full description of the alternatives and the results of the impact analysis will be documented in a draft environmental impact statement (DEIS), now scheduled for completion early in 1984.

The DEIS will be available to the public and will also be reviewed by federal, state and local agencies. A formal public hearing will be held and interested agencies or individuals will be invited to submit written or oral statements concerning the alternatives under consideration.

BASED ON the technical studies and a review of public and agency comments, a recommended plan will be selected for improving Hwy. 50.

A final environmental impact statement (FEIS) will be prepared describing the proposed improvement and responding to questions and comments raised during the public hearing process.

A design study report will also be prepared, presenting the engineering details and design guidelines for the recommended improvement.

The design team will be looking at many alternatives. These will include alternatives investigated in previous studies, as well as any new ones which the team may formulate.

They will include variations of two-and-four-lane improvements to Hwy. 50, upgrading alignments along Hwy. K, and bypass options at Slades Corners and New Munster.

CITIZENS and local officials have expressed many comments and concerns relating to Hwy. 50 improvements. Previous public input has identified the following issues which should be considered as alternatives are developed and impacts are evaluated: Safety, particularly for vehicles entering or leaving the highway, passing, slowing or stopping. New right-of-way acquisition which might displace residences, businesses or agricultural land; Economic losses which might result from alternatives

which bypass highway-oriented commercial areas; Access to existing residences and businesses; Capacity to accommodate existing and future traffic volumes without undue congestion; Surface drainage and its relation to flooding and water quality.

An extensive public involvement program will be conducted as part of the Hwy. 50 project. The program has been structured to keep all interested and affected parties informed of the status of the project and to provide a means for all individuals, agencies and groups to actively participate in the development of alternatives.

Opportunities for public participation will be provided by:

Opportunities for public participation will be provided by newsletters will be mailed, handed out, or inserted in local newspapers. They will provide information, report on results of meetings, answer questions, and describe future project events. Newsletters will also contain the toll-free telephone number through which additional information can be obtained or comments registered.

The public can also participate through comment forms, which will be available at all meetings and will be included in newsletters. Interested individuals are encouraged to submit questions and comments.

Prompt responses will be made by the design study team. This form may also be used to have names placed on the mailing list.

A toll-free number, 1-800-621-6142, has been established so that individuals can call for project information, to register comments or sign up to receive newsletters.

Notices will be placed in local newspapers and sent to radio and TV stations to keep citizens informed of key events during the project.

PUBLIC information meetings will be held at strategic times during the project to: 1) introduce the study and obtain information on local conditions and the scope and emphasis of the project; 2) discuss alternatives under consideration; and 3) present potential environmental impacts.

Information on project development will be relayed by the study team, and individuals will have the opportunity to ask questions, as well as to voice their concerns.

Small, informal group meetings will be held upon request. It is anticipated that these meetings will focus on specific issues, sites, or alternatives. Representatives of the study team will be prepared to respond to questions and concerns in an informal give-and-take working session.

A PUBLIC hearing will be held following distribution of the draft environmental impact statement. Public comments will be formally recorded at this time. Everyone will have an opportunity to review and comment upon project alternatives and their related impacts.

The project is just beginning. The design team is gathering information and identifying interested groups, agencies and individuals. Participation is welcomed.

Anyone having any questions or comments, please send them. If not, pass it on to a neighbor.

THE FIRST PUBLIC information meeting is scheduled to be held at the Central High School gymnasium, Paddock Lake, on April 5, at 7 p.m.

Rt. 50 improvement meeting set

3-30-83

(WR-SP) — A public information meeting has been scheduled for 7 p.m. Tuesday, April 5, in the gymnasium of Central High School, Paddock Lake, to discuss the initiation of planning and engineering studies for improving State Trunk Highway (STH) 50 between U.S. Route 12, near Lake Geneva and I-94.

This is the first public meeting in an 18-month investigation aimed at producing an approved plan for improving Route 50. Representatives of the engi-

neering firm, Jack E. Leisch & Associates, will be on hand to discuss the project's scope and schedule, to answer questions and listen to citizens' concerns regarding issues which should be considered as alternatives are developed.

People wishing to express their views or ask questions about the project may also write: Route 50 Information, Jack E. Leisch & Associates, 1603 Orrington, Suite 1290, Evanston, IL 60201, or call toll-free 1-800-621-9142.

WANTED 3-20-83
Witness to stop & go. Tights
manufactured on Hwy 50 &
HWY C Dates from 1st of the
year to present date. Contact
Jim Christensen from the law
firm of Joling, Rizzo & Willems,
SC 5603 6th Ave. Ph. 654-2020

ADVERTISEMENT FOR BIDS
FOR ICE CONTROL SALT
FOR KENOSHA COUNTY
HIGHWAY DEPARTMENT
Separate sealed bids will be received by the Kenosha County Highway Committee, 5512 60th Street, Kenosha, Wisconsin 53142 up to 10:00 AM., Wednesday April 26, 1983 for 8,000 Tons of ICE CONTROL SALT required by the Kenosha County Highway Department. Specifications may be obtained at the Highway Commissioner's office, 5512 60th Street, Kenosha, Wisconsin 53142.
The Kenosha County Highway Commissioner reserves the right to reject any bid or bids as ac-
cept the one most advantageous to Kenosha County.

GENE A.
SHARFENORTH, P.E.
HIGHWAY COMMISSIONER
March 22, 23, 24

County Hwy. 50 Plans Are Finally Underway

3-24-83

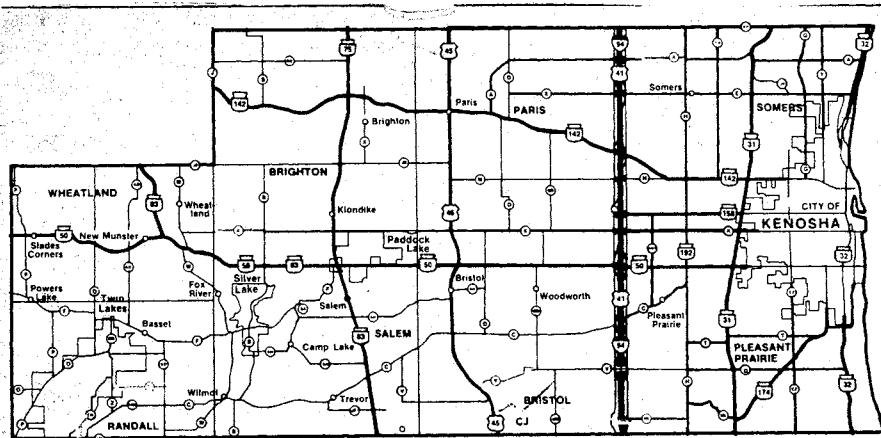
After years of talking and planning, work has finally begun on improving Hwy 50 in western Kenosha County.

The Wisconsin Dept. of Transportation, in conjunction with the Federal Highway Admin., has retained a consulting firm to carry out planning and engineering studies of alternatives for improving Hwy. 50 from U.S. Rte. 12, near Lake Geneva, to Interstate 94, west of Kenosha.

This represents a major commitment to determine a preferred plan for improving

safety and relieving congestion along the existing Hwy. 50. This section of Rte. 50 currently has one of the highest accident rates in the state. Funding has been approved to complete the planning phase of the project. Pending public approval of the plan, and implementation funding, construction could begin as early as 1986.

The engineering firm of Jack E. Leisch and Assoc. has been hired to conduct the necessary engineering and environmental (Continued on Page 17A)



Roads printed in green are scheduled for resurfacing this summer.

County to repair eight miles

Eight miles of county roads will be resurfaced early this summer under the county's normal road maintenance program, County Highway Superintendent Gene Scharfenorth reported to the Highway Committee at its meeting Wednesday.

He said the work will cost \$391,450 and will be done with the department's own crews. He expected the work to start in late May or early June and be completed in July when the department will start its annual sealcoating project.

The county highways to be resurfaced are: ML from H to I-94; V from 45 one-half mile west of MB; CJ from 45 to a point a half-mile east of 45; A from H to 100th Avenue; C from Z to KD; K from NN to B and EM from the stateline north three-quarters of a mile.

Wednesday the committee also

opened bids from five bidders on the sale of three regular-sized patrol trucks. The bids ranged from \$95,271.75 to \$141,669 for the three trucks. Four bids on one four-wheel drive patrol truck, ranged from \$60,000 to \$64,980. Scharfenorth will compare the bids with bid specifications and the committee will select the contractors at its next meeting.

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After the meeting Scharfenorth was asked to explain complaints of slippery conditions on 22nd Avenue north to the county line. Supervisor Richard A. Kessler, 4th District, said at the County Board meeting Tuesday night that he had received a number of complaints.

Scharfenorth said last fall he told the board he was going to be short one man in the snowplowing zone designated as east Somers. Scharfenorth said the

pared with 90 10 years ago, and the department is short on equipment.

"Under those conditions you're not going to get the service you're used to," said Scharfenorth.

He said east Somers was chosen to be one man short because while there are problem areas in that zone where snow drifts, the drifting isn't as bad as in some other areas of the county.

Scharfenorth said he expected to pull a man off of another zone if needed, but this week was plagued with several men out sick or on vacation.

He said particularly slick patches were salted early Monday and Tuesday.



Highway 50 project aired

James B. Sang, of Jack E. Leisch and Associates, a transportation engineering firm, shows residents alternatives under consideration for improving Highway 50. About 100 persons attended a hearing Tuesday evening at Central High School on the Highway 50 project.

Highway department feels crunch in budget proposal

By BARBARA HENKEL
Staff Writer

"When the money runs out, we'll park the trucks and see what happens," said County Highway Commissioner Gene Scharfenorth this morning.

He was describing the potential effects of a proposed 1983 budget cut.

Scharfenorth and members of the County Board's Highway Committee met Wednesday afternoon with the Finance Committee which is reviewing County Executive Gilbert Dosemagen's proposed 1983 county budget.

The \$41 million county budget is \$1.8 million, or 4.25 percent, less than estimated expenses this year. It calls for a tax levy of \$9.8 million, down \$2,000 from this year.

Dosemagen proposed reducing the allocation of county funds to the

Highway Department by \$212,000 to use for other purposes.

Dosemagen told Scharfenorth to cut 11.6 percent from the machinery fund, which this year was nearly \$2.4 million, and to cut supplies and materials, operation of equipment and shop accounts.

Scharfenorth said that Dosemagen believes the department's projected costs won't be as much as Scharfenorth estimates.

"The priorities are put elsewhere," said Scharfenorth, "like hiring an additional personnel man is more important than fleet maintenance."

Scharfenorth said he is concerned because "almost 50 percent of the fleet is at or beyond its economic life."

He said if finance concurs with Dosemagen's recommendation and

the machinery fund isn't increased, he will have to wait until the account is depleted and discuss with Dosemagen then if funds can be found elsewhere.

Having machinery inoperable could affect the department's revenues from other sources. "If we can't buy the parts to get trucks on the road, we can't earn the revenues," said Scharfenorth.

Recently the state revised the state formula for determining the rates the department can charge the state and other municipalities for use of their road equipment. The new formula more accurately reflects the county's higher-than-average labor costs.

In past years, when a statewide average for labor costs was used, about \$140,000 a year was needed from county tax dollars to supplement the account.

Hy. 50 information meets scheduled

Informational meetings on alternatives for improving State Highway 50 between I-94 and Lake Geneva have been scheduled for later this month, according to Jack E. Leisch and Associates, Evanston, Ill., the firm designing the massive project.

Residents in the western sector of the corridor may view proposed alignments at a meeting at 7 p.m. Tuesday, June 28, at Wheatland Center School on County Highway O, south of Highway 50.

A similar informational meeting will take place at Central High School in Paddock Lake at 7 p.m. Wednesday, June 29.

Lan R. Richart, vice president of Planning Resources, reported that plans have reached their

first major milestone.

Alternatives for the project will be presented at each of the meetings, and public comments received will help further refine the location and design features.

Two or three of the most promising options will be carried through a detailed analysis to determine positive and negative effects on the surrounding area. These findings will be documented in an environmental impact statement scheduled for completion in early 1984.

Persons wishing to express their views may also write to Route 50 Information, Jack E. Leisch and Associates, 1603 Orrington, Suite 1290, Evanston, Ill., 60201, or call toll free 1-800-621-9142.

Plans for Highway 50 improvement will be shown

By JOE VAN ZANDT
Staff Writer

If you are hoping for a quick solution to the problem of renovating Highway 50, don't hold your breath.

According to Jack Leisch & Associates of Evanston, Ill., an engineering firm hired in February by the state to develop a Highway 50 improvement plan, the draft environmental impact statement (EIS) required by state and federal law won't be available for review by

the public until early 1984.

At that time, a series of formal public hearings will be scheduled at various locations along the Highway 50 corridor to accept oral testimony and written comments. A final EIS will then be prepared, describing the recommended improvements and answering questions and comments raised during the hearings.

The next step would be to secure the right-of-way and that could prove sticky. Should residents along the proposed corridor fight the re-

location, the state would have to go to court to condemn needed property.

Finally, necessary state and federal funding for the improvements would have to be secured and bids sought. The most optimistic estimate for start of construction is early 1985 and few expect a renovated Highway 50 to be completed before 1988 or 1989.

A major problem facing engineers is deciding exactly where the new route should be located. The state's

standard for a rural, four-lane divided highway calls for a 50-foot median with 24 feet of roadway on each side and a 10-foot shoulder on each side.

Given these dimensions, 118 feet would be required just for the highway. The state standard calls for a 200-foot right-of-way overall.

Unless that standard could be circumvented, a new Highway 50 would have to be rerouted around such communities as Paddock Lake, New Munster and Slades Corners,

since buildings come to within a few feet of the shoulder of the present two-lane highway.

Meanwhile, Leisch said that construction of the new Highway 50 bridge over the Fox River is being delayed until archaeological investigations are completed.

Although no impact on the bridge is currently anticipated, Leisch promised the "compatibility of the bridge with the alternative alignments will be considered in time to make adjustments if they are clear-

Highway 50 work in budget bill

Something for almost everyone

By MATT POMMER
News Madison Bureau

MADISON — Everyone, except for the taxpayers, gets something from the transportation package inserted in the state budget bill by the Legislature's Joint Finance Committee.

That package calls for 12 major highway building projects including Highway 50 in Kenosha County, Highway 23 in Sheboygan County, and Highway 16 in LaCrosse County.

Urban bus riders get help because the state would pay 35 percent of the cost of operating costs for mass transit, up from 30 percent.

Rural governments get generous increases in aid payments, based on the miles of road which they service.

Residents in southeastern Wisconsin will escape paying a fee to have their vehicles checked for emission control. That has been a

hot topic in the southeastern part of the state.

Gov. Tony Earl and Transportation Secretary Lowell Jackson won the introduction of a gasoline tax tied to inflationary costs of road repair.

The victory was particularly sweet for Jackson, a Republican, who had seen the idea get only lip service from former Gov. Lee Dreyfus, a Republican.

Someone, of course, has to pay for all of these wonderful things, and this burden will fall on the motoring public.

State gasoline taxes will increase 2 cents to 15 cents per gallon on Aug. 1, under this package. It would increase another penny on July 1, 1984. The first inflation index increase would occur on June 1, 1985.

These taxes and a \$130 million bonding program will provide lots of jobs and profits for the road building industry. The lob-

byists were smiling when the Joint Finance Committee completed its mark up of the budget bill.

State Senator James Harsdorf, R-Belleville, could not believe what he was seeing. Harsdorf, the minority leader in the Senate, remembered that Dreyfus had been assailed as a "concrete junkie" when he proposed a massive road building program.

Republican criticism, Harsdorf conceded, has been muted because many GOP legislators support all or bits of the transportation package.

Jackson, as secretary of transportation, played a role in limiting criticism of the plan. And the final package was a compromise.

State Senator John Norquist, D-Milwaukee, had been Earl's chief critic on the road building. But he accepted the gas tax indexing and scaled down road building plan after he won an

increase in bus subsidies.

Rural legislators were being very quiet about the plan, which richly rewards their districts with road aids.

Jackson was to quip to reporters that both urban and rural interests were being "pigs" in the aid they received from the budget bill.

The transportation package provided the only real euphoria in the budget bill. Other sections of the bill — those funded by general revenue taxes — were being accepted reluctantly by legislators, and then only because of the lack of money.

Legislators seemed to think there was less public opposition to higher gas taxes than others collected by the state. They noted there was little grumbling when the federal government increased its tax by a full 5 cents on April 1.

y department feels in budget proposal

5-5-83

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first major milestone. Alternatives for the project will be presented at each of the meetings, and public comments received will help further refine the location and design features.

Two or three of the most promising options will be carried through a detailed analysis to determine positive and negative effects on the surrounding area. These findings will be documented in an environmental impact statement scheduled for completion in early 1984.

Persons wishing to express their views may also write to Route 50 Information, Jack E. Leisch and Associates, 1603 Orrington, Suite 1290, Evanston, Ill., 60201, or call toll-free 1-800-621-9142.

or Highway 50 improvement will be slow going

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the public until early 1984.

At that time, a series of formal public hearings will be scheduled at various locations along the Highway 50 corridor to accept oral testimony and written comments. A final EIS will then be prepared, describing the recommended improvements and answering questions and comments raised during the hearings.

The next step would be to secure the right-of-way and that could prove sticky. Should residents along the proposed corridor fight the re-

location, the state would have to go to court to condemn needed property.

Finally, necessary state and federal funding for the improvements would have to be secured and bids sought. The most optimistic estimate for start of construction is early 1985 and few expect a renovated Highway 50 to be completed before 1988 or 1989.

A major problem facing engineers is deciding exactly where the new route should be located. The state's

standard for a rural, four-lane divided highway calls for a 50-foot median with 24 feet of roadway on each side and a 10-foot shoulder on each side.

Given these dimensions, 118 feet would be required just for the highway. The state standard calls for a 200-foot right-of-way overall.

Unless that standard could be circumvented, a new Highway 50 would have to be rerouted around such communities as Paddock Lake, New Munster and Slades Corners,

since buildings come to within a few feet of the shoulder of the present two-lane highway.

Meanwhile, Leisch said that construction of the new Highway 50 bridge over the Fox River is being delayed until archaeological investigations are completed.

Although no impact on the bridge is currently anticipated, Leisch promised the "compatibility of the bridge with the alternative alignments will be considered in time to make adjustments if they are clear-

ly in the public interest." Presumably, this means the location of the new bridge could be changed if deemed necessary.

The most likely alternative for a new Highway 50 would be the present County Highway K, which ends at the east bank of the Fox River. The engineering firm has indicated in recent public meetings that if K were to become the new route for Highway 50, old Highway 50 would be redesignated as County Highway K.

50 work in budget bill

ething for almost everyone

5-22-83

hot topic in the southeastern part of the state.

Gov. Tony Earl and Transportation Secretary Lowell Jackson won the introduction of a gasoline tax tied to inflationary costs of road repair.

The victory was particularly sweet for Jackson, a Republican, who had seen the idea get only lip service from former Gov. Lee Dreyfus, a Republican.

Someone, of course, has to pay for all of these wonderful things, and this burden will fall on the motoring public.

State gasoline taxes will increase 2 cents to 15 cents per gallon on Aug. 1, under this package. It would increase another penny on July 1, 1984. The first inflation index increase would occur on June 1, 1985.

These taxes and a \$130 million bonding program will provide lots of jobs and profits for the road building industry. The lob-

byists were smiling when the Joint Finance Committee completed its mark up of the budget bill.

State Senator James Harsdorf, R-Beldenville, could not believe what he was seeing. Harsdorf, the minority leader in the Senate, remembered that Dreyfus had been assailed as a "concrete junkie" when he proposed a massive road building program.

Republican criticism, Harsdorf conceded, has been muted because many GOP legislators support all or bits of the transportation package.

Jackson, as secretary of transportation, played a role in limiting criticism of the plan. And the final package was a compromise.

State Senator John Norquist, D-Milwaukee, had been Earl's chief critic on the road building. But he accepted the gas tax indexing and scaled down road building plan after he won an

increase in bus subsidies.

Rural legislators were being very quiet about the plan, which richly rewards their districts with road aids.

Jackson was to quip to reporters that both urban and rural interests were being "pigs" in the aid they received from the budget bill.

The transportation package provided the only real euphoria in the budget bill. Other sections of the bill — those funded by general revenue taxes — were being accepted reluctantly by legislators, and then only because of the lack of money.

Legislators seemed to think there was less public opposition to higher gas taxes than others collected by the state. They noted there was little grumbling when the federal government increased its tax by a full 5 cents on April 1.

PHL

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Paris hears push for house numbering system

By ARLENE JENSEN
Staff Writer

PARIS — An emergency medical technician has urged the Paris Town Board to adopt a house numbering system.

David Wenzel said many Paris residents still rely on route and box numbers.

"That's fine for mail delivery, but it doesn't work for fire or rescue calls," Wenzel told the board Monday.

Wenzel said a uniform county numbering system was adopted several years ago by the Kenosha County Board but not implemented in some areas.

"You can make all the ordinances

in the world but it won't help unless you can educate people to the need for numbers," said Town Chairman August Zirbel.

Town attorney Cecil Rothrock said there would be a problem of enforcement of a house numbering system.

"How do you make people want to save their lives and property?" he asked.

Wenzel recalled a situation when a resident attempted to call for help for a heart attack victim but gave the wrong highway number.

"They called in at 2 a.m. and gave us a location west of 45, but it should have been west of 75," he said.

"None of these problems would occur if everybody had their own house number."

All numbers would have to be posted by the road, he said, since many homes are set back some from the highway. Some driveways serve several homes.

No action was taken by the board, but Zirbel said, "It's a matter of getting the numbers out to everybody."

The town could choose to send letters to all residents, he said.

Zirbel said a meeting of area residents will be held this week to discuss the possibility of a medical center in Union Grove.

Representatives of St. Luke's Hospital, Racine, and the Racine

Medical Clinic have scheduled a meeting for Thursday, 4 p.m. at the State Bank of Union Grove, 1201 Main.

Zirbel reminded residents of two sessions next week to discuss the state's plans for Highway 50.

Public information meetings are set for Tuesday, June 28, at 7 p.m. at Wheatland Center School, New Munster, and Wednesday, June 29, at 7 p.m. at Central High School, Paddock Lake.

Zirbel said the town has taken no official position on Highway 50.

"But personally, I think they should leave cotton-picking Highway 50 right where it is."

Board members also voted to grant a Class A beer license to the Country Mart, which was recently damaged by fire. The license will not be issued until the building is repaired.

The Werrs seek rezoning of a two acre parcel from agricultural to residential, but a decision was delayed pending investigation by Rothrock and building inspector Frank Christensen Jr.

Tavern licenses were approved for Star Bar and Grill, Tin Cup, Mars Cheese, Paris Pub and Lord John's Red Oaks.

Beer licenses were approved for Packer Enterprises for the Union Grove Drag Strip, Easterday Motel, Sportsman Rod and Gun Club and Gene's Standard.

Zirbel said the price has gone from \$5,000 to \$10,000 per year, plus \$300 for each fire call.

Favor Highway 50 route through Paddock Lake

By ARLENE JENSEN
Staff Writer

PADDOCK LAKE — Businesses in Paddock Lake will suffer if state officials decide to bypass the village and route a new State Highway 50 farther north, area merchants said Wednesday.

Representatives of local busi-

nesses joined about 200 persons at Central High School to hear alternatives being considered for the reconstruction project.

Joseph Riesemann, who runs a

Paddock Lake laundry, said busi-

ness people support the concept of

five lanes through the village, two

lanes in each direction, with a left

turn lane in the center.

At the meeting designed to pro-

vide public comment to the engi-

neering firm of Jack E. Leisch and

Associates, Riesemann said the

entire Paddock Lake Area Business Association has gone on record in support of keeping Highway 50 in its present alignment.

Jeff Wheeler, a representative of Hartnell Chevrolet located on State Highway 83, near Highway 50, echoed Riesemann's comments.

"Relocating Highway 50 to the

north would have a detrimental ef-

fect," said Wheeler. "We rely on

accessibility and visibility."

Unlike business representatives,

Dr. A.J. Smith, whose practice is

east of Paddock Lake, said he does

not look forward to the reconstruc-

tion project. Widening the road will swallow up a farm that has been in the Smith family since 1886, said Smith.

His son, Dr. B.J. Smith wondered about the cost of relocating a practice.

"I've heard they will buy property at assessed value," he said, "but will that cover the cost of replacement?"

Peter Pionnier, a Leisch engineer, said the Wednesday session and one held a day earlier in Wheatland, "achieved what we were looking for. People told us what is wrong with our alternatives."

"One of the things we learned,"

was pointed out by the owner of a particular farmstead.

Pionnier said slight shifts in alignment are often made to reduce the impact of a new highway on property owners along the route.

Persons who wish to comment for the record may still do so by writing

the Leisch firm at 1603 Orrington,

Suite 1280, Evanston, Ill., 60201, or

by calling a toll-free number

1-800-621-9142.

Landfill entrance to be on Hy. K

An oral agreement has been reached between the county and Waste Management of Wisconsin to put the entrance to the company's 80-acre landfill on County Highway K in the Town of Paris.

The plan will require Waste Management to make an initial donation toward resurfacing K from U.S. Highway 45 to the entrance location and to provide for future resurfacing

of that portion of road should it be necessary.

The provisions are included in the agreement, County Highway Commissioner Eugene Scharfenorth said, because of concern that Highway K is not structurally sound enough to accommodate the waste company's trucks.

Waste Management will haul non-hazardous wastes from Kenosha, Racine and Walworth counties to the landfill.

Scharfenorth had preferred an entrance off Highway 45, which is wider and structurally stronger.

Scharfenorth said he talked to Waste Management officials by tele-

phone about the agreement. They did not attend the Highway Committee's Wednesday meeting.

Photographs illustrate Highway 50 route options

6-23-83

By JAMES ROHDE
Staff Writer

NEW MUNSTER — Aerial photographs of the Highway 50 corridor from I-94 on the east to U.S. 12 were displayed for area officials Wednesday in a prelude to next week's public informational meetings.

The photo presentation included a preliminary concept of the route as well as a number of alternative routes bypassing populated areas including New Munster and Slades Corners in the Town of Wheatland.

They will be unveiled at Wheatland Center School on Tuesday and Central High School on Wednesday. Both meetings begin at 7 p.m.

Peter Pointner and Theodore Reynen, project engineers for the engineering firm of Jack E. Leisch

and Associates, the firm retained by the Wisconsin Department of Transportation to prepare a study of the project, said the alternative routes were prepared after considering comments from residents, officials and agencies and reviewing data from regional planning and in-the-field investigations.

Pointner said the proposed improvement will require a 200-foot right-of-way, except through the village of Paddock Lake where it narrows to 86 feet, in order to provide two 24-foot roadways, one in each direction. They would be divided by a 50-foot median and a 45-foot buffer zone north and south of the roadway for safety and drainage.

"No decisions have been made yet," Pointner said in an effort to alleviate fears of property owners

on any of the alternate routes.

"A representative of DOT will be at both meetings next week to explain what the process would be if properties have to be acquired for the roadway," he said.

According to the photographs, the proposed route basically follows existing Highway 50 from I-94 west to U.S. 45 except for two alternates which begin approximately 1½ miles west of I-94 and proceed north to County Highway K.

The primary route shows two alternatives for bypassing the intersection of Highway 50 and U.S. 45, one immediately north and the other immediately south of Highway 50.

The primary route continues west on existing Highway 50 until it narrows through Paddock Lake where

two alternatives are proposed to gain road width on both sides.

West of Paddock Lake, the primary route follows existing Highway 50 to a point just east of the Fox River where three alternatives are suggested, two north and one south of 50.

Near Highway 83, the primary route veers north to K, bypassing New Munster on three proposed alternates.

West of New Munster, the primary route veers south to link up with 50. It continues west to a point just west of County Highway O where one alternate runs south of 50 and three routes are proposed north of the present highway, all bypassing Slades Corners.

Pointner said the team, which will consist of four to six people, will seek permission from property

owners before entering private property.

She urged anyone with Indian artifacts or other archaeological objects found in the corridor area, to contact her or a representative of Jack E. Leisch and Associates so the area can be pinpointed.

"If we do find something important, it doesn't necessarily mean the land will be excluded from the project," Goldstein said, "but we will take every precaution to ensure the archaeological materials are not destroyed during construction."

Pointner said after next week's meetings, the most feasible and publicly acceptable alternatives will be refined and subjected to detailed analysis in order to evaluate the environmental impacts associated with the project.

Goldstein said the team, which will consist of four to six people, will seek permission from property

6-29-83

Hwy. 50 land acquisition plagues residents

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County buys site at Hys. 50 & 45

5-16-84

By ARLENE JENSEN
Staff Writer

Kenosha County has taken the first step toward relocating some of its services and offices west of I-94.

The county has purchased a 34-acre site at the northeast corner of Highways 50 and 45 in Bristol, about five miles west of I-94.

The purchase of the 1,135-by-1,050-foot tract from Bryant and William Benson for \$105,000 was announced at a press conference May 7.

"While there are no immediate or ready plans for development of the property," County Executive Gilbert Dosemagen said, "the increasing demand for office space for services of the county, as well as the long range planning for a consolidation of highway garage facilities, will guide our planning."

The County Board approved the purchase in a closed session, May 1. A down payment of \$5,000 has been made with the balance to be paid upon closing after soil testing is completed sometime in June. A total of \$150,000 was transferred from the general fund to allow for the purchase soil testing, preliminary

site development and architectural planning and conceptual designs for a facility and its expansion on the site.

"I've never seen the county government work as fast as we did on this project," said County Board Chairman Angelo Capriotti.

The site is near the geographical center of the county and on two major highways.

"We've been looking for land for the past year," Dosemagen said, "and this site is perfect. It will need a minimum amount of improvement. It was already on the market so we had a willing seller-willing buyer arrangement."

Utilities for the site are available, said George Melcher, director of Planning and Zoning. A new water line is being installed by the Bristol water utility and it runs along the east side of U.S. Highway 45. Sewer is available in the nearby village of Bristol.

"We're looking for ways to provide services to the rural part of Kenosha County," Melcher said. "This is a more efficient way, a logical step. It doesn't make sense for everybody in the western end of

the county to travel downtown every time they need county services. It's not fair that some people have to drive 20 miles to get to county offices."

Although officials stressed that currently there are no specific plans, planning will get under way soon.

"One of the first steps toward designing a new facility will be to inventory the needs of each county department to estimate future space requirements," said Larry Brumback, zoning administrator.

Dosemagen said he envisions a building complex that will house services essential to the rural end of the county.

To start, that probably will mean the county highway department. Two aging highway garages, one on the west side of Kenosha, the other in Silver Lake, would be replaced with one centrally located garage.

Earl Hollister, highway committee chairman, called the Highways 50-45 intersection "ideal." This is a much better plan than having a garage at each end of the county,

and it will give us much better access to I-94."

It is expected that the county's Planning and Zoning office will be moved to the rural office facility.

"We can do a better job of serving the people on the west end," Brumback said.

"Our staff will be out there. We'll be taking the services to the people."

Other offices which might be moved include the University Extension Service, with its four departments, agri-business, horticulture, 4-H, and home economists; Land Conservation; Health and Emergency Government. Some agencies, such as Social Services and the office of the county assessor could have rural offices as well as those in the downtown area.

"We currently rent space further west in the county for Social Services and in Union Grove for Land Conservation, in cooperation with Racine County and the Federal Soil Service," Dosemagen said.

Also being considered for the new site is a Sheriff's Department supervisors' substation.

A large meeting room would be included in a new county building. In addition to being available to county

groups and organizations, it is envisioned that at least some County Board meetings would be conducted there.

"A major meeting room facility that is sorely needed there," Brumback said.

The land already has been leased to an area farmer for the growing season. Other than soil testing to determine suitability for building, there are no plans for development in the immediate future.

Interestingly, the same land was offered to the county just 70 years ago — as a site for a courthouse. The offer was turned down, and the present building, up on 56th Street and Sheridan Rd., William Bacon, a descendant of one of the County Board members who pioneered in that area of the county raising wheat and sheep.

Don't hold your breath

If all the publicity about re-routing and rebuilding Highway 50 through Kenosha County has created the impression with you that the project will be done in your lifetime — don't hold your breath.

Work is now scheduled to begin in June on a replacement two-lane bridge over the Fox River as the first step in a \$24.4 million project to reconstruct 13 miles of Highway 50, the main east-west route through western Kenosha County.

Reconstruction of Highway 50 in the Paddock Lake area is scheduled for 1986. The New

Munster to Slades Corner portion is not even on the project list — which means it is 15 to 20 years away.

Highway 50 is a dangerous highway — our state legislators avoid it when traveling to Madison, as does every other thinking person — and in the summer when tourists flood the western section of Kenosha County it is especially dangerous.

Reports indicate that as far back as 1968 people in Kenosha County have been trying to get the road improved. Cheer up, in another 20 years we may be beginning the final portion of it



A project to eventually widen 23 miles of Highway 50 in Kenosha and Walworth Counties begins this summer.

Plan calls for fewer state roads

'Gift' would be costly to county

By ARLENE JENSEN
Staff Writer

The state is proposing what is called a "jurisdictional transfer," but that doesn't fool anybody, especially the County Highway Committee.

In an informational report, Highway Commissioner Eugene Scharfenorth told the committee Wednesday that the state would like to "give" some more roads to the county, downgrading highways such as 174 and 158 from state to county roads.

He said there is a statewide move to transfer numerous roads to other jurisdictions and with them the cost of upkeep. He said the plan is just in the proposal stage.

The report Kenosha County already expects to spend \$19,800 per mile on maintenance of its county highway system this year, a system that totals 266 miles.

Transportation aids from state and federal sources totals only \$4,600 a mile, or about 27 percent of the total bill, leaving the county to pay the rest.

The proposal for jurisdictional transfers follows a Department of Transportation report that recommends the 10,600 miles under state

jurisdiction be reduced by 1,400 miles.

Wisconsin counties would gain 870 miles of county highways and towns would gain 530 miles of road statewide.

Scharfenorth said he doesn't believe the state can force counties to take roads they don't want. Counties, however, are empowered to force towns to accept additional roads.

"We're not looking to give our towns more miles," said Scharfenorth, "and they are not looking to get them."

Scharfenorth noted that five of Kenosha County's eight towns do not have their own highway departments, but must contract with the county for repair and maintenance.

"If the state tries to give us

Highway 158 there will be a battle," said committee member Richard Lindgren.

"Don't get any gray hairs over it," said committee Chairman Earl Hollister, "it's not going to happen overnight."

In other items on the agenda, the committee signed a contract with DOT to widen and resurface a segment of County Highway K, one-and-one-half miles between highways 75 and EW.

Scharfenorth said the 22-foot pavement will be expanded to 24 feet with 3-foot shoulders.

The project, to be done by the county, will cost \$172,612, with 75 percent coming from federal funds and the remainder from local sources.

Another project, planned for next

summer, is reconstruction of two curves on Highway 174, near County Highway T. The construction is to be done by the state DOT.

Beginning July 10, Highway 174 will be closed and traffic will be routed to 39th Avenue and 80th Street.

In his report to the committee, Scharfenorth said state Secretary of Transportation Lowell Jackson has agreed to review plans for a portion of Highway 50 following the request from a group of Wheatland farmers, led by County Board Supervisor Stanley Kirkman.

As planned by the state, the reconstruction project would cut through six farms between New Munster and Slades Corners, he said, forcing farmers to cross the highway numerous times every day.

"The state says they want this to be a controlled access highway, yet you could have farm equipment crossing 20 times a day during harvest season," he told the committee.

The new plan, submitted to Jackson, would avoid splitting farms. The route would veer north of New Munster, following section lines over to County Highway P.

State to begin construction on Highway 50

Highway, from State Page

segments of Highway 50 will double by the year 2006.

The roadway that makes up the existing Highway 50 was built in the early 1920s. It was resurfaced and widened to its current width in 1971.

The widened Highway 50 would follow the existing Highway 50-8 — Highway 50 and Highway 83 run concurrently in some areas — to Highway 83 North just east of New Munster. It then would continue west, skirting the north sides of New Munster and Slades Corners before rejoining the existing Highway 12, and continuing on to Highway 12.

A rare marsh

An alternative route rejected by transportation planners came to close to a sanitary sludge lagoon in the Town of Lyons in Walworth County.

The sludge lagoon, owned and operated by Pat's Sanitary Service, is about half a mile north of Highway 50. The alternative route would have brought the new highway within smelling distance of the lagoon.

A bigger obstacle was a rare alkaline marsh. Most marshes are acidic and this marsh, in the Spring Valley Creek wetlands, is one of only two alkaline marshes in the state, the planners said. They said only about 150 such marshes had been found across the country.

The contract to replace the bridge over the Fox River will be let in May. Work will begin in June. Planners hope the bridge will be completed rebuilt by fall.

Work on Hwy. 50 to begin

By Raymond E. Johnson
of The Journal Staff

Kenosha, Wis. — Increased traffic, created in part by more summer homes and the greater use of recreational areas in southern Kenosha County, has resulted in a project to widen 23 miles of narrow, two-lane Highway 50.

Work on the Highway 50 project, from Interstate 94 in Kenosha County west to Highway 12 at Lake Geneva in Walworth County, is scheduled to begin this summer with a new bridge over the Fox River.

Highway 50 lies about five miles north of the Wisconsin-Illinois border. It extends 41 miles from Delavan on the west to Kenosha on the east. It passes through the communities of Slades Corners, New Munster and Paddock Lake.

The highway has numerous curves and restricted lines of sight. More than half of the stretch between Highway 12 and I-94 is a no-passing zone and stopping sight distance over a quarter of that stretch is inadequate, according to a draft of an environmental impact statement prepared for the project.

Those conditions combine to make Highway 50 one of the most dangerous roads in the state, according to Bud Acheson, chief design engineer for the Transportation Department's 2nd District.

The project would rebuild the two-lane highway into four lanes divided by a median. Construction on a 13-mile

stretch from I-94 to Highway 83 east of New Munster is scheduled for completion in 1989. The remaining 10 miles of the project is to be started later and may be completed in 15 to 20 years.

The cost of work on the 13-mile stretch is estimated at \$24.4 million.

Although nothing has been formally proposed for the stretch west of Highway 83, Transportation Department planners in southeastern Wisconsin have informally recommended a route that would pass just north of Slades Corners and New Munster.

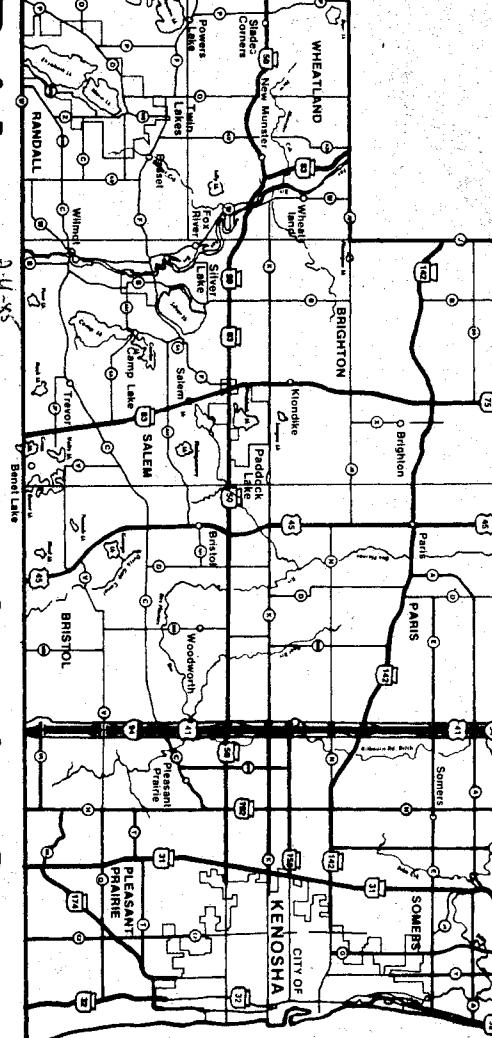
Lowell Jackson, state transportation secretary, is expected to make an informal announcement approving plans for the project in about two weeks, Acheson said.

Formal approval is expected in a couple of months, once plans and other documentation for the project are completed, Acheson said.

The numerous lakes in southern Kenosha County and to a lesser extent, Walworth County, attract tourists and other pleasure seekers during the summer. Travel to and from lakeside homes adds to the traffic load already made heavy because of land development, businesses and population growth in the area.

The State Transportation Department and the Southeastern Wisconsin Regional Planning Commission predict that the average daily volume, which does not include increased holiday and summer weekend traffic, on some

Turn to Highway, Page 8



Bridge construction in June

By BARBARA HENKEL

Staff Writer

Construction of a replacement two-lane bridge on Highway 50 over the Fox River will begin in June, the first step in a \$24.4 million project to reconstruct 13 miles of the east-west route through western Kenosha County.

The bridge construction is the first stage of a plan local officials had been hoping for since 1968.

Bud Acheson, chief design engineer for the state Department of Transportation's 2nd District, said the 13 miles of construction is being phased in over four to five years.

"We can't do it all at once," he said.

The two-lane bridge will be built north of the existing bridge

and eventually will serve only westbound traffic.

Once the new bridge is completed, the existing bridge will be closed, removed and replaced with another that will handle eastbound traffic, Acheson said.

Being able to keep a bridge open to traffic while erecting another alongside of it "is a luxury we don't often have," he said.

The new bridge will be built over footings of the original Fox River bridge, constructed some 100 years ago, Acheson said.

"Apparently when they built the present bridge, they built it south of the old one. So now we're just going back to where it was," he said.

The bridge replacement, with acquisition and development of roadway approaching each end

and it is estimated at \$1.1 million. State and federal money will fund the improvements.

When the approaches can be acquired and completed will determine when the new bridge is opened to traffic, said Acheson.

Reconstruction of Highway 50 in the Paddock Lake area is the next segment scheduled for 1986.

Beyond that, plans are still being

scheduled, Acheson said.

As to the section of highway in the New Munster and Slades Corners area that has caused some local public comment, Acheson said construction is

sticking by its original recom-

mendation, for a route several hundred feet north of the area.

On Jan. 18, several local of-

ficials and 16 residents saw DOT

Secretary Lowell Jackson in Madison. They argued for a

route about a half-mile north of the area because DOT's staff recommendation would route the highway through five family farms.

Acheson said construction for the area from Highway 83 to Lake Geneva is not now included on the Major Project program,

which means nothing will be done for 15 to 20 years.

"The alignment we select will be there 100 years," he said, "but farming operations change every year. The present farmers will change, will sell land, rent to others. It may be all different in 15 to 20 years."

Acheson said he expected Jackson to "have an informal announcement within the next two weeks regarding that portion of the highway."

Bids to be let May 21

By JIM PUGH

Staff Writer

MADISON — The Department of Transportation will re-examine a Highway 50 reconstruction plan that would sever five family farms in western Kenosha County.

DOT Secretary Lowell Jackson told Kenosha legislators, County Board members and 16 residents at a Friday meeting that the department would send its plan and their plan back to its Illinois consulting firm for further study.

"You made a good case in representation," Jackson told Highway and Parks Committee Chairman Earl Hollister and Supervisor Stanley Kerkman, 20th District, who represented the affected area.

Hollister and Kerkman spoke against the state's plan which would split five farms near the Walworth County border. They offered a new plan which would split only two farms, neither locally owned.

"We will give this another look and weigh it all out again," Jackson said.

Highway 50 route to be studied again

By JIM PUGH

Staff Writer

Highway 50 between Interstate High- way 94 and Highway 12 will begin this summer with Fox River bridge replacement. The 23-mile stretch will be a four-lane highway with a median strip. Completion of the 13 miles between the interstate and Highway 83 east of New Munster is scheduled in 1989. The other 10 miles will be widened in the next 18 to 20 years.

Bids will be let May 21 for the first phase of building a new highway 50 bridge over the Fox River. Construction will begin by mid-June.

That information was included in a six-year plan for updating roads, presented to the County's Highway and Parks Committee Wednesday by Wisconsin Department of Transportation officials.

The state will begin buying right-of-way along Highway 50 between I-94 and the Deep Plains River this year at an estimated cost of \$750,000. The land is part of the \$24.4 million project to reconstruct 13 miles of Highway 50.

Construction is not expected to begin until 1987.

Also this year, DOT will begin buying land in Paddock Lake for the Highway 50 project at a cost of \$500,000.

The projects will be funded by

state and federal dollars. All funding for 1985, scheduled projects has been secured, Lynn Ehlebeck, DOT district program supervisor, said.

The three curves on Highway 174 between 28th and 2nd avenues are scheduled to be

DOT decides on preferred Highway 50 route

(WR,SP) — Work has started on a final Environmental Impact Statement for a four-lane, controlled access Wisconsin Highway 50 from Lake Geneva to I-94 in Kenosha County based on the preferred alternative route announced last week by the State Department of Transportation.

The preferred route closely follows the existing 23-mile Highway 50 corridor except for a 4.7-mile section between New Munster and just west of Slades Corners.

Based on public hearings, information from other governmental agencies and DOT's draft environmental impact study, Secretary Lowell B. Jackson has recommended that the preferred route should follow Alternative 1N in the western segment, Alternative 3 in the central segment and Alternative 6 in the eastern segment.

The final Environmental Impact Statement is expected to be completed by early summer. Both the draft and final EIS are full disclosure statements required by the National Environmental Policy Act and the Federal Highway Administration.

Local officials began working for an improved highway in the late 1960s

because of increasing safety and capacity problems. DOT traffic projections indicate those problems will continue to grow substantially unless roadway improvements are made.

Current plans call for construction of the eastern portion from New Munster to I-94 (point C to D on the map) to begin in 1986 and be completed by 1989.

The western segment from Lake Geneva to New Munster (A to C) will not be built for some time. Current traffic projections indicate that traffic volume will not justify construction of a four-lane highway in the western portion for at least 15 years.

The existing two-lane Highway 50 was built in the early 1920s and has design problems that contribute to the higher-than-average accident rate. Problems include: narrow and sometimes deep ditches; trees, posts and other physical obstructions dangerously close to the edge of the road; and numerous hills and curves that limit sight distance.

More than half of the current road is marked "no passing," and the many driveways and local roads combine with the sight distance problem to pose special hazards for slow moving vehicles and school buses.

The accident rate in the east section (from C to D on the map) is 290 accidents per million miles traveled and 411 in the west section (from A to C) compared with a statewide average of 244 accidents per million vehicle miles for other two-lane highways.

Travel forecasts for the corridor by the DOT and the Southeastern Wisconsin Regional Planning Commission indicate the average daily traffic volume will more than double on most sections of the highway by 2006.

Highway planners are aware of significant impacts on residences and businesses, farm lands and operations, wetlands and other sensitive natural resources, and an historic building, and are working to lessen the effects.

In cooperation with various regulatory agencies, the DOT is developing a mitigation plan to minimize effects upon wetlands. Agencies include: U.S. Fish and Wildlife Service, Environmental Protection Agency, Corps of Engineers, Department of Natural Resources and the Southeastern Wisconsin Regional Planning Commission.

In particular, plans are being made, in addition to customary erosion, noise and traffic control measures, to pre-

serve, enhance and expand the Palmer Creek-Fox River wetlands just east of New Munster.

A memorandum of agreement is also being negotiated with the Wisconsin State Historical Society, the Department of the Interior and the Federal Highway Administration to preserve the history associated with the Cinko/Kirchner house in the Jacksonville settlement east of Paddock Lake and just west of the Des Plaines River. The house will either be moved and preserved or thoroughly documented according to federal procedures, including photographs and architectural drawings, before construction begins.

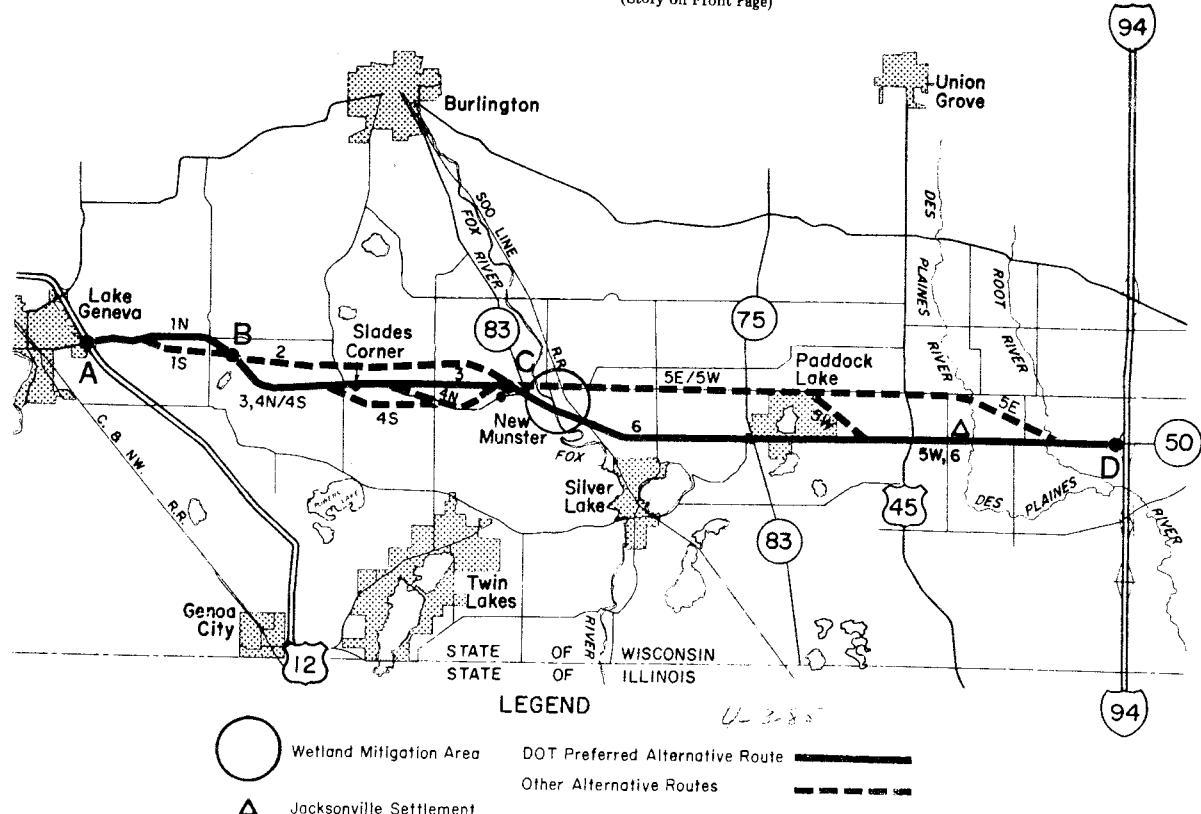
Highway plans will be drawn to minimize the effect on Old Settlers Park at Paddock Lake by designing the narrowest practical roadway and by replacing any land needed for highway construction.

The department also plans to work with the affected property owners in the town of Wheatland to mitigate as much as possible any adverse effects on farm land and land development.

(Map on Page 6)

PROJECT ALTERNATIVES S.T.H. 50

(Story on Front Page)



Bridge isn't too short, the swamp is too wide

By JIM ROHDE
Staff Writer

WHEATLAND — Redesigning the Highway 50 bridge across the Fox River at Highway W is necessary to satisfy environmental concerns, not because the bridge design is too short to span the river, project engineer John Wickler said Thursday.

The delay was announced to the County Board Tuesday by Earl Hollister, chairman of the county Highway and Parks Committee. Hollister said the 27-foot bridge design error was spotted when project bids were opened.

Re-doing the design will mean postponing construction, possibly until fall, and also delaying the Town of Wheatland's plan to reduce the size of a hill at the New Munster ball park.

Wheatland officials had hoped to dispose of 25,000 cubic yards of fill dirt taken from the ball park by using it at the bridge site.

Wickler took issue with the report carried in the News that the original design was for a bridge so short it would have fallen into the water.

He said the first design was perfect, but environmental controls called for the use of less fill and more bridge. He would not comment on why designers were not advised of the change.

"The new bridge was designed to meet the 100-year flood stage as well as to be more economical," Wickler said. "The redesign of the bridge is due to environmental concerns, not because it would not have spanned the river."

He said the new design, which will be 27 feet longer, will cause less disturbance to the wetlands along the river and less fill dirt will be required.

The DOT hopes to let new bids in September so work can begin in the fall, said Wickler. Unlike

the first bidding, which included one bid on the bridge and another for relocating Highway W, the new bids will be sought on the entire project.

"If everything goes according to plan and bids are let in September, the new bridge, which will be approximately 65 feet north of the present structure, could be completed by June of 1986," Wickler said.

Wickler said the existing bridge will remain open to traffic during construction.

Wheatland's plan to cut into the hill at the ball park is part of a long range program to provide additional parking space and a permanent site for the town transfer station.

"We'll just have to wait until they (Department of Transportation) get around to doing the project," Wheatland Town Clerk Sheila Siegler said Thursday.

State says it'll pay top dollar for Highway 50 land needs

By ARLENE JENSEN
Staff Writer

BRISTOL — The Department of Transportation will pay top dollar for land needed to rebuild Highway 50 from the interstate to state Highway 83, a state official told a Bristol audience Monday.

James Machnik, DOT real estate supervisor, said property owners will be offered a price for the right-of-way needed for the new road. In some cases, the state will purchase buildings as well.

"But you don't have to take our first offer," Machnik told the group of about 100 residents. "You can hire your own appraiser at the department's expense."

People whose homes are in the path of the new highway will be given a year to relocate, Machnik said.

"When we start buying right-of-way, the first contacts we'll

make are the ones that include houses." Once the state buys the home, residents will be allowed to stay in the homes for about a year under a use and occupancy agreement that "costs less than you now pay in taxes," he said.

"We don't run around with blank checks," Machnik said, "but we have a job to do and we will treat you fairly."

Les Faford, DOT design supervisor, said the new highway will follow existing alignment as closely as possible. The only portion of the highway now planned for reconstruction is from I-94 to Highway 83.

DOT plans a four-lane divided road, said Faford, with a 50-foot median and 24 feet of pavement on either side. Total right-of-way will be 200 to 250 feet, including shoulders.

The exception is in the Village of Paddock Lake, where the new road will be five lanes and constructed with curb and gutter,

thus requiring less right-of-way. Faford said the final environmental impact statement for the project is being written and will be ready for a public hearing in August. He expects a record of decision by September.

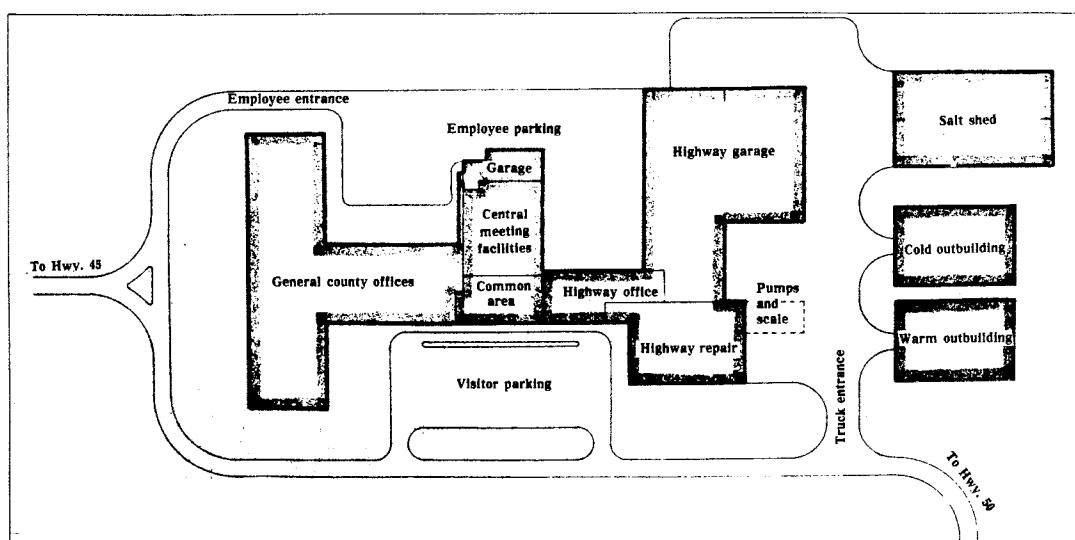
The first stage of the project is that portion in Paddock Lake. Construction will likely begin next summer.

The Paddock Lake to I-94 portion will be next, with construction planned for the summer of 1987. The remaining portion, Paddock Lake to Highway 83, will likely be done in 1988 or 1989, said Faford.

Reconstruction of the remainder of Highway 50 is at least 10 to 15 years away, he said. "The Legislature has not even funded it yet."

But, he said, Highway 50 between Highway 83 and Lake Geneva is scheduled for resurfacing, a project that will also include flattening hills and widening curves.

8/4/1



Preliminary plan for new county facility to be located near highways 45 and 50

Dosemagen unveils building plan

By DAVE BACKMANN
Staff Writer

County Executive Gilbert Dosemagen lifted the curtain Wednesday on preliminary sketches for a new county office building at the intersection of highways 45 and 50.

In a presentation to the County Board's Administration Committee, Dosemagen outlined plans for a 144,500-square-foot facility. He estimated the building would cost \$6 million to 6.5 million.

All Highway Department operations, now split between the garages at 5512 60th St. and Silver Lake, would be combined in the building. Plans call for the offices of land conservation, soil conservation, surveyor and Community & Family Health Services and the Parks Department to move into the building, to be known as the Central County Facility.

The plans Dosemagen discussed evolved from department head meetings over the past six months and did not include input from professional building engineers or architects, which would come later.

"We decided that for once we would ask the people who are

going to work in a building what they wanted before getting the professionals involved," Dosemagen said.

The executive urged creating the position of facilities coordinator, a person trained in engineering who would work with an architect to develop the project. He also asked that a Special Project Committee be created, similar to the Joint Services Board that oversees police and sheriff's operations in the Safety Building.

After being hired to oversee building of the Central County Facility, the facilities coordinator would manage all county-owned equipment and property, Dosemagen said.

The executive's presentation drew immediate criticism from Supervisor Donald Metten, Administration Committee chairman.

Metten said he saw a need for a satellite facility at the intersection, but he said it would be a disservice to move the Highway Department and other offices out of the City of Kenosha, where most of the county's population resides.

Dosemagen said the facility was planned to meet service needs in the next five to 25 years. "I think the 1990 census will show a major shift in the population (westward)," he said.

The Administration Committee voted to have Dosemagen present his plans to a Committee of the Whole meeting.

Also included in plans for the central facility are a minimum, 250-seat auditorium. Other departments, with percentages of total operations, to be located west of I-94 include: the Comprehensive Board, 20 percent; Assessors office, 75 percent; Planning and Zoning office, 95

percent; Social Services Department, 30 percent; Department on Aging, 25 percent; University Extension, 80 percent; Sheriff's Department substation, 5 percent; and court facilities, 5 percent.

Added space would be available for County Board use, meeting rooms and possibly a second Emergency Government office in a basement area.

Dosemagen called for long-term debt financing to fund the project, adding that construction could be completed in phases.

The county bought about 40 acres of land on the northeast corner of the intersection in June 1984 for \$105,000.

KENOSHA COUNTY REQUEST FOR PROPOSALS FOR COST ANALYSIS AND PRELIMINARY DESIGN FOR CONSTRUCTION OF NEW OFFICE, HEARING/MEETING, AND HIGHWAY DEPARTMENT FACILITIES

The services of an architectural/engineering firm are required by Kenosha County for the purpose of creating a report on projected costs and for the preparation of detailed preliminary plans for the construction of new office, hearing/meeting, and highway department facilities.

The firm selected must include:

- A firm registered to do business and have available the services of registered civil engineers.
- Those firms wishing to be considered for the project must submit a proposal containing with resumes and references to George E. Melcher, Director of Planning and Zoning, 912 56th Street, Kenosha Wisconsin 53140, prior to 12:00 noon, July 13, 1984, at 4:00 P.M. C.S.T. Those firms wishing to submit their proposal shall obtain a copy of the Scope of Work for Cost Analysis and Preliminary Design of the Construction of New Office, Hearing/Meeting, and Highway Department Facilities from the Kenosha County Office of Planning and Zoning Administration at the above address.

Proposing firms must include in their resumes the names and qualifications of all partners and engineers available for our project. A list of previous projects completed by the firm must also be included along with the resumes.

Following review of the resumes, the appropriate county officials will select a group of firms to interview. Those firms selected for interview will appear at the interview prepared to discuss their qualifications and project costs for the completion of the preliminary design. The firms must be prepared to present to the interviewing committee a conceptual plan for the facility for the committee's review and consideration.

The interviewing committee will select one firm and recommend that the County Board act on firm's selection. Following board action a contract will be executed, and the firm will then proceed to complete the project.

July 11, 1984

7-11-85

6/7/1

Highway 50 EIS plan announced

10-28-85

Plans to publicly acquire and develop nearly 92 acres of wetlands are included in the final Environmental Impact Statement for construction of the four-lane, controlled-access Highway 50 from I-94 to Lake Geneva.

As much as 55 acres of wetland will be lost during construction despite efforts to minimize wetland losses, according to the final EIS, now available from the state Department of Transportation.

Publication in the final EIS formally commits DOT to the plan to mitigate adverse environmental impacts of the project.

Other impacts of the plan include acquisition of about 500 acres of farmland for the entire 23-mile project, primarily in narrow strips added to the existing right-of-way, according to the Agricultural Impact Statement prepared by the State Department of Agriculture, Trade and Consumer Protection.

Current plans call for construction of the eastern portion between New Munster and I-94 to begin in 1986 and be completed by 1989 at a cost of about \$26 million, said Les Fafard, DOT design supervisor in charge of the project.

One of the first projects will be the Paddock Lake section. The Fox River bridge will also be let to contact in February.

The western segment from Lake Geneva to New Munster will not be built for 10 to 15 years or more.

To improve the highway along its existing alignments will require the acquisition and demolition of several buildings in the Jacksonville area, an 1840 settlement site east of Paddock Lake and just west of the Des Plaines River. One of the buildings, the Cinko/Kirchner house, is eligible for listing on the National Register of Historic Places.

However, an alternative known as the Jacksonville Bypass would have created a new set of significantly adverse impacts including removal of farmland, severance of farm fields, encroachment into a golf course, creation of a new crossing of the Des Plaines River, and destruction of wetlands.

An agreement has been negotiated with the Wisconsin State Historical Society, Department of Interior and Federal Highway Administration to preserve the history associated with the Cinko/Kirchner house. The house will be thoroughly documented, including photographs and architectural drawings, before construction begins.

Highway plans are being

drawn to minimize the effect on Old Settlers Park at Paddock Lake by designing the narrowest practical roadway and by replacing any land needed for highway construction.

The final EIS is a full-disclosure statement required by the National Environmental Policy Act and the Federal Highway Administration. It clears the way for real estate acquisition to begin in the Paddock Lake area later this year, said Fafard.

Cynthia Morehouse, director of the Bureau of Environmental and Data Analysis, said, "The Wisconsin DOT has established a goal of replacing this lost habitat value on an acre-for-acre basis."

Enhancement of existing low quality wetlands and creation of wetlands, including areas now being used as cow pastures, will result in the 92 acres being roughly the equivalent of replacing 60 acres of wetlands in terms of habitat value.

Wetlands will be affected at 29 sites along the preferred route, announced earlier this year, which closely follows the existing 23-mile Highway 50 except for a 4.7-mile section between New Munster and Slades Corners.

Beyond customary construction mitigation techniques and design considerations, most restoration work will be done near the Fox River crossing. Tentative plans include five wildlife ponds, restoring Peterson Creek to its old channel and possibly diverting Palmer Creek through three wildlife ponds to help control flooding and water levels during waterfowl migration periods.

The existing two-lane Highway 50 was built in the early 1920s and has serious design problems that contribute to its higher-than-average accident rate.

Local officials began working for an improved highway in the late 1960s because of increasing safety and capacity problems. DOT projections indicate the problems will increase substantially without roadway improvements.

DOT plans to work with property owners affected to mitigate as much as possible any adverse effects on farmland.

Copies of the final EIS are available for public inspection and copying at the Paddock Lake Village Hall, Lake Geneva Public Library, and Kenosha Public Library, Southwest Branch.

Copies are available from the Department of Transportation, District 2 office, 141 N.W. Barstow St., P.O. Box 649, Waukesha, Wis., 53187.

PSI

DOT announces land acquisition plans for the new Highway 50 construction

10-30-85

(WR,SP) — Concept plans to publicly acquire and develop nearly 92 acres of wetlands are included in the final Environmental Impact Statement (EIS) for a four-lane, controlled-access Highway 50 from Lake Geneva to I-94 in Kenosha County.

Although efforts were made throughout the project planning to minimize wetland losses, as much as 55 acres of wetland will be lost during construction.

Publication in the final EIS — now available from the state Department of Transportation (DOT) — formally commits the DOT to the plan to mitigate adverse environmental impacts of the project.

"The Wisconsin DOT has established a goal of replacing this lost habitat value on an acre-for-acre basis," said Cynthia Morehouse, director of the Bureau of Environmental and Data Analysis.

Enhancement of existing low quality wetlands and creation of wetlands, including areas now being used as pasture for cows, will result in the 92 acres being roughly the equivalent of replacing 60 acres of wetlands in terms of habitat value.

Wetlands will be affected at 29 sites along the preferred route announced earlier this year. The preferred route closely follows the existing 23-mile Highway 50 except for a 4.7-mile section between New Munster and Slades Corners.

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The final EIS is a full-disclosure statement required by the National Environmental Policy Act and the Federal Highway Administration. It clears the way for real estate acquisition to begin in the Paddock Lake area later this year, according to Les Fafard, DOT design supervisor in charge of the project.

The DOT developed the mitigation plan in cooperation with various regulatory agencies, including the Department

of Natural Resources, U.S. Fish and Wildlife Service, Environmental Protection Agency, Corps of Engineers, and the Southeastern Wisconsin Regional Planning Commission.

The existing two-lane Highway 50 was built in the early 1920s and has serious design problems that contribute to its higher-than-average accident rate. Local officials began working for an improved highway in the late 1960s because of increasing safety and capacity problems. DOT traffic projections indicate those problems will grow substantially unless roadway improvements are made.

However, highway planners encountered significant impacts on residences and businesses, farm lands and operations, wetlands and other sensitive natural resources, protected park lands, archeological sites and an historic building — virtually every land value conflict that highway planners encounter.

Current plans call for construction of the eastern portion from New Munster to I-94 to begin in 1986 and be completed by 1989 at a cost of about \$26 million, Fafard said. One of the first projects will be the Paddock Lake section. The Fox River bridge will also be let to contract in February.

The western segment from Lake Geneva to New Munster will not be built for 10-15 years or more. When it is, the EIS points out that special care will be required in the final design and construction of the crossing at Spring Valley Creek near Ivanhoe Lake.

The area around the existing highway at Spring Valley Creek is an uncommon type of wetland known as a calcareous fen (swamp) community inhabited by rare and sensitive plant life. The existing route was chosen primarily to avoid the fen. The EIS calls for staking the exact limits of the fen, creating sideslope retaining walls or spanning the fen to avoid disturbing the area.

The mitigation plan also calls for

improving Highway 50 along its existing alignment which will require the acquisition and demolition of several buildings in the Jacksonville area east of Paddock Lake and just west of the Des Plaines River, an 1840 settlement site. One of these buildings, the Cinko/Kirchner house, is eligible for listing on the National Register of Historic Places.

An alternative, however, known as the Jacksonville Bypass, would have created a new set of significant adverse impacts including removal of farmland, severance of farm fields, encroachment into a golf course, creation of a new crossing of the Des Plaines River, and destruction of wetlands. Therefore, cooperating resource agencies rejected the Jacksonville Bypass alternative.

As a result, an agreement has been negotiated with the Wisconsin State Historical Society, the Department of the Interior and the Federal Highway Administration to preserve the history associated with the Cinko/Kirchner house. The house will be thoroughly documented, including photographs and architectural drawings, before highway construction begins.

Highway plans are also being drawn to minimize the effect on Old Settlers Park at Paddock Lake by designing the narrowest practical roadway and by replacing any land needed for highway construction.

According to the Agricultural Impact Statement prepared by the state Department of Agriculture, Trade and Consumer Protection, about 500 acres of farmland will be acquired for the entire 23-mile project, primarily in narrow strips added to the existing right of way. The DOT plans to work with the affected property owners to mitigate as much as possible any adverse effects on farmland.

Copies of the final Environmental Impact Statement are available from: Department of Transportation, District 2 Office, 141 N.W. Barstow St., P.O. Box 649, Waukesha, WI 53187, or Bureau of

Environmental and Data Analysis, Department of Transportation, 4802 Sheboygan Ave., Room 951, Madison, WI 53702.

Copies are also available for public inspection and copying at: Lake Geneva Public Library, 918 Main St., Lake Geneva, WI 53147, or Federal Highway Administration Division Office, 4602 Vernon Blvd., Madison, WI 53706; Southwest Kenosha Public Library, 7979 38th Ave., Kenosha, WI 53140; or Paddock Lake Village Hall, 24603 75th St., Paddock Lake, WI 53168.

New Fox River bridge delayed for a year

Replacement of the Fox River Bridge on Highway 50 will be delayed another year, county highway committee members learned Wednesday.

Bud Atchison, state Department of Transportation district design engineer, told committeemen the project scheduled for this construction year will be delayed until after the environmental statement is completed on the route for the new Highway 50 — a one-year delay.

County Highway Commissioner Eugene Scharfenorth said the county was hoping the bridge would be replaced this year because its current 28-ton weight limit forces semi-trailers and large dump trucks to use alternate routes on county roads.

The heavy traffic damages county

roads, increasing county maintenance bills, Scharfenorth said.

The state wants to know the route of the new Highway 50 before replacing the bridge.

"I can certainly see the logic of their position and we want to keep the Highway 50 project moving, but we were hoping to get that bridge replaced as soon as possible," Scharfenorth said.

The committee also opened bids for two dump trucks and a pickup.

The low and high bidders for the dump trucks were Badger Ford, Milwaukee, \$65,678 and Otter Sales, Burlington, \$73,492.

Low and high bidders for the pickup were Badger Ford, \$8,135, and Hartnell Chevrolet, Salem, \$8,400.

The Highway Committee Wednesday approved the purchase of road salt for the 1984-85 season from International Salt Co., Clarks Summit, Pa., at \$19.65 a ton. The purchase is for \$12,000 tons for use by the city and county. 3-29-85

The committee also heard Wednesday that the public hearing for work on Highway 50 will be delayed from the anticipated April date to a time in late May or early June.

The Environmental Impact Study has been delayed by the State Historical Society request for more information about a historically significant house just east of Highway D on Highway 50.

1-51

New Highway 50 plan aired

By JOHN KEROWICZ
Staff Writer

Proposed changes for Highway 50 got a new twist Wednesday intended to avoid splitting farm property.

The proposal made at a county Highway Committee meeting in New Munster, was said by the Jack E. Leisch & Associates engineering firm to cost "about the same" as previous proposals.

Stanley Kerkman, county board chairman, who attended the meeting, said "I think it would cost considerably less because farms split diagonally" under other proposals would lose more land and have to be reimbursed.

Kerkman and several other farmers devised the new alternative. Leisch en-

gineering is the consultant for Highway 50 modifications.

A public hearing on the new proposal could be ready by early June, said Earl Hollister, committee chairman.

One proposal being considered for Highway 50 reconstruction would connect a point on 52nd Street between highways KD and 83 with a point near the intersection of highways 50 and KD. Kerkman said this would split some farm lands diagonally, including the Alice Daniels property, which could lose some 18 acres.

The new proposal would move Highway 50 from its present course through New Munster to along the north boundary of the village and west to Highway KD, Kerkman said.

At that intersection, the new Highway 50 would swing diagonally northwest to near the intersection of 52nd Street and Highway O.

By following the north boundary, Kerkman said, the highway will claim only right-of-way land from the farms involved rather than land in the middle of them.

Highway 50 is being expected to be extended from the present 52nd Street at Highway O west to Highway P. Kerkman said he wants Highway 50 from there to swing northwest to about 45th Street and connect with Cranberry Road in Walworth County.

However, Town of Lyons officials are opposed to that move, he said.

County buys site at Hys. 50 & 45

5-16-84

By ARLENE JENSEN
Staff Writer

Kenosha County has taken the first step toward relocating some of its services and offices west of I-94.

The county has purchased a 34-acre site at the northeast corner of Highways 50 and 45 in Bristol, about five miles west of I-94.

The purchase of the 1,135- by 1,050-foot tract from Bryant and William Benson for \$105,000 was announced at a press conference May 7.

"While there are no immediate or ready plans for development of the property," County Executive Gilbert Dosemagen said, "the increasing demand for office space for services of the county, as well as the long range planning for a consolidation of highway garage facilities, will guide our planning."

The County Board approved the purchase in a closed session, May 1. A down payment of \$5,000 has been made with the balance to be paid upon closing after soil testing is completed sometime in June. A total of \$150,000 was transferred from the general fund to allow for the purchase, soil testing, preliminary

site development and architectural planning and conceptual designs for a facility and its expansion on the site.

"I've never seen the county government work as fast as we did on this project," said County Board Chairman Angelo Capriotti.

The site is near the geographical center of the county and on two major highways.

"We've been looking for land for the past year," Dosemagen said, "and this site is perfect. It will need a minimum amount of improvement. It was already on the market so we had a willing seller-willing buyer arrangement."

Utilities for the site are available, said George Melcher, director of Planning and Zoning. A new water line is being installed by the Bristol water utility and it runs along the east side of U.S. Highway 45. Sewer is available in the nearby village of Bristol.

"We're looking for ways to provide services to the rural part of Kenosha County," Melcher said. "This is a more efficient way, a logical step. It doesn't make sense for everybody in the western end of

the county to travel downtown every time they need county services. It's not fair that some people have to drive 20 miles to get to county offices."

Although officials stressed that currently there are no specific plans, planning will get under way soon.

"One of the first steps toward designing a new facility will be to inventory the needs of each county department to estimate future space requirements," said Larry Brumback, zoning administrator.

Dosemagen said he envisions a building complex that will house services essential to the rural end of the county.

To start, that probably will mean the county highway department. Two aging highway garages, one on the west side of Kenosha, the other in Silver Lake, would be replaced with one centrally located garage.

Earl Hollister, highway committee chairman, called the Highways 50-45 intersection "ideal." This is a much better plan than having a garage at each end of the county, and it will give us much better access to I-94."

It is expected that the county's Planning and Zoning office will be moved to the rural office facility.

"We can do a better job of serving the people on the west end," Brumback said.

"Our staff will be out there. We'll be taking the services to the people."

Other offices which might be moved include the University Extension Service, with its four departments, agri-business, horticulture, 4-H, and home economists; Land Conservation; Health and Emergency Government. Some agencies, such as Social Services and the office of the county assessor could have rural offices as well as those in the downtown area.

"We currently rent space further west in the county for Social Services and in Union Grove for Land Conservation, in cooperation with Racine County and the Federal Soil Service," Dosemagen said.

Also being considered for the new site is a Sheriff's Department supervisors' substation.

A large meeting room would be included in a new county building. In addition to being available to county

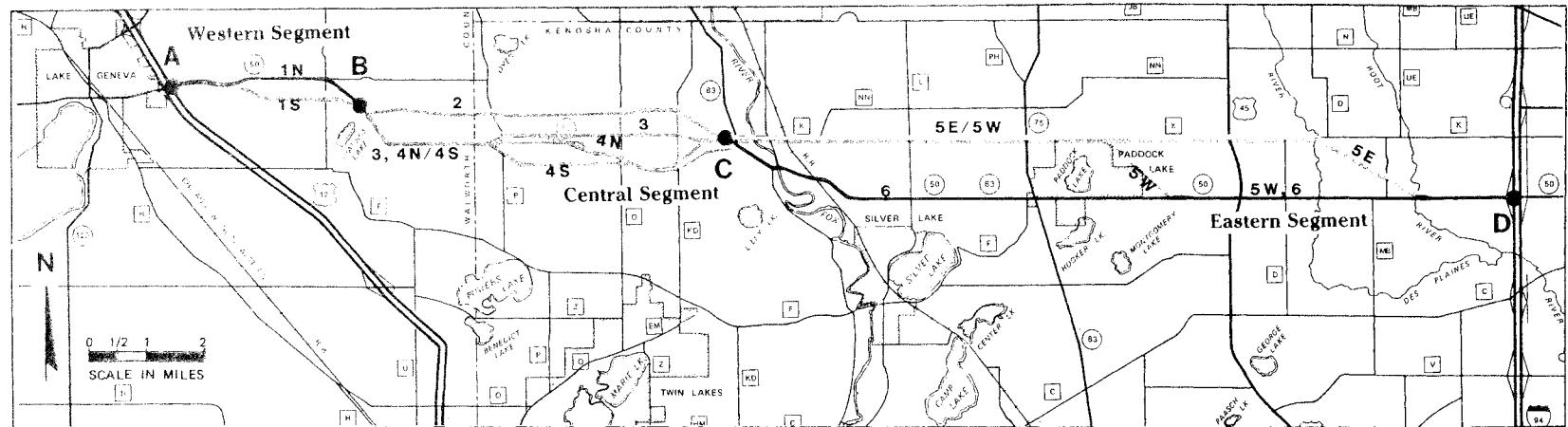
groups and organizations, it is envisioned that at least some Co Board meetings would be conducted there.

"A major meeting room facility that is sorely needed the Brumback said.

The land already has been leased to an area farmer for the growing season. Other than soil testing to determine suitability for building, there are no plans for development in the immediate future.

Interestingly, the same land was offered to the county just years ago — as a site for courthouse. The offer was turned down, and the present building, up on 56th Street and Sheridan R William Bacon, a descendant of original land owners, was chair of the County Board that made decision at that time.

The land is part of some 200 a settled by Levi Grant and his wife Julia, who came here from Quebec, Vt., along with many other settlers who pioneered in that part of the country raising wheat and sheep.



The present route of Highway 50 (black) is shown with possible routes of the reconstructed Highway 50 (red). Some routes overlap in sections

6-7-84

Impact study maps possible Highway 50 alternative routes

By BARBARA HENKEL
Staff Writer

Routes through Paddock Lake as well as around it are included in the preliminary Environmental Impact Statement of the Highway 50 Reconstruction Project.

The EIS also suggests improvement on the general alignment of the existing roadway as well as other alignments to the north or south in various combinations.

The report said that more than one-third of all highway fatalities have been found to be the result of single car accidents involving collisions with fixed objects adjacent to the roadway.

The EIS says a four-lane divided highway, like the section of Highway 50 between I-94 and the City of Kenosha, is desirable for capacity and safety reasons.

A 50-foot grass median would separate opposing travel lanes except through Paddock Lake and in the vicinity of certain structures.

A "clear-zone" area free of fixed objects such as trees and posts, of a minimum width of 35 to 45 feet, including a 10-foot wide paved shoulder, is recommended to minimize the severity of single vehicle run-off-the-road accidents.

The report said that more than one-third of all highway fatalities have been found to be the result of single car accidents involving collisions with fixed objects adjacent to the roadway.

An urban cross section design was used for one proposed route which would pass through the Paddock Lake commercial area.

The urban section would consist of 12-foot wide travel lanes in each direction, separated by either a raised median (with turning lanes) or a 14-foot wide two-way left turn lane. Minimum required right of way width would vary from 80 to 86 feet.

A border, of at least seven feet wide from the face of the curb to the right of way line, would be on either side of the traveled way. The border would consist of a curb and terrace. It could accommodate a sidewalk and sidewalk clearance, but provision for sidewalks is not included in the proposed action.

Each of the proposed alternate routes would be a "controlled access" highway, meaning that the state will decide where access to the

highway will be located. No one along the highway will be landlocked, although some existing driveways may have to be closed or relocated.

The EIS said that since it would

be unfeasible to provide a median opening opposite each driveway, and median crossovers cannot be closer than about 1,000 feet apart for safety reasons, some drivers may have to make a U-turn to accomplish their turn into a driveway or into the direction of travel they desire.

The 23-mile long corridor targeted for reconstruction, between Highway 12 in Walworth County and I-94, is in three segments.

The EIS said routing through the two municipalities was excluded from further study after deciding residential and commercial develop-

Lake Ivanhoe in Walworth County. Both generally follow Highway 50 along most of the three-mile route in that segment. There are 1N and 1S. Alternative 1S diverts south about 1.25 miles east of U.S. 12.

There are four alternative alignments in the 6.5 mile central segment from the eastern end of the western segment to a point just east of New Munster — 2, 3, 4N and 4S.

Alternative 3 is a direct route. Alternative 2 bypasses both Slades Corners and New Munster. Alternative 4N bypasses Slades Corners on the north and 4S bypasses on the south.

The EIS said routing through the two municipalities was excluded from further study after deciding residential and commercial develop-

ment was too close to the highway to make widening feasible.

There are three routes in the 13.75 mile eastern segment — 5W, 5E and 6.

Alternatives 5W and 5E follow the route of County Highway K (60th) west across the Fox River.

Alternative 5W diverts south to meet the existing 50 immediately east of Paddock Lake.

Alternative 5E continues eastward on the route of K past Paddock Lake, diverting south to 50 in the vicinity of County Highway MB. Both rejoin 50 at the I-94 interchange.

Alternative 6 approximately follows the present route from New Munster, across the Fox River and

(continued on page 10)

Study lists possible Highway 50 routes

(Continued from page one)

Soo Line Railroad, through Paddock Lake to the existing interchange with I-94.

Through the Paddock Lake business district and in the vicinity of Old Settlers Park, the cross section of Alternative 6 would consist of four traffic lanes with either a raised median or a two-way left turn lane in the center.

An alternative route, to extend Highway 158, about 1.5 miles north of 50, to 50 between Kenosha and Lake Geneva, was cited in a 1974 feasibility study.

The latest EIS concluded that the route would be too far removed from 50 to divert a significant portion of the anticipated travel demand. A highway users survey made in the summer of 1980 indicated that only 23 percent of the drivers traveled the full distance between Highway 12 and I-94.

Reasons given for travel on 50 were evenly distributed between trips for work, recreation and shopping and other purposes. Travel on 50 is predominantly local.

All three alternatives in the eastern segment will require substantial business and residential displacement. The number of residential and business displacements, respectively: 46 and six for alternative 5W; 34 and five for alternative 5E, and 39 and eight for alternative 6.

More total right of way, cropland and prime farmland would be displaced with alternatives 5W and 5E,

due principally to the connector required between Highway 50 and County Highway K. Alternatives 5W and 5E would each result in eight farm displacements compared to seven with Alternative 6. Both 5E and 5W would have greater impacts on upland forest, wetlands and wildlife habitat than would Alternative 6.

The EIS said other alternative routes were examined but eliminated from further study.

Under the state's current highway improvement program, right of way acquisition, engineering and construction from I-94 to Slades Corners is programmed for 1985 through 1989.

The first segment to be constructed would be 1.4 miles in or adjacent to Paddock Lake, in 1986.

Following closely, the improvement would be extended from Paddock Lake 6.7 miles to I-94 by the end of 1987; five miles west of Paddock Lake in 1988 and completion of the project from the Fox River to Slades Corners in 1989.

Traffic forecasts to the year 2000 justify a four-lane facility all the way to U.S. 12. It is anticipated that implementation of an improvement between Slades Corners and U.S. 12 would begin sometime after 1990 and be completed by 2006.

Copies of the EIS can be seen at the Kenosha Public Library-Southwest, 8080 39th Ave. and at the Paddock Lake Village Hall.

Route for road rebuilding chosen

By ELIZABETH SNYDER
Staff Writer

The County Board, with only 14 of its 27 members present for a Committee of the Whole meeting Monday, unanimously adopted a resolution favoring the current right-of-way for rebuilding Highway 50 west of I-94.

The resolution came from the Board's Highway Committee.

Supervisor Earl Hollister, 23th District, said, "The plan will follow the existing right-of-way. This route will have the least amount of environmental impact on the area and is the cheapest. We will save more than \$2 million by not re-routing."

The existing route is favored west to Highway 83, where a new route will be created to bypass New Munster.

The plan was designed to minimize the amount of land lost to the highway. Hollister said the only land that will be given up is part of the county parks system. The land will be replenished by the purchase of additional land from a nearby farm.

Although the present route will be maintained, Hollister cautioned that a lot of work and a lot of dirt still will be required.

"Right now Highway 50 is not meeting federal standards," he said. "We will have to change the road to guarantee clear vision for a specified number of feet. Only then will we qualify for some money."

Hollister also discussed the im-

pact on the community.

"Maintaining the present alignment will keep the area rural," he said. "All the other alternatives would have split up farms: one plan would have cut into the golf course. Members of the businessmen's association, from Paddock Lake and Salem, have all gone on record in favor of continuing the present alignment."

Financial considerations were brought up by the Board members. Hollister said it costs the county \$26 a mile to maintain the highways now. If right-of-way was changed, additional funds would be needed to maintain both the old route and the new one.

Supervisor Wayne Koessl, 21st District, urged members to endorse the plan. "We have been aware of the dangers on Highway 50 because of the many dips, valleys and blind spots," he said.

"I wish all 27 members were present to vote on this subject. It is important for the Board to go on record endorsing one alternative to avoid appearing fragmented at the public hearing."

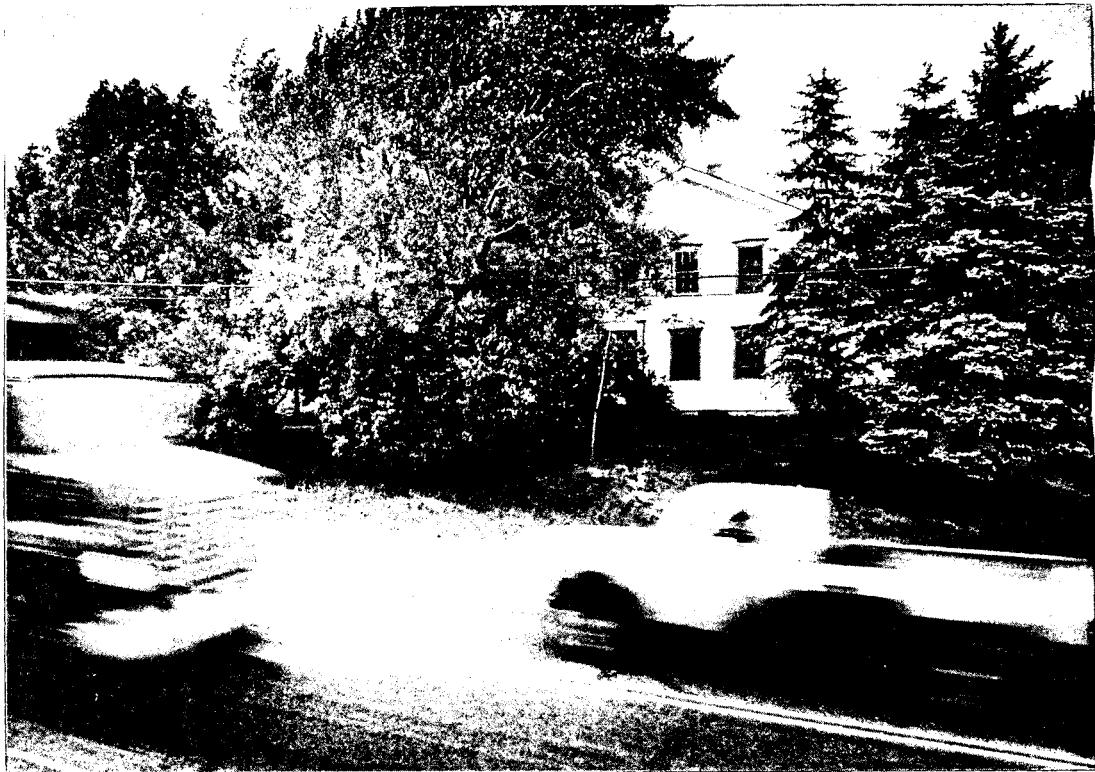
The public hearing is at 7:30 p.m. Thursday, June 28 in the gymnasium of Central High School, Paddock Lake.

Supervisor James Amendola, 7th District, was pleased with the vote. "After 35 years of talking about this issue, we are finally doing something."

... Schröder continued a \$50,000 cash bond on the charges.

pleaded not guilty to delivering marijuana. His jury trial was scheduled by Judge Schröder for

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Kenosha News photo by Bill Slet

Vehicles now pass close to historic home that could be moved or bypassed by Highway 50 relocation project

6-6-84

Historic home vs. road redesign

By BARBARA HENKEL
Staff Writer

Trucks and cars and recreational vehicles whiz by the white clapboard house now.

But in the 1830s when the house was new, horse-drawn carriages and coaches pulled up to its doors.

The building at 18118 75th St. (Highway 50), was built as a tavern and inn by an Andrew B. Jackson. It was the first inn to be built in the Town of Bristol to accommodate the journeying public.

Because of its historic past and because its Greek Revival design has been identified as architecturally distinctive in this area, the two-story structure could be included in the National Register of Historic Places.

Its place in history may change the design of the reconstruction of Highway 50.

Two of nine routes suggested for the reconstruction would displace the building.

A discussion of those possibilities and their alternatives is but small part of a two-inch thick Environmental Impact Statement of the project.

And the EIS will be the topic of a public hearing at 7:30 p.m. Thursday, June 28 in the Central Union High School gymnasium, Paddock Lake.

Representatives from Wisconsin Department of Transportation will be at the school from 1 p.m. to 4 p.m. for informal discussion. Ex-

hibits will be on display and a statement about the proposed improvements will be available for study.

Copies of the EIS are also available for inspection and copying at the Kenosha Public Library-Southwest, 8080 38th Ave., Paddock Lake Village Hall, 24603 75th St. and Lake Geneva Public Library, 918 Main St.

Copies can be purchased from the Wisconsin DOT office in Waukesha, at 141 N.W. Barstow St., and from the Bureau of Environmental and Data Analysis, Wisconsin DOT, 4802 Sheboygan Ave., Room 951, Madison.

Written comments regarding the environmental impacts and effects of the proposed improvement will be considered in the final EIS if postmarked no later than July 9. They should be mailed to Cynthia Morehouse, director of the Bureau of Environmental and Data Analysis.

Highway 50 is a major east-west highway extending 41 miles from the Village of Delavan to the City of Kenosha, passing through Lake Geneva, Slades Corners, New Munster and Paddock Lake.

It is a two-lane highway with the exception of a four-mile section between Delavan and Lake Geneva, and a one-half mile section at the interchange with Highway 12 and a five mile portion running just west of I-94 east to the city.

The project proposes a continuous

four-lane divided roadway along the 23 miles between Highway 12 in Walworth County and I-94 here.

The proposal is based on the need to accommodate existing and anticipated traffic and to improve vehicular and pedestrian safety.

The EIS outlines 10 alternatives—one, to do nothing; two in the western three miles of the corridor; four in the central 6.5 miles of the corridor and three in the eastern 13.5 miles.

Each alternative and its potential impacts are outlined in some detail. Each of the construction alternatives would require the relocation of some residences, businesses and farms.

The historic Jackson Inn would be displaced by one of two alternatives. The document suggests several alternatives, including routing around the building or moving it.

Mr. and Mrs. Paul Cinko have lived in the house with its 3.3 acres for about seven years. They said no one has ever contacted them about needing to displace the building or about trying to preserve it.

Cinko said he would like to "get rid of it" and if the Historical Society was interested in buying it and moving it, that was fine with him.

Richard A. Dexter, chief of the registration and compliance section of the state Historical Society, said the building was identified as part of a survey the National Historic Preservation Act requires of federal

agencies embarking on a construction project.

He said the Federal Highway Administration worked with his office in attempting to identify potentially historic sites in the route of the proposed new highway.

Dexter said the Jackson Inn was the only one found.

He said, "Our first priority is to get them to find an alternate site. That could entail a series of negotiations. You have to consider, do you tear down 15 buildings to save one historical site?"

He said moving the building elsewhere on the property "is not an option we'd strongly support, but it's preferable to demolition."

Among the options included in the report are to route the road around the property, however that would affect farmland, or have a narrower roadbed through the area, but that would "compromise the safety and operation of the new facility."

The property, according to the report, based on local histories and county documents, has several historical connections to the formation of Bristol.

In addition to providing food and lodging, the tavern also functioned as a community center and gathering place for residents. A post office was established at the tavern, and A.B. Jackson, who came from Connecticut with his wife in 1837, was appointed postmaster.

During the early 1850s, the Agricultural Society of Kenosha was organized at Jackson's tavern and Andrew Jackson hosted the first and third society fairs on his property in 1850 and 1852.

Jackson was politically active in both the county and state during the mid-1840s and early 1850s. Jackson was a recognized leader of the Democratic, and later Republican, parties.

At a special election held June 18, 1853, Jackson was elected state senator.

Jackson and his two brothers, Frisbie and Northrup, owned all of the southwest quarter of section 4 and the northern one-half of the northwest quarter of section 9 by the mid-1840s.

The area developed into what was called Jacksonville.

Committee adopts resolution for Highway 50 plan

By BARBARA HENKEL
Staff Writer

The County Board's Highway Committee Wednesday adopted a resolution supporting the rebuilding of Highway 50, and suggested one route the new road should follow.

The Environmental Impact Statement for the project offers several routes for the new road.

County Highway Commissioner Gene Scharfenorth said committee members wanted the county to take a stand on some route and support that route at a public hearing to be held at 7:30 p.m. Thursday, June 28 in the gymnasium of Central High School, Paddock Lake.

Scharfenorth said Supervisor Stanley Kerkman, 26th District, talked to a number of area residents and a route many seemed to agree on was one following the present alignment from the Interstate west to Highway 83, then along what is known as Alignment 3 to County Highway KD, northwesterly from there to Alignment 2 at the intersection of 368th Avenue (Highway O), and west to the county line.

The committee's action will be presented to the full board for its consideration.

The segment connecting Alignment 3 to 2 was the committee's creation.

"The consultants offered two or three connections. There could have been an infinite number of connections. We're proposing our own," Scharfenorth said.

"Kerkman did a lot of talking to area farmers and got the impression that a connection in that area would be the least detrimental."

—Highway 50— *Wheatland likes county plan*

By JIM ROHDE
Staff Writer

NEW MUNSTER — The Highway 50 improvement project recommended by the County Board last week got a boost Monday when the Wheatland Town Board and its Planning Commission endorsed the plan.

County Supervisor Stanley Kerkman said the county's recommendation is for a four-lane highway on the existing Highway 50 route from I-94 to Highway 83 and two-lane from Highway 83 to the county line.

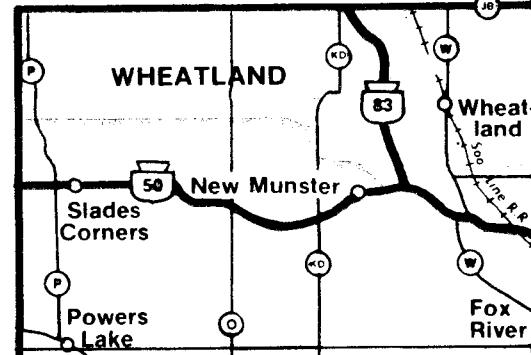
The plan calls for the new road to skirt New Munster by curving north around the unincorporated village, turning north immediately

ly west of Highway KD and following a route to 52nd Street, and continuing on 52nd Street west to the Walworth County line.

Town Board and Plan Commission members favor continuing the new Highway 50 west on 52nd Street in Walworth County but went on record to leave that decision up to Walworth officials.

Kerkman said preliminary indications from Walworth officials are that they favor a return of Highway 50 to its present alignment in Walworth.

Town Chairman Richard Schipper is expected to present the resolution endorsing the plan at Thursday's public hearing at 7:30 p.m. at Central High School.



County route bypasses New Munster

Paddock Lake reverses vote on route

By JOHN McINTYRE
Staff Writer

PADDOCK LAKE — The Village Board unanimously passed a resolution Monday night calling for the widening and improvement of Highway 50 and retaining the current path through the village.

The vote was 6-0 with Trustee Richard Puhl absent from the special meeting.

Last week, with Trustee Olga Hoffman absent, the board had rejected the same resolution by a 4-2 count. It takes members of the majority vote to reintroduce defeated measures and trustees Jeffrey Borndahl and Douglas Bakum requested the special session Monday.

Both said their "no" votes last week were because they oppose the concept of an improved highway keeping its present route through the village. They said they needed more time to study both the resolution and the Draft Environmental Impact Statement on

the project and to talk with residents about the concept.

The environmental impact statement was prepared by the Wisconsin Department of Transportation's Bureau of Environmental and Data Analysis. Under consideration is the majority stretch of 50 from I-94 west to U.S. 12 near Lake Geneva.

The issue will be the topic of a public hearing at 7:30 p.m. Thursday at Central High School.

Monday night, Borndahl moved to reconsider the defeated motion of a week ago and was seconded by Bakum. Bakum moved to back the resolution, drafted through the urging of Village President Norman Krueger, and Borndahl seconded.

Following the meeting, Borndahl said his vote last week was meant to suspend the issue for further inspection.

"I opposed it last week because I hadn't had the opportunity to get to the report to study it nor to find

the input of the people. I voted no in order to table it," he said.

"What I asked last Monday was for more input. I said we were premature on voting on it. I didn't want to support it and then find out it will be bad for Paddock Lake.

"It would still be 35 mph through the village," Borndahl said, "and I've found out the majority of businessmen in the village are in favor of it."

During the meeting, Bakum said he "turned it down last week because we didn't have the information beforehand. It's not that we were opposed to highway improvements but just to the resolution."

After the meeting, Bakum said, "I hadn't reviewed all the information and didn't know the total impact of the move to go around the village rather than through it."

"Also, I figured such a plan would put a decent bridge over the

Fox River finally, but that would increase truck traffic through Paddock Lake.

"I couldn't see how they could build in the safety features for bringing it through the village, but now, I see they can," said Bakum.

Trustee Carl Michalski is "not sure but voted yes."

"I'm not sure why the other board members changed their votes," Michalski said later, "but I voted yes because I didn't have a strong enough argument to stand up by myself."

Trustee Hoffman said, "I would have voted for it had I been here last week," she said, "and I will be at the public hearing Thursday."

Jeffrey Wheeler, president of the Paddock Lake Businessmen's Association, answered a question by Trustee Nickolas Trombley by saying his group is virtually unanimous in its support of the plan through the village.

Salem prefers present Hy. 50 path

By JIM ROHDE
Staff Writer

SALEM — The Salem Town Board Thursday passed a resolution asking the Wisconsin Department of Transportation to reconstruct Highway 50 over the existing route.

DOT has scheduled a public hearing on proposed Highway 50 improvements at 7:30 p.m. Thursday at Central High School in Paddock Lake.

The plan supported by Pleasant Prairie was favored by the County Board at a committee-of-the-whole meeting June 18. The plan retains the current right-of-way from I-94 west to Highway 83, where a new route will be established to bypass New Munster.

In other action, the board awarded a blacktopping contract to Payne and Dolan, Waukesha, for \$21.83 per ton. The only other bid was from A.W. Oakes and Sons, Racine, whose lowest price of three options offered was \$23.30 per ton.

According to the Salem resolution, the board feels relocating Highway 50 would require the acquisition of hundreds of acres of prime farmland, removing them from the tax roles.

"The Town Board believes that reconstruction of Highway 50 in its present location will adequately carry east-west traffic and that the best interest of the Town of Salem is

in its present location," the resolution states.

On Wednesday, the Paddock Lake Village Board turned down a similar resolution by a vote of 4-2.

The Wheatland Town Board and planning commission is scheduled to discuss the issue at a joint meeting at 8 p.m. Monday and issue its recommendation on a new Highway 50 route.

Hy. 50 route gets green light

PLEASANT PRAIRIE — A resolution supporting the rebuilding of State Highway 50, primarily along its present route, was adopted by the Pleasant Prairie Town Board Monday.

A public hearing on the Highway 50 project will be conducted by the state Department of Transportation at 7:30 p.m. Thursday in the gymnasium at Central High School, Paddock Lake.

The Highway 50 project extends 23 miles between I-94 and U.S. 12 near Lake Geneva.

The plan supported by Pleasant Prairie was favored by the County Board at a committee-of-the-whole meeting June 18. The plan retains the current right-of-way from I-94 west to Highway 83, where a new route will be established to bypass New Munster.

In other action, the board awarded a blacktopping contract to Payne and Dolan, Waukesha, for \$21.83 per ton. The only other bid was from A.W. Oakes and Sons, Racine, whose lowest price of three options offered was \$23.30 per ton.

The bids were opened in mid-May for the blacktopping of about 3½ miles of town roads, which have yet to be designated.

A mutual aid firefighting proposal involving departments in Kenosha and Lake counties was reviewed and referred to the town attorney.

Board members received a petition for sewer service at 83rd Place and 39th Avenue. The sewer extension request was referred to the town engineer for study before being submitted to the city, in accordance

with the new city-town agreement.

Three Class B combination licenses, one Class B, and one Class A license were approved along with three bartender licenses.

In response to a citizen's request for a town transfer station for garbage and trash disposal, Supervisor Thomas Terwall said information is being gathered from the Town of Somers and other communities which operate such stations. The matter will be placed on the agenda of an upcoming meeting.

Highway 50 hearing set tonight

The public will have an opportunity to comment on the proposed improvements to State Highway 50 at a hearing at 7:30 tonight in the Central High School gymnasium on Highway 50 in Paddock Lake.

State Department of Transportation representatives will be available to answer questions from 1 p.m. until the start of the hearing. Exhibits showing proposed alternate routes will be displayed along with a copy of the draft environmental impact statement.

DOT and the U.S. Army Corps of Engineers will present a slide show of alternative proposals for Highway 50 as discussed in the impact statement that has been on file during the past month in the Paddock Lake Village Hall and North just east of New Munster. The route narrows to two lanes from Highway 83 to continues to U.S. 12.

Twenty-three speakers offered testimony, 13 on the eastern and central sections (I-94 to Lake Ivanhoe in Walworth County). Ten speakers favored the County Board's plan to reconstruct Highway 50 mostly along its present alignment.

The County Board's plan (Alternate 6) was endorsed by all four municipalities bordering existing Highway 50 — the Town of Bristol, Village of Paddock Lake and the towns of Salem and Wheatland.

Paddock Lake Village President Norman Krueger said current studies show that reconstruction of Highway 50 along the present corridor would require no residential or business replacement in the village, would improve safety, provide better access to businesses, require the least amount of land acquisition and add to the economic growth of Paddock Lake.

Richard Schipper, Wheatland Town Chairman, said his Town Board passed a resolution supporting the County Board recommendation to skirt New Munster and follow 52nd Street through Wheatland.

A similar resolution endorsing use of the present Highway 50 alignment was adopted by the Salem Town Board earlier this month.

Bristol Town Chairman Noel Eifering called the County Board proposal the most economical with the least opposition.

"Now let's get the show on the road and get it done," said Eifering.

Also speaking in favor of a four-lane highway along the existing

Kenosha public library.

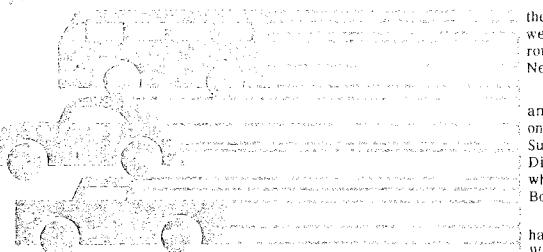
Construction is projected to start in 1986, barring any major objections to the project.

The proposed Highway 50 project extends 23 miles from I-94 west to U.S. 12 near Lake Geneva.

"Serious safety and capacity problems are currently experienced, especially in the eastern half of the corridor," the DEIS states. "Projections indicate traffic and safety problems will continue to grow substantially unless roadway improvements are made."

Nine "build" options are examined in the DEIS along with the "no build" option.

Harvey Shebesta, director of the Waukesha transportation district office, said potential impacts to adjacent wetlands and the Fox



River floodplain will be addressed at tonight's hearing. He said the Corps of Engineers will also attend because the project may involve placement of fill materials into waterways for which permit application to the corps is required.

The DEIS has been approved by the Federal Highway Administration, said Cynthia Morehouse, director of the DOT Bureau of Environmental and Data Analysis which issued the DEIS.

The option favored by the Kenosha County Board is to retain

the current right-of-way from I-94 west to Highway 83, where a new route would be created to bypass New Munster.

"This route will have the least amount of environmental impact on the area and is the cheapest," Supervisor Earl Hollister, 23rd District, told a committee-of-the-whole meeting of the County Board earlier this month.

A resolution approving that plan has been adopted by the Salem and Wheatland town boards and Paddock Lake Village board.

DOT studies show that two-lane highways carrying 7,000 vehicles a day tend to be at capacity and accident prone. The Paddock Lake to I-94 stretch of Highway 50 already sees 8,300 to 10,000 vehicles daily and traffic is expected to

increase to as many as 17,000 vehicles in 20 years.

The number of accidents on Highway 50 averages from 19 to 68 percent higher than the statewide average for two-lane highways carrying comparable traffic.

The route selected and final environmental document must be approved by the U.S. Environmental Protection Agency and Federal Highway Administration. That approval is expected in December.

Written comments on the DEIS may also be submitted until July 15 to Cynthia Morehouse, director, Bureau of Environmental and Data Analysis, Wisconsin Department of Transportation, P.O. Box 7916, Room 951, Madison, Wis., 53707.



Kenosha News photo by Bill Siel

Lucille Becker expresses her views at the public hearing Thursday night on the proposed improvement of Highway 50

route were Lucille and Edward Becker, whose home on Highway 50 in Bristol will have to go once construction begins.

Mrs. Becker said residents along the highway are in limbo not knowing whether to fix up their homes or wait and see if the project goes through.

"We have to know what's going to happen this year," said Mrs. Becker.

She said something has to be done with the highway to stop the accidents and deaths occurring each year.

Becker, echoing her statements,

said, "We will be glad to give up our home if it's going to save some lives."

Pat Warner, Paddock Lake, asked how much consideration was given to the safety of the children who will have to cross the five lanes passing through the village.

"It is hard enough to cross the highway now. How are the kids going to get across it when it's five lanes?" asked Warner.

Randall Town Supervisor Robert Gehring, who commutes on Highway 50 daily, asked how safe a four-lane, divided highway will be.

He suggested it might be safer to

leave Highway 50 two-lane but eliminate some of the hills and widen the shoulders.

"If you have a four-lane highway to Highway 83 North and then cut it down to two lanes, you're going to create a bottleneck near New Munster," Gehring said.

Most of the controversy surrounding the proposed Highway 50 Improvement Plan centered around the two alternatives suggested for the western section of the project (from Lake Ivanhoe in Walworth County to U.S. 12), which is not yet programmed for funding.

The two proposals are Alternate

IN, which closely follows the alignment of existing Highway 50 through Walworth County, and Alternate IS, which follows Highway 50 to a point about $1\frac{1}{4}$ miles east of U.S. 12, where it goes south for approximately $\frac{1}{4}$ mile, running parallel to existing Highway 50, and joins the existing alignment near Lake Ivanhoe.

Richard Wright, Lyons Town Chairman, said he opposes any alternatives that cut through the southern edge of his town but added, "I would not oppose the widening of the existing Highway 50."

Another Lyons resident said he

opposed Alternate IS because it would destroy a lot of prime farmland and use up more existing wetland areas. He said he favors upgrading the existing road right-of-way.

Marvin J. Schaeffer, administrator of the Division of Transportation Districts, Department of Transportation, said residents may send written statements on the plan prior to July 10 to H.L. Fiedler, Administrator, Division of Highways and Transportation Facilities, Wisconsin Department of Transportation, P.O. Box 7916, Madison 53707.

Investigations by the

U.S. laws

The April trade deficit, which reached \$1.2 billion, was the largest total since January, and the biggest deficit since April 1974. The April trade deficit, which reached \$1.2 billion, was the largest total since January, and the biggest deficit since April 1974.

Highway 50 hearing draws a crowd

By JIM ROHDE
Staff Writer

PADDOCK LAKE — More than 350 persons crowded the Central High School gymnasium Thursday to express their opinions on various proposed routes in the long-awaited Highway 50 Improvement Project.

The project, which consists of 23 miles from I-94 west to U.S. Highway 12 near Lake Geneva, is in three sections. The eastern section, from I-94 west to Highway 83 North, is programmed for state funding and the start of construction in 1986.

A four-lane divided highway is proposed from I-94 to Highway 83 North just east of New Munster. The route narrows to two lanes from Highway 83 to continues to U.S. 12.

Twenty-three speakers offered testimony, 13 on the eastern and central sections (I-94 to Lake Ivanhoe in Walworth County). Ten speakers favored the County Board's plan to reconstruct Highway 50 mostly along its present alignment.

The County Board's plan (Alternate 6) was endorsed by all four municipalities bordering existing Highway 50 — the Town of Bristol, Village of Paddock Lake and the towns of Salem and Wheatland.

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"Now let's get the show on the road and get it done," said Elfering.

Also speaking in favor of a four-lane highway along the existing

Lucille Becker expresses her views at the public hearing Thursday night on the proposed improvement of Highway 50

route were Lucille and Edward Becker, whose home on Highway 50 in Bristol will have to go once construction begins.

Mrs. Becker said residents along the highway are in limbo not knowing whether to fix up their homes or wait and see if the project goes through.

"We have to know what's going to happen this year," said Mrs. Becker.

She said something has to be done with the highway to stop the accidents and deaths occurring each year.

Becker, echoing her statements,

said, "We will be glad to give up our home if it's going to save some lives."

Pat Warner, Paddock Lake, asked how much consideration was given to the safety of the children who will have to cross the five lanes passing through the village.

"It is hard enough to cross the highway now. How are the kids going to get across it when it's five lanes?" asked Warner.

Randall Town Supervisor Robert Gehring, who commutes on Highway 50 daily, asked how safe a four-lane, divided highway will be.

He suggested it might be safer in

leaving Highway 50 two-lane but eliminate some of the hills and widen the shoulders.

"If you have a four-lane highway to Highway 83 North and then cut it down to two lanes, you're going to create a bottleneck near New Munster," Gehring said.

Most of the controversy surrounding the proposed Highway 50 Improvement Plan centered around the two alternatives suggested for the western section of the project (from Lake Ivanhoe in Walworth County to U.S. 12), which is not yet programmed for funding.

IN, which closely follows the alignment of existing Highway 50 through Walworth County, and Alternate IS, which follows Highway 50 to a point about 1½ miles east of U.S. 12, where it goes south for approximately ¼ mile, running parallel to existing Highway 50, and joins the existing alignment near Lake Ivanhoe.

Richard Wright, Lyons Town Chairman, said he opposes any alternatives that cut through the southern edge of his town but added, "I would not oppose the widening of the existing Highway 50."

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Kenosha News photo by Bill Stel

Residents have their say on Highway 50 reconstruction

7-4-84

BY NANCY POULER

(WR-SP) — A full house of over 350 people attended the June 28 public hearing at Central High School on the proposed routing and improvements of the section of State Highway 50 which runs west from I-94 to U.S. 12 near Lake Geneva.

The 13-mile section from state Highway 83 east to I-94 is programmed for funding as one of the major projects in the state's highway improvement program in 1986. The remaining 10 miles from U.S. 12 to state Highway 83 while not yet programmed for major improvement, other than resurfacing, was also included in the study in anticipation of future needs.

Some 23 speakers voiced their opinions on the project and most agreed that the project was long overdue.

Stanley Kerkman, Kenosha County Board Supervisor, who lives on County Highway K, summed up most highway area residents and businesses' feelings when he commented, "It is time county residents find out where the road is going to go and see some construction." He added that the farmers in this area are adamant that no prime farmland be sacrificed. He said they endorse the county board's resolution favoring reconstructing state Highway 50 mostly along its present alignment.

This plan was endorsed by all four municipalities bordering the existing highway including towns of Bristol, Salem and Wheatland and the Village of Paddock Lake.

Jeffrey Wheeler, representing the Paddock Lake Businessmen's Association, spoke in support of the existing

right of way, saying, "If the highway is re-routed over County Highway K (north of Paddock Lake), it would have detrimental effects on the commercial area and would hurt the residential area in the north.

"Don't turn us into a ghost town," Wheeler concluded.

Residents along Highway 50 also concurred that the highway should be repaired in the interest of safe driving, although some questioned the need for the four lanes proposed for the eastern section.

Robert Gehring, Randall Township, who commutes daily on Highway 50, felt that four lanes were more dangerous than two.

JoAnne Kelly, who lives on Highway 50 near county Highway W, said she was not in favor of a four-lane highway either and then admonished the Department of Transportation examiners with "Stop talking and start doing something."

The planned route for future work which shows a northern bypass around New Munster and Slades Corners seemed to be the favored alternative.

The Walworth County Board, represented by Frank Dobbs, zoning administrator, objected to the western alternative which goes north of the existing road because it was felt that constructing a highway there would endanger a newly acquired landfill which the board had spent much time and money obtaining.

For filing written statements (postmarked no later than Tuesday, July 10, 1984) write to H.L. Fiedler, administrator, Division of Highways and Transportation Facilities, Wisconsin Department of Transportation, P.O. Box 7916, Madison, WI 53707.

1830s house may stymie Highway 50 plan

By JOE VAN ZANDT
Staff Writer

BRISTOL — Highway 50 revamp plans include a bypass of the current highway in Bristol that no one apparently wants but that could be forced on local residents because of federal law concerning historic sites and buildings.

The alternate route, called the Jacksonville bypass, received little comment at recent public hearings on the highway. It wasn't until Bristol resident David Pfeuffer presented a petition with 64 signatures at Monday night's meeting of the Town Board that attention was focused on the bypass.

Pfeuffer said he has been unable to find a single local resident who favors the bypass, which would slice across 16 local farms, the Bristol Lakes golf course and a number of private residences and come uncomfortably close to the village of Bristol.

Meanwhile, the board of directors of the Kenosha County Historical Society met Wednesday and cleared the air regarding its position on the highway plans. The directors voted unanimously in favor of retaining the current Highway 50 location as it passes through Bristol.

"We don't feel any of them (the houses in the Jacksonville section) are of sufficient historic value to warrant preservation," said Thomas Gaffney, society president, "nor are any worthy of being considered for listing in the National Register."

Gaffney said he has checked with the state historical society and was told it has no interest in supporting a bypass to save the old houses, either. He said he is concerned because some local residents apparently felt the county and state

society support the bypass.

Gaffney said the society will send a letter stating its position to the Wisconsin State Historical Society and to the state Department of Transportation.

The West Kenosha County Historical Society is interested in finding a home for a museum and headquarters someday and President Richard Heigl said if the state were to make a gift of the Jackson house or other historically significant building and help move it, his group would be interested.

Jacksonville, which runs approximately from County Highway MB to 216th Avenue, was the site of the first settlement in Bristol. Its development ended with the coming of the railroad and the development of the village of Bristol on Highway 45.

Paul Cinko, who owns the house believed to be the first home in Jacksonville built about 1839 by Andrew B. Jackson, said, "If they go south with a new highway, this (the current highway) will become a back road and won't be kept up."

Cinko questions the historic value of his house. The state's environmental impact study indicates a portion of the house was torn down some 40 years ago, and Cinko said he has been told by neighbors that the house may not even be the original Jackson homestead. Some say their parents and grandparents told them the house was moved to its present site from another location further west on Highway 50 after the original house burned down.

"The state can have this house as long as I get a fair price," said Cinko.

Sharon Krause, who owns another old house in the Jacksonville section, questioned the historical value of her building as well.



Jackson house on Highway 50 site of first Bristol development

"They should move the houses if they want them instead of running a highway right through the middle of Bristol," she said.

Mary Butrick, 82, who was born in Krause's house, said the building was moved to its present site from Union Grove. Over the years, it has had several additions.

Delbert Benedict, who owns a farmhouse at the east end of the Jacksonville section, said the half dozen or so old houses along the highway "aren't worth the powder to blow 'em up."

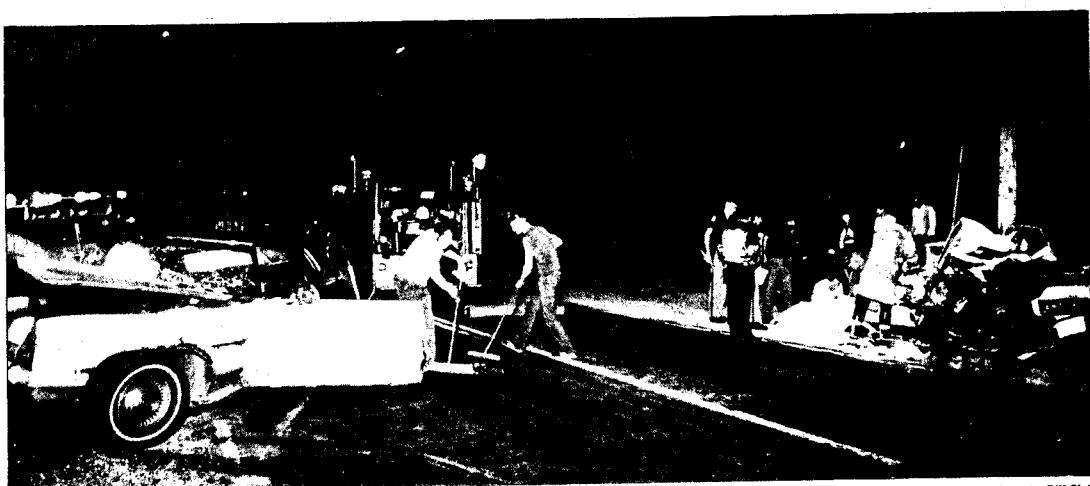
"They can have that pile of sticks," he said of the house he owns, adding he would fight the bypass plans "to the highest court" if the state tries to route the new highway across his farm.

Lan Richart of Planning Resources, an environmental consulting firm that is working on plans for the highway, said his company went through the motions of sending information on the Cinko house to the state so that it can be determined whether the house is eligible for

inclusion in the National Historic Register. Such a procedure is required for any highway projects receiving federal monies.

Richart said the Cinko house is the only one the state showed an interest in and he doubts it will be regarded as historically significant. However, should that house be declared eligible for inclusion in the National Historical Register, then the state would have to demonstrate that "no feasible alternative exists" for the new highway before it could raze or relocate the house.

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8-14-84

Kenosha News photo by Bill Stel

Deputy Coroner Matt Kulbiski, kneeling right, examined the body of victim Peter E. Sobotka, 23, Saturday night after the Greenfield man was killed in a two-car

crash on Highway 50. At left, workers sweep up glass, auto parts and other debris left behind by the impact of the collision.

Crash cleanup

Planners like existing Highway 50 route

By BARBARA HENKEL
Staff Writer

Rerouting Highway 50 around New Munster and Slades Corners has been rejected by planners for the state Department of Transportation.

DOT regional planners are recommending the new roadway follow the existing highway through the county, a setback to local officials who have lobbied for a different route north around New Munster and Slades Corners.

DOT's final recommendation is not expected until the end of January.

Members of the County Board's

Highway and Parks Committee Wednesday were told by DOT officials that environmentalists would object to a route slightly north of the present highway because it would cut through the Spring Valley wetland northeast of Lake Ivanhoe.

Funding has been approved for reconstruction from I-94 to Highway 83.

Environmentalists have said the wetland is unique in this area, one of only about 150 of its type in the United States.

DOT officials Wednesday updated committee members and Highway Commissioner Gene Scharfenorth on the status of major projects in the county.

The major project is the reconstruction and widening of Highway 50 from I-94 to Lake Geneva.

Scharfenorth said reconstruction of the section is expected to be completed or nearly so by the end of 1989.

No money has been allocated to reconstruct the section from Highway 83 to Lake Geneva. That portion was suggested last year to DOT's Special Projects Committee, but it wasn't included in the committee's projects slated through 1995.

That could mean that that portion would not be done for another 15 to 20 years, said Scharfenorth.

He and committee members pointed out to DOT officials that considerable traffic bottlenecks could occur in Slades Corners and New Munster as traffic funnels down from the expanded four lanes into two lanes.

The DOT officials said they would support getting at least part of the next section of the project completed, through New Munster and Slades Corners, to avoid the bottleneck, if there is sufficient citizen support for that.

Scharfenorth said he and the committee will continue to ask for that and urged area residents to do the same.

New Munster Hy. 50 route favored

By DAVE BACKMANN
Staff Writer

The county Highway and Parks Committee received official word Wednesday that the state Department of Transportation favors re-routing Highway 50 only several hundred feet north of its present path in the New Munster-Slates Corners area.

On Jan. 18, several local officials and 16 residents saw Department of Transportation Secretary Lowell Jackson in Madison. They argued for a route about a half-mile north of the area because DOT's staff recommendation would route the highway through five family farms.

This portion of the Highway 50 reconstruction plan is not presently included on the Major Project program, which means nothing will be done there for 15 to 20 years.

A letter from Jackson to the committee indicated DOT did not want the more northerly route because it added "indirection" to the road and would only shift the disruption of some farm land from one group of property owners to another.

Gene Scharfenorth, highway commissioner, said a final decision on which route will be taken in that area of the county has not yet been made.

In other business, the committee selected three consultants, one of whom will be hired to design a box culvert under County Highway W, south of County Highway JI in the Town of Wheatland.

Load-limit and reduced-speed signs were posted Wednesday on Highway 142 between I-94 and Highway 75. The section is being rebuilt in a project that began last year.

Give them the thumbs down

To the Editor: 12-6-84

I am so disgusted and frustrated over a certain crew of our mighty county workers who are presently milking a brush cutting job along Highway V west of U.S. Highway 45 near Highway C. This particular crew is a disgrace to the county and an insult to every taxpayer. I frequently pass them and almost never see anyone actually working — unless you call leaning on the truck talking or sitting in the cab — working. I also question why they cut the brush off a foot high. Is it because it is easier not to bend over and cut it off at ground level or do they want it to sprout worse than ever in the spring? Why even cut most of it off at all? It is a wind-break for the snow blowing across the road and provides better shelter for the birds and other wildlife.

Perhaps the administrators should take a closer look at what we have in the county workforce. It's very obvious that there are too many employed now as many are making a mockery of a well-paying job with many fringe and retirement benefits. Why not get rid of some of this deadwood and let those who really want to work, work.

My husband and I are almost senior citizens but we often cut more wood in a day than this entire crew — not that this amount is anything to brag about.

Taxpayers of Kenosha County,

Highway 50 has one jog

State highway planners say that their preferred route for reconstructing State Highway 50 is largely over the same roadbed except for a jog to the north to avoid New Munster and Slades Corners.

Bud Acheson, chief design engineer for the State Department of Transportation office in Waukesha, said an earlier report that the state planned to use the existing route through the two landmarks was a misunderstanding.

The jog, in the western Town of Wheatland, will be several hundred feet north of the two populated areas.

Another option included in a study of the proposed new highway was to bypass New Munster and Slades Corners a half-mile to the north.

That option has been rejected by DOT planners, Acheson said, because it would pass through the Spring Valley Creek area which contains a calcareous fen — an alkaline bog — with unique vegetation and one of only two in the state and 150 in the nation.

Acheson said a final finding and determination on the Highway 50 route will be made after the DOT's planners' recommendations are submitted to the administration.

Central board told work on Hy. 50 may be delayed

PADDOCK LAKE — Central High School officials learned Monday that there could be up to a year's delay in the Highway 50 improvement project in Paddock Lake.

Principal Gerald Sorensen said representatives of the Department of Transportation told the school board the project, which has been scheduled to begin in May, may be delayed until April of 1987 because of problems with land acquisition.

Sorensen said Les Fafard, of the DOT, indicated the portion of the project involving Central High School would be com-

pleted by September or October 1987 despite any delay.

He said the school board and DOT representatives also discussed access to the school Monday, and the DOT announced plans for the construction of one 35-foot driveway replacing the two driveways currently used.

A driveway will also be provided west of the school near 248th Avenue, he said, for access to the athletic field.

Sorensen said the DOT announced plans to install a 36-inch culvert to handle surface water west of the school, which will require the school to mod-

ify its drainage system that includes a 15-inch culvert.

Sorensen said the DOT representatives discussed the designation of a school zone and installation of flasher lights at the entrance to the school.

The school board will meet with the Paddock Lake Village Board to discuss the traffic situation and the access road near 248th Avenue, said Sorensen.

The board approved easements with the telephone company for underground cables on Highway 50 and along Highway 83.

Highway 50 funds available

MADISON, Wis. (UPI) — The 1985-87 major highway repair program, which includes work on Highway 50, will stay on schedule thanks to a recent state Supreme Court decision, state Department of Transportation officials said Wednesday.

The Monday court decision concerning the Milwaukee Brewers prison lawsuit appears to validate DOT procedure in funding state highway projects, said Jim Thiel, DOT general counsel. DOT will now sell \$8 million in bonds to fund several highway repair projects.

The DOT's ability to sell bonds has been in limbo since a 1986 Appeals Court ruling in the prison lawsuit. The appellate court said approval of a legislative item that affects a particular locality was unconstitutional if it was included in a state budget bill.

However, the Supreme Court decision said a legislative provision, such as a highway project, could be included as long as it carries statewide dimension.

But Hy. 50 work delayed

Paddock Lake projects to proceed

By ARLENE JENSEN
Staff Writer

PADDOCK LAKE — Despite a slowdown in the construction schedule for Highway 50 reconstruction, related projects in the Village of Paddock Lake will not change.

Village President Olga Hoffman said Wednesday the village will proceed as planned on sidewalks along Highway 50, new sodium vapor street lights and a sewer extension from the village

west to Brass Ball Corners.

All three projects were planned in connection with the highway construction that was set for spring of 1986.

In a letter to Hoffman, Leslie Fafard, district design supervisor for the Department of Transportation, said he now expects highway construction to begin in 1987.

"This rescheduling is being done because of the number of parcels that have to be acquired

before the project can be let to contract," said Fafard.

"We are going ahead as planned with our projects," said Hoffman. "If there is a slim chance that the highway project will start in the fall, we don't want to be the one to hold it up."

In other business, the board heard the second readings and passed two ordinances.

One makes possession or delivery of drug paraphernalia illegal. The other requires persons

who ride snowmobiles or all-terrain vehicles on private property to obtain written permission from the owner.

Trustees signed a new contract with the Kenosha County Humane Society which provides for stray animal care through 1986.

In her report to the board, Hoffman said rehabilitation of sewer lines at 62nd Street and 234th Avenue is complete.

1989 opening date

Hwy. 50 construction plans firmed

(WR,SP) — Construction of Highway 50 as a four-lane divided highway between New Munster and I-94 in Kenosha County can be completed within three construction seasons, starting in 1987 and finishing in the fall of 1989, the state Department of Transportation has told local officials.

In announcing a construction schedule for the 14-mile stretch, the DOT said the original 1989 opening date can be accomplished, despite delays in real estate acquisition and other problems that prevented an earlier start.

Harvey Shebesta, DOT southeast Wisconsin district director, said the highway would be kept open to traffic in

rural areas as two new lanes are built and the existing two lanes are reconstructed. The urban Paddock Lake area will be constructed and opened to traffic in late 1987. Some rerouting during this phase of construction may be necessary, Shebesta said.

The \$27 million project will be broken

into construction segments. Within each segment, the road will be kept open to traffic by first grading and paving the new lanes that are not on the existing roadway. When those lanes are completed traffic will be switched to the new roadway and reconstruction of the existing lanes will proceed.

Build New Munster bypass now, Collins says

By DAVE BACKMANN
Staff Writer

A four-lane, Highway 50 bypass around New Munster should be constructed at the same time the rest of 50 is widened and rebuilt to the east, County Executive John

Collins said today.

Collins was to testify before the state Transportation Projects Commission in Madison this afternoon, requesting that construction of the bypass be included with the Highway 50 work in Pad-

dock Lake.

He also was to press the commission for widening of Highway 31, between Highway 50 and the Illinois border, to improve vehicle access to the planned industrial park adjacent to the Wisconsin Electric

Power Co. plant in Pleasant Prairie. Ground breaking for the park is scheduled for January.

Plans for widening and rebuilding Highway 50 now call for construction to begin in Paddock Lake next year, on

the stretch from Paddock Lake west to Highway 83 in 1988. The bypass would not be completed until 1989 or 1990. The remainder of Highway 50 west to the Walworth County line would not be completed until the 1990s.

Widening, resurfacing planned

Highways 31 and 50 high on DOT priorities

The planned Highway 31 widening and reconstruction project from Highway 50 south to the Illinois state line has been ranked fourth on a priority list of 32 highway projects statewide by the Department of Transportation.

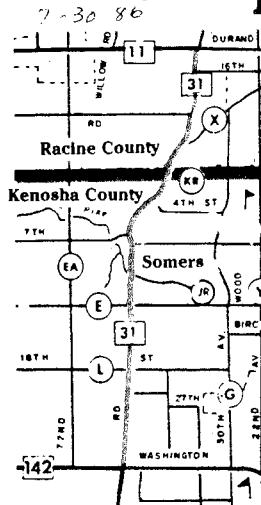
The proposed four-lane, Highway 50 bypass around New Munster has been ranked 11th on that list.

Eight officials from Kenosha County got that news when they testified Monday before the state Transportation Projects Commission in Madison, where they were pushing for both projects.

County Executive John Collins testified the Highway 31 project should get under way at least within the next two years to provide an adequate transportation route to the planned industrial park adjacent to Wisconsin Electric Power Co.'s plant in Pleasant Prairie. He said the present two-lane stretch of 31 is inadequate to meet the traffic volume, which will increase because of the park.

"That stretch has the second highest critical accident rate of all the 32 projects on the list," Collins said. "It's a darn, dangerous highway."

Collins also testified the Highway 50 bypass should be constructed at the same time the rest of 50 is rebuilt from the east.



Hy. 31 area being resurfaced is shown in red

Present plans call for the bypass to be delayed until 1989 or 1990, after the present two-lane highway has been widened to four lanes through Paddock Lake.

Also testifying for the bypass were Town of Wheatland Chairman Francis Kerkman and Town Clerk Sheila Siegler.

Other local officials pushing

for both projects were Gene Scharfenorth, Kenosha County highway commissioner; John Bechler, director of the Office on Greater Kenosha Economic Development; Earl Hollister and Stanley Kerkman, County Board supervisors who are members of the Highway and Parks Committee, and Alderman George Fitchett, representing the city.

Collins said he was pleased both projects are on the priority list but noted the Highway 31 job stands a better chance of getting early DOT approval than the bypass does.

The 5.1-mile portion of Highway 31 would be widened to four lanes and rebuilt at a cost of \$7.9 million, funded by the state and federal governments. The 2.7-mile bypass would cost \$5 million, making it a more costly project on a per-mile basis, Collins said.

DOT officials are expected to announced in about a month whether the two projects will be moved up on the priority list.

In a related matter, the resurfacing of Highway 31, from Highway 142 north to Highway 11 in Racine County, should be completed by Aug. 15, DOT officials said.

The work, which began July 9, will not close 31. However, traffic is being slowed in construction areas.

Kueny to design county building

10-12-86
By DAVE BACKMANN
Staff Writer

Kenosha. But Negri said he h
not attended the interviews a
would support the committee
choice.

"He (Kueny) had the highe
points on my (evaluation) she
regardless of where he w
said," Supervisor Charles Hu

Supervisor Donald Metten
criticized the committee's a
tion. He said the County Boa
should tell the committee what
wants to build and then the pan
should hire an architect.

"The County Board never a
thorized this committee to hi
an architect," Metten said.

Metten, former chairman
the committee, is no longer
member of the panel.

"I believe this committee w
created to study the needs
Kenosha County and its respons
ability is to give the board
priority list of things to do
Pitts responded.

"Before we can get inform
ation and get that to the board, v
have to hire someone with e
pertise and then take it to t
board."

Pitts said once Kueny d
velops preliminary design plan
the architect should make
presentation including cost es
mates to a Committee-of-th
Whole meeting of the Coun
Board.

County Executive John Colli
said more than \$200,000 has be
budgeted for site developmen
So far, no money has been spe
on the complex except for th
\$100,000 purchase price of land

Collins said about \$10,000 wi
be spent for Kueny's preliminar
work, which should be complete
by the end of the year. Th
architect's presentation to th
County Board should come earl
next year, then supervisors ca
decide if they want to proce
further with the project, Collin
said.

9-17-86

A new bridge deck is in the works on Highway 50 and County Highway W in Wheatland. Construction began two months ago and involved moving County W 200 feet east. The next step is to remove

the pavement where the road sat along the river. Traffic will not be affected by the construction, said highway commissioner Gene A. Scharfenorth.

(E.A. Raettig Photo)



Hy. 50 bids to be let

The first bids will be awarded Feb. 17 in Madison for the expansion of State Highway 50 in Kenosha County to a four-lane, divided highway.

The Department of Transportation plans to begin the project with construction of a 1.4-mile stretch in the Village of Paddock Lake.

"Ultimately, the DOT will improve Highway 50 to a four-lane facility between State Highway 83 North and I-94," said Harvey Shebesta, director of the DOT Waukesha District. "The entire improvement will be constructed over the next three years at a cost of more than \$25 million."

The first stage is the rebuilding of the road from a point west of County Highway F to east of 236th Avenue in Paddock Lake.

"The existing two-lane road consists of a 22-foot bituminous pavement with gravel shoulders and rural ditches," said Leslie Fafard, Waukesha design supervisor.

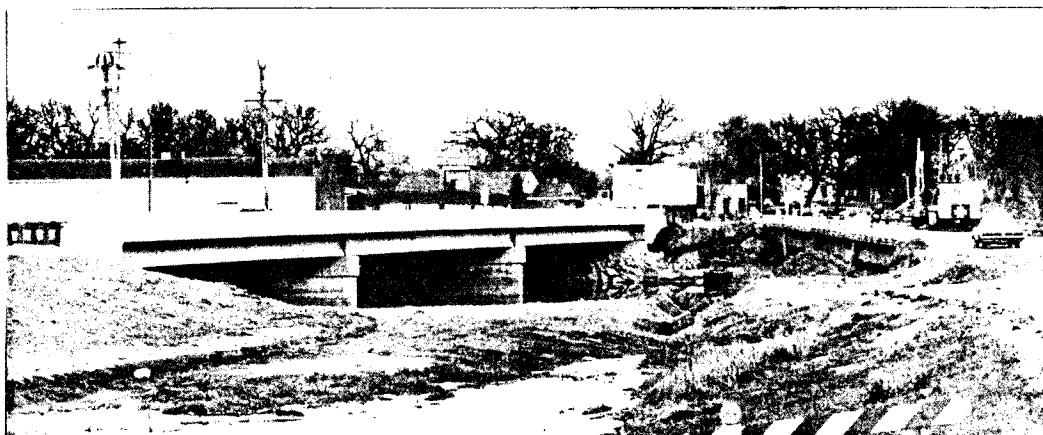
More than 11,000 vehicles use the Paddock Lake section daily.

"That causes traffic congestion and safety problems because so many vehicles are making turns in this highly commercial area," he said.

When construction is completed this fall, the Paddock Lake section of Highway 50 will have four 12-foot lanes; a raised median at each end; a two-way, 14-foot left turn lane in the median through the central business district; concrete curbs and gutters; storm sewer and sidewalk.

Bids will also be let for a Waukesha County project to construct a new ramp from westbound I-94 to northbound Waukesha County T and modify the westbound loop ramp to allow traffic to flow from westbound I-94 to southbound County T.

The new ramp should be completed by October.



New Highway 50 bridge across Fox River now open. Old bridge, right, is being demolished

Hy. 50, C bridges open up

By JOE VAN ZANDT
Staff Writer

They're finished, and not a moment too soon.

As of Monday afternoon, both the brand new two-lane bridge over the Fox River at Highway 50 in Wheatland and the rebuilt bridge over the river at County Highway C in Wilmot were opened to traffic.

Work crews from Lunda Construction Co., Black River Falls, had been hampered by record rains and high water levels in September and October but managed to get the projects completed before the season's first snowfall this week.

William Fitzgerald, state Department of Transportation project engineer, was still at the Highway C bridge Monday supervising final details.

The bridge looks completely new. It has a wider concrete roadway and higher, stronger steel rails, but the foundation and pillars remain the same, he said.

"This bridge was built in 1937, almost 50 years ago," said Fitzgerald, "but when we inspected it, we found the basic structure was in ex-



Traffic proceeds across rebuilt bridge on Highway C at Wilmot

cellent condition so we simply rebuilt the top portion."

He said a few final touches such as applying four coats of paint to the galvanized steel railings and painting stripes on the pavement will wait until spring.

A similar situation exists three miles north at the new Highway 50 bridge.

DOT officials were concerned that if the asphalt approaches had not been laid by mid-November, the work

would have to wait until the spring thaw.

The old bridge had been posted as unsafe for heavy vehicles.

The new bridge and its approaches eliminate a curve on both sides of the river, making the accident-plagued site much safer. A portion of County Highway W has been relocated about 100 yards to the east of the river to eliminate a hazardous intersection where

it meets Highway 50.

Work crews have already begun dismantling the old Highway 50 bridge, which is scheduled for replacement as part of the long-range Highway 50 improvement plans.

The highway will be widened to four lanes from I-94 to New Munster with one of the new bridges on Highway 50 carrying eastbound traffic and the other handling westbound traffic.

6/13

Paddock Lake's 4-lane highway bids to be opened

2/17/87
The first stage of a plan to expand 14 miles of state Highway 50 to a four-lane divided highway in Kenosha County will begin this year with construction of a 1.4-mile stretch through Paddock Lake.

"Ultimately, the Department of Transportation will improve Highway 50 to a four-lane facility from state Highway 83 (north) easterly to Interstate 94," said Harvey Shebesta, director of DOT's Waukesha district. "The entire improvement will be constructed over the next 3 years at a cost of more than \$25 million."

Bids for the first stage which involves rebuilding 1.4 miles of urban road, from west of County Highway F to east of 236th Ave. in Paddock Lake in Kenosha County, will be opened Tuesday, Feb. 17.

"The existing two-lane road consists

of 22-foot bituminous pavement with gravel shoulders and rural ditches," said Les Fafard, Waukesha district design supervisor.

More than 11,000 vehicles use the Paddock Lake section every day, he said.

"That causes traffic congestion and safety problems because so many vehicles are making turns in this highly commercial area."

When construction is completed this fall, the Paddock Lake section of Highway 50 will have four 12-foot lanes; a raised median at each end; a two-way, 14-foot left-turn lane in the median through the central business district; concrete curb and gutter; storm sewer; and sidewalk.



4-22-87
Groundbreaking ceremonies for the new Paddock Lake Village Hall took place Feb. 28 at 236th Ave. and 71st St. The 4,048 square foot building is expected to be completed this summer. President Olga Hoffman said this was "a long-awaited event." Next to her is trustee Joseph Riessellmann, State Rep. Cloyd Porter, State Sen. Joseph Andrea and contractor Fred Price of Price Construction Co., Rochester. Village board members were all in attendance along with county supervisor Earl Hollister. (Diane Jahnke Photo)

Hy. 50 work awarded

2/10/87
Trierweiler Construction and Supply Co., Marshfield, was the successful low bidder for the first phase of the Highway 50 rebuilding project.

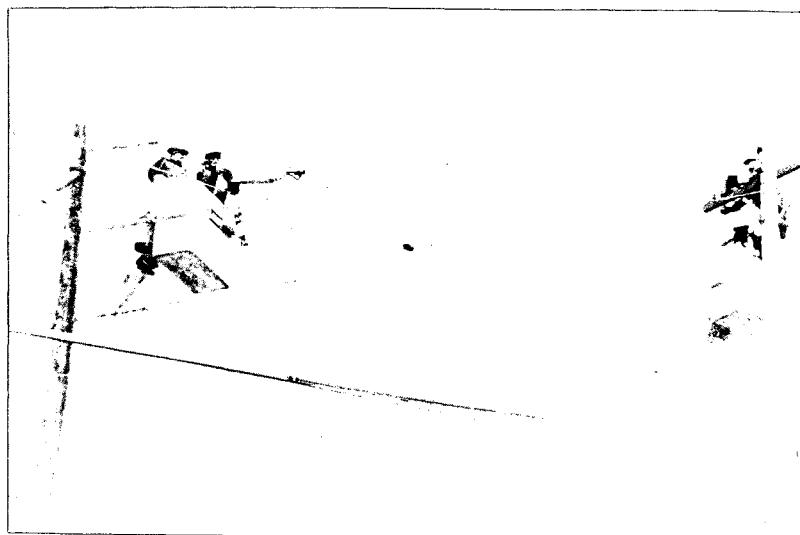
Trierweiler, one of five bidders for the 1.4-mile stretch of roadway in the Village of Paddock Lake, submitted a bid of \$2,145,445. The next lowest bid was \$2,158,762, submitted by Mann Bros. Construction Co. of Elkhorn.

The first stage of the Highway

50 project involves the rebuilding of the road from a point west of County Highway F to east of 236th Avenue in Paddock Lake.

Ultimately, the Department of Transportation will improve the east-west thoroughfare from a two-lane highway to a four-lane divided highway from I-94 west to Highway 83.

Construction of the Paddock Lake section is scheduled to begin in four to six weeks, depending on weather conditions.



Kenosha News photo by Joe Van Zandt

Power lines moved on Highway 50

Wisconsin Electric Power Co. linemen use cherry pickers (hydraulically operated baskets) to relocate power lines at Brass Ball corners, Highway 50 and 75/83. A WEPCo spokesman said 81 poles in Paddock Lake will be relocated by the end of March in preparation for the Department of Transportation to begin widening Highway 50 to four lanes.

Hwy. 50 construction to begin

4-22-87
Road construction is expected to start the week of April 27 on the reconstruction of state Highway 50 from Highway 75 to a point about 1.3 miles to the east. The work will consist of grading, storm sewers, gravel base, concrete base course, bituminous surface and concrete curb and gutter to replace the existing two-lane road with a four-lane divided boulevard.

The work will be performed under a contract let to Trierweiler Construction & Supply Co., Inc., Marshfield, Wis., at an estimated cost of \$2,145,445.90. Financing will be 100 percent by the State of Wisconsin from funds provided primarily by gas taxes.

Highway 50 will remain open with a lane of traffic in each direction, however, the congestion will cause occasional inconveniences. Motorists are urged to be aware of the flagmen and use caution in the construction zone. It is anticipated that this project will be completed by about the middle of October.

Every possible effort will be made to

provide continuous and safe in egress to all business and properties during this reconstruction but pedestrians and motorists to use caution in the construction zone.

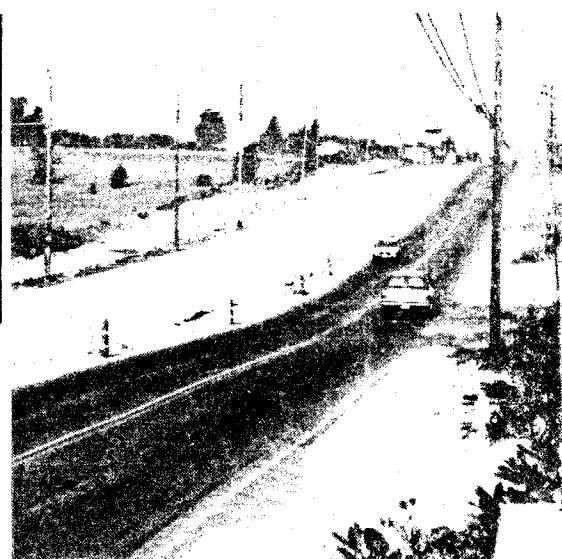
This is the first project o planned to transform Highway I-94 from a two-lane single roa four-lane divided highway, result in less congestion an safety.



Kenosha News photo

Businesses open during Hy. 50 work

From left holding Dusty Dollars are Joseph Rieselmann, representing the Paddock Lake Businessmen's Association; County Clerk John Collins, County Supervisor Earl Hollister and Businessmen's Association representative Al Paddock. Village businesses are presenting Dusty Dollar certificates towards purchases to help compensate for customers' inconvenience during the Highway 50 reconstruction.



Is it a weekend? Is it before or after working hours? Perhaps it is lunch time? No, it is 10 a.m. on a Wednesday. Yet there is not a worker to be seen on the entire mile or so of roadway which is to be the new State Highway 50 through Paddock Lake. Merchants are beginning to get worried that the roadways will be left as is while the

crews work on other projects. When school buses begin to roll, it is going to be a mess, one businessman said. According to Paddock Lake observers, for several days the construction site has been practically deserted, with a worker coming no then and moving the roller around for then and leaving. (Nancy Poulet)



7.8.87

Hy. 50 project

Machinery plows through muddy earth beside State Highway 50 in Paddock Lake Tuesday as work continues on the 4-lane, divided highway project. A new 2-lane road provides smooth sailing for

through traffic in either direction while construction is under way on the other side of the widened roadway. Work is reported on schedule and is expected to be completed by early November.

Kenosha News photo by Paul Williams

Kueny to design county building

10-15-86

By DAVE BACKMANN
Staff Writer

Kenosha architect Robert M. Kueny was selected by the Buildings and Grounds Committee Tuesday to design the county's planned office complex/Highway Department garage at highways 45 and 50.

Six firms had applied for the job.

The county bought 43 acres on the northeast corner of the intersection in 1984. It plans to relocate some county offices there and to build new garage for the Highway Department at the centrally located site.

Although some preliminary design work was completed by department heads during the past two years, no architect was retained and the project virtually stalled.

The committee debated the selection in closed session for almost 1½ hours Tuesday before choosing Kueny. A subcommittee had interviewed the architectural firms Oct. 6.

Also considered were Wilson/Legat Architects, Kenosha; Graef, Anhalt, Schloemer & Associates Inc., Milwaukee; Plunkett Keymar Reginato Architects, Milwaukee; The Zimmerman Design Group, Milwaukee, and Potter Lawson & Pawlowski Inc., Madison.

Committee Chairman Mark Wisniewski said all were qualified and his panel could not reach an immediate consensus.

Supervisor Robert Pitts made the motion recommending Kueny.

"In the overall picture, I felt the firm of Bob Kueny could do the job and if a person can do the job, why go outside the community?" Pitts said.

Supervisor Lawrence Negri said no criteria was established that the architect had to be from

Kenosha. But Negri said he had not attended the interviews and would support the committee's choice.

"He (Kueny) had the highest points on my (evaluation) sheet regardless of where he was from," Supervisor Charles Huck said.

Supervisor Donald Metten criticized the committee's action. He said the County Board should tell the committee what it wants to build and then the panel should hire an architect.

"The County Board never authorized this committee to hire an architect," Metten said.

Metten, former chairman of the committee, is no longer a member of the panel.

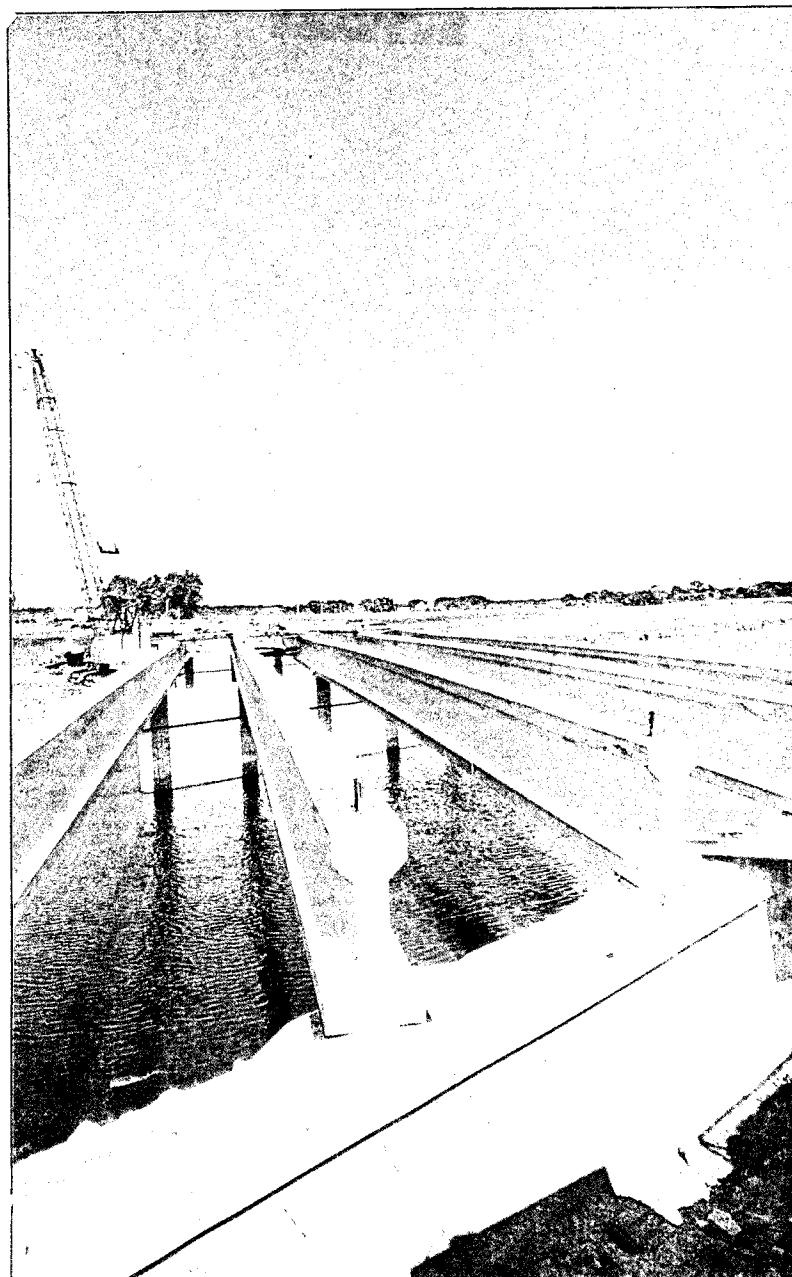
"I believe this committee was created to study the needs of Kenosha County and its responsibility is to give the board a priority list of things to do," Pitts responded.

"Before we can get information and get that to the board, we have to hire someone with expertise and then take it to the board."

Pitts said once Kueny develops preliminary design plans, the architect should make a presentation including cost estimates to a Committee-of-the-Whole meeting of the County Board.

County Executive John Collins said more than \$200,000 has been budgeted for site development. So far, no money has been spent on the complex except for the \$100,000 purchase price of land.

Collins said about \$10,000 will be spent for Kueny's preliminary work, which should be completed by the end of the year. The architect's presentation to the County Board should come early next year, then supervisors can decide if they want to proceed further with the project, Collins said.



Kenosha News photo by John Sorensen
The skeleton of the new Highway 50 bridge takes shape over the Fox River after the beams were set last week. The state's construction crew this week is beginning to form the deck for the new span, east of New Munster and north of the old bridge. Grading is under way for new approach lanes on the west side and has been completed on the east. Motorists will continue to use the old bridge during construction.

New bridge taking shape



The first phase of the Highway 50 renovation project is well under way in Paddock Lake. At top, construction on the north end of the highway was dug out several weeks ago and the westbound lanes are now blacktopped. Temporarily, two-

way traffic will use the westbound lane while the eastbound side, below, is being torn up. The over \$2 million project to expand Highway 50 from two to four lanes will stretch from I-94 to just east of Lake Geneva. (Diane Jahnke Photos)

Highway 50

5-27-87
Project: Rebuild and widen to four lanes between County Highway F and 236th Avenue in the Village of Paddock Lake. Several medians to be built within village limits.

Cost: \$2.1 million in state money.

Date started: April 28.

Completion date: Nov. 1.

Status: Seven days behind. Started grading at Highways 75 and 83. Blacktop on south side ripped up between County Highway F and about 243rd Avenue. Signals on 50 at Highways 75 and 83 have been removed and replaced with four-way stops.

Detours: None.



Kenosha News photo

5-30-87
Construction on Highway 50 east of Paddock Lake

Highway 50 is ranked on most-dangerous list

5-1-87

MADISON, Wis. (AP) — Deer are a more common element than intersections in traffic accidents on the state Transportation Department's list of hazardous Wisconsin highways.

About 10 miles of Highway 50 in western Kenosha County ranked 19 on a department list of the 19 most-dangerous sections of two-lane highway. The list shows multilane routes are considerably safer.

The department says factors that make highways hazardous include hills and curves.

About a third of the 60,000 accidents reported annually in rural areas involve deer, the department says.

By comparison, approximately a fourth of the 60,000 accidents are near intersections.

Richard C. Lange, a program development engineer, said the department's computerized list released a week ago shows multistate highways have an accident rate of only about a third of that of two-lane highways.

Most of the 19 most hazardous sections on the list are not among the department's road-improvement proposals for the next six years.

The 19 sections are described by the department as accident prone, based on several factors that include the number of accidents in proportion to the

cumulative mileage of vehicles.

Lange and Robert W. Bovy, a program development supervisor, said two chief factors were used in preparing the rankings.

One was the number of accidents per vehicle-miles traveled, and the other was a "critical accident ratio" that considers risk conditions. The analysis considered accidents in the last three years.

The list, ranked in order of most to fewest accidents, identifies the highway section and distance in miles; the number of accidents per 100 million vehicle miles; the average number of vehicles daily, and the year in which major road improvement is scheduled:

Wisconsin 181 between Iola and Symco, 10.3 miles, 616 accidents, 820 vehicles, no work year scheduled.

Wisconsin 133 in Grant and Iowa counties, 21.7 miles, 559 accidents, 1,150 vehicles, none.

Wisconsin 80 between New Lisbon and Elroy, 10.8 miles, 551 accidents, 760 vehicles, none.

Wisconsin 118 in western Winnebago County, 15.2 miles, 530 accidents, 1,550 vehicles, 1993.

Wisconsin 33 west of Baraboo, 28.6 miles, 521 accidents, 2,450 vehicles, 1988.

U.S. 18 east of Jefferson, 16.5 miles, 496 accidents, 1,900 vehicles, 1991.

U.S. 16 between Portage and Wisconsin Dells, 14.3 miles, 479 accidents, 1,900 vehicles, 1987.

Wisconsin 49 north of Berlin, 22.7 miles, 469 accidents, 1,450 vehicles, 1988.

Wisconsin 78 from Mount Horeb to near Portage, 49 miles, 449 accidents, 1,400 vehicles, 1990.

Wisconsin 144 between U.S. 41 and Random Lake, 19 miles, 430 accidents, 2,600 vehicles, 1988.

Wisconsin 52 east of Wausau, 21.8 miles, 419 accidents, 1,050 vehicles, 1990.

Wisconsin 92 from Belleville to Brooklyn, 10.6 miles, 396 accidents, 780 vehicles, none.

U.S. 12 from Menomonie to Woodville, 18.6 miles, 384 accidents, 1,600 vehicles, 1993.

Wisconsin 83 from North Lake to St. Lawrence, 15.6 miles, 381 accidents, 2,300 vehicles, 1991.

Wisconsin 37 between Eau Claire and Alma, 36.5 miles, 375 accidents, 1,550 vehicles, 1990.

Wisconsin 72 Elmwood to Downsville, 10.6 miles, 374 accidents, 900 vehicles, 1989.

U.S. 45 New London to near Appleton, 14.7 miles, 340 accidents, 6,000 vehicles, 1987.

U.S. 45 Shawano County, 33.3 miles, 317 accidents, 3,050 vehicles, 1991.

Wisconsin 50 western Kenosha County, 10.1 miles, 278 accidents, 6,000 vehicles, 1988.

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second degree in return for the defendant's no contest plea. Second-degree murder does not involve the intent to kill. Assistant District Attorney Frank Parise asked for the maximum sentence on each charge.

Cement work is solid proof highway project is progressing

8-12-87

By DON JENSEN
and JOE VAN ZANDT
Staff Writers

The first concrete evidence that the long-awaited widening of Highway 50 is becoming a reality is appearing this week as highway crews pave the two eastbound lanes in the Village of Paddock Lake.

The work in the village is the first phase of the state project to widen Highway 50 to four lanes from I-94 to east of New Munster, 13 miles.

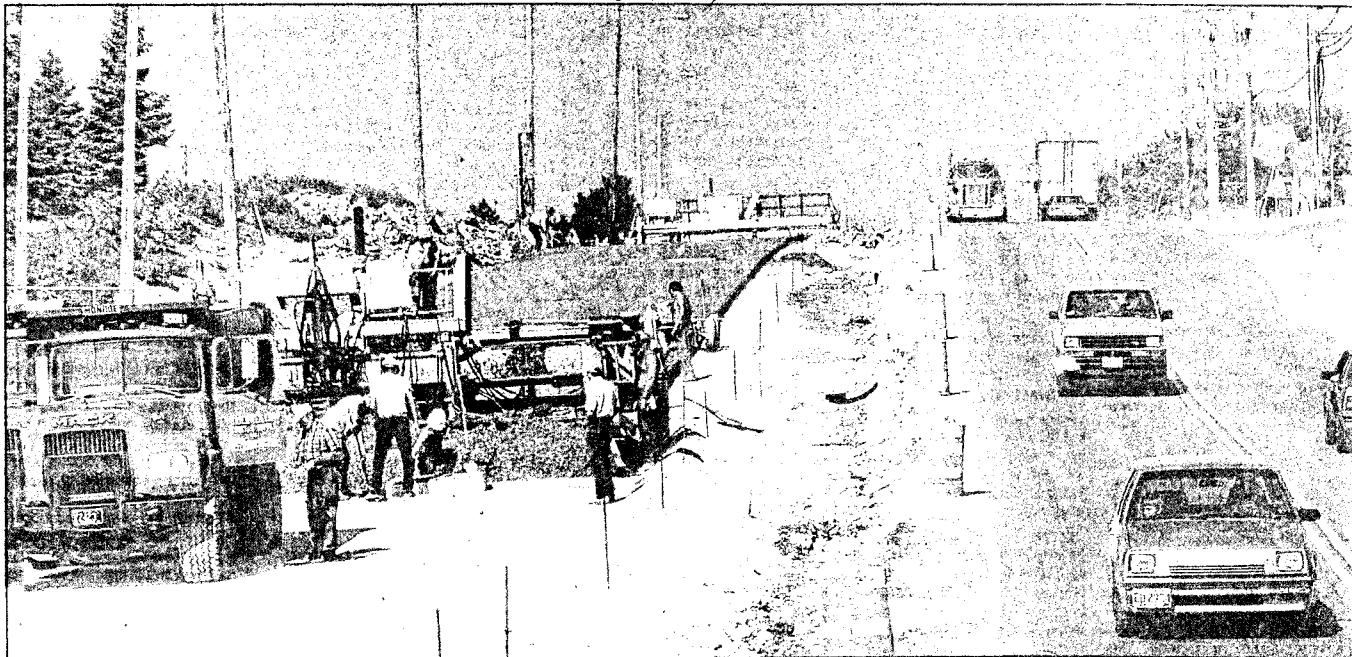
Area Construction Superintendent Elmer Schultz of the Department of Transportation's Waukesha office said the work is about four weeks behind schedule.

Although that project and the reconstruction of the County Highway F bridge over the Fox River at Silver Lake are both behind schedule, both are still expected to be completed before cold weather.

Project Engineer Steve Young said after the new concrete in the village cures for several days, traffic will be rerouted onto the new pavement and work will begin on preparing the roadbed for the westbound lanes.

Construction of the second

(continued on page 168)



Kenosha News photo by John Sorenson
Construction workers pour concrete Tuesday in Paddock Lake — the first leg of a long-awaited Highway 50 widening project

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Rain

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ZONES 11, 14 — Mostly cloudy with chance for showers and thunderstorms. Lows in the mid 60s. Variable winds 5 to 12 mph. Rain chance 50 percent. Mostly cloudy with a continued chance for showers and thunderstorms Thursday. Highs in the low 80s. Rain

and thunderstorms Thursday. Highs in the low to mid 80s.

Friday through Sunday — A chance for thunderstorms each day. Warm with highs in the 80s north to the upper 80s and low 90s south. Lows in the 60s north to the upper 60s and low 70s south.

DWS used in Wyoming

quietly ashore in Louisiana Monday.

Rain was forecast from South Dakota through the Plains and the upper Mississippi Valley into Texas.

In the Southeast, storm activity was expected to be heaviest today from northern Florida across southern Alabama and through most of Mississippi. National Weather Service forecaster Hugh Crowther said.

The wet weather was a breath of relief for Alabama, where seven deaths have been blamed on the heat this summer. Showers and thunderstorms Tuesday lowered temperatures, and prompted health officials to lift a heat alert for the southern two-thirds of the state.

Tropical storm Arlene, the first of the season, popped up

over the western Atlantic Tuesday and chugged eastward with 50 mph winds, but posed no threat to the United States, according to the National Hurricane Center in Miami.

At 9:30 p.m. Kenosha time, the center of Arlene was about 400 miles west-southwest of Bermuda. It was moving east northeast around 17 mph.

Forecaster Gil Clark said the storm's 50 mph winds, with stronger gusts in squalls, could hit Bermuda with thunderstorms, heavy showers and squalls.

Clark said he did not expect Arlene to reach hurricane strength or turn toward the United States. A storm system is classified as a tropical storm when its winds reach 39 mph and a hurricane when its winds reach 74 mph.

that set his brother **ablaze** and that it still is unclear how the fire began.

"At best, he wanted to scare Joseph after their argument," Mason said. "He did not want to hurt him." The defense attorney suggested a 10-year prison term.

Bastian **J. Figura** agreed that what happened may never be known. He noted that Gerald Figura had never been in trouble with the law, except for driving offenses related to the fact he was unable to get a license because of his illiteracy.

The judge said Figura had a 40-year work record and was characterized by employers and even his own family as "quiet, hard-working, nice."

Bastian noted that even the victim, after the fire had severely injured him, told officers that his brother had been drunk and that he did not wish to prosecute him.

In sentencing Figura to less than the recommended terms, Bastian said he did not believe the defendant would get into trouble again and that he showed remorse for what happened to his brother.



Laying of pavement marks project progress

(Continued from page one)

drea said, "and apparently that was more of an incentive."

The senator said that he and Rep. Cloyd Porter urged the DOT to include penalty clauses in future local highway contracts so similar delays are avoided.

Andrea said DOT officials told him that future construction delays could occur at the complex intersection at Highway 50 and I-94, where rerouting of frontage roads is planned, and at the corner of 50 and U.S. Highway 45.

Work on the Fox River bridge, scheduled to begin July 20, has been postponed until Aug. 17, Schultz said, because the low bidder for the job took longer than expected to complete pre-construction contract stipulations with the DOT.

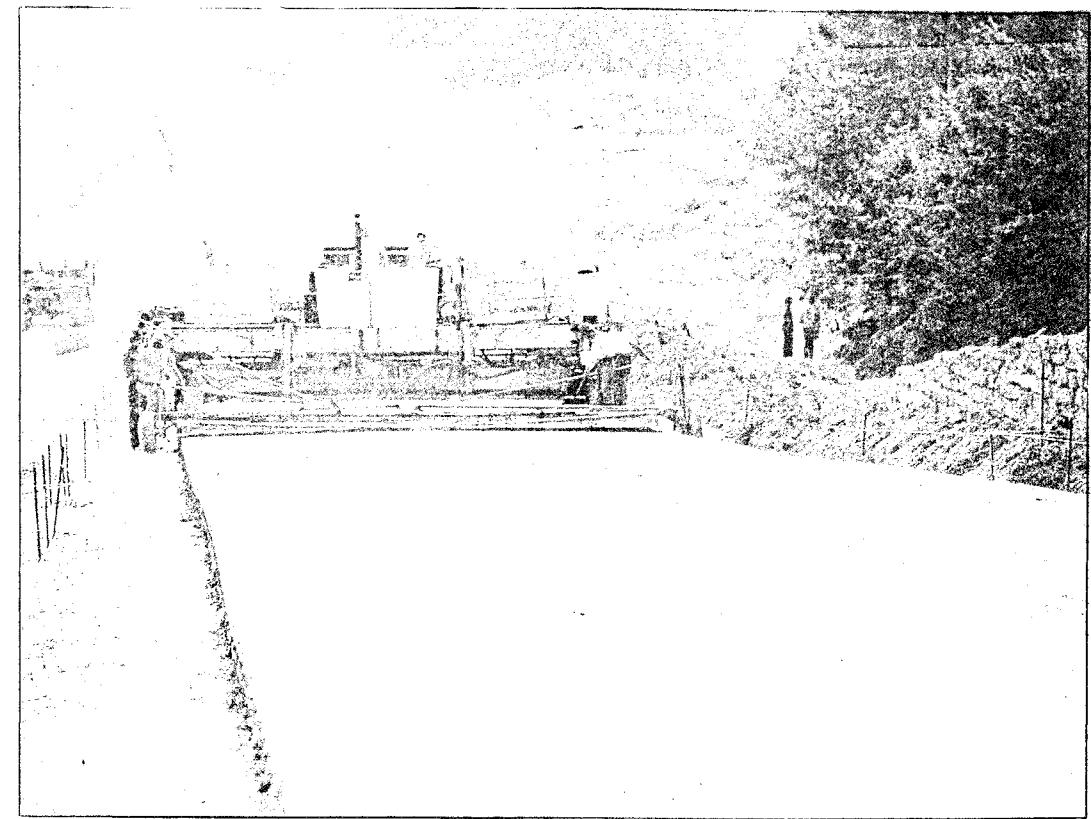
Included in the reconstruction plans, Schultz said, are removal of the deck and girders, and the reinforcement and strengthening of abutments and piers. The final step is installation of new pre-stressed concrete girders, deck and guardrails.

Although the project will get started a month late, Schultz said, there is no reason the work should not be completed and the bridge reopened before winter.

Otherwise, motorists will continue detouring two miles south to the County Highway C bridge or two miles north to the Highway 50 bridge until spring.



Workman watches a sea of cement emerge



The cement is smoothed and grooves are made to provide a better base for the asphalt topping

Kenosha News photo by John Sorensen

8-24-87

Racing against winter to widen Highway 50

By DON JENSEN
Staff Writer

Although behind schedule, the Highway 50 widening project through the Village of Paddock Lake could still be completed before winter halts the construction season, "as long as we don't have an early or snowy fall," according to Keith Lindstrand, the village's public works director.

Dennis Skory, project engineer, says that his best guess is that traffic should be traveling over the new stretch of four-lane highway between Brass Ball Corners, Highway 83/75, and 236th Avenue, just east of the village, by Nov. 15.

The work is the first phase of the state project to widen Highway 50 from I-94 to just east of New Munster, a distance of about 13 miles.

Construction of the second phase of the project, the highway from 236th Avenue to I-94 is scheduled to begin next April. Present plans call for the third phase, from Brass Ball to the point where Highway 83 turns north from Highway 50, to be completed the following year.

Two-way traffic has been



The widened Highway 50 through Paddock Lake proceeds one side at a time

routed on temporary paving through the village, immediately to the north of where the new eastbound lanes are being built.

Those new lanes were poured with nine inches of concrete about two weeks ago. Skory said that the curbs and gutters for

those eastbound lanes were completed Friday.

Because of the necessity of keeping the Brass Ball intersec-

tion open to Highway 83/75 traffic, he noted, concrete pouring there, for a distance of about 100 feet, must be done in several small sections, taking at least several days.

"Blacktopping of the eastbound lanes is about a week off," Skory said.

A first layer of bituminous surfacing will be laid. Sometime toward the end of the Labor Day week, two-way traffic will be rerouted onto that new stretch of highway through Paddock Lake and the paving procedure will be duplicated for the two westbound lanes, with grading, concrete paving, curbs and gutters and preliminary blacktopping.

Then, finally, the entire four lanes will receive a final top coating of blacktop to complete the job.

"I don't think we can ever make up the four weeks the project is behind," Skory said. "And we lost another two and a half work days this week because of the rain. But I still think we should finish it before winter."

Blacktopping a three-inch layer on top of a nine-inch concrete base is a highway con-

struction technique that has become quite common in recent years, Lindstrand says.

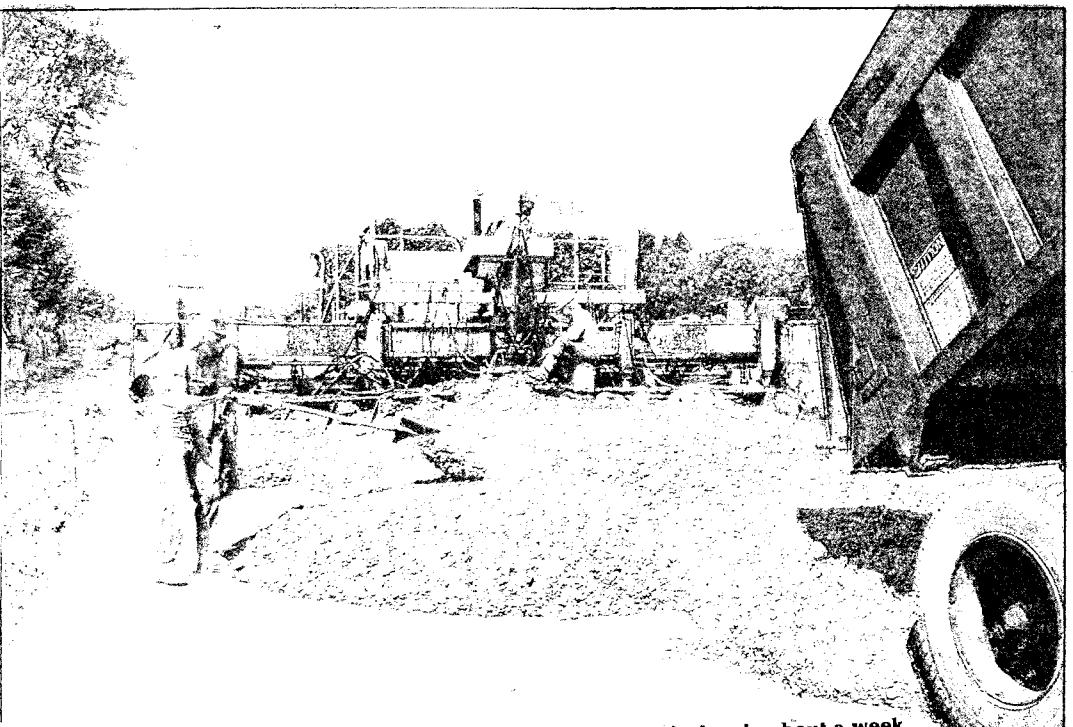
"Concrete makes a super base," he notes, "strong and longlasting. But its surface cannot be renewed. Bituminous, on the other hand, is smooth and makes a great highway surface, but it doesn't last as long."

With the new Highway 50, some years down the line, the three inches of deteriorating blacktop will be ground off and recycled. A new blacktop layer will be laid on top of the sturdy concrete base, providing a highway as good as new.

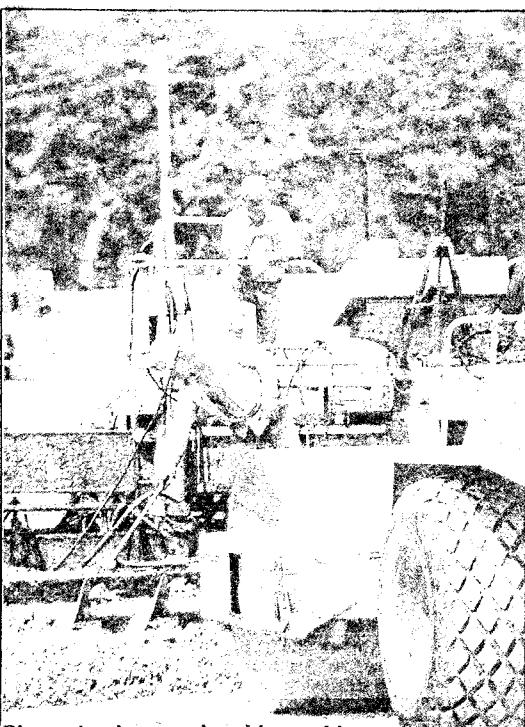
"It may be a more expensive construction method originally," Lindstrand says, "but it is cheaper and better over the long haul."

If the state had opted merely for a concrete highway, eventually, when resurfacing is needed, it would be blacktopped, but this would disrupt the original concrete curbs and gutters, causing drainage problems.

"With this construction method, the curbs and gutters are planned with the blacktop layer in mind. Everything lines up."



**Big paving is
requires big machinery**



236th Avenue, just east of the village, by Nov. 15.

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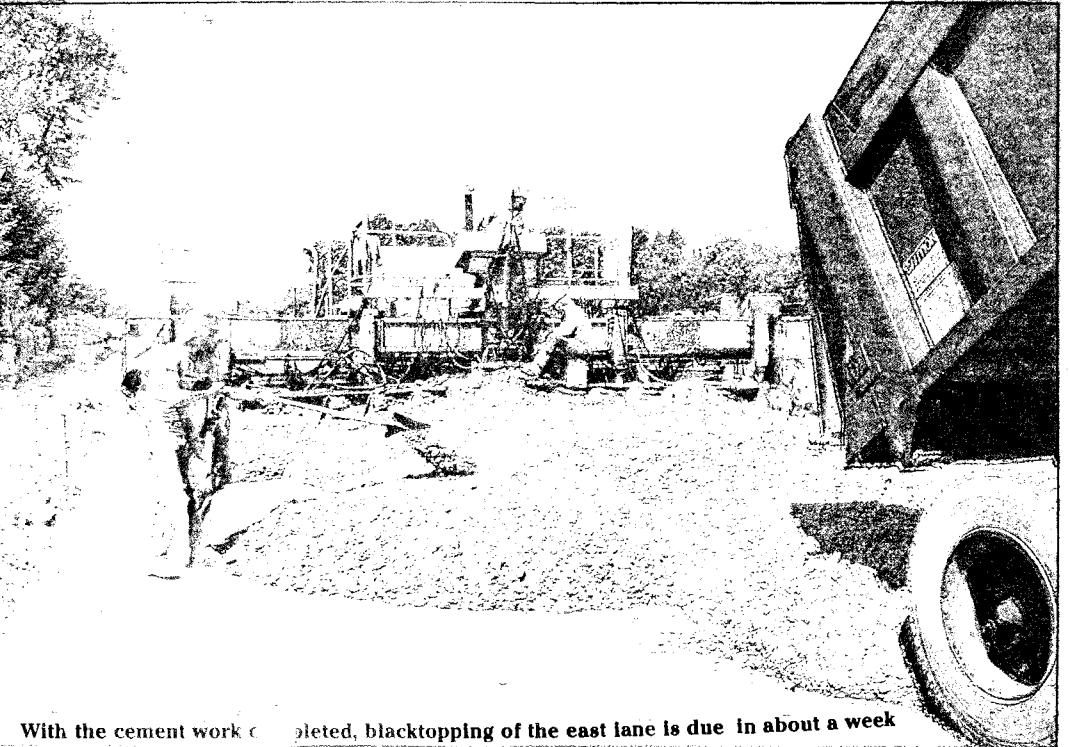
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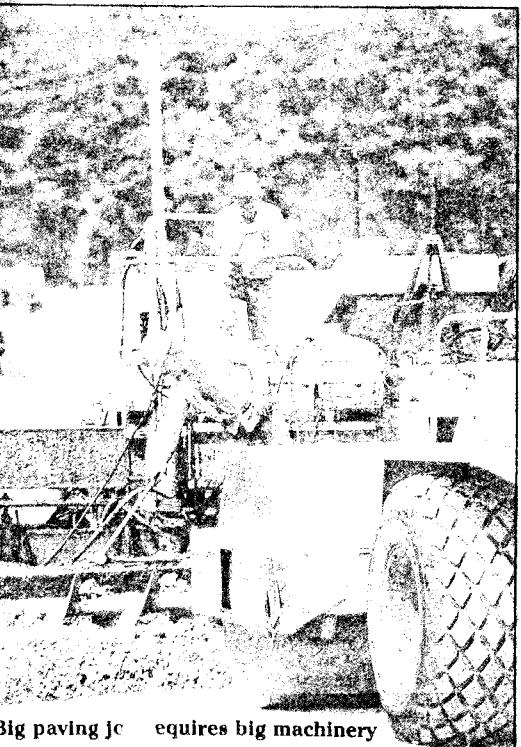
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"With this construction method, the curbs and gutters are planned with the blacktop layer in mind. Everything lines up."



With the cement work completed, blacktopping of the east lane is due in about a week



Big paving job requires big machinery



8-19-87

Cement was poured last week on the Highway 50 eastbound lanes. The gaps should be in by this week and the next step is the blacktopping, said foreman Fred Sass of Trierweiler Construction and Supply Inc., Marshfield. The project was delayed because the workers have other projects going. A rumor in the village that they were on strike is false, Sass said. The highway project in Paddock Lake, expanding the two-lane road into four lanes is expected to be complete by October.

Hwy. 50 Work Chops 30% From Profits

PADDOCK LAKE — With the construction on Hwy. 50's widening project about a month behind schedule in Paddock Lake, in general, reports from merchants on the south side of the highway, where the present construction is taking place, are that business is down this summer but things are not as bad as expected.

According to Jeff Wheeler of Hartnell Chevrolet, on the Paddock Lake Businessmen's Dusty Dollars Committee,

"There is impact, but the people I have talked to say it's not as bad as they thought it was going to be."

Wheeler says that the Dusty Dollars program, up to a \$2 discount on merchandise with two dusty dollars turned in to merchants, has been used. This program, a way of thanking people who are fighting the construction and still using local retailers, will be over at the end of August.

"The impact could be greater when the construction moves to the north side of the highway since there are more and larger businesses on that side of the highway," said Wheeler.

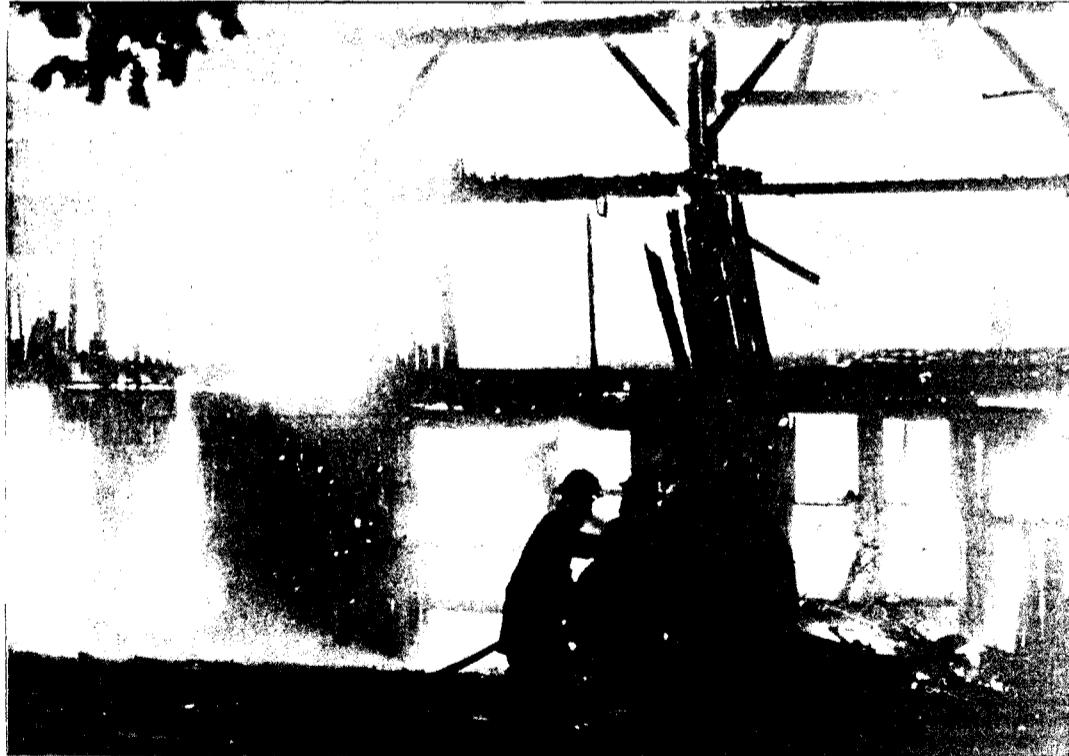
Wheeler added that the way things are going, there is some doubt that the construction will move to the other side before winter sets in. "If that happens, we will be in trouble," he added.

The manager of the BENCO service station said that business was off somewhat but the station also went through an island renovation which would have cut into business without the construction, so it was hard to gauge.

Cathy Krueger, manager of the Brick Oven Bakery, said that business was down about 25 percent but added that when the weather is bad there was some added business from the construction workers.

Brick Ovens has been giving customers who overcome the construction mess a special free cookie. "We're okay now but the aftermath after the highway is completed, when the traffic goes speeding right by might hurt us more," she said.

Business at the Edelweiss Cafe is down about 30 percent and Laurie Creaney from the Brass Ball Restaurant reported that their business was off about 30 percent. "We only have one entrance off of Hwy. 83 which is a nuisance. You can't see the other one because all the trucks are in the way."



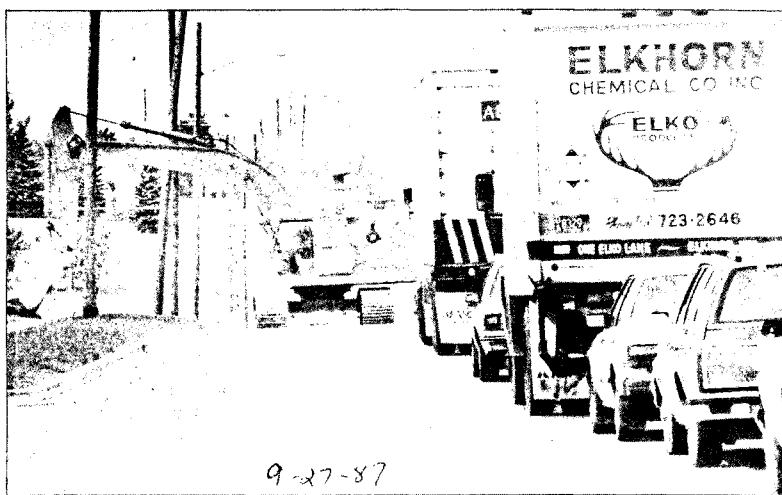
8-18-87

Cleared for Hy. 50

6/1
Pegged post-and-beam construction of the 19th century is visible as Salem firefighters burn a 100-year-old barn in Paddock Lake to make way for widening Highway 50. Leone Huntton, whose family has lived at Brass Ball Corners since its early days, said the barn was used as a stable for the

house directly west of it. It was demolished recently as well. The property, at the northeast corner of Highways 50 and 83/75, was owned by the Burgess family and later by Clara Hartnell before it was converted into office space for the Keith Johnson Realty.

Kenosha News photo by Joe Van Zandt



Construction equipment creates a traffic jam on Highway 50 in Paddock Lake

Hy. 50 work to finish up by winter

By DAVE BACKMANN
Staff Writer

The district director for the Wisconsin Department of Transportation said today he will permit asphalt paving work to continue beyond Thursday's fall deadline so the Highway 50 rebuilding project in Paddock Lake can be completed before winter.

Harvey Shebesta said paving contractor Payne Dolan, Waukesha, can pave with temperatures above 35 degrees.

Village of Paddock Lake officials, Sen. Joseph Andrea, D-Kenosha, and Rep. Cloyd Porter, R-Burlington, had asked Shebesta and DOT Secretary Ronald Fiedler to extend the deadline.

Concerns were raised that if the finish coat of the 1.4-mile section in Paddock Lake was not laid this fall, ice would build up, temporary paving around manholes would be damaged by snow plows, the concrete curb would be chipped and the road would be rough to motorists.

Andrea said today he is concerned that the general contractor for the Highway 50 project, Trierweiler Construction and Supply Co., Marshfield, has been awarded too many DOT contracts this year and could not complete its road-building work in Paddock Lake. Payne Dolan is the paving subcontractor.

Shebesta said Trierweiler has been busy with other projects but is within the limit of jobs allowed by the DOT. Excessive rainfall this summer slowed area road-building projects, Shebesta said.

The contract between DOT and Trierweiler does not contain a completion date, Shebesta said.

Officials seek extension for Hy. 50 paving

Village of Paddock officials are asking the Wisconsin Department of Transportation to extend its fall deadline for paving finish coats of blacktop, to allow completion of the Highway 50 rebuilding project before winter.

The deadline for applying finish layers of asphalt to all paving projects statewide is Thursday.

DOT officials have said they will not pay next spring to repair any finish layers of asphalt that

are poured after the deadline and damaged by winter conditions. The cost would have to be paid solely by the paving contractor, Payne Dolan, Waukesha.

Village Public Works Director Keith Lindstrand said today that Village President Olga Hoffman wrote a letter Saturday urging an extension to DOT official, Dan Kastenholz, who is responsible for setting the fall deadline.

Lindstrand described Thursday's deadline as "arbitrary." He said Payne Dolan officials already have said they won't pay any paving repair costs.

The Highway 50 rebuilding project covers 1.4 miles within the village. A concrete base, curbs and gutters and first layer of blacktop has been poured in eastbound lanes.

A final layer of blacktop can

be poured in those lanes only when the westbound lanes also are ready for a finished coat, Lindstrand said. The concrete base is only now being poured for the westbound lanes.

Lindstrand estimated all paving could be completed by the end of this month, weather permitting.

He said if a finished coat is not applied, ice will build up on the

road, temporary paving around manholes will be damaged by snow plows, the curb will be chipped, the road will be rough to motorists and the project will appear unfinished.

State Sen. Joseph Andrea, D-Kenosha, and Rep. Cloyd Porter, R-Burlington, also have sent letters to DOT officials explaining the village's problem and asking for an extension.



Use the back door in Paddock Lake

The back entrance to businesses on the north side of Highway 50 in Paddock Lake is peaceful and easy to reach by following the signs which point the way from Highway K down the "double lane" [248th Street] to 74th Street. The alternative is lining up during rush hours and then stopping to make a turn into a drive, hoping a driver going the other way will let you through. Even when it is not rush hour, the front entrances are almost all preceded with a dip into rutted dirt or gravel. In the past month, the construction

has been going at a feverish pace with crews working 6 days a week trying to catch up on work delayed when they were working on another project. The above machine was blocking the turn into 236th Avenue as the workers prepared the lane for paving. The deadline for pouring asphalt has been extended and the hope is that it can be finished before severe cold weather sets in.

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Hy. 50 work ending in Paddock

By ARLENE JENSEN
Staff Writer

PADDOCK LAKE — By the end of this week, the motoring public will be allowed to travel on all four lanes of the newly constructed Highway 50 through the village of Paddock Lake.

The \$2.1 million reconstruction project that has disrupted village traffic for six months is in final stages. Blacktopping was to be completed Thursday, according to engineers, and only mop-up work remains.

For the first time since early summer, all cars are on the proper side of the road, said Public Works Director Keith Lindstrand.

The project means more than just a new main highway for Paddock Lake, said Lindstrand.

Beside four lanes where there used to be two, the village has new sidewalks, new streetlights, a sewer extension out to Brass Ball Corners and an increase in the storm sewer network under the highway.

The work in Paddock Lake is the first phase of a project that will ultimately cost \$25 million and create a 4-lane highway from Kenosha west to the point where Highway 83 turns north from Highway 50.

Come spring 1988, attention will turn to Phase 2, a 7½-mile stretch from Paddock Lake east to I-94 and a two mile section west of the village to County Highway B.

Phase 3, set for 1989, includes reconstruction of the three miles from Highway B west to 83

North and resurfacing the portion of Highway 50 from Hy. 83 west to Highway 12.

Elmer Schultz, area construction supervisor for the Wisconsin Department of Transportation, said the Paddock Lake project, which includes four 12-foot-wide lanes, wound up about two weeks behind schedule.

The contract called for completion by the end of October but, said Schultz, "We had weather delays. We added more work to the contract, and there were times when the contractor was dragging his feet because he had other jobs to finish."

Workers poured eight inches of concrete for the Paddock Lake section, topped with three inches of blacktop. The remainder of Highway 50 will be just concrete,

nine inches thick.

Schultz said the blacktop is used in populated areas because it makes a smoother, quieter surface.

DOT real estate agents are busily acquiring right of way for Phase 2 now, said Schultz. Contracts are expected to be let in early January and construction to start in April.

Four contracts will be let, two for mainline construction — the long expanses of road — and two more for I-94 related projects such as the relocation of frontage roads at the intersection. Schultz said Highway 50 will not be closed during construction.

Like Paddock Lake, where one half of the highway was open at all times, the rest of the project will be handled in a similar manner.

Although the village section was built with curb and gutter

Ceremony to

The new Paddock Lake section of Highway 50 will officially opened at 1 p.m. Sunday in ceremonies at Brass Ball Corners, the intersection of Highways 50 and 83.

Paddock Lake Village President Olga Hoffman said village, county and state officials have been invited to attend the event which marks completion of 1.4 miles of 4-lane highway through the village.

Speeches and a ribbon-cutting



Kenosha News photo by Brian Passino

State Sen. Joseph Andrea, left, addresses onlookers at a ceremony Sunday celebrating the official opening of State Highway 50, which has been reconstructed in the Village of Paddock Lake. Olga Hoffman, village president, second from left, and County Executive John Collins, center, are among the officials gathered to take part in the ceremony as Collins' son, Adam, 5, plays in the loose dirt at the construction site at highways 50 and 83. The work is the first phase in construction of a 4-lane Highway 50 extending from I-94 to a point just east of New Munster in the Town of Wheatland.

Hy. 50 ceremony

GUL
175

Work ending in Paddock Lake

11-12, '87

Beside four lanes where there used to be two, the village has new sidewalks, new streetlights, a sewer extension out to Brass Ball Corners and an increase in the storm sewer network under the highway.

The work in Paddock Lake is the first phase of a project that will ultimately cost \$25 million and create a 4-lane highway from Kenosha west to the point where Highway 83 turns north from Highway 50.

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Ceremony to open new Hy. 50

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Paddock Lake Village President Olga Hoffman said village, county and state officials have been invited to attend the event which marks completion of 1.4 miles of 4-lane highway through the village.

Speeches and a ribbon-cutting ceremony will be followed by refreshments at the Brass Ball Restaurant.

Public Works Director Keith Lindstrand said the village is trying to figure out how to perform a ribbon-cutting ceremony in the middle of the highway.

"We actually intend to string a ribbon across the road," said Lindstrand, "but we don't plan to stand there very long."

manner.

Although the village section was built with curb and gutter,

the remainder will not have it. A 50-foot median will separate east and westbound lanes.



Kenosha News photo by Brian Passino

mony
State Sen. Joseph Andrea, left, addresses onlookers at a ceremony Sunday celebrating the official opening of State Highway 50, which has been reconstructed in the Village of Paddock Lake. Olga Hoffman, village president, second from left, and County Executive John Collins, center, are among the

officials gathered to take part in the ceremony as Collins' son, Adam, 5, plays in the loose dirt at the construction site at highways 50 and 83. The work is the first phase in construction of a 4-lane Highway 50 extending from I-94 to a point just east of New Munster in the Town of Wheatland.



As cars were prohibited from entering the right turn lane of the east-bound traffic at Brass Ball Corners, Paddock Lake, President Olga Hoffman cut the ribbon officially opening the brand new four-lane divided Highway 50 Nov. 15. For approximately 6 months, traffic has been snarled as the roadway was under construction through the village. With Hoffman were dignitaries [not in order] state Sen. Joseph Andrea; Department

of Transportation District 2 Director, Harvey Shebesta; Kenosha County Executive John Collins; County Highway Commissioner, Gene A. Scharfenorth; County Supervisor, Earl Hollister; business representative, John Cloff; Paddock Lake Public Works Director Keith Lindstrand; prime contractor, Ted Trierweller of Trierweller Construction and Wally Gieffuss of Mann Brothers Cement.

(Nancy Pouler Photo)

New 4-lane Hwy. 50 to officially open Sunday

11-20-87

PADDOCK LAKE — Motorists have been using all four lanes of new Hwy. 50 in Paddock Lake all this week.

Blacktopping was almost completed at press time and then the \$2 million highway widening and reconstruction will be over in Paddock Lake except for some cleanup work.

An official highway opening ceremony is set to take place at Brass Ball Corners at 1 p.m. on Sunday, Nov. 22.

After six months of traffic bedlam and interruption since the highway bisects Paddock Lake's commercial community, not only does the village have a brand spanking new main highway running through it, but the sewer network under the new highway has been made larger and extended all the way to Brass Ball Corners at the intersection of Hwys. 83 and 50.

Residents can now walk on sidewalks along Hwy. 50 and new street lights will make that stroll a safer one at night.

With the Paddock Lake section of Hwy. 50 now complete, Phase 2 of what will ultimately cost \$25 million and mean the completion of a new four-lane highway from Kenosha to Lake Geneva, will begin in spring.

It will mean the reconstruction of the highway for another seven miles from Paddock Lake east to Hwy. I-94 and also west for two more miles to Hwy. B outside of Silver Lake.

Although the Paddock Lake project was to be finished by the end of October, the finish line was reached two weeks late because of "bad weather, additional work and other commitments of the construction company."

History is being dug up along Highway 50

BY GREG SAUCERMAN

The old Jackson house on the northeast corner of the intersection of highways 50 and D in Bristol has been the scene of much activity lately. Archaeologists from the Great Lakes Archaeological Research Center are literally digging up the past on this ancient farmhouse.

The house, one of the first framed structures erected in the county, was built in 1835 by Andrew Jackson. It was used as a tavern and boarding house and sometimes a church for travelers on Geneva Road. Andrew's two brothers, Frisbee and Northrup, built a store and a blacksmith shop nearby and this little

settlement became known as Jacksonville.

In 1837 a meeting was held in the tavern to establish a mail route from Southport (Kenosha). The town had to be given an official name and it was voted to name the town Bristol after Rev. Ira Bristol. It was decided that the post office would be in the tavern and Andrew Jackson the first postmaster.

In the 1850s, when the railroad was built, the town of Bristol grew fast down by the depot, and the original settlement of Jacksonville would be all but forgotten over the years. Later the

(Continued on Page 14)

★ Archaeologists

Building was used as a farmhouse.

Archaeologists are working fast to lay and uncover the fascinating history of this building. They can tell a lot about our area's past just by finding objects in the ground that our ancestors threw away or lost. A piece of fine porcelain was discovered at the site, Dec. 12, which indicated that at one time someone wealthy occupied the home or that when it was used as a boarding house, wealthy travelers must have used the road to be offered such fine luxuries.

"The best places to get information about the past are trash piles, privies, and old wells," claims John Wackman, the leader of this project.

This week they plan to start digging in the well. Wells often held many artifacts after they dried up. People would often dump garbage in them and later fill them up with dirt.

The archaeologists also like to study the method in which the well was built. In the old days wells had to be dug by hand, some as deep as 380 feet or more. The methods used in this area are not too well known. They have already determined that at one time a new foundation and an addition was put on the house.

(Continued from Front Page)

Because they can only work till the first snow cover, work ceased with the Dec. 15 blizzard. Around February the bulldozers plan to come through, preparing the way for the new Highway 50. The house might have already been leveled by the Department of Transportation, but it is listed on the National Register of Historic Places. This is how the archaeologists found the site.

Matt Nolan of Twin Lakes has also taken a personal interest in the building. He plans on purchasing the house and moving it 5 miles west to a site in Paddock Lake. Nolan would like to restore the building to its original condition. His family could live in it and perhaps in the future, turn it into a travelers' inn, which is what it was first used for, he said.

The mover, phone company and electric company (for moving the power lines across the highway) are all set. But Nolan is having trouble with financing. Banks are reluctant to loan money on projects like this. He has until February to get the funds to move the old Jacksonville home, or else it will become another victim of the progress on Highway 50.



Highway Q extension a year away

By DAVE BACKMANN
11/26 '77 Staff Writer

By Thanksgiving next year, the 2.1-mile extension of County Highway Q in Pleasant Prairie should be completed, the county's Highway and Parks Committee learned Wednesday.

Michael Duckett, a consulting engineer, said bids for the \$5.2 million project will be let in two stages beginning March 15. Duckett is employed by the Milwaukee-based engineering firm of Howard Needles Tammen & Bergendoff.

The extension will provide LakeView Corporate Park with easy access to I-94 and create a direct route between Highway 31 and I-94. The new road is considered vital to the industrial park's development.

Duckett said one stage of the bidding will involve road construction. The other involves building two bridges.

He said road construction should begin May 2. Construction of a bridge over the Soo Line railroad tracks will start the first week in June. Work on the other bridge, spanning the Des Plaines River, will begin in early July, Duckett said.

The Q extension should be open by late November next year.

A curved route is planned for the extension so that most wetlands in the area will not be disturbed, said Lewis Dixon, senior land use planner for WisPark Corp., the Wisconsin Energy Corp. subsidiary developing the park.

The extension initially will be

as a two-lane road. Plans allow expansion to four lanes as traffic increases.

Kenosha County is borrowing \$606,000 next year as its share toward building the extension. WisPark is contributing \$1.8 million and the state Department of Transportation, \$1.5 million.

The county also is applying for \$1.3 million in federal money to complete the project.

County Executive John Collins told the committee it is unlikely the federal government will fund all the \$1.3 million. Therefore, the county should be ready to pay the difference, he said.

The committee recommended a resolution that commits the county to the Q project. The resolution will go before the County Board Tuesday.

A section in the resolution states that if LakeView Park does not develop, the county will be reimbursed and be allowed to keep ownership of the road.

WisPark officials estimate the park will create 7,000 to 12,000 jobs over the next 10 to 15 years.

Dixon said the Des Plaines bridge will cause the river to back up slightly, enlarging its floodplain to the north. At peak flood stage, the expected backup will raise the river level about 1 inch at a point some 100 feet north of the bridge, to 6 inches where the river flows under County Highway C, Dixon said.

WisPark is seeking floodplain easements from about 40 affected property owners. The easements will prevent any building on the enlarged floodplain area.

An informational meeting for those property owners is scheduled for 7:30 p.m. Dec. 3 at the Pleasant Prairie Town Hall. Pleasant Prairie Administrator Michael Pollockoff said the property owners will be notified of the meeting.

I-94-Highway 50 air quality addressed

By JIM ROHDE
Staff Writer

BRISTOL — Concern over air quality at the Highway 50/I-94 intersection resulted in a meeting Monday between state and Bristol officials.

James Rickerr, Department of Natural Resources, Bureau of Air Quality Management, said the state is concerned with meeting federal standards regarding carbon monoxide pollution at the Highway 50/I-94 interchange.

Citing the Factory Outlet Center and the future Bristol Mills development, Rickerr said, "Bristol is ripe for development, which is why we are here today."

Rickerr said state administrative rules adopted in 1975 require DNR permits for developments of 1,000 parking spaces or more. He said the Factory Outlet never applied for a permit prior to its development.

Rickerr said the outlet center was cited for the violation and has since applied for a permit. He said Bristol Mills, to be built on the northwest corner, has already been given a permit for a total of 6,600 parking spaces.

Sen. Joseph Andrea asked whether the owners of the Factory Outlet would be fined especially since the development recently changed ownership.

Rickerr said he couldn't say whether a penalty would be imposed.

"Ignorance to the law is no excuse," Rickerr said.

"I'm just as concerned with air quality. I believe in clean air," Andrea said, "but while we

"Bristol is ripe for development, which is why we are here today. ... Anything you can do to move the traffic away from Highway 50 is to your benefit."

*James Rickerr,
DNR spokesman*

are concerned about air quality in Wisconsin, it's business as usual in Illinois."

Rickerr said the perception is Illinois can do anything it wants, when, in fact, the Environmental Protection Agency is saying in which counties development can occur.

Bristol Town Chairman Noel Elfering said the town wasn't even aware of the requirement for permits with developments of 1,000 vehicles or more.

Andrea suggested a joint meeting be held with representatives of the towns of Bristol, Paris, Pleasant Prairie and Somers along with officials from the DNR and the Department of Transportation to work on a plan for future development along the interstate.

Rep. John Antaramian said plans are already in progress to create new on/off ramps along the interstate at County Highway K to the north and County Highway B to the south.

"Anything you can do to move the traffic away from Highway 50 is to your benefit," Rickerr said.

"It boils down to either challenging the authority of the EPA and the DNR, or working together to ensure continued development in Kenosha County, said Rep. Cloyd Porter.

Elfering said while the town would comply with the federal regulations, he would discuss the situation with the town board regarding future planning.

"We just don't want you to kill our growth and drive it back to Illinois," Elfering said.

"We don't want to kill your growth," Rickerr said. "We just want to facilitate it while ensuring clean air."

Kenosha, WI 53140 as provided in sec. 32.05(4) Wis. Stats., a true copy after I, a copy which is hereto attached and incorporated herein by reference as though set forth herein at length. That the premises affected by this offer are described as follows and by the operation of sec. 32.05(4) Wis. Stats., are described as set forth in said attached and incorporated offer.

Dated November 17, 1987

By James A. Machnik
Title: Real Estate Supervisor

JURISDICTIONAL OFFER
Dated November 17, 1987

WISCONSIN STATUTES

State of Wisconsin, Department of Transportation, District 2 Office, 141 N.W. Barstow Street, P.O. Box 649, Waukesha, WI 53187, Wisconsin

Date: November 17, 1987

To: Quality Controlled Egg Farm, Inc., a division of Fresh Production Credit Association of Elkhorn; Burlington Consumers Cooperative; Spahn Enterprises, Inc.; Wisconsin Department of Internal Revenue; Kenosha County Treasurer, hereinafter referred to as Owner.

State of Wisconsin, Department of Transportation pursuant to Section 64.09(2), Wisconsin Statutes,

hereinafter referred to as Purchaser, offers to purchase or to purchase a parcel of real estate and/or rights therein in which you own an interest all as particularly described on the description page herein and agrees to pay therefor the sum of Six Hundred and No/100 (\$600.00) Dollars within 60 days from the acceptance of this offer.

A. The said property and/or rights therein as described, are required by the State of Wisconsin for the planning and improvement of S.T.H. 50, as more fully described in Division of Highways' Relocation Order dated December 1, 1987, which is filed with the County Clerk of Kenosha County, Wisconsin, and the State of Wisconsin, in good faith intends to use the above described property for such public purpose.

B. The State of Wisconsin proposes to occupy and the Owner will vacate the premises hereinbefore described on December 1, 1987.

C. Pursuant to sec. 32.05(3)(d), Wisconsin Statutes, the above purchase price is allocated as follows:

(a) Loss of land, including improvements and fixtures actually acquired \$600.00

(b) Damage caused by loss of existing rights of access \$0.

(c) Damages caused by loss of air rights \$0.

(d) Damage caused by loss of all other non-conforming uses \$0.

(e) Damages resulting from actual severance of land including damages resulting from severance of property and fixtures and proximity damage to improvements remaining on Owner's land \$0.

(f) Damages to property abutting the right of way due to change of grade \$0.

(g) Cost of fencing reasonably necessary to separate land being acquired from the land retained less the amount allowed for fencing acquired under par. (a) \$0.

Compensation for additional items of damage listed in section 32.05(3) Wisconsin Statutes has not been included. If any such items are shown to exist the owner may file claims as provided in sec. 32.20, Wisconsin Statutes.

O. The purchase price is based upon an appraisal of Owner's property, which appraisal is available for inspection in the office of the State of Wisconsin, Department of Transportation, District 2 Office, 141 N.W. Barstow Street, P.O. Box 649, Waukesha, WI 53187, during regular office hours.

E. Owner has 20 days from the date of personal service of this offer, if personal service is made, or from the date of postmark of the certified mail envelope transmitting this offer, if transmitted by mail, to file a claim for the cost of publication of this offer, in which to accept this offer, unless such time is extended by mutual written agreement between Owner and Purchaser. Acceptance shall be as follows: Owner must execute the acceptance clause on page 2 of this offer, or prior to December 1, 1987, and the offer and acceptance must be either delivered to Purchaser at State of Wisconsin, Department of Transportation, District 2 Office, 141 N.W. Barstow Street, P.O. Box 649, Waukesha, WI 53187 or not later than regular office closing time on December 7, 1987, or mailed to Purchaser at the last above stated address in an addressed postage prepaid envelope bearing postmark of no later than 10:00 P.M. If the Owner does not accept this offer as specified, this offer shall be deemed to have been rejected. F. If Owner fails to accept this offer as set forth in paragraph E above, Owner has 40 days from the date of such service, postmark or date of publication of this offer to commence a court action to contest the right of condemnation as provided in sec. 32.05(5), Wisconsin Statutes, provided that acceptance or retention of any compensation resulting from an award made prior to the commencement of such an action shall be an absolute bar to such action.

G. Owner has 2 years from the date of the recording of an award, as described in sec. 32.05(7), Wisconsin Statutes, in the office of the Register of Deeds in which to appeal for greater compensation without prejudice to Owner's right to file the same in the circuit court given to Owner by the award. Owner's right of appeal is subject to the provisions of Sections 32.05 (9) and 32.05(11), Wisconsin Statutes.

H. If this offer is accepted by Owner, the transfer of title shall be accomplished within 60 days

of beginning of the lands to be described; thence continue north 88°21'45" East along the South line of said 1/4 Section 1,070.18 feet to the Southeast corner of the Southwest 1/4 of said 1/4 Section; thence North 02°16'09" West along the East line of the Southwest 1/4 of said 1/4 Section 33.00 feet to a point on the North right of way line of S.T.H. 50, thence North 88°21'45" West parallel to the South line of said 1/4 Section 132.63 feet; thence North 02°16'09" East 33.00 feet to a point on the North right of way line of S.T.H. 50, thence South 89°05'48" West 937.78 feet; thence South 02°16'09" East parallel to the Eastline of the Southwest 1/4 of said 1/4 Section 33.00 feet to a point on the North right of way line of S.T.H. 50, thence North 88°21'45" West 34.00 feet; thence North 02°16'09" East 33.00 feet to a point on the West right of way line of C.T.H. "MB"; thence South 02°16'09" East parallel to the East line of the Southwest 1/4 of said 1/4 Section along the West right of way line of said highway, 16.88 feet to the point of beginning. Said tract of land contains 0.82 acre of total, 0.82 acre of which was previously dedicated or conveyed also, for highway purposes.

Easement for the right to construct cut and/or fill slopes, including for such purpose the right to operate the necessary equipment, including the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, maintain, and/or remove any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land in Kenosha County, State of Wisconsin, described as:

That part of the Southeast 1/4 of Section 3, Township 1 North, Range East, Town of Blackwood, County of Kenosha, State of Wisconsin, bounded and described as follows:

Commencing at a concrete monument marking the Southwest corner of said 1/4 Section; thence North 88°21'45" East along the South line of said 1/4 Section 33.00 feet to a point on the North right of way line of C.T.H. "MB"; thence South 02°16'09" East parallel to the East line of the Southwest 1/4 of said 1/4 Section 33.00 feet to a point on the West right of way line of S.T.H. 50, thence North 89°05'48" West 937.78 feet; thence South 02°16'09" East 33.00 feet to a point on the North right of way line of S.T.H. 50, thence South 88°21'45" West parallel to the South line of said 1/4 Section 33.00 feet; thence North 02°16'09" East 33.00 feet to a point on the West right of way line of C.T.H. "MB"; thence South 89°05'48" West 937.78 feet to the point of beginning.

This tract of land is to terminate upon the completion of this project or on the date the highway is open to the traveling public, whichever is later.

Also, all other rights or potential common law or statutory easements or rights of access between the right of way of the highway, currently designated S.T.H. 50, and all remaining abutting remaining real property of the owner, whether acquired by separate conveyance or otherwise, where the highway descends or ascends routes on the said highway. The owner's remaining property located in the above said Southeast 1/4 of said Section 3.

Except the right of access to S.T.H. 50, from said abutting real estate on the north side of said highway, by means of three access points, as provided in the provisions of Section 86.07(2), Wisconsin Statutes. (Said three access points may be placed anywhere along the said remaining S.T.H. 50 frontage except the easterly 150 feet.)

Also, no right of access shall accrue between the right of way of the highway, currently designated as C.T.H. "MB", and the southerly 100 feet of the remaining property of the owner abutting that highway.

November 17, 1987



Kenosha News photo by Paul Williams



Kenosha News

Workers lay pipe, left, and cars bypass barrels during construction on Highway 50

Highway 50 gains two lanes

By ARLENE JENSEN
Staff Writer

This was the year the reconstruction of Highway 50 finally got on track. After decades of on-again-off-again plans to improve the narrow, hilly highway that runs the length of our county, it finally happened.

It's a \$25 million, three-year project that will make life a lot easier for those motorists who travel east and west through Kenosha County.

The first phase, a four-lane section through the village of Paddock Lake, was completed in November.

By the end of 1988, there will be four new ribbons of concrete all the way from I-94 to Highway B two miles west of Paddock

Lake. The following summer, the stretch between Highway B and Highway 83 north will be reconstructed.

Throughout the winter months, the preparation for next summer's construction will be going on. First there is acquisition of right-of-way and in many cases, purchase and demolition of buildings that stand in the way of the new road.

Some residents will sell their Highway 50 property and move away. Others will just move their buildings back to give the highway breathing room.

Contracts will be let in early January and construction is expected to start in April.

Four contracts will be let, two

for mainline construction — the long expanses of road — and two more for I-94 related projects such as the relocation of frontage roads at the intersection.

Department of Transportation officials say Highway 50 will not be closed during construction. Temporary lanes will be laid to carry traffic during construction.

In Paddock Lake, workers poured eight inches of concrete, topped with three inches of blacktop. Blacktop is used in populated areas because it makes a smoother, quieter surface.

The remainder of Highway 50 will be bare concrete nine inches thick.

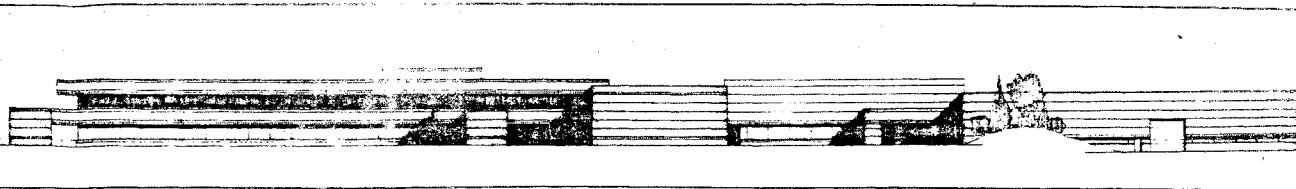
The highway project in Pad-

dock Lake means a smooth road. Besides four lanes used to be two, th new sidewalks, new a sewer extension Ball Corners and a the storm sewer in the highway.

In a way, the big was also responsible by the village now municipal build

The old village highway B. With out front, parking eliminated.

Rather than face parking lot, the opted for a new fac Ave.



Architect's drawing of \$6.9 million office and garage complex

1-7-88

Building plans get mixed reaction

By DAVE BACKMANN
Staff Writer

Plans for a \$6.9 million office and garage complex at highways 45 and 50 in Bristol drew mixed reactions Wednesday as the county's Buildings and Grounds Committee got a first look at an architect's proposal.

Supervisors Lawrence Negri, Eunice Boyer and Mark Wisniewski embraced the plan. They said although the complex will be costly, it's wise to begin planning a building now that will meet the needs of a growing population west of I-94.

Conversely, Supervisor Robert Pitts said plans drafted by Architect Robert Kueny should be scaled down. Pitts predicted the County Board will reject the multi-million dollar pricetag.

The committee recommended its chairman, Wisniewski, meet with County Board Chairman James Fonk and County Executive John Collins and a bonding company to discuss financing the project and plans to remodel the Courthouse. A committee-of-the-whole meeting should be scheduled later to inform the County Board on financing options, the committee said.

"Everybody likes to have a Cadillac, but we have to settle for less sometimes," Pitts said.

The price of the Bristol project and plans to remodel the Courthouse and its Annex together will cost nearly \$19 million, he said. "This is something I don't think we can afford. I don't see where the

money is coming from."

"I'm appalled by the pricetag, too," Boyer countered. "But we have to look at future expansion west of the interstate, where the future of the county is."

Pitts objected strongly to Kueny's plan for a public meeting room in the complex seating 300 people. Pitts said a room that large won't be used enough to justify the cost.

"Let's not nickel-and-dime this," Negri said. "The Public Safety Building (completed in 1982) already is too small."

Kenosha County bought 43 acres on the northeast corner of 45 and 50 for \$105,000 in 1984 with an eye toward building future office space.

Kueny was hired 18 months ago for \$10,000. He said a year

was spent interviewing county department heads to determine their space needs in a new building.

His proposal calls for a two-story, pre-cast concrete structure with a pond dug in wetlands just north of the building.

The complex would be the new home of the Kenosha County Highway Department. Its offices and garages on west 60th Street in Kenosha and in Silver Lake would be closed or sold. Salt and machinery storage sheds would be built east of the new building.

The planning and development, health, and university extension departments would be relocated in the new building, close to the geographical center of the county.

Satellite offices for the sheriff's department, emergency government office, community programs, social services, surveyor and assessor also would be in the new facility.

George Melcher, planning and development director, said the main meeting room and smaller adjacent meeting rooms would be used frequently by the public. He said no convenient room for hearings or other public use is available now west of I-94.

Supervisor Donald Metten said Kueny should not have made plans to relocate the highway department without first gaining the approval of the County Board, not just the Building and Grounds Committee.

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Highway to claim 1840s farmhouse

By Barbara Colicki
Area Editor

SALEM — A farmhouse built by a Kenosha pioneer family and currently occupied by Westosha Veterinary Hospital is among the structures slated for demolition next spring for the widening of Highway 50.

The house, which dates to 1841, is situated a mile west of the intersection of highways 50 and 83/75.

Dr. Kevin C. Nelson said the veterinary hospital will continue to operate from the house for about three more months until its new building to the west is completed. Randall H. Borri, DVM, is the current owner of the property. The clinic is owned by Borri and Fred J. Culbert, DVM, with Nelson and Mary Sue Dierckins as staff veterinarians.

The historic house, which was converted to a veterinary clinic in 1982, has weathered time and the elements, said Nelson, and should be recognized for its contributions over the years.

A 72-page book by Irene Dixon Stockwell titled "The Stockwell Family Adventures into the Past: 1626-1982," second edition, reports that the property was settled in the late 1830s and 1840s by Thomas, Susan, Stephen and Aaron Stockwell.

Beginning in 1837, they all bought property along both



Settlers' house in 1840s now a veterinary hospital

sides of the then new Geneva Road (Highway 50) the first road to be surveyed west of the City of Kenosha. Farmers for up to 40 miles west of the city used Geneva Road to haul their grain to market.

Thomas and Stephen both selected homesites in the sector that year. Thomas bought 160 acres at \$1.25 per acre from the U.S. government and built a log cabin, the corner foundation of which is reported to remain in line with what is now the driveway for the veterinary clinic.

Thomas then returned to Bainbridge, N.Y., to marry

Ann Soproni Parsons and bring her to Kenosha. They packed their furniture, supplies and personal belongings and reportedly traveled via the Erie Canal water route to the Michigan harbors, which were safe and dependable, and on to their new home in Kenosha.

Over the years, Thomas bought more land on both sides of Geneva Road, east of Salem Mound Cemetery corner.

In 1841, according to the book on the family history, Thomas built a "handsome two-story Greek Revival home," which today houses the veterinary hospital. Although the house

has been changed by remodeling over the years, the beams and columns in the cellar, cut from young tree trunks, remain in place today with the bark still on them.

The house contained a wool room on the second floor, which was used to store fleece after each year's sheep shearing. At one time, the fleece was an important part of the farm income.

Indians were still numerous in the area during the Stockwells' early years in Salem, and family members recorded stories about their camps around a pond in the

woods north of the house and their visits to see a new baby in the Stockwell family.

Thomas donated the land at the southeast corner of Highway 50 and Silver Lake Road for Salem Mound Cemetery.

Mildred Stockwell, 74, great granddaughter of Thomas Stockwell, resides on one parcel that still remains in the family, a 15-acre parcel on the south side of Highway 50.

None of her present property will be lost for the highway reconstruction, she said, but she is saddened by the loss of many huge trees planted by her family many years ago.

Highway improvements slated

Some 520 miles of state highway and 53 bridges in southeastern Wisconsin, including major areas in Kenosha County, will be upgraded in the next six years, according to the state Department of Transportation's Six-Year Highway Improvement Program.

The \$21.5 million Highway 50 project in Kenosha County highlights the work scheduled for state Transportation District 2, said Harvey Shebesta, district director.

Nearly 12 miles of the old overburdened Highway 50 in Kenosha County will be replaced with a new four-lane divided roadway with reduced access and improved major intersections, Shebesta explained.

The project extends from I-94 west to Highway 83N.

"This project's been talked about for 20 years," he said. "Sections of it are carrying from

14 to 50 percent more traffic than it was built for.

"The new roadway should reduce its higher-than-average accident rate and help the tourist trade by providing a better route to the Lake Geneva and Delavan recreation areas."

Shebesta indicated one roadway will be open to traffic by the end of this year, with the project scheduled for completion in 1989.

Other projects planned for Kenosha County are:

— Replacement of the Brighton Creek Bridge at Highway 45 at a cost of \$154,000 to begin in 1990.

— Rehabilitation of the County Highway ML overpass at I-94 to raise bridge to conform with current Interstate Standards at a cost of \$403,000, scheduled for 1989.

— Rebuild I-94 tourist information center, parking lots and adjacent frontage road for

\$2,508,000 in 1989.

— Reconstruct the I-94 and County Highway V interchange to include four-lanes on Highway V and improved ramp alignment.

— Widen and pave Highway 142 at Highway 31 and I-94 intersections for \$593,000 in 1989.

— Replace the Burlington Street (Soo Line Underpass) at Highway 142 for \$549,000 in 1989.

— Reconstruct Washington Road from 32nd Avenue to 22nd Avenue to include a minimum of four travel lanes for \$1,043,000 in 1991.

Statewide, nearly 3,400 miles — more than one-fourth of Wisconsin's state highways — and 262 bridges will be improved under the program. The 1,109 scheduled projects throughout the state will cost about \$300 million annually over the six-year period.

Town urged to press for New Munster bypass

By Jim Rohde
Staff Writer

NEW MUNSTER — Town of Wheatland officials were advised Thursday to put pressure on the state Transportation Projects Commission to include the Highway 50-New Munster bypass in its six-year road program. "I would encourage you to get involved in the process by appearing before the commission when it meets in June," said Department of Transportation

secretary Ron Fiedler. "You have to testify as to the importance of the project if you want to get it included in the program."

Fiedler said the commission will make its recommendation to the DOT by Sept. 1, when the projects will be placed in a priority listing and given to the governor.

"The bottom line is funding by the Legislature," Fiedler said. "but I would suspect the Highway 50-New Munster bypass will

be included in the quality network of projects based on the economic development in the area."

Fiedler's appearance in Wheatland Thursday was at the request of Town Chairman Francis Kerkman, who asked for an update on the project.

Kenosha County Highway Committee chairman Earl Kerkman emphasized the importance of the bypass as part of the overall Highway 50 program. "You can't funnel all that traffic

from a four-lane highway into a two-lane highway as it enters New Munster," Hollister said.

Harvey Shebesta, DOT district director, said the New Munster bypass was not included in the overall Highway 50 program because of the drop in traffic flow west of Paddock Lake.

"If the dog (greyhound racing) track is in place in two years, would this influence the state in moving up the Highway 50-New Munster bypass?" asked Rep. Cloyd Porter. "It would

certainly increase the traffic flow in the west end of the county," Hollister said.

Hollister asked whether it is possible to get the Highway 50 project moved ahead of other projects.

"The bypass should have been included in the current Highway 50 rebuilding program," said Collins.

Wheatland officials said uncertainty about the bypass is causing problems for property owners considering whether to sell their land or make improvements.

Fiedler said it is difficult, but "Get some more money appropriated," he said, "and we can start moving on these projects."

County Executive John Collins said development along the

north or south but cannot vary much without throwing the whole alignment off because they have to meet certain standards. In answer to a question, he stated there is no "temporary" road proposed. If a four-lane right-of-way was purchased and only two lanes of concrete laid for the present, the other two lanes would also be put in that right-of-way. He also added that if the traffic counts justify a bypass, they would then be putting in the four lanes at the same time.

Shebesta said the reason why the reconstruction ends at Highway 83 north is that traffic counts indicate traffic decreases from approximately 7,500 at 83, 5,200 at Highway K to 3,400 at Highway P. These counts do not justify a bypass. But they do predict traffic counts to rise when the east end of Highway 50 is finished. Others mentioned possible dog track, etc., as increasing traffic.

The message was that if you want the bypass built, attend the hearings or send written comments to the Transportation Projects Commission requesting the bypass so that it can be built by the mid-1990s.

Shebesta said that Highway 50 will be resurfaced from Lake Geneva east to Highway 83 this summer.

Public meeting on highway program set

The public will have an opportunity to comment on the state Department of Transportation's 6-Year Highway Improvement Program at a public meeting, 7 p.m., Monday, March 14, at the Pleasant Prairie Town Hall.

The multi-year state program will upgrade more than one-fourth of Wisconsin's state highways and rehabilitate or replace 262 bridges over the 6 years.

The eight county Waukesha transportation district will receive \$444.6 million to improve 520 miles of state highway and 53 bridges in southeastern Wisconsin in the next 6 years.

Highlighting the 231 projects planned for the district are replacement of two lanes with four lanes on WIS 50 in Kenosha County, from I-94 to WIS 83 north and construction of two high-cost

bridges and the Lake Arterial in Milwaukee.

The state's highway improvement program is adjusted every 2 years in response to public priorities, financing levels approved in the current state budget, and changing conditions.

An informal open house with refreshments will be held from 3 to 7 p.m. Transportation district staff will be on hand to provide information regarding projects in each county and to answer questions regarding the design and scheduling of projects.

Copies of the 6-year highway improvement program can be obtained from Transportation District 2, P.O. Box 649, Waukesha, WI 53187 or from Program Development, Wisconsin Department of Transportation, P.O. Box 7916, Madison, WI 53707.

Highway cost plan criticized

By Arlene Jensen
Staff Writer

A cost-sharing proposal by the state Department of Transportation drew heavy criticism Wednesday from the county Highway and Parks Committee.

The proposal, which has not become official policy yet, would see towns and counties assess a percentage of the cost of building new state roads. It would also allow local units to transfer those costs back to developers.

Calling the proposal "anti-development," Committee Chairman Earl Hollister said, "It defeats our whole purpose. It would drive development away."

Highway Commissioner Gene Scharfenorth said, "Economic development agencies are trying to find ways to make money available for new development. Now DOT is saying they want it back."

Scharfenorth said the formula used to set the amount owed by local governments and businesses would be determined by the amount of local traffic using the road.

The proposal is still in draft form, said Scharfenorth, and could still be dropped. "I think the state had better be very careful on this one," he said.

In other business, the committee reviewed interior roads that are to be built in LakeView Corporate Park, the 1,200-acre industrial park being developed by WisPark Corp.

East-west roads will be developed to serve industries in the park, which is bounded by Highway ML on the South, Highway T on the North, the Chicago-Northwestern Railroad on the east and the Soo Line Railroad on the west.

The road plan was referred to Pleasant Prairie for review and will be brought back to Highway and Parks for final approval.

Highway claims another 150 year old house

BY GREG SAUCERMAN

With the construction on Highway 50, many families are being forced to move out of their homes. Some families may have lived in these homes for many generations, on land that their great-grandfathers had cleared. The Westosha Veterinary Hospital, located on the highway, east of Highway B, is another one of the houses to be destroyed this spring.

When the country was growing, pioneers headed west to the area now known as Wisconsin. The land was cheap, the soil good, there were plenty of trees for lumber, and many lakes. It was a good place to raise a family. Thomas Stockwell saw this as a good opportunity.

A book about the history of the Stockwell family, written by Irene

Stockwell, claims that in 1837 he bought 160 acres at \$1.25 per acre and built a log cabin. Then he went back to New York to bring his wife Ann back with him. They traveled with all their belongings on Erie Canal packet boats. Once at Kenosha, they then traveled the newly surveyed Geneva Road (Hwy. 50) to their new home.

Their cabin was located along this road, as were most of the first homes built in the county. Accessible roads to town were very important to first settlers.

The first duties to be done at a new site was to clear and farm the land and build a shelter for animals. The first years they were there, settlers saw many Indians, who at first were very friendly, peeking inside windows and killing deer, taking only the hind haunches and

leaving the rest for the settlers. But a couple years later, after seeing more settlers coming, they would come up and take the deer from the man who had just shot it. Hunters dared not say anything at first.

Once settled, the family then made plans to build a more permanent dwelling. Mildred Stockwell states that they built the house, the present day veterinary hospital, in 1844. Mildred lives across the road in another house which was built in 1866 by the Stockwell family. Wolves were a big problem at

first, often getting at the livestock and were even brave enough to look through windows like the Indians.

Years later, Thomas and Ann Stockwell donated land for the Salem Mound Cemetery. Thomas was elected supervisor in the first Salem town meeting held in 1842. The Stockwells kept the house in the family many years, finally selling it in 1947. The veterinary hospital started operating in the building in 1982. They have already begun construction on a new place just west of the present site which should be ready by mid-March.

Highway 50 begins work in June

Governor Tommy Thompson has approved a \$5.5 million contract in the next step to turn state Highway 50 into a four-lane divided highway from Highway 83 near New Munster to I-94 in Kenosha County. Four more contracts will follow.

This contract is for the 4-mile segment between Paddock Lake and the Des Plaines River. Man Bros. Sand & Gravel, Inc., Elkhorn, will construct two additional lanes, grade and pave the highway, add marking and signing and replace the structures over the Des Plaines River and Salem Branch of Brighton Creek.

This stretch of highway has an accident rate that is 19 percent higher than the statewide average, according to Harvey Shebesta, director of the Department of Transportation's Waukesha district, which includes Kenosha County.

(Continued from Front Page)

James Cape & Sons Co., Racine, will reconstruct 2.7 miles from the Des Plaines River to just west of 128th Avenue under a \$3.7 million contract. It will also relocate the frontage road in the northwest quadrant of the 50/I-94 intersection about 1,700 feet west of its current location.

The location of the northwest frontage road will separate it from the I-94 off-ramp, which will improve the safety of the interchange by eliminating two-way traffic, according to Leslie Fafard, design supervisor at the DOT Waukesha district.

Fafard indicated that the new frontage road, to be named Bristol Parkway East, will provide a new connection to a growing shopping center operated by the Bristol Development Corp. The state is paying \$217,500 of the costs of relocating the frontage road, with the firm picking up the balance.

The other projects are being funded with 75 percent federal monies and 25 percent state funds.

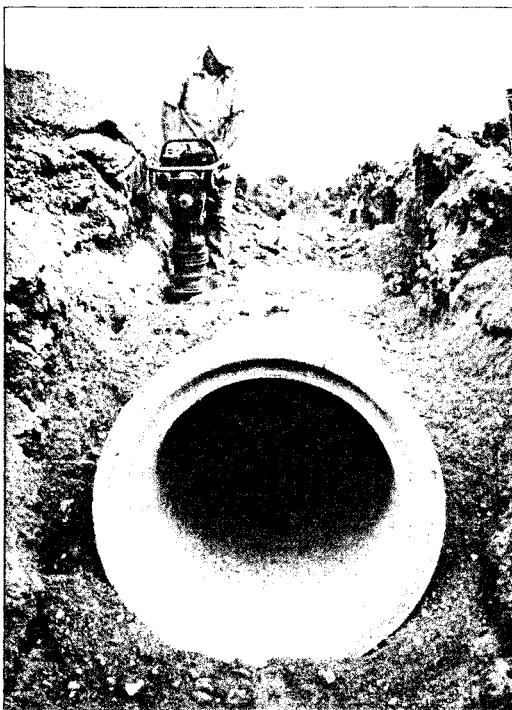
Work on all of the Highway 50 projects will be under way in June. Traffic will continue on the existing frontage road until the new relocated road is completed, which is expected to be in September.

Fall 1989 is the targeted completion date for the other Highway 50 projects. During construction temporary cross-overs will route traffic on the existing and new road.



This 150-year-old house, used as Westosha Veterinary Hospital will be torn down when Highway 50 is expanded to four lanes later this year. Some of Kenosha County's first settlers built homes along

the main road between Kenosha and Lake Geneva. The animal hospital will be located in a new building just west of this site.



Kenosha News photo by Rob Squires

A construction worker tamps down dirt around a drainage pipe along Highway 50 in Bristol

The road report

The following is a list of road construction projects scheduled for next week in Kenosha County:

Highway 50

Project: Rebuilding approximately four miles of Highway 50 from the village of Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway. Separate construction phases from Paddock Lake west to County Highway B and from the Des Plaines east to I-94 will begin later this summer.

Cost: \$5.5 million for the four-mile stretch; 76 percent, or \$4,180,000 funded by federal money and 24 percent, or \$1,320,000 funded by the state.

Status: Grading and clearing of right-of-way progressing. Traffic flow not affected.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured. County highways C and K are the closest east-west roads to the south and north respectively of 50.

Date project began: Grading on four-mile stretch began late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million: 76 percent, or \$4,180,000, federally funded and 24 percent, or \$1,320,000, state funded.

Status: Grading and clearing of right-of-way progressing. Flagmen present. Motorists should be alert to machinery crossing road.

Detours: Road will remain



Kenosha News photo by Bill Squires

Graders smooth construction area on Highway 50 just west of Highway 31

open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured. County highways C and K are the closest east-west roads to the south and north, respectively, of 50. Beginning June 13, County Highway D will be closed from 50 to a quarter mile north.

Date project began: Grading on four-mile stretch began late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to a half-mile west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400: 75 percent, or \$2,756,550, federally funded and 25 percent, or \$918,850, state funded.

Status: Utilities relocated. Tree removal beginning next week or following week.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed. Then traffic will be routed to the eastbound lanes while new westbound lanes are poured.

Date project began: June 6.

Targeted completion date: Late October or early November.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2½ miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398: 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$733,849, funded by the state.

Status: Utility relocation underway.

Detours: Unknown.

Date project began: June 6. **Targeted completion date:** Unknown.

Highway 50

Project: Rebuilding about four miles of Highway 50 from the village of Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway. Separate construction phases from Paddock Lake west to County Highway B and from the Des Plaines east to I-94 will begin later this summer.

Cost: \$5.5 million for the 4-mile stretch: 76 percent, or \$4,180,000, funded by federal money and 24 percent, or \$1,320,000, funded by the state.

Status: Grading and clearing of right-of-way in progress. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are constructed. Relocation of utilities proceeding all along 50 west of I-94.

Detours: Road will remain open. County highways C and K are the closest east-west roads to the south and north respectively of 50.

Date started: Grading on 4-mile stretch began late April.

Targeted completion date: Two-year project to be completed next summer.

6/8/

House with no home worries officials

By Joe Van Zandt
Staff Writer

SALEM - It was a nice-looking house back on Feb. 28 when Kenosha County Sheriff's deputy Roy Wilson spotted it blocking traffic on busy Highway 45.

Supported by various beams and positioned over a battery of wheels and axles, the one-story frame house was being moved from its former site on Lake George to a new location at Lake Shangri-La.

As it slowly proceeded down County Highway JS, Wilson noticed that neither the vehicle pulling the house nor a second one being used as a safety backup had current license plates. Further checking determined that one of the house movers, Leonard Scanlan, no permanent address, was driving on a revoked license.

The deputy then asked to see a county house-moving permit and was told by the other mover, Harold Eddy, Box 44, Trevor, that the permit was at home. Just then, the peaked roof of the house hooked and pulled down electrical wires running to a nearby house.

Al Kirchner, a supervisor with the Kenosha County Highway Department, was called to the scene and he issued a temporary moving permit to enable the house to be moved off the roadway until the proper permits could be obtained. Crews from Wisconsin Electric Power Company and General Telephone Company were summoned to move lines as the house proceeded.

So far so good. But when the

house reached a primary electric line, the crew indicated it did not have the proper equipment to safely relocate it temporarily. It would take three to seven days, the electric company advised, before it could provide the necessary crews and equipment to take down and re-attach power lines as the house moved down the road.

Furthermore, the power company advised, it would do no more work until it received payment up front from the house movers.

Additional deputies were sent to the scene and the road was blocked off at Highway 45 and County Highway V while the perplexed Highway Department supervisor tried to figure what to do next.

That is apparently when Eddy, assisted by family and friends, went to work with prybars and saws, and tore the roof of the house off. The house then proceeded west on JS until it reached V, where the house was pushed into a field at the northeast corner of the intersection.

And there, more than two months later, it remains, to the consternation of property owner Vincent Patla, residents of the adjacent Lake Shangri-La neighborhood, and town officials.

In recent days, the house has become the target of vandals. On Saturday night, someone broke into the building and set it afire. The blaze was quickly extinguished by the Trevor Volunteer Fire Department but Chief Thomas Seep said it suffered extensive damage.

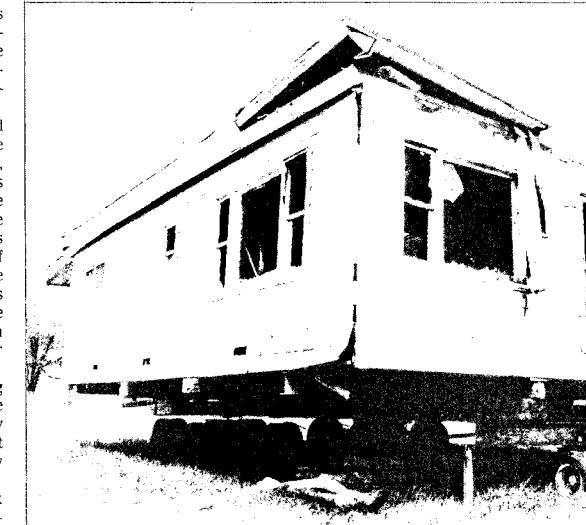
"We have had people dump bodies, garbage, stray dogs and whatever in the county, and now they are dumping houses," Col-

lins said. "Right now, the issue is not how the house got there but that it's there. If it was on county property, we would have it removed and sue to collect our costs."

Salem Building Inspector Jack Dahms said he has been in contact with the sheriff's department in hopes that the county will "keep the pressure on" to get the house moved or torn down.

County Executive John Collins, contacted Thursday, said the ultimate responsibility for its disposition lies with the movers. However, if they fail to either move or raze it, the county will hold property owner Patla responsible, even though they acknowledge he was just acting as a good samaritan in allowing the house to be left temporarily on his property.

"We have had people dump bodies, garbage, stray dogs and whatever in the county, and now they are dumping houses," Col-



Kenosha News photo by Joe Van Zandt

House in transit now rests at the corner of county highways JS and V

lins said. "Right now, the issue is not how the house got there but that it's there. If it was on county property, we would have it removed and sue to collect our costs."

The Town of Salem, where the house currently "resides," did not adopt county zoning, but Collins said the problem of what to do about the apparently abandoned house on wheels is the county's nonetheless because the house is sitting within 1,000 feet of Lake Shangri-La and comes

under provisions of the Shoreland Zoning Ordinance.

Larry Brunback, assistant director of county planning and development, said if the house is not moved soon, his office will issue a issue violation letter to Patla. "It's his responsibility to get the house moved," Brunback said, "because the house is on his property. If the house isn't moved, he will face fines. If the movers won't cooperate, then the property owner will have to take civil action."

The matter will be discussed when the Salem Town Board meets on Thursday, May 19. A contingent of Lake Shangri-La homeowners has requested it be placed on the agenda and they intend to demand the town take legal action to have the house moved or taken apart and hauled off.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$3.5 million; 76 percent, or \$4,180,000, federally funded

and 24 percent, or \$1,320,000,

state funded.

Status: Grading progressing.

Flame men present. Motorists should be alert to machinery crossing road and dusty driving conditions.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: Late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to one-half mile west of JS. Two-lane road will become a divided, four-lane highway.

Cost: \$3,615,400; 75 percent, or \$2,796,550, federally funded and 25 percent, or \$918,850, state funded.

Status: Tree removal beginning next week.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed. Then traffic will be routed to the eastbound lanes while new westbound lanes are poured.

Date project began: June 6.

Targeted completion date: Late October or early November.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398; 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$73,849, funded by the state.

Status: Utility relocation underway. Stripping of topsoil and marsh removal beginning next week.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: June 6.

Targeted completion date: Spring 1988.

Historic area home takes scenic route

BY GREG SAUCERMAN
7-22-88

After standing for over 150 years, the old Jacksonville house on Highway 50, Bristol, was saved from destruction.

Originally a stage stop, the house was built in 1835 by the Jackson family on the popular Geneva Road (Highway 50). The building has grown in importance and has become known as a Bristol landmark.

But now Highway 50 must be widened to make it safer for traveling. This means that most of the homes that were located near the highway must be removed. This also included the Jacksonville home.

To the rescue came Matt and Sandy Nolan, Wilmot. They fell in love with the old house and thought it would be a crime to destroy it. After selling their home, they purchased the house for a dollar and had it moved to a site near Paddock Lake.

They plan on restoring the house but still make it comfortable for living.

The house was moved July 12 by Heusser Heavy Haulers, Elkhorn. After using hydraulic jacks to lift the 60-ton house, beams were put underneath, the foundation was knocked out, and the house started its ride to the new location. The movers took the house up Highway D and then went west on Highway K to Paddock Lake. The electric company stayed in front of them, lifting up power lines and then replacing them when the building had passed.

No windows were broken. In fact, when moving a house, even the dishes can stay in the cabinets because of the process being so smooth, the moving company said.

The building is waiting for the new foundation to be poured which will be soon. The movers are now working on another house near Silver Lake. They have moved quite a few homes because of the Highway 50 project.

With determined people like the Nolans, maybe more of these historic homes can be saved to be enjoyed for many more generations.



The old Jacksonville house, Bristol, was right in the way of the Highway 50 expansion and was 1 day away from being demolished when Matt and Sandy Nolan fought their way through the red tape and had the building moved to Paddock Lake area July 12. Even after the doors were boarded shut the Nolans had trouble keeping people out of the house. The building is now waiting for the new foundation to be poured.

[Greg Saucerman Photo]

Highway 50 7-22-88

Project: Rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$6 million; breakout of federal and state funds unavailable.

Status: Grading beginning. Heavy equipment crossing road at 304th Street.

Detours: Road will remain open. Traffic will use existing road until new lanes are constructed.

Date project began: Monday. **Targeted completion date:** Fall, 1989.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000 federally funded and 24 percent, or \$1,320,000 state funded.

Status: Work beginning on intersection of 50 and Highway 45. Traffic lights at the intersection have been replaced by four stop signs. Beginning to pour base course as final step before paving. **Detours:** Road will remain open. Traffic will use existing road until new westbound lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to .5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550 federally funded and 25 percent, or \$918,850 state funded.

Status: Grading continuing.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6. **Targeted completion date:** Late October or early November.

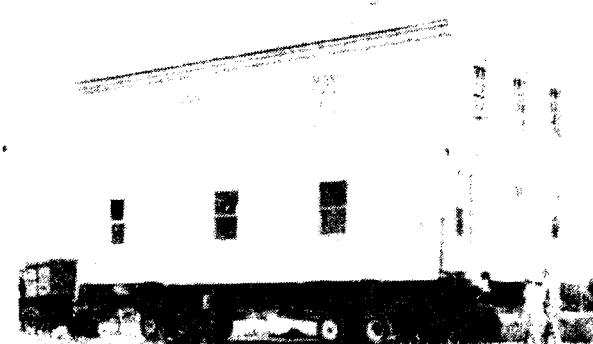
Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway. **Cost:** \$2,935,398; 75 percent, or \$2,201,548 funded by federal money and 25 percent, or \$733,849 funded by the state.

Status: Marsh fill-in and grading work continuing.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: June 6. **Targeted completion date:** Spring, 1989.



The Jacksonville house is on its way to a new location near Paddock Lake. On July 12, the 60-ton building crawled along on Highway D and then went west on Highway K under the power of a diesel motor, and supported by 24 tires. The utility companies stayed in front of the house to lift up power lines and replace them once the movers had passed.

[Greg Saucerman Photo]

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Three contracts OK'd for work on Highway 50

Three contracts totaling \$9 million for the reconstruction of WIS 50 as a four-lane highway from I-94 to Lake Geneva have been signed by Gov. Tom Thompson.

"With the approval of these three new contracts for WIS 50, we can move closer to the goal of connecting Delavan, Paddock Lake and Lake Geneva to the interstate system with a safer highway that has the appropriate capacity," said Harvey Shebesta, director of the Department of Transportation's Waukesha District, which includes Walworth and Kenosha counties. "This area — with its growing transportation needs — is a dynamic part of southeastern Wisconsin."

In a \$1.4 million contract awarded to B.R. Amon & Sons, Inc., Elkhorn, 10 miles of Highway 50 from Lake Geneva in Walworth County to Highway 83 will be resurfaced and widened. Passing lanes, right turn lanes at intersections and paved shoulders will be added.

Recycled asphalt will be used for the new pavement surface, explained Shebesta. Recycling involves grinding up the old asphalt, mixing it with new material and reapplying the mixture as a new road surface. The process saves money because it requires less new oil and gravel than does a completely new surface.

Work is scheduled to be completed by the end of October, with the roadway remaining open to traffic during construction. Flagmen will direct traffic during daylight hours. Some delays are expected, but the traffic will return to normal 2-lane conditions at night.

Immediately east of this project, improvements will also begin on the 3-mile portion of Highway 50 between Highway 83 and County Highway B in Kenosha County.

Under a \$6 million contract awarded to Hoffman Construction Co., Black

River Falls, the 2-lane roadway will be widened to 4 lanes, with new bridges constructed over the Fox River and Soo Line Railroad. The intersection at highways 83 and 50 will also be upgraded.

This 2-year project is to be completed by November 1989, Shebesta said. Construction will be done under traffic.

A.W. Oakes and Son, Inc. Racine, was awarded the third contract for \$1.6

million to widen and upgrade the section of Highway 50 between 128th Avenue and 118th Avenue.

"This project will correct current deficiencies in the highway 50/I-94 interchange, where activity has dramatically increased in recent years," said Shebesta. "By the year 2007, traffic at this interchange is expected to double."

The area includes the Kenosha Outlet Mall and the site of a second mall that is being developed adjacent to the

interchange.

Shebesta said the work also includes adding lanes to Highway 50 at the junction of I-94 and separating the frontage roads currently integrated with the freeway ramp system.

In 1987, construction was done on the Paddock Lake segment of Highway 50. This year the DOT has been working between County B and 128th Avenue, widening the existing 2-lane highway to a safer, four-lane divided highway.

WAY BACK WHEN

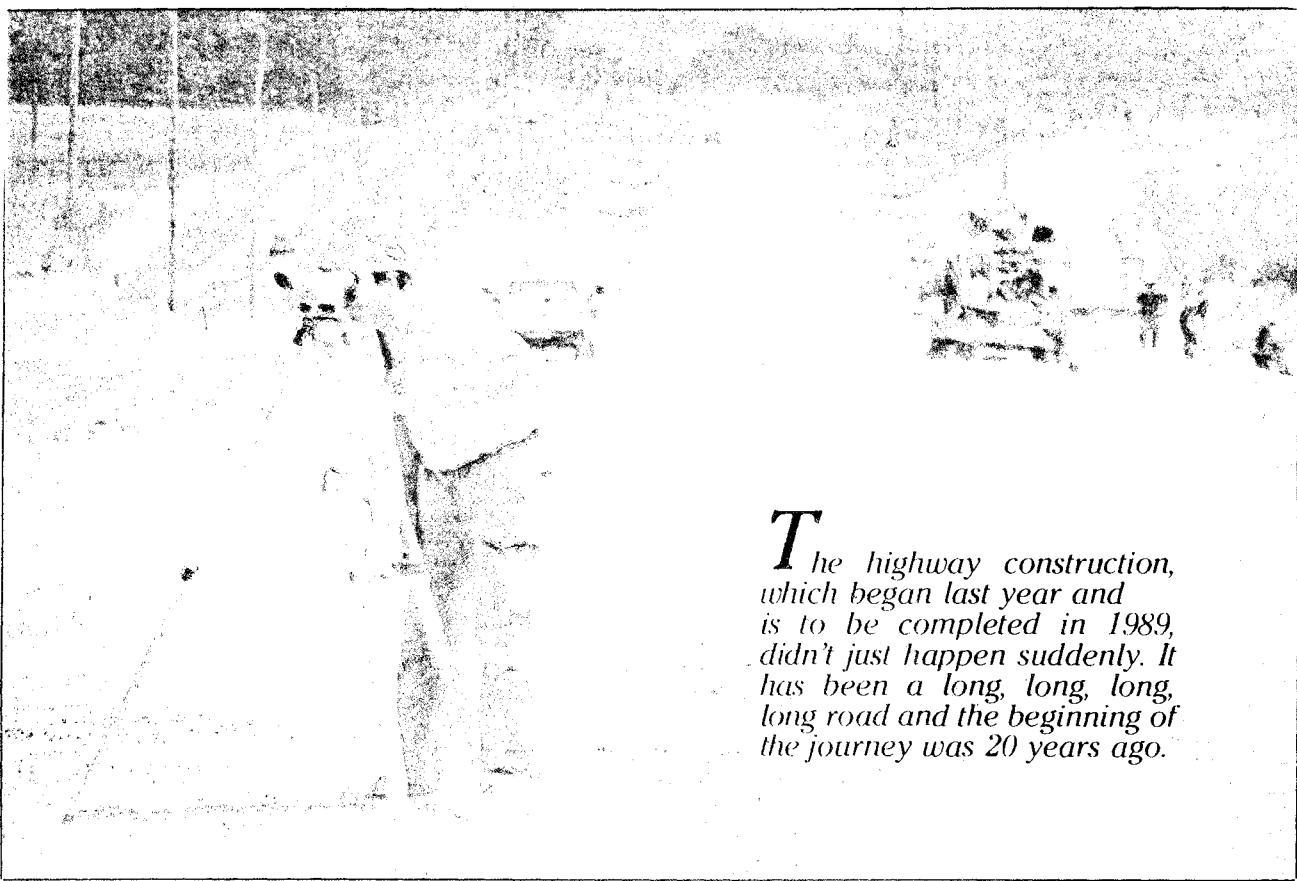


Highway 50 was two lanes to new I-94

The photo above shows a two-lane Highway 50 in 1961, looking west toward the junction with County Highway HH and, beyond, at the horizon, the then-new I-94. This picture is from a collection of Ed Burman's. Today, below, Highway 50 is a divided four-lane from the city to I-94.



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Thomas Orisich surveys the road bed on a portion of the new lanes on Highway 50 in Bristol

8-21-88

The highway construction, which began last year and is to be completed in 1989, didn't just happen suddenly. It has been a long, long, long, long road and the beginning of the journey was 20 years ago.

Kenosha News photo by Bill Sief

Long, hard road for highway

By Don Jensen
Staff Writer

Huge graders have reshaped the contour of the land. The crowns of hills have been shaved off to fill in the dips in the roadway. Oaks that stood a century or more, and old farmhouses too, have disappeared.

Highway 50, west of the "I," is metamorphizing before our eyes. A landscape we've always known is changing ... has changed. Suddenly, it seems, it all looks different.

But the highway construction, which began last year and is to be completed in 1989, didn't just happen suddenly. It has been a long, long, long, long road and the beginning of the journey was 20 years ago.

It was the summer of 1968, when state highway engineers first unveiled a plan to replace the narrow hilly highway — a deathtrap many called it — between Kenosha and Lake Geneva with a four-lane divided, limited access expressway that would handle the heavy traffic predicted by 1990.

The new route, according to Lee Schneider, then chief architect of the planned highway, would run parallel to the old highway, but a half mile north of it.

The proposal, aired at a meeting at Central High School, drew instant flak from Kenosha County farmers living along the old road. They saw the prospects of losing some of their land and having their property bisected by the new highway.

"If someone comes plowin' through

of taking on the estimated \$750,000 cost to renovate Highway 50 to handle the decreased but still significant local traffic. Nor was the state interested in paying that bill, then turn the road over to the county.

Alternatives were suggested by area residents. One proposal would upgrade the existing Highways 50 and K, using one for eastbound traffic, the other for that headed west.

"It would still be a divided highway," a proponent said. "The median strip would be just a little wider than usual."

A longtime Bristol farmer, Horace Fowler suggested that what was then called Highway 43 — today's Highway 142 — be upgraded to become the county's major east-west artery.

Originally, contracts were to have been let in 1972 for the controversial new Highway 50. But without whole-hearted local support, it languished and soon the project was pushed back to 1976.

In 1972, Robert T. Huber, state highway commission head, asked local officials if, in fact, the public supported the Highway 50 project, complaining that the state was not looking for heat "from the public after we design a project that has been asked for by local officials."

"When the heat is turned on, we look around the the officials have slid out the side door!"

He was assured there was local support, but Huber indicated that a lack of funds — "a near empty pocketbook" —

Dorff and Molinaro responded that the inaction in Madison stemmed from local inaction by the Kenosha County Highway Commission, which, they said, had failed to establish the project as a high priority item.

So 1978 became "study time" again. One of the old proposals from the earlier feasibility study — running Highway 50 through Paddock Lake as an "urban highway," with wider lanes and curbs and gutters, but no roadside ditches or no grassy median strip — got new attention. Ultimately this idea was adopted and solved one of the persistent problems.

State highway dollars still were unavailable in 1979, but, during the previous year, officials of all the municipalities along the Highway 50 route, and the county, hammered out a rough agreement on the approach to be taken. West to New Munster, at least, Highway 50 should be reconstructed "along its present alignment."

"It's the first time we've had unanimity in 12 years!" said Earl Hollister, then County Board Highway Committee chairman.

"The route is the only one we can reach agreement on," Maurer said. "Not everyone is happy with it, but we've agreed to it."

From that point, a new Highway 50 became a question not of where, but when.

Accidents were increasing; 186 in 1979 alone on the 23-mile Kenosha County stretch of Highway 50.

"Something has to be done," said

ment of Transportation began planning for construction.

"The plan will be on our shelf and when the money is available, we will be ready for construction," said Jerome Smith, a DOT road design engineering supervisor.

A timetable for construction set in September 1983. It called for six stages of construction between 1986 and 1989.

But '83 was most important because a transportation package inserted in the state budget, funded by an increase in state gasoline taxes. Among the 12 major highway projects funded by the measure was a long-waiting Highway 50 renovation.

By 1985, a new bridge over the Fox River became the first tangible construction. That year also saw part of the original project, the western 10 miles from Highway 83 (North), near New Munster, to Lake Geneva, scrubbed from the plan. Still unsolved was the problem of how to route the new road around the Wheatland community.

State officials indicated informally that they favored a route that would pass just north of New Munster and Slades Corners. It could take 10 to 15 years to fund and complete that, they said.

The cost of work on the current project, the 13 miles from Highway 83 (North) to I-94, will run \$24.4 million.

The first phase of the Highway 50 project, the "urban" stretch through Paddock Lake began in the spring of 1987 and was completed late in the year.

By the end of the current construction



Thomas Orisich surveys the road bed on a portion of the new lanes on Highway 50 in Bristol

Kenosha News photo by Bill Siel

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Long, hard road for highway

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Staff Writer

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It was the summer of 1968, when state highway engineers first unveiled a plan to replace the narrow hilly highway — a deathtrap many called it — between Kenosha and Lake Geneva with a four-lane divided, limited access expressway that would handle the heavy traffic predicted by 1990.

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The proposal, aired at a meeting at Central High School, drew instant flak from Kenosha County farmers living along the old road. They saw the prospects of losing some of their land and having their property bisected by the new highway.

"If someone comes plowin' through your front yard, you wouldn't like it and we're in that same damn boat," complained Wheatland farmer Joseph Pfeifer.

But it was just the beginning of a controversy that would swirl around such proposals for two decades.

In addition, there were two other problems, Paddock Lake and Wheatland! Highway 50 ran right through both communities. Should a new highway bypass them? Merchants didn't like that idea. But was there room to squeeze through a multi-lane highway?

After long years, the decisions were made — painfully — to go through Paddock Lake and around Wheatland.

In 1969, the state further spelled out its plan. When the new road was built, the old Highway 50 would be turned over to Kenosha County to maintain as a county highway.

Whoa! Kenosha County officials were less than overjoyed about the prospect

of taking on the estimated \$750,000 cost to renovate Highway 50 to handle the decreased but still significant local traffic. Nor was the state interested in paying that bill, then turn the road over to the county.

Alternatives were suggested by area residents. One proposal would upgrade the existing Highways 50 and K, using one for eastbound traffic, the other for that headed west.

"It would still be a divided highway," a proponent said. "The median strip would be just a little wider than usual."

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"When the heat is turned on, we look around the the officials have slid out the side door!"

He was assured there was local support, but Huber indicated that a lack of funds — "a near empty pocketbook" — meant work on the project was eight or nine years away.

Ten years ago, in the summer of 1978, with the project seemingly ground to a halt, recriminations flew.

In 1973, then Kenosha area legislators, Assemblymen George Molinaro and Eugene Dorff had asked for a feasibility study on yet another proposed route, an extension of Highway 158 (60th Street) from I-94 to Lake Geneva.

Five years later, then-Sen. John Maurer said the legislature had been ready to fund the Highway 50 project when the two legislators had asked for the Highway 158 study.

"When the report was ready, (the state officials) didn't release it because they didn't want to embarrass the local legislators," Maurer charged.

The study, reportedly, confirmed that an east-west corridor was essential, but did not select any particular route as most favored.

Dorff and Molinaro responded that the inaction in Madison stemmed from local inaction by the Kenosha County Highway Commission, which, they said, had failed to establish the project as a high priority item.

So 1978 became "study time" again. One of the old proposals from the earlier feasibility study — running Highway 50 through Paddock Lake as an "urban highway," with wider lanes and curbs and gutters, but no roadside ditches and no grassy median strip — got new attention. Ultimately this idea was adopted and solved one of the persistent problems.

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From that point, a new Highway 50 became a question not of where, but when.

Accidents were increasing; 186 in 1979 alone on the 23-mile Kenosha County stretch of Highway 50.

"Something has to be done," said John Becker at a Department of Transportation meeting in May 1980. Becker, who had lived along the road for 15 years said there had been four fatalities in his immediate neighborhood.

In 1981, Maurer called Highway 50 the "No. 1 priority" among state highways and blamed the delay in funding the project on politics.

"The reason they are not spending the money here is because (Republican Gov. Lee) Dreyfus didn't win Kenosha County. They know there are no votes for him in Kenosha."

And, that year, the Kenosha project was not to be found among the state's list of road work to be funded over the next six years.

In 1982, however, after a meeting with Maurer, Assembly Reps. Joseph Andrea, Mary Wagner, Mayor John Bilotti and County Executive Gilbert Dosemagen, life was breathed into the highway proposal again. The Depart-

ment of Transportation began planning for construction.

"The plan will be on our shelf and when the money is available, we will be ready for construction," said Jerome Smith, a DOT road design engineering supervisor.

A timetable for construction set in September 1983. It called for six stages of construction between 1986 and 1989.

But '83 was most important because a transportation package inserted in the state budget, funded by an increase in state gasoline taxes. Among the 12 major highway projects funded by the measure was a long-waiting Highway 50 renovation.

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The first phase of the Highway 50 project, the "urban" stretch through Paddock Lake began in the spring of 1987 and was completed late in the year.

By the end of the current construction season this fall, motorists will be able to drive on new concrete nearly all the way to New Munster. Four lanes will be open from I-94 for the Des Plaines River bridge. Two new lanes will be open for the rest of the project westward.

The final two lanes there are scheduled for construction in 1989.

What of the bypass in Wheatland?

After a late July meeting between Kenosha County and Wheatland officials with the Transportation Projects Commission in Madison, Town Supervisor Leonard Lenz called the projects "good" for funding the bypass project.

And Wheatland Town Clerk Sheila Siegler said that state officials indicated a report will be issued in December on funding allocations through 1996.

After 20 years of waiting for a new Highway 50, the end of the project still is a few years off.



Traffic continues

Traffic on Hwy. 50, continues uninterrupted as revamping of highway to four lanes continues going west of finished highway in Paddock Lake, heading towards Lake Geneva. Construction vehicles can be

seen strewn all way through New Munster in this one of six phases of highway reconstruction slated to end with repaving near Lake Geneva. — Photo by Gloria Davis.

road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000, federally funded and 24 percent, or \$1,320,000, state funded.

Status: Switch over of traffic onto newly paved lanes east of Paddock Lake scheduled for Monday.

Detours: Road will remain open. Traffic will use existing road until new lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to a half-mile west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550, federally funded and 25 percent, or \$918,850, state funded.

Status: Paving of new eastbound lanes completed. Traffic switch over to new lanes could occur next week.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6.

Targeted completion date: Late October or early November.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398; 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$733,849, funded by the state.

Status: Paving of new westbound lanes nearly complete.

Detours: Road will remain open. Traffic will use existing

road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: June 6.

Targeted completion date: Spring 1989.

Highway Q

Project: Extending County Highway Q for 2.1 miles west, linking County Highway H and I-94. Bridges being built over the Des Plaines River and Soo Line Railroad tracks.

Cost: Between \$6 million and \$7 million; \$2.5 million in state funds; \$1.9 million in county money. Remainder to be paid by WisPark Corp.

Status: Base course gravel being laid down at intersection of Q and H. H to reopen between county highways T and ML.

Detours: None.

Date project began: May 3.

Targeted completion date: End of October, beginning of November.

Highway 31

Project: Rebuild Highway 31 from 1,000 feet south of Highway 50 to Highway 142. Present two-lane road will become a four-lane highway with median, curb and gutter.

Cost: \$4,035,000; 75 percent, or \$3,026,250, funded by federal money and 25 percent, or \$1,008,750, paid by the state.

Status: Paving of curbs and gutters, parking lane and shoulders continuing.

Detours: Road closed to through traffic. Because 31 also is closed for installation of Pleasant Prairie sewers north of County Highway T, a suggested northbound detour is T west to H, north on 192 to 142, then east to 31.

Date project began: May 23

Targeted completion date: End of October, beginning November.

Highway 50 *July 1988*

Project: Rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Tearing out old roadway.

Detours: Road will remain open. Traffic will use existing road until new lanes are constructed.

Date project begins: July 18.

Targeted completion date: Fall 1989.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$3.5 million; 76 percent, or \$4,180,000, federally funded and 24 percent, or \$1,320,000, state funded.

Status: Laying base course for new westbound lanes east of Paddock Lake.

Detours: Road will remain open. Traffic will use existing road until new lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed next summer.

Highway 50

Project: Rebuilding Highway 50 from the Des Plaines River to one-half mile west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550, federally funded and 25 percent, or \$918,850, state funded.

Status: Grading new roadway.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6.

Targeted completion date: Late October or early November.

Highway 50

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398; 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$733,849, funded by the state.

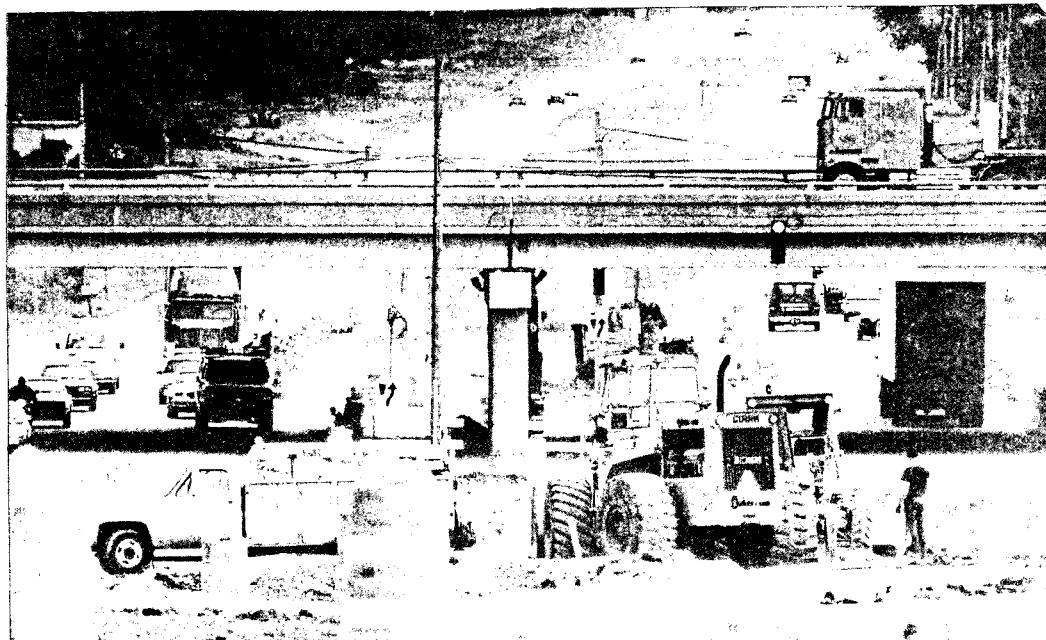
Status: Tearing out old roadway. Traffic now running over new westbound lanes. Grading next phase for new eastbound lanes.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are poured.

Date project began: June 6.

Targeted completion date: Spring 1989.

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Kenosha News photos by Paul Williams

This telephoto shot of Highway 50 work compresses the view looking east from half a mile west of I-94.

Construction snarls Hy. 50

9-23-89

Murder scene will be razed

By Dave Backmann
Staff Writer

The scene of one of Kenosha's most grisly murders in recent years — the former Shell gas station on the southeast corner of I-94 and Highway 50 — has been boarded up and will be razed in 30 to 60 days.

By next spring or summer the area will be paved over in concrete as a new traffic route is built at the intersection.

The state Department of Transportation is buying some of the station property to separate the existing I-94 east frontage road from the interstate exit ramp.

A new frontage road will connect with 118th Street to the east, then link with the south side of 50. A new, longer exit ramp will be constructed to allow more stacking of vehicles, many of which leave I-94 at the intersection carrying shoppers bound for the Factory Outlet Centre.

The east frontage road and entrance ramp on the northeast corner of the intersection likewise will be separated next year.

James Machnik, DOT district real estate chief, said Shell Oil Co. wants to build a new gas station off 118th Street on the southeast corner.

Unlike the former station, which was company-owned but operated by businessman Tom Stemper, the new facility will

be owned and operated by Shell, Machnik said.

On New Year's Eve, Dec. 31, 1986, Steven D. Kinney and his cousin, John E. Ekornaas, were killed at the gas station and their bodies set afire. In highly publicized trials, Spriggle N. Hensley Jr. and Luigi Aiello were convicted of the murders and sentenced to life terms of imprisonment.

Machnik said he is negotiating a land swap between Shell and the Marcus Corp., which owns the Big Boy restaurant and Budgetel motel on 118th Street.

The former gas station is on a parcel slightly less than 5 acres. Machnik said the DOT needs about 0.79 acres for the ramp extension.

Work proceeding on the east side of the intersection is to temporarily redirect traffic until the ramp/frontage road separation is completed next year.

Construction under way on the west side of the intersection involves building left turn lanes to the two median crossovers.

A new frontage road is under construction about half a mile west of the interstate.

When completed, this road will link with the existing frontage road just north of the Factory Outlet Centre, on the south side of 50, and north of the exit ramp, on the north side of 50.

This will permit southbound traffic only between the northern exit ramp and the entrance ramp to I-94, south of 50.

Elmer Schultz, DOT construction supervisor, said work



Gas station, scene of Kinney-Ekornaas murders, is boarded up and will be razed

has been delayed on the new frontage road south of 50 because electrical lines serving the Factory Outlet Centre have not yet been relocated underground.

He said construction work west of the interstate should be completed by mid-November,

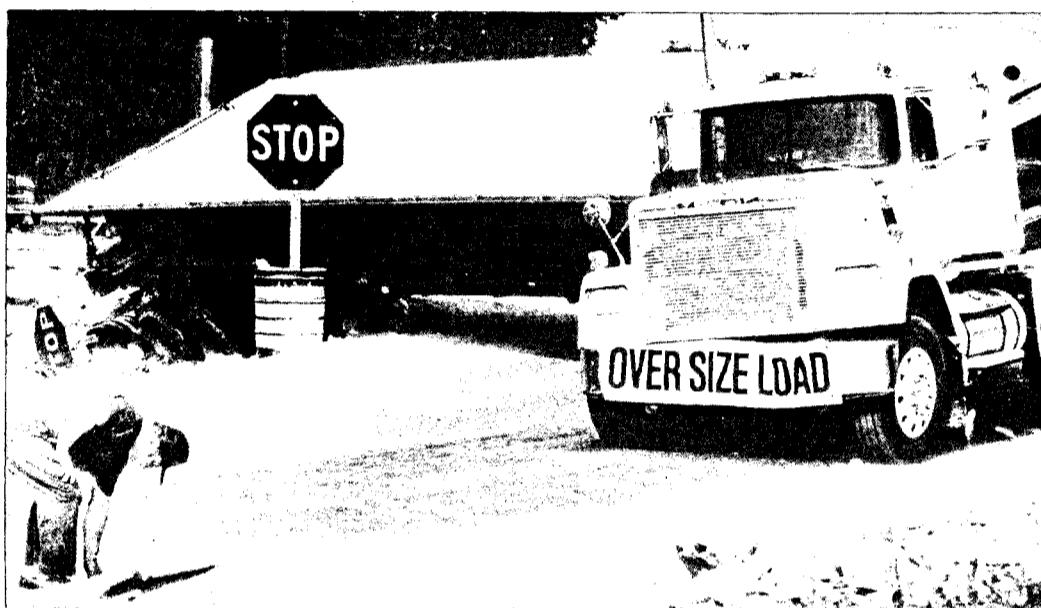
weather permitting.

Construction crews also are building turn lanes under the I-94 overpass to ease traffic congestion.

More than 7,000 vehicles pass through some sections of the intersection daily, DOT traffic counts indicate.

961

10:01 P.M. — 3/29/88 10th Ave. Two...injured.



10-30-88

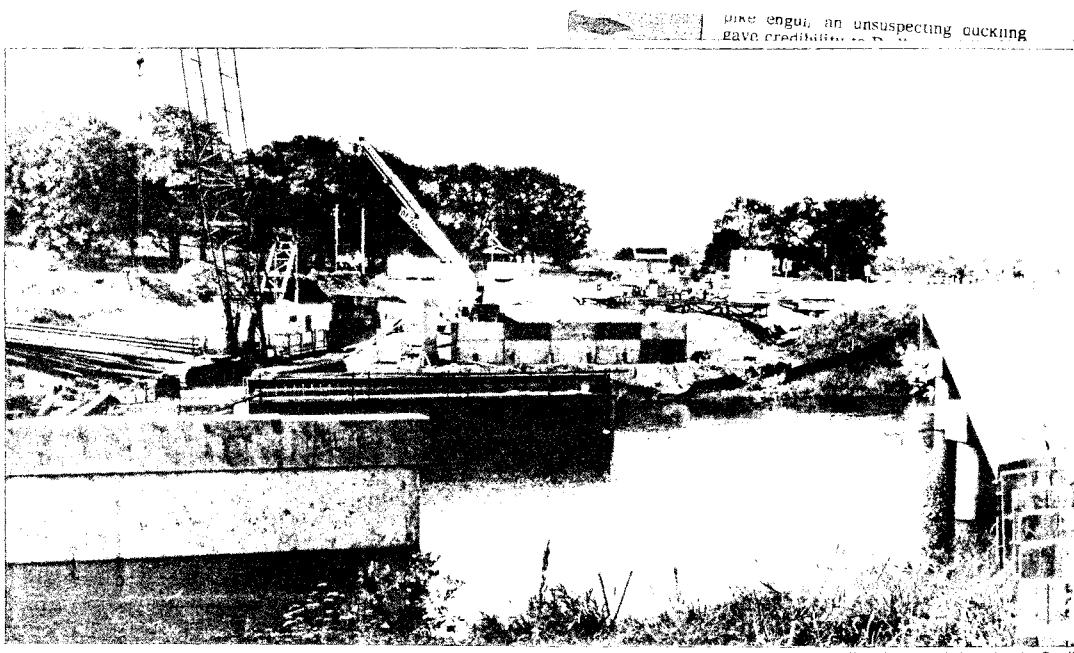
Kenosha News photo by Paul Williams

Wide load, wide turn

Highway 45 was closed for several hours Thursday when this truck buried its wheels in a ditch at about 11:15 a.m. at the intersection of Highway 50 and 45. The truck, carrying a concrete bridge span for a project in Illinois, cut the corner too close as it turned south on 45. No one was injured.



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Kenosha News photo by Joe Van Zandt

Bridge over Fox River under construction

Work on the second of two bridges over the Fox River at State Highway 50 is proceeding on schedule, said Roger Berg, field superintendent for Hoffman Construction Co., Black River Falls. The cement piers are in place and steel girders will be set in

place within the next two weeks. Berg said the bridge should be completed by mid-November but will not carry traffic until the road is opened to four lanes of traffic next year. Traffic is currently using the bridge completed in fall of 1986.



Kenosha News photo by John Sorensen
10-8-88

Road construction work continues on the west frontage road of I-94

Property owners plan Highway 50 meeting

10-8-88

At least 44 property owners upset with the Department of Transportation over negotiations involving the Highway 50 reconstruction project have scheduled a meeting for 6:30 p.m., Friday, Oct. 14, at the Paddock Lake Village Hall, 6969 236th Ave.

The agenda will include discussion of a petition or letter-writing campaign urging the governor to meet with the property owners, discussion of possible legal action and other alter-

natives.

Bradley Smith, 22230 75th St., one of the property owners in the reconstruction corridor, said the residents are upset with land negotiation tactics used by DOT officials, settlement prices and other issues.

The group had asked Gov. Tommy Thompson to meet with them. An Oct. 3 letter to Smith from the governor's office said Thompson is too busy now, but may be able to arrange a future meeting.

10/8/

The following is a list of road construction projects scheduled for next week in Kenosha County and on the interstate in surrounding counties.

10-8-88

Highway 50

Project: Rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Grading of new eastbound lanes. Traffic switched over to westbound lanes between County Highway W and 83 and between B and 30th Ave.

Detours: Road will remain open. Traffic will use existing road until new lanes are constructed.

Date project began: July 18.

Targeted completion date: Fall 1989.

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000, federally funded and 24 percent, or \$1,320,000, state funded.

Status: Paving new westbound lanes east from Paddock Lake. Two bridges over the Des Plaines are virtually completed. Laying base course on Highway 45.

Detours: Road will remain open. Traffic will use existing road until new lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed in summer 1989.

Project: Rebuilding Highway 50 from the Des Plaines River to 0.5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550, federally funded

and 25 percent, or \$918,850, state funded.

Status: Grading new westbound lanes.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6.

Targeted completion date: Late October or early November.

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398; 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$733,849, funded by the state.

Status: Grading new eastbound lanes.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are paved.

Date project began: June 6.

Targeted completion date: Spring 1989.

County Highway Q

Project: Extending County Highway Q for 2.1 miles west, linking County Highway H and I-94. Bridges being built over the Des Plaines River and Soo Line Railroad tracks.

Cost: Between \$6 million and \$7 million; \$2.5 million in state funds; \$1.9 million in county money. Remainder to be paid by WisPark Corp.

Status: Paving continuing in intersection of H and Q.

Detours: None, but traffic is slow through intersection of H and Q.

Date project began: May 3.

Targeted completion date: End of October, beginning of November.

Highway 31

Project: Rebuilding High-

way 31 from 1,000 feet south of Highway 50 to Highway 142. Present two-lane road will become a four-lane highway with median, curb and gutter.

Cost: \$4,035,000; 75 percent, or \$3,026,250, funded by federal money and 25 percent, or \$1,008,750, paid by the state.

Status: Completing permanent marking, installing traffic signals, sodding and ing off road.

Detours: Road closed through traffic. Also closed for installing Pleasant Prairie sewer of County Highway T. Gested northbound deto west to H, north on 192 then east to 31.

Date project began: June 6.

Targeted completion date: Beginning of November.

14th Place

Project: Reconstruct asphalt paving between 14th and 30th avenues, if new concrete curbs.

Cost: \$270,000 in city

Status: Beginning asphalt surface.

Date project began: June 6.

Targeted completion date: Beginning of November.

Detours: Road closed through traffic. Use 18th Street (Highway E).

75th Street

Project: Redesign intersection turn lanes, installation of concrete island and new traffic lights and street li

Cost: \$262,887 in fed city money.

Status: Preliminary

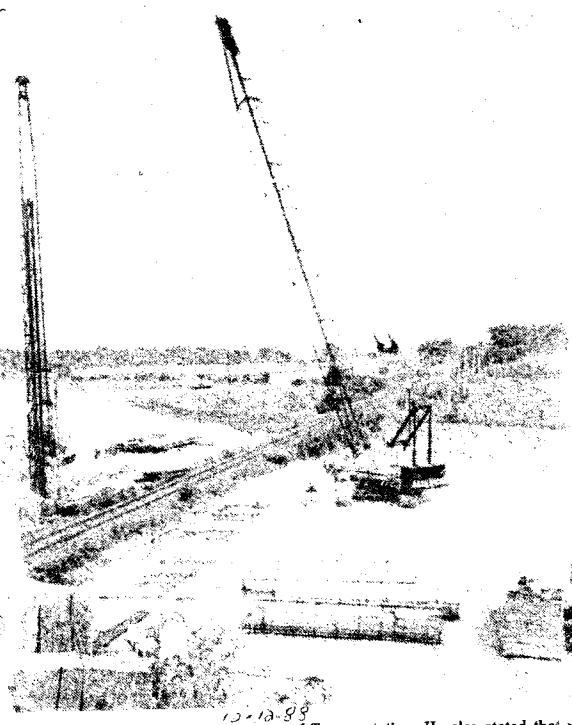
concrete surface work com-

Date project began: June 6.

Targeted completion date: Late November.

Detours: Road will be

open. Westbound traffic on 75th between 39th and 43rd avenues may be restricted to one lane.



Work is continuing on Highway 50, including this section which will be the westbound bridge over the Chicago-Northwestern tracks in Wheatland. Though this bridge won't be done before the year is out, the bridges over the Fox and Des Plaines rivers should be finished soon, according to Elmer Schultz, area supervisor from the Wisconsin Department of Transportation. He also stated that no major problems have occurred and the project is ahead of schedule. Originally Highway 50 was an Indian trail that ran from Southport [Kenosha] to Lake Geneva. The first concrete was laid in 1928. The men in the area were paid 75 cents an hour to work on the road, and they had to supply their own horse. [Greg Saucerman Photo]

Hy. 50 appraisals termed 'faulty'

State money not enough say owners

By Don Jensen
Staff Writer

Complaints of unfair treatment and negative negotiating tactics by the state Department of Transportation were leveled Friday night by dissatisfied property owners.

About 50 persons affected by the Highway 50 reconstruction project attended a special meeting at the Paddock Lake village hall Friday night.

DOT officials were on hand to hear those complaints, promising to investigate and report to Gov. Tommy Thompson.

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There were other complaints that owners had expected state "resettlement payments" would make up for what they had felt were inadequate purchase prices for their homes, but that those expectations were going unrealized.

The following is a list of road construction projects scheduled for next week in Kenosha County and on the interstate in surrounding counties.

10-18-88 Highway 50

Project: Rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Grading of new east eastbound lanes. Traffic switched over to westbound lanes between County Highway W and 83 and between B and 304th Ave.

Detours: Road will remain open. Traffic will use existing road until new lanes are constructed.

Date project began: July 18.
Targeted completion date: Fall 1989.

Project: Rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000, federally funded and 24 percent, or \$1,320,000, state funded.

Status: Paving new westbound lanes east from Paddock Lake. Two bridges over the Des Plaines are virtually completed. Laying base course on Highway 45.

Detours: Road will remain open. Traffic will use existing road until new lanes are completed.

Date project began: Late April.

Targeted completion date: Two-year project to be completed in summer 1989.

Project: Rebuilding Highway 50 from the Des Plaines River to 0.5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550, federally funded

and 25 percent, or \$918,850, state funded.

Status: Grading new westbound lanes.

Detours: Road will remain open. Traffic will use existing road until new eastbound lanes are completed.

Date project began: June 6.
Targeted completion date: Late October or early November.

Project: Rebuilding Highway 50 from Paddock Lake to 2.5 miles to the west. Two-lane road will become a divided, four-lane highway.

Cost: \$2,935,398; 75 percent, or \$2,201,548, funded by federal money and 25 percent, or \$733,849, funded by the state.

Status: Grading new eastbound lanes.

Detours: Road will remain open. Traffic will use existing road until new westbound lanes are completed. Then traffic will be routed to the westbound lanes while new eastbound lanes are paved.

Date project began: June 6.
Targeted completion date: Spring 1989.

County Highway Q

Project: Extending County Highway Q for 2.1 miles west, linking County Highway H and I-94. Bridges being built over the Des Plaines River and Soo Line Railroad tracks.

Cost: Between \$6 million and \$7 million; \$2.5 million in state funds; \$1.9 million in county money. Remainder to be paid by WisPark Corp.

Status: Paving continuing in intersection of H and Q.

Detours: None, but traffic is slow through intersection of H and Q.

Date project began: May 3.

Targeted completion date: End of October, beginning of November.

Highway 31

Project: Rebuilding High-

way 31 from 1,000 feet south of Highway 50 to Highway 142. Present two-lane road will become a four-lane highway with median, curb and gutter.

Cost: \$4,035,000; 75 percent, or \$3,026,250, funded by federal money and 25 percent, or \$1,008,750, paid by the state.

Status: Completing pavement marking, installing traffic signals, sodding and seeding off road.

Detours: Road closed to through traffic. Because 31 also is closed for installation of Pleasant Prairie sewers north of County Highway T, a suggested northbound detour is T west to H, north on 192 to 142, then east to 31.

Date project began: May 23.
Targeted completion date: Beginning of November.

14th Place

Project: Reconstruction and asphalt paving between 22nd and 30th avenues, including new concrete curbs.

Cost: \$270,000 in city money.

Status: Beginning to lay asphalt surface.

Date project began: Sept. 6.
Targeted completion date: Late November.

Detours: Road closed to all traffic. Use 18th Street or 12th Street (Highway E).

75th Street

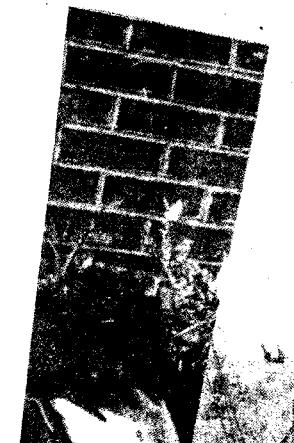
Project: Redesign of intersection turn lanes, relocation of concrete islands, and installation of new traffic signal lights and street lights.

Cost: \$262,887 in federal and city money.

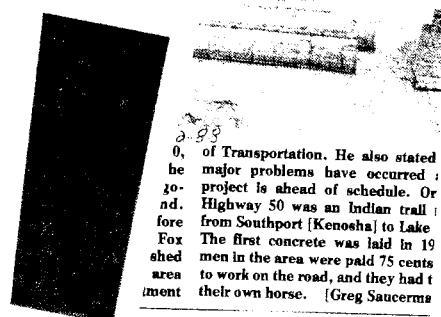
Status: Preliminary concrete surface work continuing.

Date project began: Sept. 26.
Targeted completion date: Late November.

Detours: Road will remain open. Westbound traffic on 75th between 39th and 43rd avenues may be restricted to one lane.



an album soon of her own
/Rosalyn M. Calek Photo



of Transportation. He also stated major problems have occurred in the project is ahead of schedule. On Highway 50 was an Indian trail from Southport [Kenosha] to Lake Michigan. The first concrete was laid in 1919. men in the area were paid 75 cents to work on the road, and they had their own horse. (Greg Saucerman)

Hy. 50 appraisals termed 'faulty'

*State money
not enough
say owners*

By Don Jensen
Staff Writer

Complaints of unfair treatment and negative negotiating tactics by the state Department of Transportation were leveled Friday night by dissatisfied property owners.

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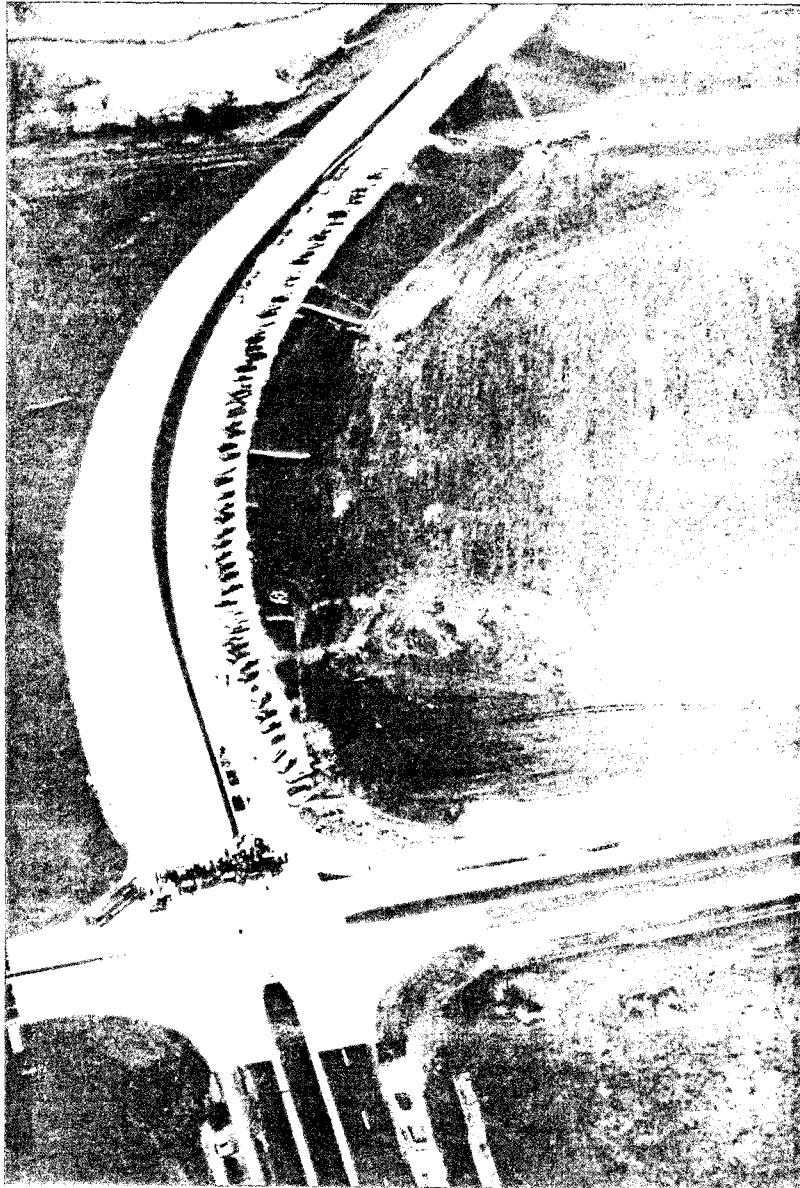
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Kenosha News photo by Paul Williams

11-10-88

Ribbon-cutting ceremonies for the County Highway Q extension, described as "The Highway to Success," were held Wednesday in Pleasant Prairie. A crowd of about 60 attended.

This aerial view of the intersection of Q and County Highway H is looking west, as the 2.5-mile extension crosses over the Chicago & North Western railroad tracks.

Interstate link complete

Industrial park has avenue to I-94

By Daniel Fisher
Staff Writer

Overcast skies and a brisk southerly breeze failed to chill spirits Wednesday morning at the opening ceremony for the new LakeView Parkway in Pleasant Prairie.

"This is the dawn of a new tomorrow," said County Executive John Collins as a shivering crowd of about 60 watched the ribbon-cutting ceremony at the intersection of the parkway — also known as County Highway Q — and County Highway H.

The dignitaries, including Rep. Les Aspin, D-Wis., and Mayor Patrick Moran, then hopped into vehicles and sped to the other end of the 2.5-mile highway, where they cut another ribbon to officially open the west end of the road.

The brief ceremony marked the end of a more than 20-year effort to build the highway, a key link between the LakeView Corporate Park and I-94.

That effort shifted into high gear two years ago when Wisconsin Energy Corp., the owner of LakeView through its development subsidiary WisPark, threw its considerable weight behind the project.

"This project represents the best in public/private partnership," said Collins.

He credited several factors for the road's swift approval and construction, including WisPark's lobbying efforts, cooperation from the state Transportation and Natural Resources departments, and a special funding law sponsored by State Sen. Joe Andrea, D-Kenosha, that was designed to speed state road construction money to projects with economic importance.

The state contributed \$2.5 million toward the highway's \$6.4 million cost, with the county paying \$1.9 million and WisPark

picking up the remaining \$2 million.

The key factor, Collins said, was WisPark's insistence that the road was necessary for the development of the 1,200-acre LakeView Corporate Park.

WisPark Vice President Richard Abdoo acknowledged the company's lobbying on behalf of the project but said it was restricted to state Department of Natural Resources officials and the Chicago office of the federal Environmental Protection Agency. EPA officials for years opposed the roadway because it cuts through sensitive wetlands areas surrounding the Des Plaines River.

EPA opposition to the project also was weakened when the road builders agreed to steer the highway around the most sensitive wetlands and to create other, compensating wetlands areas elsewhere. A large depression next to the highway will naturally fill with water to become a lake larger than Paddock Lake, Collins said.

OFFICIAL NOTICE TO BIDDERS
C.T.H. COUNTY HIGHWAY STREET
SANITARY SEWER & WATER MAIN
TOWN OF
PLEASANT PRAIRIE
KENOSHA COUNTY, WISCONSIN
The Town of Pleasant Prairie will receive sealed Bids for the construction of sanitary sewer, water main and water services until 2:00 P.M., Local Time on the 12th day of August, 1988, at the office of the Town Clerk, Room 101, Pleasant Prairie, 991 39th Avenue, Kenosha, Wisconsin 53142, at which time and place all Bids will be publicly opened and read aloud.
Project No. 88118 & 88113
Major quantities of work are as follows:
140 Lin. Ft.—8" Water Main
1,280 Lin. Ft.—10" Water Main
2,720 Lin. Ft.—12" Water Main
4 Each—8" Gate Valves & Boxes
3 Each—12" Butterfly Valves & Boxes
5 Each—16" Butterfly Valves & Boxes
9 Each—6" Gate Valves & Boxes
9 Each—Hydrants
120 Lin. Ft.—6" Hydrant Lead
3 Lin. Ft.—Copper Tubing
1 Each—Water Service Including Corporation Stop, Curb Valves & Box
40 Lin. Ft.—24" Steel Casing
190 Lin. Ft.—30" Steel Casing
1,540 Lin. Ft.—24" Sanitary Sewer
1,200 Lin. Ft.—10" Sanitary Sewer
11 Lin. Ft.—8" Sanitary Laterals
125 Lin. Ft.—6" Sanitary Laterals
22 Vert. Ft.—72" Diameter Sanitary Drop Manhole With Type I Chimney Frame & Seal (1 Unit)
29 Vert. Ft.—60" Diameter Sanitary Manhole With Type II Chimney Frame (2 Units)
47 Vert. Ft.—48" Diameter Sanitary Manhole With Type I Chimney Frame (3 Units)
1 Vert. Ft.—48" Diameter Sanitary Drop Manhole With Type I Chimney Frame (2 Units)
30 Vert. Ft.—48" Diameter Sanitary Manhole With Type II Chimney Frame (1 Unit)
1 Vert. Ft.—48" Diameter Sanitary Drop Manhole With Type II Chimney Frame (1 Unit)
40 Lin. Ft.—42" Steel Casing
The Contract Documents, including Plans and Specifications, are on file for inspection at the office of the Town Clerk, Town of Pleasant Prairie, 991 39th Avenue, Kenosha, Wisconsin 53142. Copies of the Contract Documents may be obtained at Crissell-Snyder, Inc., 114 Court Street, P.O. Box 320, Elkhorn, Wisconsin 53121, upon payment of \$20.00 for each set. Any Bidder, upon returning the Contract Documents, within 10 days of the bid opening and in good condition, will be refunded \$20.00 for each set. No plan deposits will be refunded to any Bidder for Contract Documents after 10 days of the bid opening. An additional, non-refundable fee of \$5.00 to cover shipping and handling will be charged for each set of Contract Documents sent out. All fees are to be paid in advance of shipment or pick up.

The letting of the work described herein is subject to the provisions of Section 64-29 of the Wisconsin Statutes.

The Bidder is required to pay a bond for his bid on this project, not less than the minimum wage rates set forth in the specifications, which wage scale has been determined pursuant to the provisions of Section 64-29 of the Wisconsin Statutes.

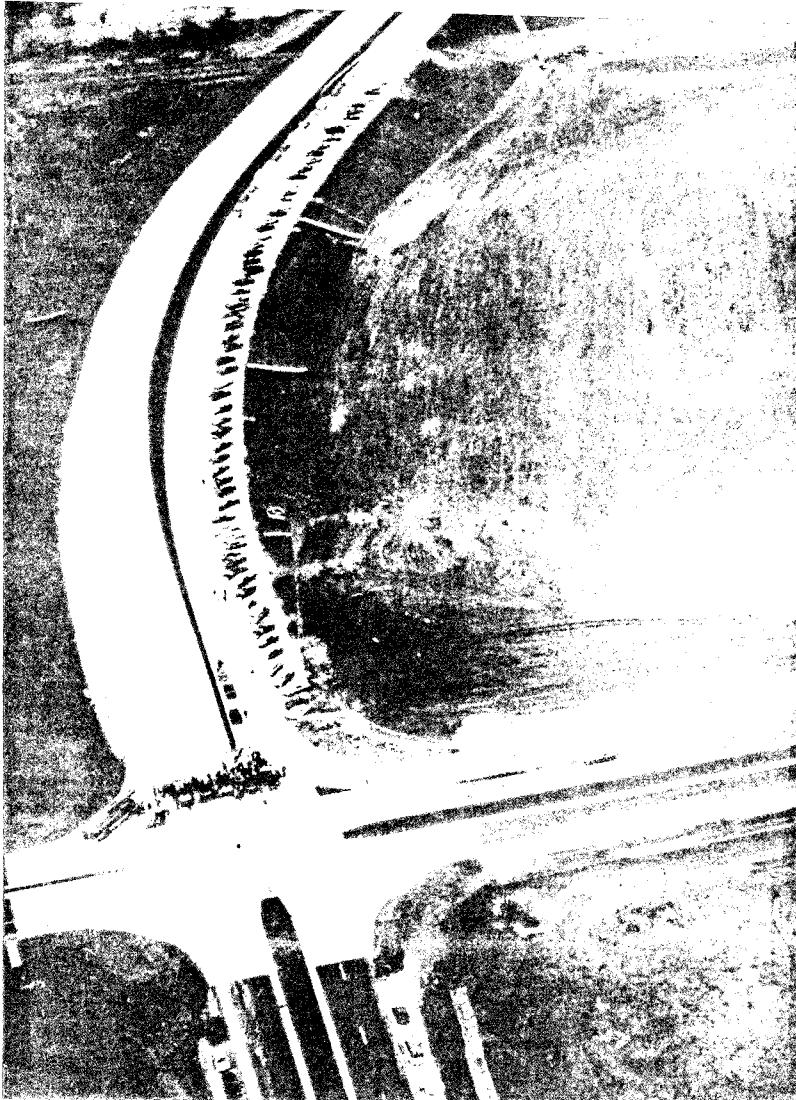
No Bid shall be received unless accompanied by a Certified Check or Bid bond in an amount not less than 10% of the Bid, payable to the Town of Pleasant Prairie, as a guarantee that if his Bid is accepted he will enter into the Contract. Contract, Contract Performance and Payment bonds, and the Insurance Certificates, that are required by the Contract Documents, must be furnished to the Town of Pleasant Prairie. If the successful Bidder so files the above Documents, the Check or Bid bond will be released upon the execution of the Contract by the Town of Pleasant Prairie. In case he fails to file the above documents, the

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Sunny with comfort





Kenosha News photo by Paul Williams

Extension of County Highway Q opens

11-10-88

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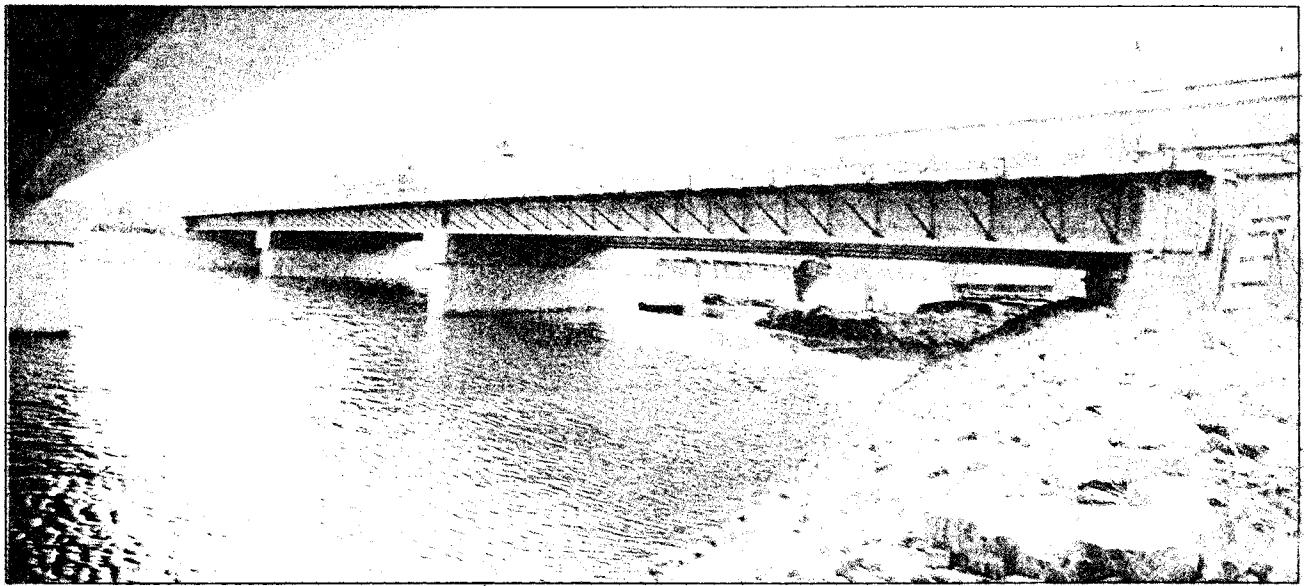
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The Town of Pleasant Prairie reserves the right to reject any and all bids, written and informal, in bidding, or to accept the Bid which is in the best interest of the Town of Pleasant Prairie. No Bid shall be abandoned for a period of 60 days after the opening of the Bids without the consent of the Town of Pleasant Prairie.

DATED THIS 25TH DAY OF JULY, 1988

BY ORDER OF THE TOWN OF
PLEASANT PRAIRIE
THOMAS W. TEALE,
TOWN CHAIRMAN
ROGER PRANGE,
TOWN CLERK

PREPARED BY
CRISPELL-SNYDER, INC.
CONSULTING ENGINEERS
ELKHORN, WISCONSIN
July 29, Aug. 5, 1988



11-19-88

Kenosha News photos by John Sorensen

Work was being completed this week on half of the new Highway 50 bridge over the Fox River in Kenosha County



Jeff Schroeder tightens one of the large bolts that holds the bridge together

Bridging the highway gap

By Jennie Tunkieicz
Staff Writer

Improving Highway 50 through western Kenosha County means new bridges are necessary, such as the one on Highway 50 just outside of New Munster in the town of Wheatland.

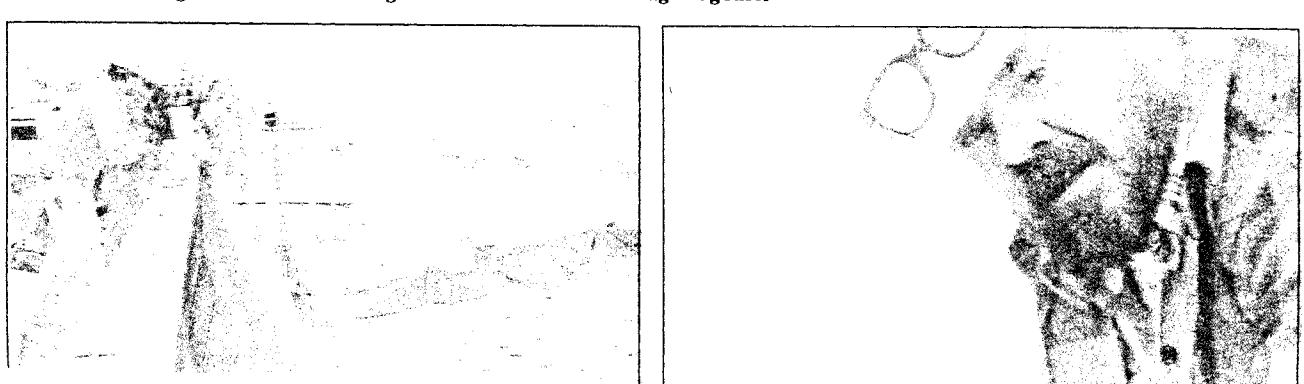
The new and improved bridge, about a quarter-mile long over the Fox River right next to Highway W, has been expanded to four lanes to accommodate the growth of Highway 50, one of Kenosha County's main thoroughfares.

A work crew of six to eight men from Lunda Construction Company, Black River Falls, fastidiously placed the 75 foot-long piling, which supports the bridge under ground, built the pier supports, set the beams, poured the pier and deck. This week they built the parapet wall and completed the other needed odds and ends.

The new addition to the bridge, which will someday be traversed by two lanes of east-bound traffic, is finished, Nick Kadinger, job foreman, said. The other bridge will be completed in the spring.

Roads leading to the new portion of the bridge are not finished so traffic will have to wait and use the old half, built by Lunda Construct three years ago, which still accommodates two-way traffic.

The bridge lifts traffic over an area where Indians once tread, said Sheila Siegler, Wheatland Town Clerk. Some Indian artifacts have been found on the river bank.

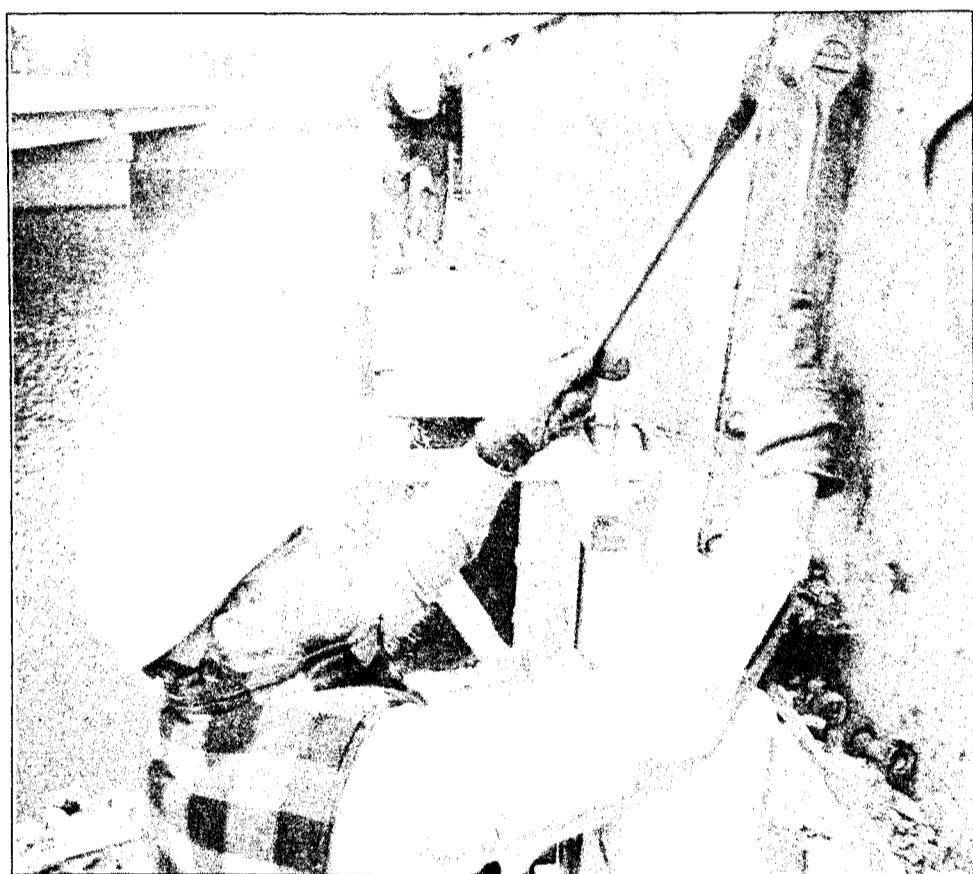


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Kenosha News photos by John Sorense

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Workers lift and fit the parapet wall on the new bridge



John Becker looks down the line as work progresses

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New Munster bypass moved up by state

(SP, WR) — Construction of a 2.7-mile Highway 50-New Munster bypass will almost certainly be moved up 2 years, according to state Sen. Joseph F. Andrea (D-Kenosha) and state Rep. Cloyd Porter (R-Burlington).

In a Nov. 14 letter to Andrea, state transportation secretary Ronald Fiedler said that "the proposed schedule for the New Munster bypass includes funding for right-of-way in 1992 and construction in 1994. You have, on a number of occasions, brought to my attention the need to advance the construction schedule."

"I agree with the concerns you raise and have directed the district director, Harvey Shebesta, to immediately proceed with the necessary design of the project so that the right of way acquisition can proceed earlier than 1992... and it appears that we would be

in a position to advance the project construction from 1994 to 1992 depending upon the availability of funding," Fiedler wrote.

The \$5.3 million bypass was originally to be constructed as part of Highway 50 project that would have widened the entire stretch from I-94 westward to Lake Geneva.

When enumerated in 1983, the project ran only to Highway 83. This project will be completed next year.

Porter said he was very pleased with the advancement of the bypass.

"Without the efforts of Senator Andrea, who sits on the Transportation Projects Commission, and the work by the people of New Munster, this project would not have been moved up," Porter said.

"It is my sincere hope that within the next year, the DOT will see a greater

need to advance the project into the 1990 construction season. The final leg of Highway 50 construction should make the need for the bypass even clearer," he added.

Andrea and Porter gave special credit to the efforts of scores of local officials who pushed so hard for advancement of this project.

Francis Kerkman, chairman of the Town of Wheatland which includes New Munster, said the bypass will relieve potential traffic bottlenecks.

"There have been a lot of accidents

on this road, including two fatalities in the last month," Kerkman said. "The sooner we can get this through, the more lives we'll save."

The New Munster bypass, as well as the 19-mile Highway 36 project from Burlington to Milwaukee County, was recommended at the Nov. 10 meeting of the Transportation Projects Commission in Madison.

These recommendations will be folded into Governor Thompson's proposed 1989-91 state budget and must be approved by the Legislature.

Highway 50 work almost done for the

By Dave Backmann
Staff Writer

Good news for motorists: Almost all of the Highway 50 work scheduled for this year has been completed.

Project engineers for the five sections of 50 being rebuilt in Kenosha County report that a strip just west of the I-94 overpass is about the only phase of construction behind schedule.

Work sped on in most construction zones because of the dry summer. But delays in relocating utility lines has delayed the project just west of the I-94/50 intersection about six to nine weeks.

Leonard Makowski, Depart-

ment of Transportation project engineer, said that job will have to wait until next summer.

At least two new lanes of concrete have been poured on each of the other four projects. In several areas, only landscaping remains to be completed next spring.

When finished next year, all five phases of the reconstruction project between I-94 and Highway 83 north will have cost the state of Wisconsin approximately \$20.6 million.

Purchase of right-of-way for a 2.7-mile bypass around New Munster, at a cost of \$5.3 million, is to begin in 1990 with construction starting in 1992.

Makowski said the eastbound lanes immediately west of the

I-94/50 intersection have yet to be paved, meaning motorists will have to contend with a jog in Bristol Parkway where it intersects 50, just west of the Brat Stop.

The jog will be eliminated next summer.

Cleanup of construction materials and equipment at the intersection will be completed for the winter about Dec. 16, Makowski said.

Two turning lanes and two through lanes have been completed under the I-94 bridge. Signaling work at the intersection is to be done by Dec. 19.

To the west, four lanes should be open within two weeks from just west of the Brat Stop to a

point 3,000 feet east of the Des Plaines River. Two-way traffic now is traveling on what will become the permanent west-bound lanes.

Donald Bay, DOT engineer, said signs must be erected, sodding and seeding completed and lane markings painted to wrap up the job.

Some 3,000 feet of new roadway to be built this summer just east of the Des Plaines River was not paved and will have to wait until next year, Bay said. He said the uncompleted stretch should not disrupt traffic flow over the winter.

Robert Roszkowski, the DOT engineer in charge of the project from the Des Plaines west to Paddock Lake, said new west-

bound lanes have been completed this year according to schedule. New eastbound lanes will be built next summer.

The highways 50/45 intersection will have curbs and gutters and turning lanes built before onset of winter, he said.

Eastbound lanes between Paddock Lake and Farmer Brown nursery should open within next several weeks, Roszkowski said.

"It may not look like it, but also got a lot more work & grading than it appears," he said. "So a lot of the gradework for the area between Des Plaines and Highway 50 already is done for next year."

DOT Engineer Ronald Hart said all four lanes in his secti-

Village annexes historic house site

By Joe Van Zandt
Staff Writer

PADDOCK LAKE — The historic Andrew B. Jackson house has been moved again only this time just in a legal sense.

Following a public hearing, the Village Board Wednesday night annexed from the town of Salem the 47-acre parcel on which the house sits, so now it is officially part of the village of Paddock Lake.

The house is believed to have been built around 1835 and was one wing of the sprawling Jackson home. It was situated in Bristol on the north side of a dirt road that later became State Highway 50. When the Highway 50 widening project moved east of U.S. Highway 45 last summer,

The house is eligible for inclusion in the National Register of Historic Places and is considered an important link to Wisconsin's pioneer past.

Michael Gonia
Design coordinator

the house was saved from demolition by Matthew and Sandra Nolan of Randall, who bought it from the state.

The house was sold to the Nolans for \$1 providing they agreed to move it to a new location and restore it as closely as possible to its original architecture.

According to Michael Gonia, Department of Transportation environmental design coordinator, the house is eligible for inclusion in the National Register of Historic Places and is considered an important link to Wisconsin's pioneer past.

Munster bypass moved up by state

11-23-85
n of a 2.7-mile bypass was moved up 2 years by Joseph F. Fiedler, state Rep.

ndrea, state said Fiedler due for the les funding construction number of tentation the sition sched-

is you raise ct director, dately pro-sign of the t of way earlier than e would be

"Without the efforts of Senator Andrea, who sits on the Transportation Projects Commission, and the work by the people of New Munster, this project would not have been moved up," Porter said.

"It is my sincere hope that within the next year, the DOT will see a greater

need to advance the project into the 1990 construction season. The final leg of Highway 50 construction should make the need for the bypass even clearer," he added.

The \$5.3 million bypass was originally to be constructed as part of a Highway 50 project that would have widened the entire stretch from I-94 westward to Lake Geneva.

When enumerated in 1983, the project ran only to Highway 83. This project will be completed next year.

Porter said he was very pleased with the advancement of the bypass.

"There have been a lot of accidents

on this road, including two fatalities in the last month," Kerkman said. "The sooner we can get this through, the more lives we'll save."

The New Munster bypass, as well as the 19-mile Highway 36 project from Burlington to Milwaukee County, was recommended at the Nov. 10 meeting of the Transportation Projects Commission in Madison.

These recommendations will be folded into Governor Thompson's proposed 1989-91 state budget and must be approved by the Legislature.

Highway 50 work almost done for this year

11-23-85
ment of Transportation project engineer, said that job will have to wait until next summer.

At least two new lanes of concrete have been poured on each of the other four projects. In several areas, only landscaping remains to be completed in next spring.

When finished next year, all five phases of the reconstruction project between I-94 and Highway 83 north will have cost the state of Wisconsin approximately \$20.6 million.

Purchase of right-of-way for a 2.7-mile bypass around New Munster, at a cost of \$5.3 million, is to begin in 1990 with construction starting in 1992.

Makowski said the eastbound lanes immediately west of the

I-94/50 intersection have yet to be paved, meaning motorists will have to contend with a jog in Bristol Parkway where it intersects 50, just west of the Brat Stop.

The jog will be eliminated next summer.

Cleanup of construction materials and equipment at the intersection will be completed for the winter about Dec. 16, Makowski said.

Two turning lanes and two through lanes have been completed under the I-94 bridge. Sign work at the intersection is to be done by Dec. 19.

To the west, four lanes should be open within two weeks from just west of the Brat Stop to a

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The highways 50/45 intersection will have curbs and gutters and turning lanes built before the onset of winter, he said.

Eastbound lanes between Paddock Lake and Farmer Brown's nursery should open within the next several weeks, Roszkowski said.

"It may not look like it, but we also got a lot more work done grading than it appears," he said. "So a lot of the grading work for the area between the Des Plaines and Highway 45 already is done for next year."

DOT Engineer Ronald Harder said all four lanes in his section

of the project from Paddock Lake to 2.5 miles to the west, will open to traffic today. Seeding and sodding and blacktopping of shoulders will be completed next spring as originally planned.

The fifth phase of the project, between County Highway B and Highway 83 north, is 50 percent completed as it was supposed to be, said DOT Engineer David Tamlyn.

A Highway 50 bridge over the Soo Line railroad tracks, ultimately for westbound traffic, is partially completed.

Westbound lanes from 30th Street to County Highway W will be paved next year, then new eastbound lanes built.

State annexes historic house site

11-17-88

STATE — The historic Jackson house again only this gal sense. public hearing, and Wednesday from the town of acre parcel on sits, so now it is f the village of

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902



Kenosha News photo by Bill Sie

Construction progresses on Highway 50 just west of Highway 31 in June

Highway 50 gets wider

Road work includes 31, Highway Q

By Joe Van Zandt
Staff Writer

This year was a busy one for the many crews working on major highway projects in Kenosha County.

The biggest project, widening busy Highway 50 from two to four lanes from I-94 west to New Munster, continued on schedule, with about 80 percent of the work completed in time for winter.

The only sections of the highway still limited to two lanes are a short stretch running west from the west end of the business district at I-94, a three-mile section extending in both directions from the Highway 45 intersection and the area around the bridge over the Soo Line railroad.

Elmer Schultz, area construction superintendent for the DOT, said shoulders must still be built along the entire roadway. He

said the project should be completed by August of 1989.

Because of the explosion of building around the I-94 intersection, the state has decided to widen Highway 50 from four to six lanes, with construction to begin in April.

Other plans being considered by the Department of Transportation involve construction of new interior roads to serve businesses around the intersection.

Also in the works is an east-west road to be constructed north of Highway 50 to connect with a street already built by the Bristol Development Corp. That road, it is hoped, will funnel some traffic from the heavily congested intersection of 50 and I-94.

At a meeting in Racine in October, the state's development secretary, Bruno Mauer, said Highway 50 has been included in the state's Corridors 2020 highway network master plan.

That plan calls for the eventual expansion of Highway 50 to four lanes from New Munster past Lake Geneva to Delavan. Originally scheduled for the year 2000, state officials said they would like to see the timetable

revised so that the extension from New Munster west can perhaps begin in the mid-1990s.

Meanwhile, a \$4.6 million road reconstruction project took place on Highway 31 from Highway 50 south to the Illinois state line, with purchase of right-of-way land starting in 1991.

County Highway Q was extended between H and I-94 to provide direct access to the new LakeView Corporate Park. The road was opened Nov. 9.

The project drew concern from scores of people who live in the floodplain along the Des Plaines River. They feared that construction of a bridge over the river for the Highway Q extension would result in increased flooding but local, county and state officials assured them that engineering studies indicated there will be very little increase in spring water levels.

WESTOSHA REPORT Mon., April 17, 1989 Page 9

Highway 50 work begins again

(WR,SP) — Road construction was expected to resume the week of April 10 on the reconstruction of Highway 50, between Highway 83 north and I-94, in Kenosha County. The work will consist of grading, base course, P.C. Concrete pavement and bituminous shoulders to complete transforming the 15 miles of Highway 50 from a narrow and hilly two-lane road to a safer four-lane divided highway.

According to the Wisconsin Department of Transportation, the work will be performed under contracts let to Hoffman Construction Co., Black River Falls, Wis., Mashuda Contractors, Princeton, Wis., Mann Bros., Elkhorn, James Cape & Sons, Racine, and A.W. Oakes & Son, Racine, at an estimated cost of \$20,000,000. Financing will be

shared on approximately a 75/25 percentage by the federal government and the State of Wisconsin, respectively, from funds provided primarily by gas taxes.

Traffic will be continually carried through the construction areas on the old road, new pavement or temporary pavement. There will be at least one lane open in each direction at all times. It is anticipated that all work will be completed by Tuesday, Aug. 1.

Every possible effort will be made to provide continuous and safe ingress and egress to all business and residential properties during this reconstruction. Pedestrians and motorists are urged to use caution in the construction zones and to be aware of warning signs and flagmen in critical areas.

L02

Highway 50

Project: Second year of rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Two-way traffic on eastbound lanes will switch to westbound lanes about June 1.

Detours: Road will remain open. Traffic will use westbound lanes until new eastbound lanes are constructed.

Date project began: April 10.
Targeted completion date: Aug. 1.

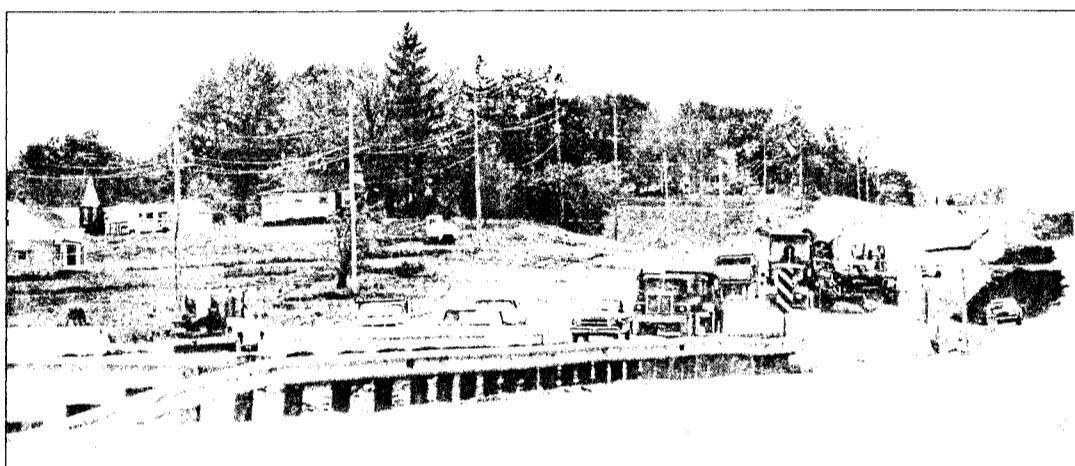
Project: Second year of rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000 federally funded and 24 percent, or \$1,320,000 state funded.

Status: Paving of new eastbound lanes completed. Shoulder paving next week from Paddock Lake east to Farmer Brown's.

Detours: Road will remain open. Highway 50/45 intersection a four-way stop.

Date project began: April 12.
Targeted completion date: Mid July.



Kenosha News photo by Thomas W. Broenin

Construction along Highway 50, .5 miles west of I-94, is to be completed in the middle of July

Project: Second year of rebuilding Highway 50 from the Des Plaines River to .5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550 federally funded and 25 percent, or \$918,850 state funded.

Status: New eastbound lanes have been paved. Crossover and turning lanes being poured.

Detours: Road will remain open.

Date project began: May 1.
Targeted completion date: Mid July.

Project: Second year of rebuilding Highway 50 from 128th Avenue to I-94 and rerouting frontage roads.

Cost: \$1.9 million, all state funded.

Status: Rebuilding eastbound

lanes, two-way now traffic on westbound lanes. South off ramp one-third rebuilt.

Detours: None.

Date project began: May 1.
Targeted completion date: Late June.

Highway 50

Project: Second year of rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Two-way traffic on eastbound lanes will switch to westbound lanes next week.

Detours: Road will remain open. Traffic will use westbound lanes until new eastbound lanes are constructed.

Date project began: April 10.
Targeted completion date: Aug. 1.

Project: Second year of rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000 federally funded and 24 percent, or \$1,320,000 state funded.

Status: Shoulder paving, install median crossovers and curb and gutters at intersection with Highway 45.

Detours: Road will remain open. Highway 50/45 intersection a four-way stop.

Date project began: April 12.
Targeted completion date: Mid July.

Project: Second year of rebuilding Highway 50 from the Des Plaines River to .5 miles west of I-94. Two-lane road will become a divided, four-lane highway.



Kenosha News photo by Paul Williams

A worker lines barrels in the westbound lane of Highway 50, east of Paddock Lake

Cost: \$3,675,400; 75 percent, or \$2,756,550 federally funded and 25 percent, or \$918,850 state funded.

Status: Paving bridge over Des Plaines River.

Detours: Road will remain open.

Date project began: May 1.

Targeted completion date: Mid July.

Project: Second year of rebuilding Highway 50 from 128th Avenue to I-94 and rerouting frontage roads.

Cost: \$1.9 million, all state funded.

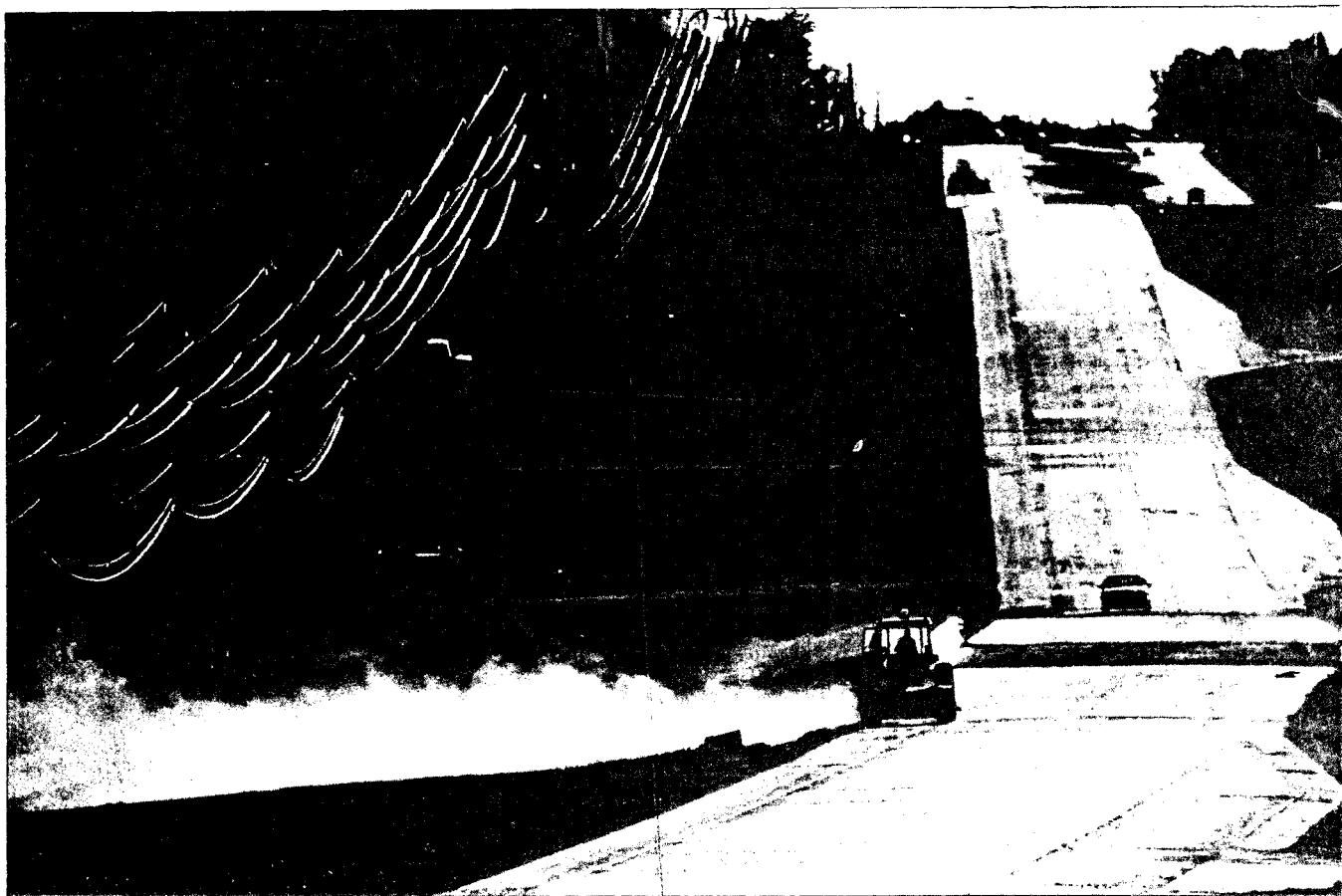
Status: Paving on 50. Laying gravel on ramp.

Detours: None.

Date project began: May 1.

Targeted completion date: Late June.

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Kenosha News photo by Paul William

New Highway 50 makes a clean sweep 7-1-89

Sunshine lights up electrical wires and a street sweeper creates a cloud of dust along a new stretch of Highway 50 just west of County Highway MB. The

new roadway was being swept clean before getting a final coat next week. Work began April 12 on the \$5.5 million project to widen the two-lane road into a

divided, four-lane highway from Paddock Lake east to the Des Plaines River. The work is expected to be completed in mid-July.



Hwy. 50 construction goes on 7-7-89 BISTATE

The widening of Hwy. 50 continues as new lanes are blacktopped near new restaurant, The Taste of Wisconsin, approaching the busy intersection of Hwys. 50-I-94. Hwy. revamping is also taking place in the Bristol, Hwy. 50-45, and Silver Lake areas. — Photo by Gloria Davis

Road work to begin

Road construction for a new frontage road located in the northeast quadrant of the intersection of I-94 and Highway 50 is scheduled to begin this week and continue until Oct. 20.

The existing frontage road will be closed to through traffic for a short period during construction, with access only to local property owners. Drivers are urged to use caution in the construction zone, the Wisconsin Department of Transportation said.

The \$380,352 project by Mann Bros. Inc., Elkhorn, will include grading, laying a base and bituminous pavement, putting down a concrete curb and gutter and adding a storm sewer. Financing is shared by the state and the city of Kenosha.

Highway 50

6-24-89

Project: Resurface Highway 50 between I-94 and 43rd Avenue, replace and add curb and gutter and build deceleration lanes and left turns at median crossovers.

Cost: \$3 million in federal and state funds.

Status: Yet to begin.

Detours: None.

Targeted starting date: End of June.

Targeted completion date: Nov. 1.

Project: Second year of rebuilding Highway 50 from County Highway B west to Highway 83. Two-lane road will become a divided, four-lane highway.

Cost: \$5.98 million in federal and state funds.

Status: Pouring concrete for new eastbound lanes.

Detours: Road will remain open. Traffic will use westbound lanes until new eastbound lanes are constructed.

Date project began: April 10.

Targeted completion date: Aug. 1.

Project: Second year of rebuilding Highway 50 from Paddock Lake east to the Des Plaines River. Two-lane road will become a divided, four-lane highway.

Cost: \$5.5 million; 76 percent, or \$4,180,000 federally funded and 24 percent, or \$1,320,000 state funded.

Status: Continued cleanup work to finish the job. Installing traffic signals at intersection with Highway 45.

Detours: Road will remain open. Highway 50/45 intersection a four-way stop.

Date project began: April 12.

Targeted completion date: Mid July.

Project: Second year of rebuilding Highway 50 from the Des Plaines River to 5 miles west of I-94. Two-lane road will become a divided, four-lane highway.

Cost: \$3,675,400; 75 percent, or \$2,756,550 federally funded and 25 percent, or \$918,850 state funded.

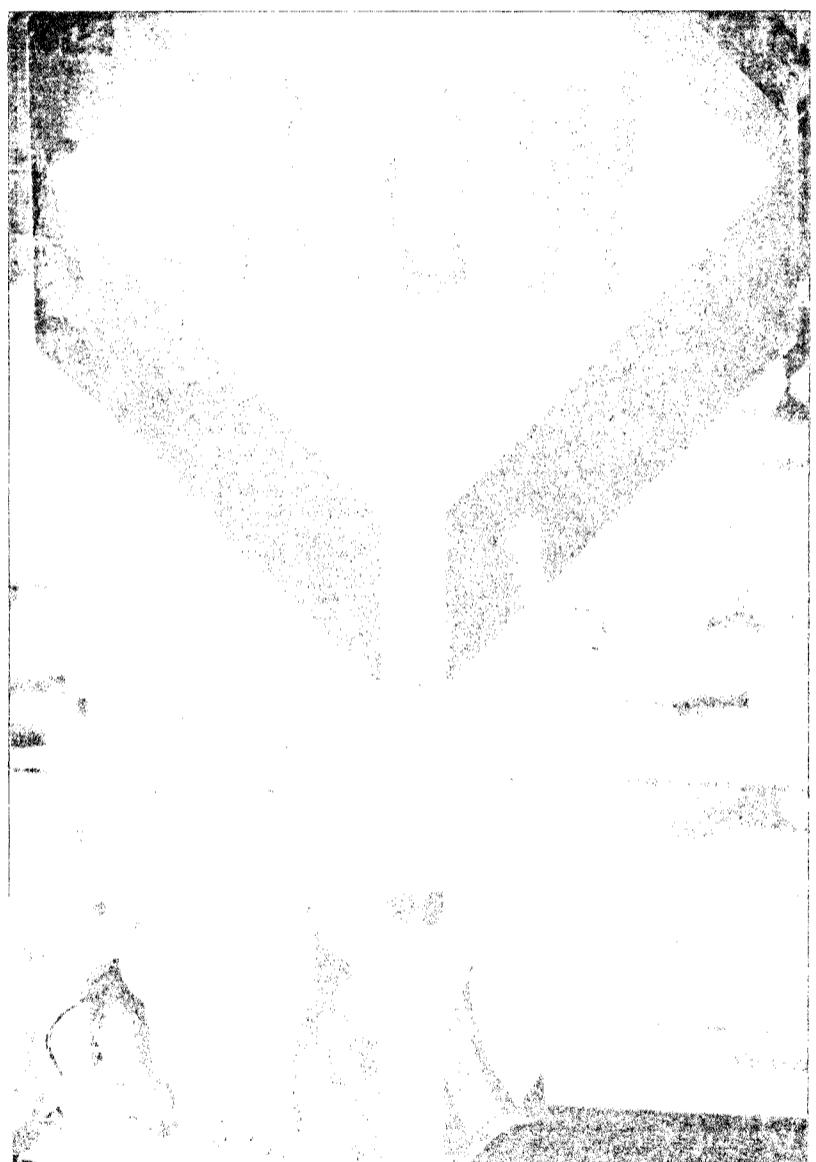
Status: Continuing cleanup work to finish the job.

Detours: Road will remain open.

Date project began: May 1.

Targeted completion date: Mid July.

Project: Second year of rebuilding Highway 50 from 128th



Slow going on Highway 50

6-28-89

Jennie George slows down drivers on Highway 50 Friday to allow workers from A.W. Oakes and Son, Racine, to do grading and paving.

Traffic should speed up again soon as the \$5.5 million project to widen the highway is to be completed this month.

Avenue to I-94 and rerouting frontage roads.

Cost: \$1.9 million, all state funded.

Status: Paving on southbound off-ramp. If weather holds next week, traffic will be switched back to two lanes in either direction.

Detours: None.

Date project began: May 1.

Targeted completion date: Late June.

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Kenosha News photo by Brian Paslak

Keeping the weeds down on the highway

A shredder blows straw onto graded earth Friday to keep weeds down as the finishing touches are put on the Highway 50 project near Highway 45. Highway 50 is being rebuilt between I-94 and 43rd Avenue. Work includes resurfacing the road, replacing broken curbs and gutters and adding left-turn and deceleration

lanes. Also, Highway 142 is being rebuilt between I-94 and Highway 31. Motorists are advised to find detours around the area because the Highway 142 bridge over the Chicago & Northwestern railroad tracks has been removed for replacement.

Land use study advised for Hy. 50

Variance in Bristol may be illegal

By Arlene Jensen
Staff Writer

The State Highway 50 corridor through Kenosha County should be the subject of a land use study comparable to the one that is currently spotlighting I-94, County Supervisor Geoffrey Wheeler said at Wednesday's meeting of the Land Use Committee.

Highway 50 is as important to Kenosha County as I-94 is to Wisconsin, said Wheeler "and I think a study of it would be a wise investment."

The two-year reconstruction of Highway 50 is nearing completion, upgrading it from a two-lane to a four-lane road.

Pleasant Prairie has already completed a land use study of the portion of Highway 50 that runs from I-94 east to the city limits. To the west, Highway 50 slices through the towns of



"It seems to me this committee has told them (Bristol Town Board) either you have zoning or you don't. And it seems to me polite and nice words just don't seem to sink in."

George Melcher
Director of Planning

Bristol, Salem and Wheatland as well as the village of Paddock Lake.

Wheeler's comments came in response to a report on the I-94 corridor study from George Melcher, director of Planning and Development.

Melcher is part of the committee that is completing the I-94 study. He said Wednesday

it is the consensus of the committee that commercial development along the Interstate should be clustered at major intersections, not allowed in strips along the highway.

He said the completed study will help communities plan sewer and water lines and help the Department of Transportation make decisions on the im-

provement of interchanges. Melcher called I-94 "the main gateway to Wisconsin."

On another matter, the committee authorized Melcher to take the necessary action in response to a claim that the town of Bristol had illegally granted a zoning variance to a town resident.

Since Bristol has no zoning, town officials are not allowed to grant variances, said Melcher.

"It seems to me this committee has told them either you have zoning or you don't. And it seems to me polite and nice words just don't seem to sink in."

Melcher said he will meet with County Corporation Counsel Frank Volpintesta to decide on a course of action in response to the Bristol Board's action.

Melcher also reported that work is progressing on the repair of a damaged wetland area near the Rustic Shores housing project on County Highway F, near Silver Lake. He expects completion in 30 days, he said.

At an April meeting, committee members said wetland around the housing project had been damaged by trenching and the removal of trees and shrubbery.

Since then, said Melcher, new wetland-type plants have been added. Those that were cut are growing again because the roots were spared.

Project developers are following a restoration plan prepared by a Southeastern Wisconsin Regional Planning Commission biologist, said Melcher.

Two rezoning requests were approved.

Robert and Marjorie Licher, 9025 12th St., asked that the zoning be changed from agricultural to residential on property at County Highway H and 12th Place.

Rezoning from farmland preservation to agricultural was also approved for Thomas and Mary Thelen, Twin Lakes, for property at County Highway C and 34th Avenue.

Both zoning recommendations will be on the agenda of the County Board at 7:30 p.m. Tuesday.



Kenosha News photos by John Sorensen

Working on State Highway 50

On July 17, contractors' crews began rebuilding State Highway 50 (75th Street) between 43rd Avenue and I-94. The work includes resurfacing, replacing broken curbs and gutters, repairing railroad bridges and crossings, and adding deceleration lanes. Traffic is restricted to one lane in each direction and motorists are advised to exercise caution while traveling through the area. The pricetag for the state project is \$2.9 million.



Two large cranes scoop dirt into a dump truck along the Highway 50 repair project

Hy. 50 to bypass New Munste Tourist center bidding set

By Dave Backmann
Staff Writer

Look for traffic passing north of New Munster on a Highway 50 bypass by mid-summer 1993.

That's the latest word from the state Department of Transportation.

The \$6 million, 2.7-mile bypass is in the final design engineering stage, said Harvey Shebesta, DOT district director.

Right-of-way acquisition begins early next year and bid letting is scheduled for November 1991.

Construction starts in the spring of 1992.

Roger Sikorski, DOT district design supervisor, said the bypass will loop a quarter-mile north of New Munster, from Highway 83 on the east to 1,000 feet west of 37th Avenue on the west side of the community.

State Sen. Joseph Andrea, D-Kenosha, said the bypass is the key to rebuilding Highway 50 from two lanes to four all the way from Kenosha to Lake Geneva.

"The last step, rebuilding 50 from New Munster to Lake Geneva, should be the easiest in terms of right-of-way acquisition," he said. "It's long been my goal to keep the concrete going west."

Andrea has pushed for project funding in the state budget.

In a related development, An-

drea said bids for the new Tourist Information Center at I-94 and County Highway Q will be let in May.

Construction of the new center was to begin this year. But bids came in last month \$1.1 million over estimate, forcing the DOT to scale down the project.

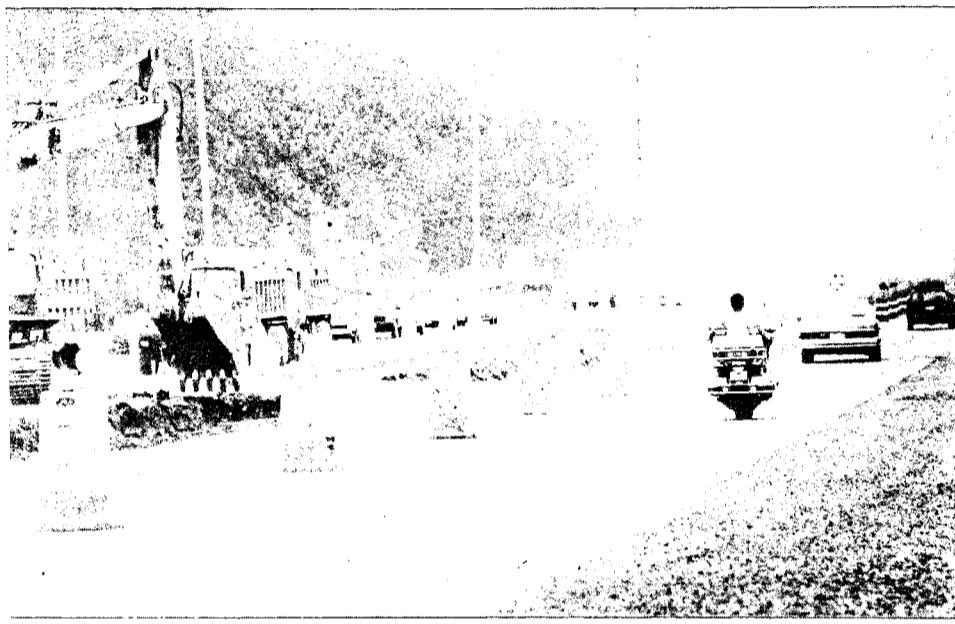
The state is planning a \$4.9 million facility to replace the 20-year-old tourist center. The old center is too small and lacks adequate restroom facilities.

Andrea said the new building should be completed by the fall of next year.

In other highway developments, the resurfacing of Highway 50 from I-94 to New Munster is essentially complete. The three-year project included the construction of new bridges spanning Pikes River and the tracks east of the I-94 widening of 50 from two to four and rebuilding the interchange at Highway 45.

Some minor landscaping remains.

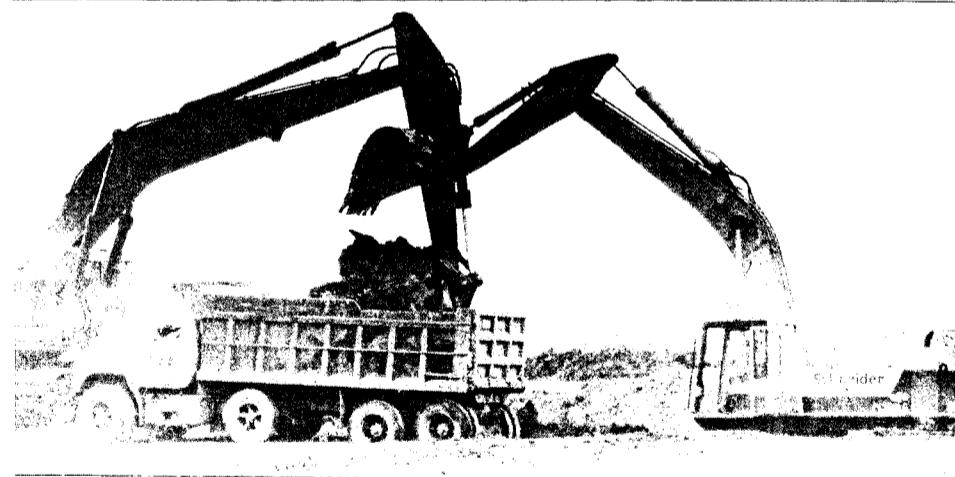
Robert Seric, DOT supervisor, said every



Kenosha News photos by John Sorensen

ng on State Highway 50

Contractors' crews began rebuilding State Highway 50 and left-turn lanes. Traffic is restricted to one lane in each set between 43rd Avenue and I-94. The work direction and motorists are advised to exercise caution while resurfacing, replacing broken curbs and gutters, re- traveling through the area. The pricetag for the state project is \$2.9 million.



Excavators scoop dirt into a dump truck along the Highway 50 repair project

to bypass New Munster by '93 bidding set

Right-of-way acquisition begins early next year and bidding is scheduled for November 1991.

Construction starts in the spring of 1992.

Roger Sikorski, DOT district design supervisor, said the bypass will loop a quarter-mile north of New Munster, from Highway 83 on the east to 1,000 feet west of 376th Avenue on the west side of the community.

3/2

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In other highway project developments, the reconstruction of Highway 50 from I-94 west to New Munster is essentially complete. The three-year project included the construction of three new bridges spanning the Des Plaines River and the railroad tracks just east of the Fox River.

Widening of 50 from two lanes to four and rebuilding the intersection at Highway 45.

Some minor landscaping work remains.

Robert Serac, DOT district supervisor, said every effort is

being made to complete the resurfacing of Highway 50 east of I-94 to 6th Street in Kenosha by Oct. 15. That is the latest date the DOT will permit contractors to spread asphalt in order to prevent frost heaving.

Replacement of the Highway 142 bridge over the Soo Line railroad tracks and the resurfacing of 142 between Highway 31 and I-94 is about two weeks behind schedule because of rainy weather, Serac said. Weather permitting, the projects will be completed in early November.

Highway 50 frontage prices jumping

2.7.90

By Dave Backmann
Staff Writer

Increasing land values on Highway 50 east of Highway 31 mirror the growth of Kenosha's latest commercial development strip, a survey of 11 recent real estate transactions indicates.

For example, when Sparks Insurance Inc. purchased 12.39 acres in 1986 for a new office at 6303 75th St. (Highway 50) the property sold for \$15,000 or \$9,282 per acre.

A year later, when the agency bought an adjacent 1.02 acres to the east, the land sold for \$35,101 or \$34,413 an acre, a 370 percent increase, records in the Kenosha County Assessor's Office show.

Arthur Liddicoat, supervisor of the Assessor's Office commercial division, says those comparative sales reflect a growing demand for commercial property along Highway 50 as well as the accompanying price increases.

He notes that sanitary sewers had not been extended to the area at the time of Sparks' initial purchase. Sewer installation made the land more valuable.

Liddicoat further explains that the 1.02 acres is prime frontage on Highway 50. The 12.39 acres includes land set back from the arterial highway.

The increase in the price per acre for the smaller Sparks

When Sparks Insurance Inc. purchased 12.39 acres in 1986, the property sold for \$9,282 an acre. A year later, when the agency bought adjacent land, it sold for \$34,413 an acre, a 370 percent increase.

parcel is part of a trend that shows up in other sales along the highway, Liddicoat says.

"We are seeing a wholesale price for larger tracts and then a higher, retail price for smaller pieces cut out of them," he says.

"This is typical of developing areas where large areas once used for agriculture are being converted for commercial or residential uses."

Marathon Oil Co. paid \$326,000 in 1987 for 1.81 acres on which the Starvin' Marvin Deli Store and Speedway gas station are located, 5959 75th St. That figures out to \$180,110 per acre.

Just 10 months before that



Kenosha News photo

Land values have risen fast in the booming Highway 50 commercial development strip east of Highway 31

sale, a 2.53-acre parcel including the 1.81 acres was sold by Ralph J. McDonald to Randy Pulera for \$199,000 or \$78,656 an acre.

Pulera subsequently sold the land for the gas station to Marathon Oil.

Other land sales along Highway 50 are:

2.49 acres for the Spot-not Car Wash, 5300 75th St., \$135,000; price per acre \$54,216.

2.997 acres for the Park Ridge Motel, 6201 75th St.,

\$159,900; \$53,353 per acre.

1.61 acres for part of the Scrub 'N Suds Car Wash, 6112 75th St., \$75,000; \$46,583 per acre.

0.80 acres for second part of the Scrub 'N Suds Car Wash,

\$90,000, or \$112,500 for one full acre.

The Blockbuster Video store in the 4700 block of 75th Street is not included in sales figures because it is located on leased land. The store opened this week.

214

County eyes highway swap with state

2-27-90
State would control Q

By Chris Dombrowski
Staff Writer

The county should consider taking over 12.1 miles of state-controlled highway in return for the state designating a 6.5-mile portion of County Highway Q between I-94 and Highway 32 as a state trunk highway, the Kenosha County Highway Committee was told Monday.

Kenneth R. Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, presented to the committee an assessment of potential amendments to the county jurisdictional highway plan. The county asked for the assessment in preparation for an agreement

between the county, the Wisconsin Department of Transportation, the city of Kenosha and the village of Pleasant Prairie.

The assessment proposes that the state would agree to take jurisdiction of County Highway Q between I-94 and Highway 32 as a state trunk highway, the Kenosha County Highway Committee was told Monday.

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"The state will only trade if the highway clearly serves a state function, carrying people from county to another,"

Highway Commissioner Gene A. Scharfenorth said.

Highways 142, 192 and 174 hardly qualify as moving people from county to county, he said.

While the amount of miles transferred between county and state function, carrying people

"T he state will only trade if the highway clearly serves a state function, carrying people from one county to another."

Gene A. Scharfenorth,
highway commissioner

Yunker said the county should agree to take control of the extra miles, along with the possible extra maintenance costs, because the impending costs of widening and resurfacing Q loom much sooner and at a greater amount than with the other highways.

The study showed that the agency controlling Q would have to pay \$7.8 million within the next 10 years to widen the highway and expand the interchange with I-94 because of increased traffic brought on by WisPark's LakeView Corporate Park.

"As a county, we just can't afford to put out that kind of money right now," Scharfenorth said.

The resurfacing of Highways 142, 192 and 174 will be complete by 1991, and Yunker said it is unlikely these highways will

have to be expanded to four lanes within the 15-year life span of the new surface.

Additional changes recommended by SEWRPC to the county jurisdictional highway plan would give Pleasant Prairie local control over 1.1 miles of County Highway HH between Highway 50 and County Highway C, and all 3.6 miles of County Highway T.

The Wisconsin Department of Transportation will be represented at the next Highway Commission meeting, March 12. Commission members recommended that officials from Pleasant Prairie and WisPark be invited to the meeting.

Also, Scharfenorth recommended that an ordinance be written and brought to the next meeting to make the intersection at County Highways O and Z in

Twin Lakes a four-way stop. Currently, traffic on Z, which carries more vehicles, stops for traffic on O. The intersection has had an average of 4.2 accidents per year in the last three years, he said.

The state uses five accidents per year over three years as warrant for a four-way stop.

Additional traffic controls were rejected for the intersections of County Highways C and MB in the town of Bristol and C and KD in Twin Lakes.

The committee also rejected additional traffic controls for the intersection of County Highways EA and L in the town of Somers. Three people died in an accident there Jan. 7, and controls were recommended by the town and by County Supervisor Mark Wisniewski, who represents the area.

Widening of Highway 50 urged

Wheatland Town Board writes DOT about project

By Joe Van Zandt
Staff Writer
1-22-90

WHEATLAND — The Wheatland Town Board is seeking support for the widening of Highway 50 between New Munster and Lake Geneva as quickly as possible.

Town Chairman Francis Kerkman said the board voted at last week's Town Board meeting to send a letter to the state Department of Transportation urging it to expedite the project. The board also voted to send a letter to the Kenosha County Board and ask that plans for construction of a public service building at highways 45 and 50 be expedited.

In other business:

□ The board asked Ardell and Vivian Steffen, who operate a greyhound kennel on 376th Avenue, north of Highway 50, to follow through on their promise to plant trees around the perimeter of their property as stipulated when the board approved their kennel permit last year.

Kerkman said the board investigated complaints that the couple was housing more than 50 dogs in violation of their permit, but it determined they have quite a few less than that number.

□ The board voted to hire an engineer and establish a committee to oversee a sewer-needs study for the town using \$108,000 in grant funds from the state.

Kerkman said the committee would be composed of the Town Board members, Earl Pagel of the Wheatland Recreation Committee, building inspector Earl Floeter, and advisory representatives from the Southeast Wisconsin Regional Planning Commission and the county's Office of Planning and Development.

DOT to begin acquisitions for Highway 50 bypass

3-14-90
Wisconsin Department of Transportation to begin negotiations for acquisition of land for the planned Highway 50 bypass, north of the unincorporated community of New Munster

Kenneth Ruhr, a real estate supervisor for the DOT, said his office has mailed letters to all affected property owners along the route of the planned four-lane highway bypass. The letters notify property owners that an appraiser will evaluate their

property so that purchase offers can be made.

Sen. Joseph Andrea, D-Kenosha, Friday said the DOT announcement is welcome news.

Andrea said he has been advocating quick completion of the bypass and the remainder of the

expanded highway all the way to U.S. Highway 12 at Lake Geneva because of the positive effect the new highway will have on Kenosha County. "I view this as the key to continuing the boom that is going on in west Kenosha County," he said.

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State DOT staff favors delay in finishing Highway 50 project

By Dave Backmann
Staff Writer

Finish one job before starting another.

That's the message State Sen. Joseph Andrea, D-Kenosha, is telling the Department of Transportation.

DOT staff was to recommend to the state Projects Transportation Commission this morning that the final leg of the Highway 50 rebuilding project not be given priority for completion. The 7.7-mile section of road, between the western end of the planned New Munster bypass and Highway 12 in Walworth County, would cost \$17.5 million.

Another project in Kenosha County — the rebuilding of Highway 31 into a four-lane highway from north of Highway 142 to Racine — was to be given a priority recommendation. The project is for six miles and would cost about \$20 million.

Secretary of Transportation Ronald R. Fiedler said the Highway 31 project ranks ahead of finishing the job on Highway 50 because more traffic travels on

31. DOT studies show the daily traffic count on 31 is 14,400 vehicles compared to 5,000 between New Munster and Highway 12.

"But we expect that (Highway 50 count) to grow as Kenosha and Walworth counties develop further," Fiedler said.

Andrea said he is grateful the Highway 31 project is making the list because an improved road is needed between major cities like Kenosha and Racine.

But the senator said the DOT should finish what it's started — rebuilding 50 from I-94 in Kenosha County all the way to

Legislators decry Hwy. 50 decision

(P.R.) - After the Highway 50 project failed to gain the necessary endorsement by the Department of Transportation at a recent meeting of the Transportation Projects Commission, state senators Tim Weeden (R-Beloit) and Joseph Andrea (D-Kenosha) wrote a letter to Governor Thompson and the secretary of the Department of Transportation requesting reconsideration of the project.

State Rep. Chuck Coleman, Walworth County's 43rd Assembly District state legislator, also expressed disappointment with the decision.

The project would widen Highway 50 from Lake Geneva to Slades Corner, with an anticipated cost of \$17,500. The DOT makes recommendations of major projects to the Transportation Projects Commission based upon information collected by

the department.

Weeden, who is a member of the Transportation Projects Commission, said the project was not recommended by the DOT primarily because of low traffic counts. In their letter, Weeden and Andrea asked for a re-evaluation of the Highway 50 project. A meeting with the secretary of the DOT was also requested.

The two Wisconsin senators questioned a highway project in another part of the state. According to Weeden, the widening of Highway 51 near Tomah began in 1983 despite never going through a formal review process. Now, Weeden says, the department is recommending the completion of the Highway 51 project with a \$10.5 million bypass around the city of Tomah.

"By the same logic," the joint letter states, "we believe that this last link of Highway 50 is a continuation of the four-lane road originally envisioned between I-94 and Lake Geneva."

Bypass delay irks Wheatland

By Joe Van Zandt
Staff Writer

just east of New Munster is causing him a lot of problems with speeders.

Haas said the average speed of westbound traffic on Highway 50, based on his radar gun readings, is 65 mph. The speed limit on westbound Highway 50 drops from 55 mph to 45 mph where the road narrows and then to 35 mph

a few hundred yards further at New Munster.

"I can't write speeding tickets fast enough," he said, "and that's giving them quite a bit of leeway."

Siegler said the excuse being given by state officials for not proceeding with the Highway 50 widening is that traffic counts are too low.

2/6



Kenosha News photo by Bill Siel

Gene Scharfenorth at the County Highway garage, which he left for the last time Friday

1-6-91

Scharfenorth takes a new road

By Jennie Tunkielcz
Staff Writer

Two hundred and sixty five miles is a lot of highway. Kenosha County Highway Commissioner Gene Scharfenorth has taken care of them for 11 years.

But now Scharfenorth is at a crossroads and has chosen a different path. He has left the highway commission post to head the transportation department for the Elkhorn engineering firm Crispell-Snyder Inc., where he will help design roads and bridges in southeastern Wisconsin.

Scharfenorth, 48, a graduate of the University of Illinois, Champaign-Urbana,

Illinois want to get out in the morning and not be too late to work," he said.

"As Kenosha County becomes more urbanized, the lane miles per worker will have to be looked at," he said.

The department now averages 47 lane miles per person, compared to Milwaukee County's average of 25 lane miles per person.

But, plowing is only part of keeping a good road system, a feature vital to industry choosing to move to a community and people choosing to live there.

Scharfenorth said Kenosha County government has a good understanding now of how development depends on a good road and bridge system.

"When I came here, there was no five-year road plan," he said.

The plan he developed calls for re-

partnership of Kenosha County, Pleasant Prairie and WisPark. The state took over the road the first of the year under a highway exchange agreement, thus changing the name to State Highway 165.

Two roads Scharfenorth would like to see improved are north 22nd Avenue, which needs to be four lanes, and Highway F, between Silver Lake and Bassett.

Development and good traffic planning also go hand in hand, Scharfenorth said.

"The Village of Pleasant Prairie has done a good job trying to anticipate growth along Highway 31 and Highway 50. That sets the stage for development and that helps highway people tremendously when planning major access

and 142 following a string of fatal accidents this summer got fast action from the DOT, Scharfenorth said. The speed limit was reduced, a four-way stop and rumble strips were added.

Scharfenorth said there are many areas in Kenosha County where roads and shoulders should be widened for safety.

One regret for Scharfenorth in leaving the commissioner's job is not being able to see the new highway garage built. Plans are for the new garage, along with satellite county government offices, to be built at Highways 45 and 50. Officials have tentatively targeted next fall or winter for groundbreaking.

"Eight years ago we thought it was going to be built in two or three years," Scharfenorth said.

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Kenosha News photo by Bill Siel

Gene Scharfenorth at the County Highway garage, which he left for the last time Friday

1-6-91

Scharfenorth takes a new road

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Staff Writer

Two hundred and sixty five miles is a lot of highway. Kenosha County Highway Commissioner Gene Scharfenorth has taken care of them for 11 years.

But now Scharfenorth is at a crossroads and has chosen a different path. He has left the highway commission post to head the transportation department for the Elkhorn engineering firm Crispell-Snyder Inc., where he will help design roads and bridges in southeastern Wisconsin.

Scharfenorth, 48, a graduate of the University of Illinois, Champaign-Urbana, came to Kenosha after 12 years with the Wisconsin Department of Transportation where he was a construction project engineer.

The key to managing Kenosha County's highway miles and a department of 74 has been Scharfenorth's ability to organize and schedule.

The most difficult time for a highway department is when it snows.

"Why can't you plow me first," Scharfenorth said, is the most common complaint, followed by reports of felled mail boxes from people whose roads have been plowed.

"Inevitably, somebody has to be first and somebody has to be last, but we have developed a system in the snow plowing schedule to provide the needed level of service," he said.

Scharfenorth says County Highway Y is probably the county's busiest road so it always is among the first for plows.

Scharfenorth said the department has a sensitivity for commuters.

"People who do long-range commuting and drive from Twin Lakes to

Illinois want to get out in the morning and not be too late to work," he said.

"As Kenosha County becomes more urbanized, the lane miles per worker will have to be looked at," he said.

The department now averages 47 lane miles per person, compared to Milwaukee County's average of 25 lane miles per person.

But, plowing is only part of keeping a good road system, a feature vital to industry choosing to move to a community and people choosing to live there.

Scharfenorth said Kenosha County government has a good understanding now of how development depends on a good road and bridge system.

"When I came here, there was no five-year road plan," he said.

The plan he developed calls for resurfacing and rebuilding 15 to 17 miles each year.

"We haven't quite hit the optimum to 17 miles each year, but at least we have come close in the past 10 years. Before that, it was way below what should have been done and there is still plenty of catching up to do," Scharfenorth said.

The test that proves how vital roads are for growth came with the expansion of County Highway Q, now known as State Highway 165. The industrial park now growing in the village of Pleasant Prairie would have not been possible without that highway.

"It was interesting to see how private industry and government can come together and get something positive done in a community," Scharfenorth said.

"Highway Q went from a real low service area for the Highway Department to one of the top in a matter of a year," he said.

Highway Q was extended to I-94 through a combined effort and financial

partnership of Kenosha County, Pleasant Prairie and WisPark. The state took over the road the first of the year under a highway exchange agreement, thus changing the name to State Highway 165.

Two roads Scharfenorth would like to see improved are north 22nd Avenue, which needs to be four lanes, and Highway F, between Silver Lake and Bassett.

Development and good traffic planning also go hand in hand, Scharfenorth said.

"The Village of Pleasant Prairie has done a good job trying to anticipate growth along Highway 31 and Highway 50. That sets the stage for development and that helps highway people tremendously when planning major access points will be," he said.

"What everybody doesn't want is to squash development, which is what happens when you don't have time to think out a good traffic plan. A good example of what not to do is the west side of the Highway 50 and I-94 intersection and the east side is a good example of what to do," he said.

Safety is also a factor in road management.

"This year, we had more requests for speed limits to go down to 25 and 35 miles an hour on county highways and increased requests for four-way stops," he said.

The requests are a good indicator that people are moving here from more urbanized areas because they are used to lower speeds. It also shows the increased development in Kenosha County.

Scharfenorth said requests for lower speeds and more signs have to be studied to make sure the safest actions are taken.

Safety improvements on Highways H

and 142 following a string of fatal accidents this summer got fast action from the DOT, Scharfenorth said. The speed limit was reduced, a four-way stop and rumble strips were added.

Scharfenorth said there are many areas in Kenosha County where roads and shoulders should be widened for safety.

One regret for Scharfenorth in leaving the commissioner's job is not being able to see the new highway garage built. Plans are for the new garage, along with satellite county government offices, to be built at Highways 45 and 50. Officials have tentatively targeted next fall or winter for groundbreaking.

"Eight years ago we thought it was going to be built in two or three years," Scharfenorth said.

The main highway garage and office at 5512 60th St. was built in the late 30s. The building is inefficient as well as in need of major repairs, Scharfenorth said.

A main garage at Highways 45 and 50 puts the department at the geographical middle of the county, rather than in the city.

"It will be much easier to serve both ends of the county from there," he said. "It's inefficient when the county owns one piece of equipment that's at one end of the county when you need it at the other end."

"I've tried to change the image of the department where it's not the good old boy system with one guy working and one guy standing around," Scharfenorth said. "The men and women here are good workers. When the children are down, they give it 110 percent. The workers have developed self-pride and want to be out there working."

The county is now looking for a replacement for Scharfenorth.

"I am going to miss the job," he said.

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1% of tax pays for building

By Jennie Tunkielcz

Staff Writer 3-16-92

About one percent of the average county tax bill each year will go toward building a \$12 million county office complex and a highway garage at Highways 45 and 50, Finance Director David Geertsen said.

The owner of the average home, valued at \$71,981, will pay \$2.45 for the building this year, \$20.57 in 2004, and \$15.84 in 2011, or an average of \$17 annually for 20 years, Geertsen told the Buildings and Grounds Committee Wednesday.

The tax rate for the building will span an estimated 19 cents per \$1,000 of assessed valuation for a property owner in 1993 to 29 cents per \$1,000 in 2004.

The county plans to issue \$2.1

million in bonds this year and \$10 million next year to begin construction of the building in the town of Bristol.

Bid specifications for the building will go to interested companies the first week of April. Bids are due the last week of April and the County Board is expected to approve successful bidders in May.

County officials will discuss the specifications of the building with the County Board at a special Committee of the Whole meeting at 7 p.m. on April 6.

A fall of 1993 opening is planned for the building.

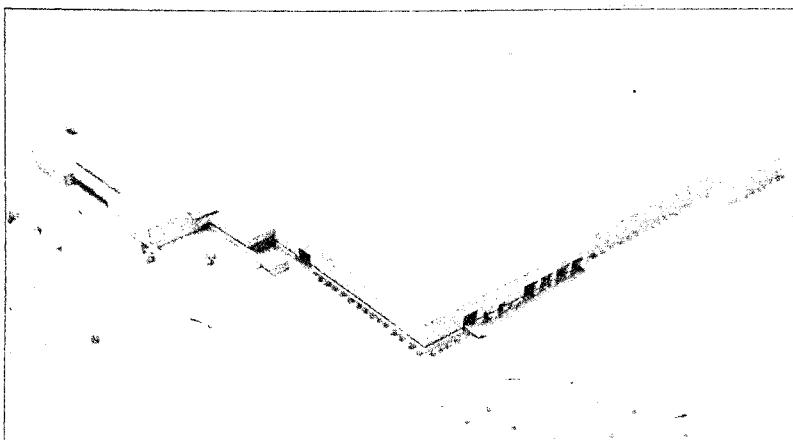
The building will house offices for the Public Works Department, the department of Planning and Zoning, University of Wisconsin-Extension and western Health and Human Ser-

vices. It will also include two classrooms, a conference room, and space for health clinics.

The building will also be equipped to add a Sheriff's Department Substation if one is deemed necessary, officials said. An area for deputies to write reports and take breaks will be made available. The county is also investigating providing space at the building for prisoner transfers.

Supervisor Wayne Koessl committee chairman, said the building has been planned to allow for other expansion.

In other business, Facilities Engineer Thomas Walther reported all of the county's buildings are being analyzed for asbestos problems and compliance with the Americans with Disabilities Act.



Kenosha News photo

A "model" building for Kenosha County 4-4-92

The planned Kenosha County Center at Highways 45 and 50 will look much like this model. Robert Kueny is the architect for the \$12 million building that will house the county Highway and Parks departments, the Highway Department garage, the Western Social Ser-

vices office and several other county services. The County Board will hold a special Committee of the Whole meeting at 7 p.m. Monday in Room 310 of the courthouse, 912 56th St., for supervisors to discuss the building. The board will be asked to approve architectural plans.

Supervisors OK building plans for Kenosha County Center

By Jennie Tunkielcz

Staff Writer 4-8-92

In a 23-3 vote the County Board Tuesday approved architectural plans for the Kenosha County Center to be built at Highways 45 and 50 in the town of Bristol.

Voting against the plan were supervisors Darrel Haen, Louis Cairo and Gerald Bellow.

The county will be accepting bids for the \$12.6 million building. Bids will be opened at the end of the month.

A new highway garage, parks department, western social ser-

vices, planning and zoning and other offices will be housed at the center. The county purchased the 40-acre property in 1984 and equipped it with sewer and water in 1987. The center is scheduled to open in fall of 1993.

Bellow said he could not support the building at this time.

"We all have a lot of needs and the thing is, you can't just turn around and spend money for every need. You have to have priorities," Bellow said.

A new County Jail and a new Brookside Care Center are a

greater priority, he said.

In other business, the board unanimously approved selling 27 acres of county-owned property south of Buller Junior High School to the city of Kenosha for \$150,000. The city plans to place a water retention basin on the property. The county will still own 5 acres of land at the site.

The board also voted unanimously to sell county tax-deeded property in the Valmar subdivision in the Camp Lake area to the Wisconsin Department of Natural Resources for its fishery project.

INVITATION FOR BIDS ON PUBLIC WORKS

Sealed bids will be received by the Kenosha County Clerks Office for Kenosha County, a Municipal Corporation, Incorporated in the State of Wisconsin, for General Construction of a Building to be located in Bristol, WI, at the County Clerks Office, Kenosha County Courthouse, Room 101, 912 56th Street, Kenosha, Wisconsin 53140 until 7:00 p.m. Central Daylight Time April 28, 1992.

Bids sets and contract documents may be obtained from the office of the architect, Mr. Robert M. Kueny, 2403 126th Avenue, Kenosha, WI 53144.

Bidders must have a Prequalification Statement on file prior to the bid due date in accordance with the bid instructions.

The prevailing wage rates for the Kenosha area shall be used in computation of all bids.

All bids shall remain firm for acceptance for a period of 60 days after opening of bids.

Successful bidders will be required to furnish and pay for satisfactory Performance Bond and Payment Bond in the amount of 100% of the contract.

Bids will be opened on Thursday, April 30, 1992, at 7:00 p.m.

Bids must be enclosed in sealed envelopes clearly marked on the outside in accordance with instructions to bidders and shall be submitted in triplicate.

Kenosha County Reserves the right to reject any or all bids or to accept any bid considered most advantageous to the County of Kenosha.

For further information contact Robert M. Kueny, Architect, at the above address or telephone number 414-859-2201.

By Order of
Kenosha County
Thomas G. Wasley
Purchasing Director
April 18, 19, 20, 1992

INVITATION FOR BIDS ON PUBLIC WORKS

Sealed bids will be received by the Kenosha County Clerks Office for Kenosha County, a Municipal Corporation, Incorporated in the State of Wisconsin, for Elevators, Salt Shed, Mechanical and Equipment components associated with the construction of a New Kenosha County Center Building to be located in Bristol, WI, at the County Clerks Office, Kenosha County Courthouse, Room 101, 912 56th Street, Kenosha, Wisconsin 53140 until 7:00 P.M. Central Daylight Time on April 28, 1992.

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By Order of Kenosha County
Thomas G. Wasley
Purchasing Director

I-94 land use plan approved

By Patrik Vander Velden

Staff Writer 4-16-92

PLEASANT PRAIRIE — The Plan Commission Wednesday approved an I-94 corridor land use plan for communities from Kenosha County north to the Mitchell International Airport interchange in Milwaukee County.

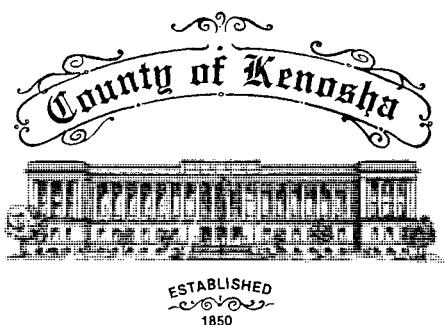
Drafted from discussions between the state Department of Transportation and the local communities, the plan calls for an end to continuous strip development in the 30-mile corridor and instead drafting a land use plan that anticipates growth for the next 20 years.

The commission passed the measure with the contingency that local communities not be forced to accept jurisdiction of the frontage roads along the interstate.

The DOT wants communities to take ownership of the roads.

Commissioner Wayne Koessl asked for the amendment to the plan. He said the transfer would mean the village picking up the cost for maintenance, police services and winter snowplowing.

Frontage roads, said Koessl, also are intended as an arterial back up for rerouting traffic from the interstate during accidents.



*I am pleased
to invite you to participate*

*in an
informal and totally unofficial*

**REUNION
of the
KENOSHA COUNTY HIGHWAY DEPARTMENT
PEOPLE AND FRIENDS**

following the
Ground-breaking Ceremony and Reception
for the Kenosha County Center
Friday, June 12, 1992

THE REUNION

will take place

between 4:30 and 6:00 p.m.

at the

LEO WAGNER'S TAVERN
23818 - 60th Street
Salem, Wisconsin

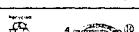
*This will provide an opportunity
for some folks who worked with the Highway Department
to get together to trade stories and jokes
at the same time that we are looking forward to the future
with the new County facility.*

**JOHN R. COLLINS
KENOSHA COUNTY EXECUTIVE**

022

John R. Collins County Executive

912 - 56th Street
Kenosha, Wisconsin 53140



Phone: (414) 653-6536
FAX: (414) 653-6817

County Center plan unveiled

Occupancy planned for 1993

By Patrik Vander Velden
Staff Writer

2-5-92

BRISTOL — The Kenosha County Center will not be built in phases, county officials told the Bristol Plan Commission Tuesday.

Site preparation has begun on the northeast corner of highways 45 and 50 for the office and garage complex planned for completion and occupancy by 1993.

"It is our intention that the offices, hearing rooms and garage are built as one," said George Melcher, county director of planning and development.

Construction bids are expected to be let by late spring, Melcher said.

The complex will have 138,000 square feet of garage and office space for the county Highway and Parks departments and another 45,000 square feet in office space and meeting rooms for Social Services, Planning and Development, and the University of Wisconsin-Extension.

Tentative plans call for a Sheriff's Department substation but that depends on the bids and then approval by a county committee, Melcher said. The complex is being built so that the substation could be added, he said.

But the offices are certain, said Melcher.

"It's been our hope to put the offices in immediately with the garage," said Melcher. "We want those offices there. We feel that is what the people want."

About 75 office employees will work at the complex plus main-

tenance and other work crews for the highway and parks departments.

The garage will have welding and maintenance shops, plus three overhead cranes and administrative offices, said Robert Kueny, architect.

The interior and exterior truck wash will have recovery systems for pollutants; outside storage tanks will have double walls and pipes within pipes, and manholes with collection basins for oil and salt, said Kueny.

"We won't be dumping things into the Bristol sewer system. We feel we have a state of the art facility," he said.

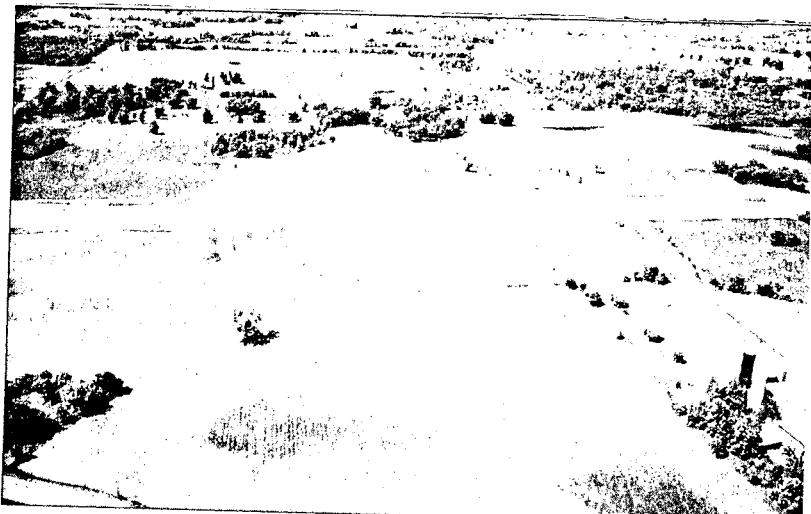
Trucks will have a separate entrance on Highway 50 at the far east end of the 35-acre site. Car traffic will enter from Highway 45 and west of the truck entrance on Highway 50.

Centrally located in the county, the garage will replace two buildings used for that purpose in the city of Kenosha and village of Silver Lake. Those both are about 45 years old and "you don't want to know what it costs to heat those," said Frederick J. Patrie, public works director.

"This is the central location of our service area. We feel we can deliver better services from a central location," Patrie said.

A wetlands on the site will be maintained and rezoned conservancy, said Melcher.

The outside of the building will be small aggregate field-stone pebbles on a precast concrete, said Kueny.



Kenosha News photo by Liana J. Griffith

Way cleared for the Kenosha County Center

Land preparation for the Kenosha County Center, Highways 45 and 50 in the town of Bristol, is well under way. Groundbreaking ceremonies

for the building will be at 1:30 p.m. Friday. A reception at the Bristol Town Hall, 198th Avenue and 83rd Street, will follow the ceremony.

6-10-92

Site of 45/50 complex has long, varied history

By Jennie Tunklecz
Staff Writer

8-28-91

County Executive John Collins at a ceremony Monday signed County Board resolutions that make way for a western office building and highway garage at the northwest corner of highways 45 and 50 in the town of Bristol.

But, the project is actually about 70 years late.

In the 1920s, William C. Bacon, who at that time was County Board chairman, offered to donate that same property on highways 45 and 50 for a county government building.

The board decided instead to build the Courthouse, where it remains today at 911 56th St.

The new county building will cost up to \$12.2 million — the

amount of bonds appropriated by the board last week for the project. Completion of the building is set for early in 1993.

In addition to a new highway garage, the building will also house the Parks Department, Social Services western office, Planning and Development, as well as other various services.

The county purchased the 35 acres in 1984 for \$100,000. Utilities were extended there in 1987.

It is the county's first building project since the Public Safety Building was completed in 1982.

Standing beneath an old oak tree where the new building will eventually stand, Collins said the project is a commitment that county government doesn't stop at I-94.

"This is a great step forward and a step toward providing services for all of Kenosha County," Collins told those who had gathered for the event.

Supervisor Stanley Kerkman said, "It is the beginning of a new era toward dismantling the imaginary wall between the city and western Kenosha County."

There is other historical significance to the land that was once offered free to the county.

William Benson Jr., 4239 89th Place, the great-grandson of Bacon, said P.T. Barnum set up his circus there during the 1850s. A school was built there in about 1859 and it closed in 1905. The land was also used by Bristol children from 1930 through the 1950s as a baseball diamond.

Benson's Corners all began in 1838

Benson's Corners at highways 50 and 45 has a long and illustrious history.

It was detailed for those attending a document-signing ceremony last month for a new county satellite building

joe soulak 9-3-91

on 43 of the 132 acres owned by the county at the northeast corner.

Work on the \$12.5 million building will start this year and be completed by 1993. Occupying the building will part of the Kenosha County Hwy. Dept., UW-Parkside extension office, a depart of social services office, Planning and Zoning office and a sheriff's department substation. The building will bring county services closer to the population of growing west Kenosha County.

The property was purchased by the county in 1984 for \$100,000.

Bill Benson Jr., one of the current owners, detailed the history.

In 1838 and 1839, the United States granted 320 acres of land in Sections 5 and 6 in the Town of Bristol, Wisconsin Territory, to Levi Grant. Those 320 acres include the property now owned by Kenosha County.

In 1859, Grant leased the northeast corner of what is now the intersection of highways 50 and 45 for a school house. The lease was for 50 years or as long as it was used for educational purposes. The school closed in 1905.

During the 1850s, P. T. Barnum put on a circus at the same location. Benson's great grandfather, William C. Benson, told him that, as a boy, he remembers seeing the outline of a circus ring for many years.

In the 1860s Barnum built two houses just west of the corner on Hwy. 50 for two of his daughters. These are still standing.

In 1863, Grant sold the property to Hiram Bacon, Benson's great grandfather. In 1902, the farm went to his son, William C. Bacon, who with his wife, Margaret, named it Wilmar Farm. William Bacon was Bristol town

chairman for many years and was chairman of the County Board when the present court house was built in the 1930s.

During the 1930s, 1940s and 1950s, William Bacon allowed the Town of Bristol to use the land for a ball diamond.

In 1936, Bacon's grandsons, Bryant and William, built a gas station and grocery store on the northwest corner and the intersection became known as Benson's Corners.

In 1945, William Benson deeded the land to his daughter, Mary Bacon Benson. In 1984 her sons, Bryant Bacon Benson and William Benson St., sold 132 acres of the farm to Kenosha County.

It was the great grandfather's dream that the county courthouse some day be built on the land. The planned county satellite building is seen as bringing that dream one step closer to reality.

County service building plans draw near

By Diane Jahnke

8-19-91

Plans for the construction of the county service building in Bristol are close to getting the go-ahead.

During a meeting of three county board committees Aug. 15, county executive John Collins said he was "heartened" by the unanimous support.

Groundbreaking is planned for March 1993 with grading to be done in September. The project is estimated to cost \$12 million.

Bringing county services into

Kenosha County is "long, long overdue," Collins said.

"There is a growing number of people living west of the I. It's totally unfair and unnecessary for them to drive to downtown Kenosha (for services)" Collins said.

The county bought the 43 acres located on the northeast corner of

highways 45 and 50 eight years ago. The land has sewer and water extended. "Now it's time to put up the proposed is a sheriff's department sub-station.

The cost break-down includes: \$6.5 million for the highway garage; \$3.5 million for the office building; \$1 million for the communication tower

and equipment; and \$1 million for architect fees.

Collins said the last time a county building went up in Kenosha County was the Silver Lake Garage in the 1930s. The highway garages in the area are becoming obsolete and not properly equipped, Collins said.

The county board will vote on whether to approve borrowing the funds needed for the project at the Tuesday, Aug. 20 meeting.

1% of tax pays for building

By Jennie Tunklecz
Staff Writer
3-19-92

About one percent of the average county tax bill each year will go toward building a \$12 million county office complex and a highway garage at Highways 45 and 50, Finance Director David Geertsen said.

The owner of the average home, valued at \$71,981, will pay \$2.45 for the building this year, \$20.57 in 2004, and \$15.84 in 2011, or an average of \$17 annually for 20 years, Geertsen told the Buildings and Grounds Committee Wednesday.

The tax rate for the building will span an estimated 19 cents per \$1,000 of assessed valuation for a property owner in 1993 to 29 cents per \$1,000 in 2004.

The county plans to issue \$2.1

million in bonds this year and \$10 million next year to begin construction of the building in the town of Bristol.

Bid specifications for the building will go to interested companies the first week of April. Bids are due the last week of April and the County Board is expected to approve successful bidders in May.

County officials will discuss the specifications of the building with the County Board at a special Committee of the Whole meeting at 7 p.m. on April 6.

A fall of 1993 opening is planned for the building.

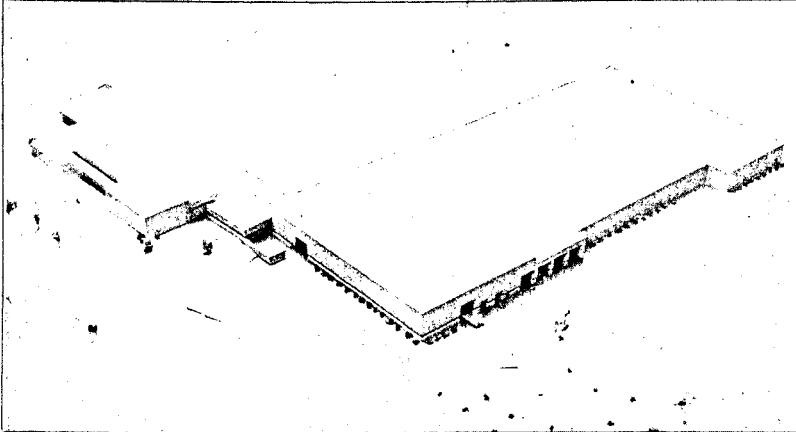
The building will house offices for the Public Works Department, the department of Planning and Zoning, University of Wisconsin-Extension and western Health and Human Ser-

vices. It will also include two classrooms, a conference room, and space for health clinics.

The building will also be equipped to add a Sheriff's Department Substation if one is deemed necessary, officials said. An area for deputies to write reports and take breaks will be made available. The county is also investigating providing space at the building for prisoner transfers.

Supervisor Wayne Koess, committee chairman, said the building has been planned to allow for other expansion.

In other business, Facilities Engineer Thomas Walther reported all of the county's buildings are being analyzed for asbestos problems and compliance with the Americans with Disabilities Act.



A "model" building for Kenosha County
4-4-92

The planned Kenosha County Center at Highways 45 and 50 will look much like this model. Robert Kueny is the architect for the \$12 million building that will house the county Highway and Parks departments, the Highway Department garage, the Western Social Services office and several other county services. The County Board will hold a special Committee of the Whole meeting at 7 p.m. Monday in Room 310 of the courthouse, 912 56th St., for supervisors to discuss the building. The board will be asked to approve architectural plans.

Supervisors OK building plans for Kenosha County Center

By Jennie Tunklecz
Staff Writer
4-8-92

In a 23-3 vote the County Board Tuesday approved architectural plans for the Kenosha County Center to be built at Highways 45 and 50 in the town of Bristol.

Voting against the plan were supervisors Darrel Haen, Louis Cairo and Gerald Bellow.

The county will be accepting bids for the \$12.6 million building. Bids will be opened at the end of the month.

A new highway garage, parks department, western social ser-

vices, planning and zoning and other offices will be housed at the center. The county purchased the 40-acre property in 1984 and equipped it with sewer and water in 1987. The center is scheduled to open in fall of 1993.

Bellow said he could not support the building at this time.

"We all have a lot of needs and the thing is, you can't just turn around and spend money for every need. You have to have priorities," Bellow said.

A new County Jail and a new Brookside Care Center are a

greater priority, he said.

In other business, the board unanimously approved selling 27 acres of county-owned property south of Bullen Junior High School to the city of Kenosha for \$150,000. The city plans to place a water retention basin on the property. The county will still own 5 acres of land at the site.

The board also voted unanimously to sell county tax-deeded property in the Valmar subdivision in the Camp Lake area to the Wisconsin Department of Natural Resources for its fishery project.

INVITATION FOR BIDS ON PUBLIC WORKS

Sealed bids will be received by the Kenosha County Clerks Office for Kenosha County, a Municipal Corporation, Incorporated in the State of Wisconsin, for General Construction of a new Kenosha County Courthouse Building to be located in Bristol, at the County Clerks Office, Kenosha County Courthouse, Room 101, 912 56th Street, Kenosha, Wisconsin 53140 until 7:00 p.m. Central Daylight Time on April 30, 1992.

Bids must be obtained from the office of the architect, Mr. Robert M. Kueny, 2403 126th Avenue, Kenosha, WI 53144.

Bidders must have a Prequalification Statement on file prior to the bid due date in accordance with the bid instructions.

The prevailing wage rates for the Kenosha area shall be used in computation of all bids.

All bids shall remain firm for acceptance for a period of 60 days after opening of bids.

Successful bidders will be required to furnish and pay for satisfactory Performance Bond and Payment Bond in the amount of 100% of the contract.

Bids will be opened on Thursday, April 30, 1992 at 7:00 p.m.

Bids must be enclosed in sealed envelopes clearly marked on the outside in accordance with instructions to bidders and shall be submitted in triplicate.

Kenosha County Reserves the right to reject any or all bids or to accept any bid considered most advantageous to the County of Kenosha.

For further information, contact Robert M. Kueny, Architect, at the above address or telephone number 414-859-2201.

By Order of
Kenosha County
Thomas G. Wasley
Purchasing Director
April 18, 19, 20, 1992

INVITATION FOR BIDS ON PUBLIC WORKS

Sealed bids will be received by the Kenosha County Clerks Office for Kenosha County, a Municipal Corporation, Incorporated in the State of Wisconsin, for Elevators, Salt Shed, Mechanical and Equipment components associated with the construction of a New Kenosha County Center Building to be located in Bristol, WI, at the County Clerks Office, Kenosha County Courthouse, Room 101, 912 56th Street, Kenosha, Wisconsin 53140 until 7:00 P.M. Central Daylight time on April 28, 1992.

Bids set and contract documents may be obtained from the office of the Architect, Mr. Robert M. Kueny, 2403 126th Avenue, Kenosha, WI 53144.

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By Order of Kenosha County
Thomas G. Wasley
Purchasing Director
April 18, 19, 20, 1992

Hy. 50 intersection to be rebuilt

By Arlene Jensen
Staff Writer

PLEASANT PRAIRIE — Two Highway 50 intersections that routinely post accident rates more than double the state average will be rebuilt in 1993.

The project cost is estimated at \$211,400 including right of way purchase, construction and engineering costs.

Because of the need to eliminate the hazardous conditions, state and federal highway agencies will pay 90 percent of the cost. The remaining 10 percent will be paid by Pleasant Prairie.

The junctions of 52nd Avenue at Highway 50 and 51st Avenue (Cooper Road) at Highway 50 are both T intersections. The project will involve construction of a new section of 51st Avenue veering to the northwest, forming a complete intersection with 52nd.

Plans call for reconstruction of the existing portion of 51st Avenue, between 76th Street and Highway 50, to serve as a right-turn-only lane.

A new Chicago and North Western railroad crossing will be created as part of the project. The train will cross both Highway 50 and the new portion of 51st Avenue.

Traffic signals, also in the plan, will be coordinated with railroad crossing signals.

Anthony A. Kemnitz, of the firm of Crispell-Snyder, town engineers, said Tuesday there were 20 accidents at the two intersections in 1989, 15 in 1990 and 14 in 1991.

According to the engineers, all



Gene A. Scharfenorth, Crispell-Snyder transportation manager, explains Highway 50 reconstruction plan to, from left, Sunny Cooper, Ruth Hyland and Mary Leipzig (back to camera)

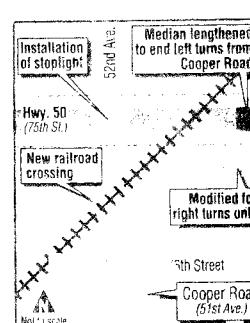
accidents can be classified as driver-error accidents resulting from the existing sub-standard intersection alignment and/or sight distance along 75th Street.

Kemnitz said the stretch of Highway 50 at 51st and 52nd avenues carries 28,000 automobiles a day. Traffic on 51st Avenue, south of Highway 50, averages 4,200 cars a day.

At Tuesday's public information session, Richard Randall, owner of Woodlawn Grocery, 5110 75th St., said he fears closing off the median crossing at 51st Avenue will hurt his business.

The project will not require destruction of any buildings, said Kemnitz.

Gene Scharfenorth, transportation department manager for Crispell-Snyder, said traffic signals will be programmed to clear the intersection before the railroad crossing gates go down.



Porter asks state to check safety at highways 50/45

BRISTOL — David Manning, director of the Office of Transportation, is being asked to investigate the safety of the intersection at highways 50 and 45.

State Rep. Cloyd Porter said he made the request at the urging of many Bristol residents.

"I have been contacted by a number of individuals as well as the town of Bristol concerning the number of accidents at the intersection," Porter told Manning. "Over the last five years, there have been 35 crashes at or near this intersection."

Porter said the construction of the new county complex on the northeast corner of the intersection will increase the number of vehicles using the intersection by 10 to 20 percent.

"I am, therefore, requesting that the DOT take an in-depth look at the crash history of this intersection by comparing it to other, similar intersections on state highways in Wisconsin," Porter said. "One comment I hear most often concerning this intersection is, 'People are getting lost due to the number of traffic flow islands.'"

Work on bypass ahead of schedule

Dry spring speeds work on Hy. 50

By Joe Van Zandt
Staff Writer

4-24-92

NEW MUNSTER — A much drier-than-normal spring has helped work crews to get well ahead of schedule on constructing a four-lane Highway 50 bypass around the unincorporated community of New Munster in the town of Wheatland.

Work began April 1 and, as of Tuesday, was an estimated two weeks ahead of the timetable established by the state Department of Transportation for completing the new limited-access road.

Dan P. Jashinsky, DOT engineer overseeing the \$5.5 million project, said good weather as well as a concentrated effort by general contractor Mann Brothers Construction, Elkhorn, were the chief reasons for the rapid progress on the project so far.

All trees, brush and other vegetation have been removed from the three-mile corridor between Highway 83 on the east and 381st Avenue on the west; two marshes have been cleared of sediment and muck and backfilled, and 60 percent of the roadway has been rough-graded.

Twenty pieces of heavy equipment, including bulldozers, compactors, scrapers and crane draglines, have been put into service on the project.

Jashinsky said running the roadbed across the two marshes proved to be more challenging than originally anticipated.

"We had to dig down an average of 10 feet in these areas to reach firm soil, and then we



Kenosha News photo by Paul Williams

Hy. 50 bypass construction under way at New Munster

Work on the Highway 50 bypass is ahead of schedule as bulldozers drastically change the face of farmland north of New Munster. Project Engineer Dan Jashinsky said the bulk of the grading will be completed by mid-September. Final touches, such as connecting each end of the new road to the

had to backfill that 10 feet with a mix of sand and gravel and build up the roadbed another 18 feet to get the proper elevation," he said.

In all, an estimated 300,000 cubic yards of sand and gravel will be used to complete the roadbed.

The mud and muck removed from the marshy areas will be allowed to dry, then will be used to finish the side slopes of the roadway, Jashinsky said. It will be mixed with peat and topsoil, then planted with grass and fertilized to give the new growth a chance to take root

existing Highway 50, will be completed by May 31, 1993, so paving can be done next summer. The highway is scheduled to be open to traffic by September 1993. This view looks west from the top of the hill north of New Munster, near St. Alphonsus Catholic Church.

before winter sets in.

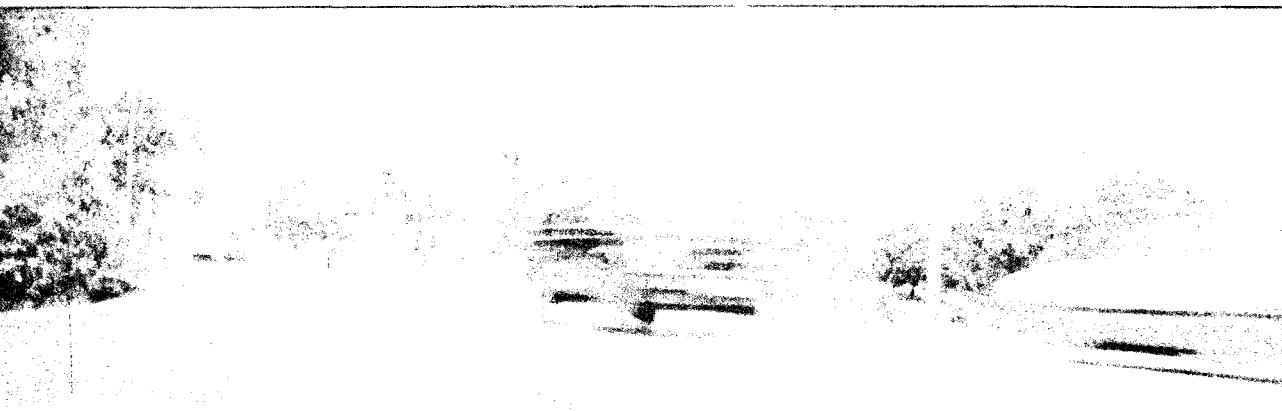
All rough and final grading is expected to be completed by fall, Jashinsky said, but paving will not be done until next summer so the road base is given time to settle properly.

Up to the first week of June, the work crews were on the job

10 hours a day, six days a week. But with the work going so well, the schedule has been cut back to five days a week, Jashinsky said.

The DOT timetable calls for the bypass to be open to traffic by September 1993.

522



Kenosha News photos by John Sorensen

Traffic now whizzes through New Munster on Highway 50; soon it will bypass the town

Time marches on around New Munster

By Dave Engels
Staff Writer

The rush of progress that often leaves many communities breathless has always slowed to a crawl in New Munster.

The houses, shops and natural landscape look much as they did generations ago.

"People who grew up here come back to visit and they all say the same thing," said Mary Niederer, co-owner of B & D's Village Inn along State Highway 50, the main drag through the unincorporated hamlet.

"They say it hasn't changed much. Everything looks pretty much the same."

By September 1993, the nostalgia won't be as good as it used to be. The hurly-burly of late 20th century advancement has landed with a thud in New Munster.

The state of Wisconsin decided a few years ago that the two-lane main drag was far too congested, causing far too many accidents.

So it is building a main drag bypass, a \$5.5 million, four-lane segment of Highway 50 that will sit immediately north of the hamlet.

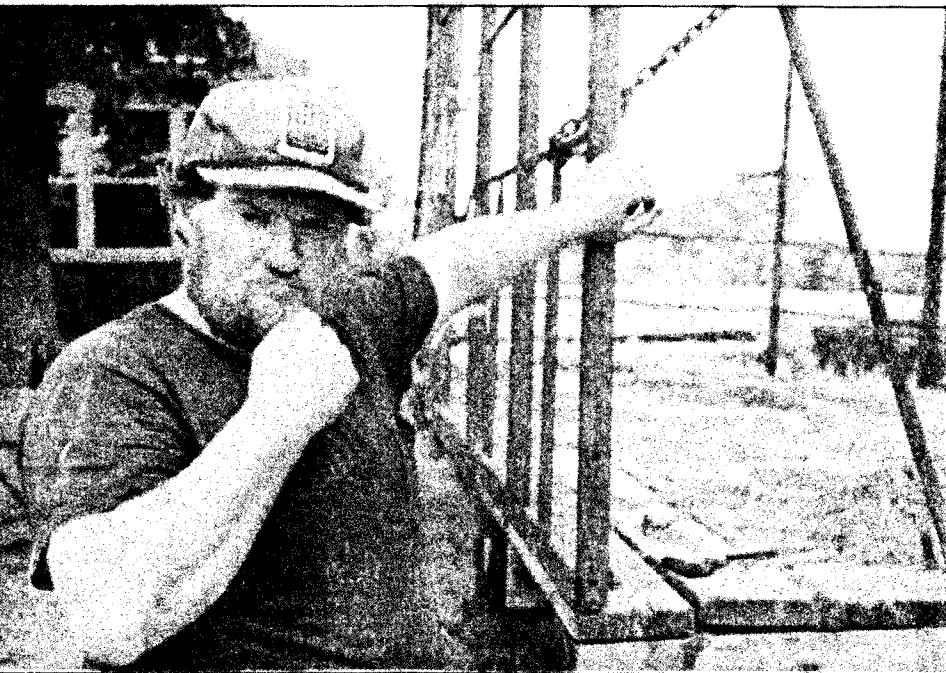
Whether that's good or bad depends on who's doing the talking.

Uhen's Garage has been a fixture on the main drag since Bill Uhen's father opened for business in 1921.

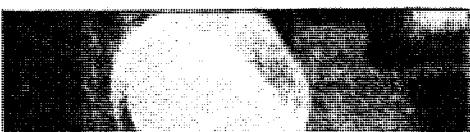
"I would say most people are for it," Uhen said. "But us business people who rely on the traffic were against it. We got voted down."

With traffic diverted, Uhen figures to lose some weekend trade at his full-service gas pump.

"The repair business should stay pretty much the same," he said. "There are a lot of regular customers and



Farmer Clarence Daniels says the politicians already had their minds made up



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"I would say most people are for it," Uhen said. "But us business people who rely on the traffic were against it. We got voted down."

With traffic diverted, Uhen figures to lose some weekend trade at his full-service gas pump.

"The repair business should stay pretty much the same," he said. "There are a lot of regular customers and vacationers who know where to find us."

Clarence Daniels doesn't see any silver lining.

Property acquisition for the bypass took 22½ acres from his 143-acre dairy farm, including prime pasture for his 117 head of cattle.

Not only does Daniels need space for his cows to feed, the state has yet to devise a new drainage system for his property.

"I still haven't settled up with the state," Daniels said. "I can't get a straight answer from any of those people."

"I objected to this project from the beginning, but the politicians already had their minds made up. They said they'd care of me. Well, you can see how that worked out."

Back on the main drag at Larry's Barber Shop, Larry Smith expresses mixed feelings.

"This could have some effect on my



Farmer Clarence Daniels says the politicians already had their minds made up



Barber Larry Smith worries about the future

business in the future," Smith said. "It could make it difficult for me to draw new customers.

North of the barber shop, Smith's residential lot will be about 150 feet away from the bypass.

"My regular customers tell not to worry, that everything will be okay. I wish I could be as confident as they are."

Returning to the bar and lunch coun-



Mary Niederer is convinced the project's right

ter, Niederer is convinced the project is right.

"We need it," she said. "There have been a lot of accidents along 50 in recent years. A lot of us worry about the safety of our kids."



Work on the bypass, and life, goes on in New Munster

Bill Uhen works on cars at his garage, a fixture on the main drag since 1921, and wonders what

the future will bring. Work is progressing rapidly on the Highway 50 bypass, at right, about which

Uhen says, "Us business people who rely on the traffic were against it. We got voted down."



Work on Hy. 50 bypass to resume soon

5-17-93

By Joe Van Zandt
Staff Writer

WHEATLAND — Work was scheduled to resume this week on the Highway 50 bypass around New Munster.

Bruce Taylor, assistant engineer for the \$5.5 million project, said Friday the four-lane roadbed of gravel and sand that was completed last fall came through the winter "in very good shape." Grass planted in the median and along the shoulders also survived the winter and exceptionally wet spring with little damage.

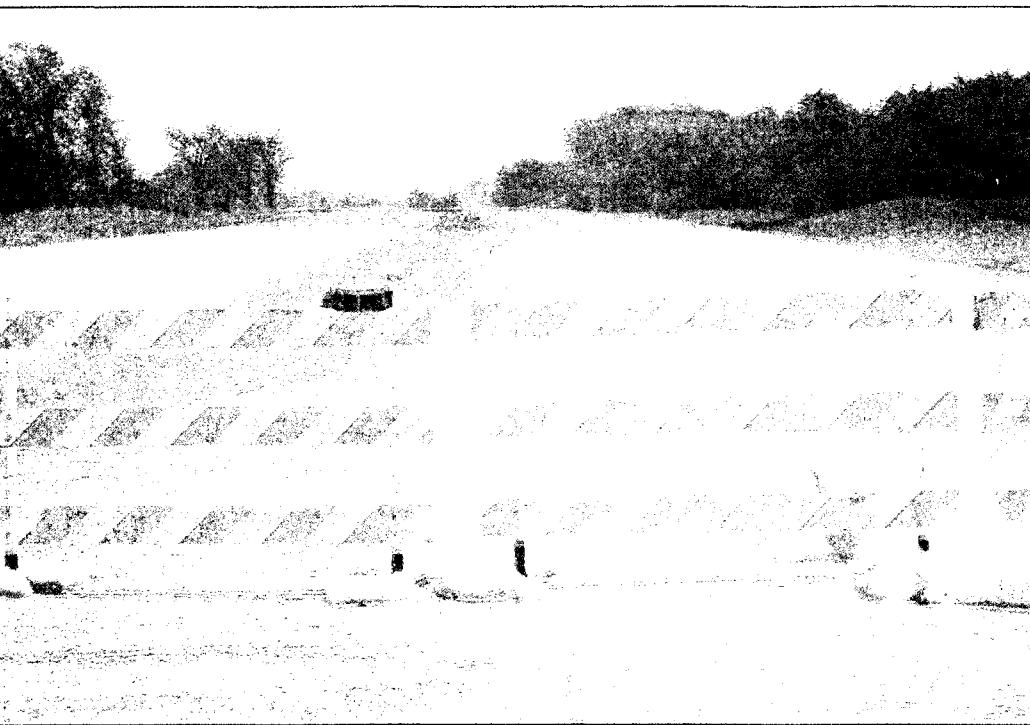
"All we have to do is regrade the surface to smooth out any minor irregularities that developed, and we'll be ready to start paving," he said.

"We will begin by moving the westbound traffic to the eastbound side in the area east of New Munster, so we can get Highway 83 ready and switch to the new 50-83 intersection."

The paving is expected to begin around June 1, he said. "We hope to be done by the end of August."

Most of the pavement will be concrete, Taylor said, but some portions of the new road will be paved with asphalt.

"We're using asphalt in areas such as on the north side of New Munster, where there are a lot of houses, be-



Kenosha News photo by Joe Van Zandt

With preliminary work completed, Highway 50 Bypass around New Munster will soon be ready for paving

cause it provides a quieter surface and we want to hold down the noise."

Taylor said an estimated

50,000 tons of concrete and 70,000 yards of asphalt will be needed to complete the bypass, which runs from High-

way 83 on the east to 376th Avenue on the west.

The next section of High-

way 50 that is scheduled for improvement is the leg between 376th Avenue on the east and the unincorporated community of Slades Corners

Work on Hy. 50 bypass to resume soon

5-17-93

By Joe Van Zandt
Staff Writer

WHEATLAND — Work



Our link to the Gulf coast

7-16-93

It is Kenosha County's other federal highway.

The 12.6 miles of U.S. Highway 45 cutting across the Towns of Bristol and Paris forms a rough parallel to the busiest Interstate-94/U.S. 41 corridor five miles to the east.

This is but a small segment of a 1,200-mile-long federal highway from Mobile, Ala., to Ontonagon, Mich. Along the way, U.S. 45 crosses seven states. It crosses from Alabama into Mississippi, then rolls through Tennessee, Kentucky and Illinois. It enters Wisconsin in Kenosha County and heads north, passing just west of Milwaukee, through Fond du Lac, Oshkosh, New London, Antigo and Eagle River. From there it crosses a final 45 miles of Michigan's Upper Peninsula to Lake Superior.

As a federal highway, U.S. 45 dates to the 1930s, when it was stitched together from a number of existing state routes. In Kenosha County, until the summer of 1935, it had been State Trunk Hy. 75, a number then reassigned to a parallel road three miles west. A bit earlier, the stretch from Hy. 50 south to the stateline had been known as County Trunk Highway C, a name also reassigned later to its present east-west route.

But the road's local history is far older.

Fossilized teeth of prehistoric mammoths have been found not far from the present highway, to the west of the Des Plaines River. And

migrating herds of buffalo are said to have followed a route not far from the western bank of the Des Plaines River, trailed by roving bands of Indian hunters. Traces of early Indian encampment along what was the Des Plaines trail.

Town records do not show when the present roadway was laid out, but its location, much of it along section lines, suggests it was after the area was surveyed in the mid-1830s. A poorly graded dirt track existed from before 1839.

Besides Bristol, which grew up when the Kenosha-to-Rockford railroad was built about 1860, the only other settlement of note along the road was at Paris Corners, Hys. 45 and 142, which for years also bore a secondary and more colorful name.

About 1875, the story goes, a local scalawag, a long-suspected petty thief was accused by a Mr. Marsh, whose farm stood beside the road. The suspect denied the charge, but, incensed, took revenge, one night, by entering Marsh's pasture and shaving the manes and tail hairs from his best team.

It was the last straw for Marsh and his neighbors. So, disguised as Indians, they waylaid the malefactor as he staggered home from Zania P. Rich's saloon and gave him a liberal coating of tar and feathers. The thief, it is said, was never seen in the locality again, but the incident labeled the intersection for years — Tar Corners.

The coming of the automobile did

little to change this simple farm road. Unlike Kenosha's intercity Lakeshore route, this western road went nowhere that anyone, other than local residents, wanted to go. But that began to change in the 1920s, when Chicago motorists began discovering the vacation attractions of northern Wisconsin.

In Kenosha County, the combination state-county trunk route first was improved, graveled and graded. By the early 1930s, concrete paving extended from the unincorporated village of Bristol north to the county line.

As the federal system expanded, U.S. 45 had become paved highway from Chicago to the Wisconsin state line. And early in 1935, the highway marking was extended northward. Down came the triangular Wis. 75 markers, up went the U.S. 45 shields. The newly named highway was touted as the easy, all-weather route from Chicago to the Land o'Lakes resort area.

All weather road it may have been, but it was not yet hard paved end to end. There still were two short gaps of gravel road between Chicago and Marion, Wis., just north of Clintonville, including five miles between the stateline and Bristol. But soon this, too, was surfaced with concrete.

Kenosha County had become part of a federal highway network that linked the Gulf coast to the shore of Lake Superior.

Bid selections anger vendors

By Jennie Tunklecz
Staff Writer

1-22-93

Despite complaints by vendors who were denied furniture and carpeting contracts for the Kenosha County Center, the county corporation counsel says the contracts were awarded legally.

Questions were raised because the companies selected were providing their products at a higher price than the companies not selected.

In August the county received two bids for providing furniture for the new county building at highways 45 and 50. Burgess, Anderson & Tate Inc., Zion, Ill., bid \$524,057 to outfit the building, and Ganzer Office Interiors Inc., Wauwatosa, bid \$444,539 — a difference of \$79,518.

The consultants and county officials reviewing the bids selected Burgess, Anderson & Tate because of product presentation, evaluation and review of the furniture.

Ganzer contended the products were substantially similar and contested the bid award.

In a report summary released Tuesday, Corporation Counsel Frank Volpintesta said the Ganzer products did not meet the county's specifications. Several county officials, including County Executive John Collins, viewed the furniture and agree it did not meet specifications.

The Ganzer warranty also didn't meet specifications, Volpintesta said.

The Burgess, Anderson & Tate furniture will also mix and match well with current county furniture, the report said.

Ganzer also complained that conflict of interest existed in the county's review of the furniture because a Burgess, Anderson & Tate employee acted as a consultant to the architect in preparing the bid specifications.

Volpintesta said no conflict existed because this is standard practice. He said there are nine instances in the county where a consultant was hired by the architect to work on specifications, and in just three of those cases were those companies, for whom the consultant worked, awarded bids. He also said the consultant did not receive a commission.

Volpintesta recommended the contract with Burgess, Anderson & Tate be signed immediately.

In reviewing the carpet contract, Volpintesta said no illegality occurred in the process, but the county was in error when it requested "bids" for the project rather than price "quotes."

No bids were received by April 28 when the project was let out for bid in April 1992. Bids were due on April 28.

Because no bids were received, the general contractor can award the bid to the company of its choosing, Volpintesta said. Until a provider was selected, the general contractor placed a \$70,000 allowance in its contract for the carpeting. If the actual price would be less than the allowance, the county was to receive a credit for the difference.

When the time came to find a provider for the carpeting, the general contractor was to ask for price quotes from companies. Quotes were necessary to make sure the county got the proper credit back for the project.

The county's building representative wrote to possible suppliers for the carpeting and asked for "bids." Volpintesta said formal bids were not required, nor were they appropriate.

Five companies responded to the request.

The general contractor selected Dickow-Czyak Tile Co. for the project at a quote of \$56,950 because it met specifications and the company was already doing the tile work on the project.

A quote from Lovely Carpets, Twin Lakes, for \$54,315 met specifications, but called for a \$3,800 down payment and Volpintesta said the county does not make down payments.

Volpintesta said there was nothing illegal in the general contractor awarding the contract to Dickow-Czyak.

The owners of two companies that did not get the work remain dissatisfied and upset about their dealings with the county.

James Ganzer said he only recently received the corporation counsel's opinion and does not yet know if he will pursue the matter further.

"This is the strangest thing I have ever seen in my 35 years in the business," Ganzer said of the bidding process. "Everyone in the United States knows this is comparable furniture, unless the people in Kenosha know something that no one else in the U.S. knows."

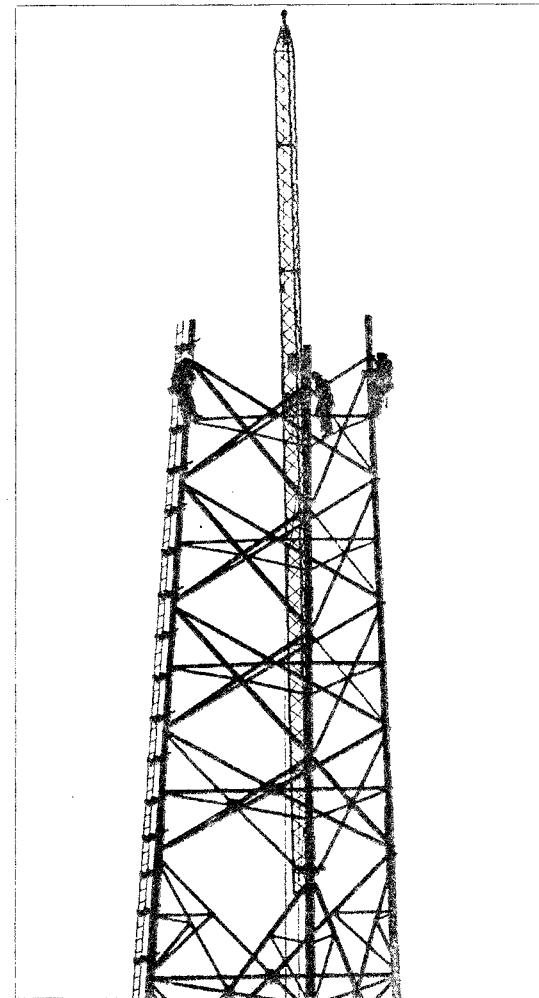
Charles Lovely, owner of Lovely Carpets, said county taxpayers are the losers because they have to pay for carpet far more expensive than is necessary.

Lovely said one county official told him a \$25,000 difference in bids is an "insignificant amount of money."

"In that case, I wonder if they will give me \$25,000 off of my tax bill," Lovely said.

Lovely also said the county should not have sought quotes on such a high-priced brand and type of carpeting.

"They want a Cadillac carpet, and I don't think that is necessary," Lovely said.



Kenosha News Photo by Paul Whiting

Tower at county building

Workers erect tower next to the new county government center at highways 45 and 50. The new building will house the county highway department and several county offices on completion.

Farm isolated by road construction



Kenosha News photo by Joe Van Zandt

Construction area too hazardous for school bus

Mary Daniels waits Thursday with her children Katie, 5, Jennifer, 8, and Lori, 9, for a school bus that never came. Wheatland School Principal Robert G. Mickelsen said the area was too hazardous to risk allowing the school bus to cross the construction zone.

Special bus to transport school kids

By Joe Van Zandt
Staff Writer

NEW MUNSTER — The Clarence Daniels family, with help from two legislators, was assured Thursday that their farm, virtually isolated by work on the Highway 50 bypass around New Munster, would soon be reconnected to the outside world.

Meanwhile, until a driveway connecting the farmhouse with Highway 83 to the east is completed, as promised by the state Department of Transportation, the three Daniels children, ages 5, 8 and 9, will be picked up by a special bus and transported to and from Wheatland Center School.

The state Department of Transportation first approached Clarence and Mary Daniels in 1989 about obtaining some 20 acres on the south end of their 163-acre dairy farm for a portion of the planned four-lane bypass.

The couple was told that because their driveway from the farmhouse to 63rd Street in New Munster would be cut off and inaccessible during much of the construction, a new driveway would be installed at state expense. It was to connect the farmhouse and barn with a service road that runs from a field to Highway 83 on the east side of the farm.

The driveway was never installed, but construction did begin April 1 on the four-lane highway. Since then, the farm has been virtually cut off.

To go to the farm from present Highway 50, vehicles have to cross a 200-foot wide construction area on which dozens of pieces of heavy equipment are working and over which various

F

rom Highway 50, vehicles have to cross a 200-foot wide construction area on which dozens of pieces of heavy equipment are working and vehicles of supervisors dart back and forth.

When it rains, the construction zone turns into a sea of mud. A milk tank truck that makes pickups at the Daniels dairy farm has been stuck several times. When the ground dries out, the construction zone turns into a dust bowl, and visibility is reduced significantly, making crossing on foot or in a vehicle hazardous.

With the fall semester starting Thursday, Daniels contacted Wheatland Center School this week to arrange for his children to be picked up on the north side of the construction zone. The children previously had walked south to 63rd Street in New Munster for pickup.

Principal Robert Michelson said it wouldn't be a good idea for a bus full of children to go back and forth across the construction zone several times a day. Clarence and Mary Daniels said they did not intend to let their children walk across the zone to catch the bus.

In desperation, the Danielses contacted State Sen. Joseph Andrea, D-Kenosha, and State Rep. Cloyd Porter, R-Burlington, and asked for help. Porter, Andrea and Wheatland Town Chairman Donald Smitz went to the Daniels farm at 7:30 a.m. Thursday to look over the situation. All agreed the state left the Daniels family in the lurch, and the Daniels children should not walk across the construction zone to catch the school bus.

From the Daniels house, Andrea phoned James Montnick, DOT real estate acquisitions manager in Madison, to explain the situation. Montnick agreed the failure to install the driveway

was due to the DOT, and he promised that the driveway to Highway 83 would be built "as soon as the weather improves." Montnick said the driveway would definitely be completed "in two weeks or less."

In the meantime, he said, the DOT will make arrangements to have a bus or other vehicle pick up and drop the children off at the house each day. However, as of Thursday night, the Danielses had not heard from anyone in state government concerning arrangements for transporting their children.

Tired of waiting for the state to act, the Wheatland School principal began making arrangements late Thursday for a bus to pick up the children until the driveway is completed. He said the school district will bill DOT for all costs.

Michelson said he did not want to have the regular bus cross the construction zone with a load of children, and he was not happy about the prospect of the Daniels children being driven across, either. However, he said, having the Daniels children transported on a special bus is preferable to their crossing the construction zone on foot or in an automobile.

So, as it stands, the Daniels children will be riding to school each day on their very own bus.

New Munster bypass to open next week

By Arlene Jensen
Staff Writer

NEW MUNSTER — The New Munster bypass is done and will be opened to traffic sometime next week, according to Dan Jashinsky, project engineer for the Wisconsin Department of Transportation.

It marks the conclusion of the fourth segment of a \$25 million Highway 50 reconstruction project that has been going on since 1987. The bypass runs between Highway 83 on the east and 381st Avenue on the west. It's called a bypass because the project was designed to bypass the village of New Munster.

Jashinsky said barriers on both ends of the 3.1-mile bypass will be removed Thursday or Friday, if all goes well. That could change if there is an equipment breakdown or if the area is hit by heavy rains.

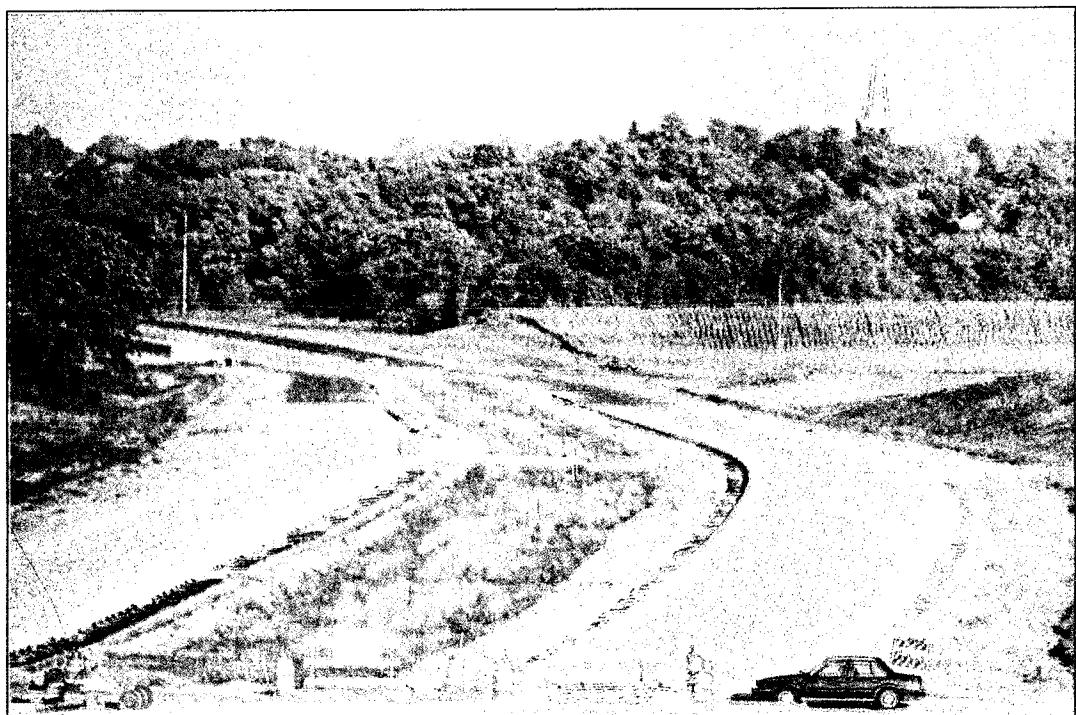
County Executive John Collins said, "We've made major improvements in Highway 50 in the last six years, and this is a very important section."

Collins noted that with completion of the New Munster bypass, the next segment the state will rebuild is between New Munster and Lake Geneva. Kenosha County only has about two miles of two-lane Highway 50 left. The rest is in Walworth County.

The remainder of two-lane road is tentatively scheduled for completion in 1996 and 1997. When that is done, motorists will drive from Kenosha to Lake Geneva on a four-lane road.

The first part of the project, completed during the summer of 1987, saw the widening of that part of Highway 50 that runs through downtown Paddock Lake.

In the spring of 1988, work started on Phase 2, a 7 1/2 mile stretch from Paddock Lake east to I-94 and a two-mile section west of the village to Highway B.



Kenosha News photo by Bill Siel

New highway set for opening

Finishing touches are all that's left of work on the New Munster bypass. By late next week, the barricades will be gone and

motorists will be using the new roadway. This photo, looking east, shows the St. Alphonsus Catholic Church steeple above the trees.

Phase 3, finished in 1989, included reconstruction of the three miles from Highway B west to 83 North.

The New Munster bypass was not the largest part of the project, but in some ways was the most difficult. Because Highway 50 is very narrow as it goes through the village of New Munster, engineers opted to relocate the road around the village.

Routing to the south was

unacceptable because of the wetlands in the New Munster Marsh. A northern route was the only choice.

Work started in March 1992 with the clearing of brush and trees between Highway 83 on the east and 381st Avenue on the west. More than 300,000 cubic yards of sand and gravel were hauled in to create the new roadbed.

Two marshy areas, covering

about a quarter of a mile, had to be excavated to a depth of 15 feet and refilled with gravel to prevent settling of the new highway. That was done during the summer of 1992, and allowed to settle over the winter.

To prevent cars from driving on the new road before it was ready, the intersections that join old road to new were completed last. The last concrete sections to be poured

were those points where Highway 50 intersects with highways O, KD and 83.

Collins said Thursday no special ceremonies have been scheduled to mark the opening of the new road. But that could change. The County Executive said he and Highway Commissioner Fred Patrie may decide to cut a ribbon.

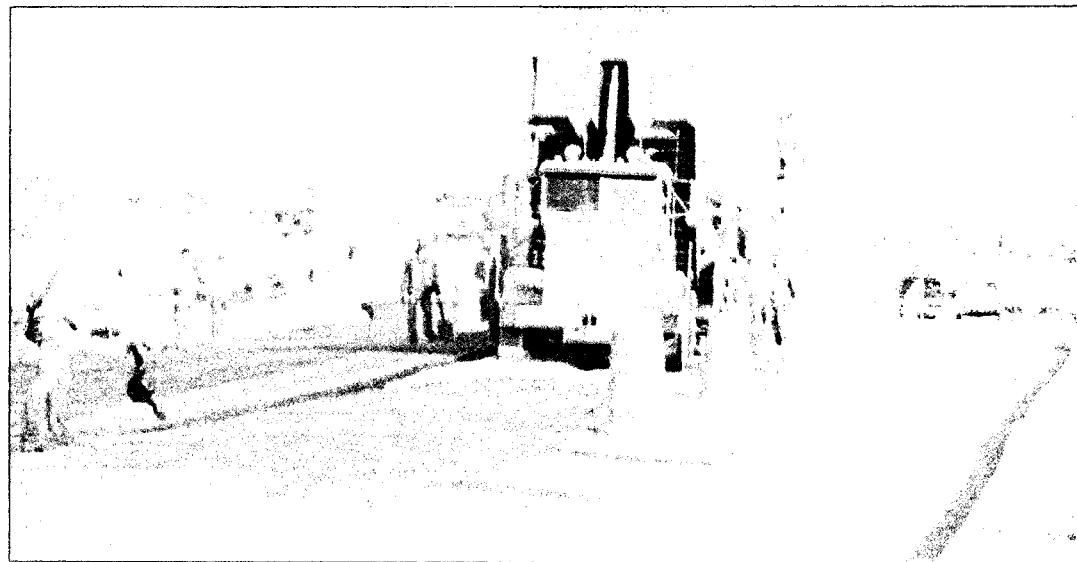
That decision is not set in concrete. The highway is.

PUBLIC NOTICE KENOSHA COUNTY PUBLIC AUCTION	
LOCATION:	
5512 60th St. Kenosha County, WI (OLD HWY. DEPT. GARAGE)	
DATE AND TIME:	
Saturday, Nov. 13, 1993 9:00 a.m. Registration 10:00 a.m. Auction Start	
Sampling of items to be sold to highest bidder: cabinets, chairs, bed frames, tables, office equipment, typewriters, calculators, office furniture, food service equipment, bar counter, table, movie projector, picture frames, humidifier, coat racks, pH meter, electric range, hospital beds, pianos, exercise bikes, electric fans, oak church pew, vacuum cleaner, bowling ball, pool table, metal bike, slide projectors, cameras, fire extinguishers, oxygen units, tape recorders, November 11, 12, 1993	
ALL ITEMS AS IS. No returns. Registration required at the door. Satisfactory identification Required.	
November 11, 12, 1993	



(RP) - The Highway 50 bypass opened last week. The highway bypasses New Munster and runs between Highway 83 on the east and 381st Avenue on the west, a stretch of 3.1 miles. (Diane Jahnke photo)

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3
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5



Kenosha News photo by Joe Van Zandt

Crew works feverishly Monday to apply asphalt to the final link of the Highway 50 bypass at New Munster

Hy. 50 bypass to open today

11-2-93

3-mile bypass
to skirt
New Munster

By Joe Van Zandt
Staff Writer

The Highway 50 bypass was a beehive of activity Monday, even though the 3.7-mile stretch of new, four-lane road was not yet open to traffic.

Scores of workers and heavy equipment ranging from front-end loaders to asphalt applicators were working to finish the final few yards of roadway connecting the bypass to the existing highway at both ends of New Munster.

Zero hour — the actual time of opening the new roadway — was to have taken place Friday. Technical problems in

"Our main concern for the next few days is getting local people who are traveling north and south on cross roads such as highways KD and O to come to a complete stop and to check for oncoming traffic on the bypass before driving across."

Dan Jashinsky, DOT project engineer

making the final linkup pushed the time for opening the bypass to Monday morning, then 1 p.m. and, finally, to this morning.

Even though the bypass will be in use today, Dan Jashinsky, project engineer for the state Department of Transportation, said it will be another week or two before the temporary access and exit points are

made permanent and traffic flows without delays.

"For now, we will be routing eastbound traffic into one of the two westbound lanes at the east linkup, just east of Highway 83," he said.

During this period, he said, the only way into and out of New Munster will be from the west. He said vehicles can exit from the bypass at Highway

KD and then turn east on old Highway 50.

"Our main concern for the next few days," he said, "is getting local people who are traveling north and south on cross roads such as highways KD and O to come to a complete stop and to check for oncoming traffic on the bypass before driving across. A lot of them think the road is closed, and they drive right across without even slowing down."

Hy. 50 bypass bad for business

By Jim Rohde
Staff Writer 11-10-93

NEW MUNSTER — The new Highway 50 bypass around New Munster may be making motorists happy, but it is not putting smiles on members of the New Munster business community, who have seen their business drop since the opening of the new road last week.

A group of seven business people asked the Wheatland Town Board Monday if signs could be put up along the new bypass showing the New Munster turn-off, alerting motorists that they are still in business.

The board said in checking with the state, it found that the businesses failed to qualify for the blue signs listing the restaurants and gas stations in New Munster because restaurants have to offer three meals a day to qualify and gas station have to be open 16 hours a day, seven days a week, to qualify for the signs.

Town Chairman Donald Smitz said the town does not qualify for a business district sign because New Munster is unincorporated. He said the board will contact state representatives about getting a green New Munster designation sign installed on the bypass showing the way to the

village.

In other business, the Town Board finalized the 1994 budget totaling \$713,053 which it will present to electors at the annual budget hearing at 8 p.m. Nov. 29. The board scheduled a special town meeting immediately following the hearing for electors to approve highway expenditures for next year and to vote on the same \$1.35 per \$1,000 town tax.

The board also voted approval of a conditional use permit requested by Ronald E. Clark Sr., 4705 68th Ave., Kenosha, owner, and Edward J. Takala, Zion, Ill., to operate a cabinet and millwork shop at 4621 328th Ave., in the former Ultra-Fab business. The property is zoned M-1, limited manufacturing district. The board set the following conditions: hours of operation are to be 7:30 a.m. to 5:30 p.m., no work on Sundays, no outside storage, and installation of a holding tank on the property.

In other action, the board voted to install eight streetlights along the new Highway 50 bypass, two each at the intersection of Highway 83, Highway K-1, 368th Avenue and 376th Avenue.

The board also voted to discontinue snowplowing 348th Avenue between 45th Street and 352nd Avenue during the 1993-94 winter.



9-15-93
Editor's Photo

with Darren Hillegas

In fact, already New Munster has a new character, and perhaps that can be a key to how businesses there can cope.

Instead of a quick stop along a crowded highway, it now has the feel of a quiet and peaceful resting place, where you might want to stay a while — maybe do a little shopping, have a relaxing dinner or just sit and enjoy the view.

On the north side of the highway, traffic from the busy highway on the north, has been diverted to the bypass. New Munster, you might say, is becoming something of the number of friends that I have.

It is striking when you think, before a couple of weeks ago, all those trucks had to negotiate the turns of the old road as it snaked through the heart of New Munster. It is hard to believe all that traffic, and especially all those semi's, used to have to travel through now tranquil looking downtown New Munster.

But they all did. And that's why it seems most residents of the town are glad the bypass is open and running. They feel safer. They feel their children are safer as they play in the yard. I'm sure it's a heck of a lot easier for the people living right on the old state highway to pull out of their driveways now.

Others aren't as happy, though. Business owners that once could count on the high visibility of the old road, gave their businesses have lost a big part of their marketing plan.

Their challenge now will be to come up with a new way to maintain their business' visibility. Maybe it's a billboard on the four-lane. Perhaps advertising a gimmick, like Wally Drugs' free water, Smokey's pecan log with every fill-up or Meek's Cheese Factory Store's free samples can help bring in those inclined to use their services from the bypass.

As time passes, the bypass will become natural, businesses will make their adjustments, new traffic patterns will develop and hopefully all will be well.

Since you know you're getting off the four-lane highway when you go through New Munster, your whole mind set is different now. I found myself feeling the difference, even though I had driven through New Munster on Highway 50 many times. You can appreciate the quaintness now that you didn't give yourself a chance to see before.

For me personally, I also can appreciate a certain historical effect to the opening of the bypass and the change in status of the old road. I've always been intrigued by "old highway" whatever. I like to drive down them and try to picture time when this was the main drag.

But it's always been conjecture on my part. Any "old highway" I've come across has been an old highway for as long as I can remember.

But with Highway 50, I am able to drive through it, I can return New Munster and say, "Kids, this is Old Highway 50. See all these nice businesses and homes along this road. Well believe it or not, all that traffic from the four-lane used to go right through here."

Of course, the real trick will be to not have them cut me off with a bored "Wow, that's great dad" and a roll of their eyes.

Traffic noise bypassing New Munster

By Joe Van Zandt
Staff Writer

NEW MUNSTER — Since the Nov. 2 opening of the Highway 50 bypass around New Munster, an eerie quiet has descended over this once-bustling community.

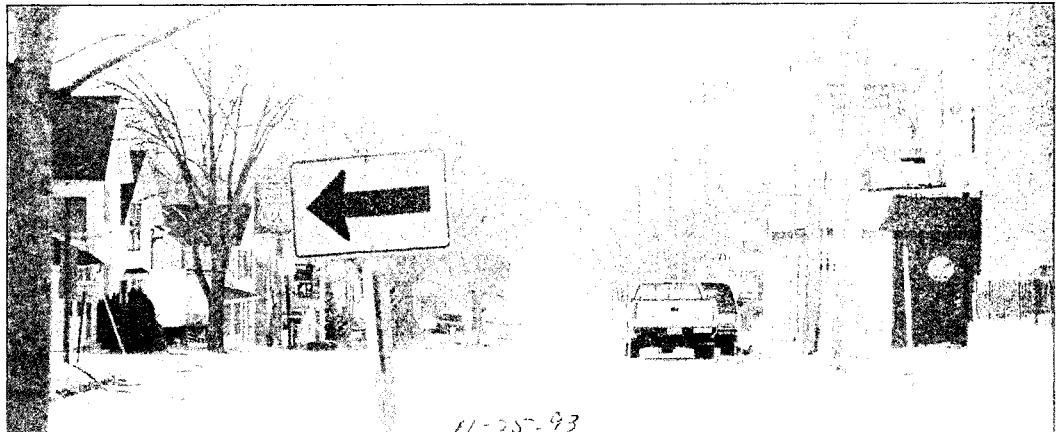
At St. Alphonsus Catholic Church, the Rev. Tom Biersack said that with the big semi-trailer trucks no longer roaring through town, the windows on the rectory where he lives have stopped rattling.

"The house is quite close to the highway," he said, "and there was a lot of road noise, especially when the trucks downshifting right in front of here as they reached the top of the hill and started down."

Biersack said that crossing the highway to pick up his mail from the post office in the town hall is considerably less stressful.

"You can't see around the curve in the road, and many of the cars and trucks were doing a lot more than 35 mph as they came through town," he said. "Moving the highway has definitely made things safer for the townspeople."

In the post office, newly ap-



Kenosha News photo by Joe Van Zandt

Main street through New Munster, formerly Highway 50, became a lonesome road when bypass opened

pointed Postmaster Susan Lueck said she arrived in town just 10 days before the bypass was opened, but it became apparent immediately just how noisy the town was with the steady stream of traffic rolling past her window all day. She said now the town is the quiet, rural community she had expected to find.

Next door, in the town office, Wheatland Town Clerk Pamela Daniels said she and

Town Clerk Sheila Siegler have more time for their work since the highway was rerouted.

"A lot less people are coming to town, probably because a lot of people don't know how to get here now."

"We used to get lot of people coming in to ask directions, ask where the pay phone is, to ask for change for the phone or to ask when the restaurant across the street would open. And locals

would stop in instead of making a toll call to ask questions," Siegler said.

Things might pick up if the Town Board is able to persuade the state Department of Transportation to install more signs directing people to the New Munster business district, Daniels said.

"We are working on getting a sign at Highway 50 and new 50, and we also need

one for the Wisconsin highway on the bypass."

The lack of adequate signs, in the view of restaurateur Dennis Marino, is definitely taking its toll on businesses in town.

"People used to look for the big red 'Marino's' sign when they drove out here," he said. "I had six people call today saying they were looking for the sign and kept going until they hit Lake Geneva."

Highway 50/New Munster bypass opens

12-13-93

The 3.1-mile New Munster bypass on Highway 50 represents Wisconsin's commitment to economic development through better highways, said secretary Charles H. Thompson, Wisconsin Department of Transportation (DOT).

Thompson joined area officials, including Kenosha County executive John Collins and Donald Smitz, town of Wheatland chairman, in a ribbon-cutting ceremony dedicating the new segment.

The bypass completes the fourth phase of Highway 50 improvements that by 1997 will extend a four-lane

highway from Kenosha to Lake Geneva, Thompson said.

At the request of local businesses, signs directing motorists to the New Munster business district will be posted on the bypass.

"Investments in highways of the proven payoff in job creation and economic development," Thompson said. "Businesses from Illinois and across the nation are flocking to Kenosha County to set up shop, create jobs and take advantage of a state with the fourth lowest business tax rate in the nation."



(RP) - A ribbon-cutting ceremony was held Dec. 3 at the Highway 50 New Munster bypass. In attendance were Kenosha County Executive John R. Collins (left); Wisconsin Department of Transportation Secretary Charles H. Thompson; Wheatland Town Chairman Don Smitz; and State Sen. Joseph F. Andrea.

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As John Prijic watches, a truck loads some of the city's salt

1/12 - 94

Kenosha News photo by Paul Williams

City, county officials monitor Kenosha's Salt of the earth

By William E. Robbins
Staff Writer

The area's road-salt intake — and output — is on the decline, and that's healthy for government budgets and the environment.

Still, when it snows it pours, as legions of utility vehicles dump tons of salt on Kenosha streets and highways in an effort to provide safe motoring conditions.

But city and county officials, seeking to save money and protect the environment, are engaged in efforts to reduce the amount of salt (sodium chloride) applied during snow and ice storms.

"Over the last five years, we've re-



under colder conditions.

The heat of the sun and friction from tires on pavement also help the salt work in the cold.

Prijic uses almost no sand, but does spray liquid calcium chloride onto salt when the air temperature dips below 20 degrees Fahrenheit.

Prijic says he conserves salt by using a conveyor system for loading the substance into the building, which is more efficient than using trucks because "conveyor loading does not crush the salt — and salt is much more effective if it is not crushed or pulverized."

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Kenosha County salt shed

By William E. Robbins
Staff Writer

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Still, when it snows it pours, as legions of utility vehicles dump tons of salt on Kenosha streets and highways in an effort to provide safe motoring conditions.

But city and county officials, seeking to save money and protect the environment, are engaged in efforts to reduce the amount of salt (sodium chloride) applied during snow and ice storms.

"Over the last five years, we've reduced the amount of salt we apply by 20 percent," says Frederick Patrie, Kenosha County public works director, whose operation is responsible for some 800 miles of county, state and federal roads, highways and off-ramps. The state and feds reimburse the county for maintaining their roads.

The county has budgeted some \$180,000 for salt this season, Patrie says, and uses as little as 10,000 tons and as much as 30,000 tons -- averaging about 12,000 tons -- annually, depending on the severity of the winter season.

Currently, the 38,000-square-foot, 10-story tall "salt shed" at the Kenosha County Center, Highways 50 and 45, is one-third full, with about 5,500 tons of salt, Patrie says. The white substance forms a sort of mountain range, with the highest "peak" 90 feet tall.

Beginning late last winter, the city also initiated a salt-reduction program, says John Prijic, superintendent of city streets, who is responsible for 280 miles of city thoroughfares and 26 miles of alleys. His operation's salt budget this season is \$98,114. On average, the city uses about 5,000 tons of salt per year, and Prijic says the goal is to reduce that by 2,000 tons.

City salt is stored inside a domed facility at 6415 35th Ave., where, currently, a 4,000-ton salt mass rests.

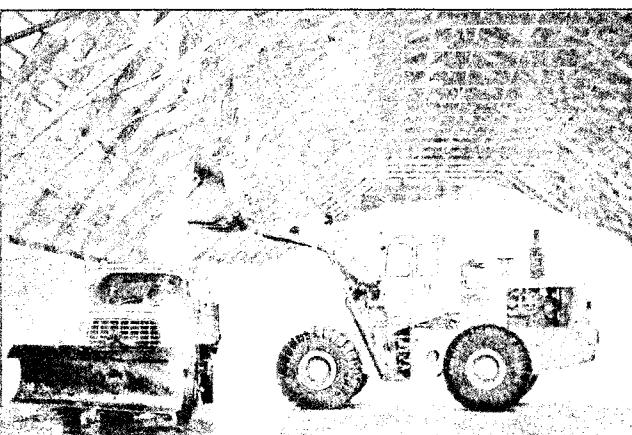
Both the city and county pool with the state Department of Public Transportation and other Wisconsin municipalities to bid for salt from a variety of potential vendors. This season's salt comes from Akzo Salt Inc. in Clarks Summit, Pa. The salt costs about \$25 a ton.

Salt reduction is being realized primarily through more discriminating application and the use of calibrated salting machines that let drivers



Kenosha News photos by Bill Siek

Frederick Patrie, with the county's mountain of salt



A truck gets a load of county-owned salt

more precisely control the amount of salt being spread on roads, officials say.

The county is using high-tech sensors embedded in the pavement at three points -- along Interstate 94 at Highway C; Highway 165 near the interstate; and on the Des Plaines River bridge.

The instruments monitor factors such as pavement and air temperatures and moisture amounts, and transmit that information to a computer at the state DOT in Waukesha that combines it with meteorological forecasts.

The resulting data is used to assess

the effectiveness of the county's snow-and-ice-battling measures. Patrie says, and helps provide a plan of action.

The city and county apply about 250 pounds of salt per "lane mile" depending on the storm's characteristics. A lane mile is a mile of a single lane.

In addition to salt, which can swiftly melt snow and ice at an air temperature as low as about 20 degrees Fahrenheit, the county on a limited basis uses a mixture of calcium chloride granules effective at lower temperatures and sand

under colder conditions.

The heat of the sun and friction from tires on pavement also help the salt work in the cold.

Prijic uses almost no sand, but does spray liquid calcium chloride onto salt when the air temperature dips below 20 degrees Fahrenheit.

Prijic says he conserves salt by using a conveyor system for loading the substance into the building, which is more efficient than using trucks because "conveyor loading does not crush the salt -- and salt is much more effective if it is not crushed or pulverized."

During last week's storm -- a three-day period from Jan. 5 to Jan. 8 -- the county used 1,586 tons of salt. Of that, 764 tons were applied to state highways and 1,14. That figure is important because the state and federal governments have a "bare pavement" policy, wanting the road surface completely clear of snow and ice 24 hours a day seven days a week, county officials say. The county, as contractor with those bodies, must do all it can to comply. Result: More salt.

During that same period, the city used 184 tons of salt, Prijic says. "That was a low amount because of the relatively warm temperatures and lightweight snow, and because the snowstorm itself was fairly brief -- 10 hours in duration," he says.

Prijic says it's not unusual to have 24 hours of continuously falling snow, and if that had been the case, the city's salt use would have been much higher.

Salt particles melt or "burn" holes through the ice, down to the road pavement and form a brine beneath the ice, loosening it up, Prijic says.

Then plows remove the ice, or traffic breaks it up.

"The key is to break the bond at the pavement, not on top," says Prijic.

The first application of salt is the most important, says Patrie, because "you get a layer of salt that prevents ice from forming a bond with the pavement and you prevent 'hard packing' -- snow compressed from traffic -- from forming on the pavement. That's very difficult to remove."

Salt applied during previous storms that remains on the road also helps prevent the hard packing phenomenon, he says.

Six-lane Highway 50 planned

By Dave Backmann
Staff Writer

A long-range transportation plan in the works for Kenosha County threatens to build a north/south wall through the community much like I-94 acts as an east/west barrier, representatives of two citizen advocacy groups charged Monday.

The plan developed by the Southeastern Wisconsin Regional Planning Commission calls for widening Highway 50

from four lanes to six between 39th Avenue and I-94.

"Six lanes of Highway 50 will split the community in two," said Bill Schaefer, staff attorney for Citizens for a Better Environment. The Midwest-based, non-profit advocacy group maintains an office in Milwaukee.

A road that is six lanes wide, with limited access, will be-

SEE HIGHWAY PAGE 2

Highway

CONTINUED FROM 1

come a barrier to pedestrians and bicyclists and everyone else not driving a motor vehicle, much like the I-94 barrier, Schaefer said.

Widening Highway 50 will have a negative impact on development along Highway 50, including any pedestrian traffic coming from the WhiteCaps subdivision, he said.

"There are alternatives that can alleviate some congestion.

During peak traffic periods, people should be encouraged to avoid making discretionary trips, such as for shopping or personal errands. Deliveries can be rescheduled say between 7 and 8 a.m. and 5 and 6 p.m."

Schaefer also criticized portions of the planning calling for building an interchange at I-94 and Highway ML; connecting highways H and 31 by building the southern leg of ML eastward, and widening Highway

165 from two lanes to four.

Those projects would be in areas at the estimated outer edge of future development in Kenosha County where no additional traffic congestion is envisioned, Schaefer said.

The SEWRPC plan was unveiled June 27 as a blueprint for transportation projects through the year 2010 in Kenosha, Racine, Milwaukee, Waukesha, Walworth, Washington and Ozaukee counties.

No deadline has been set for specific projects, like widening Highway 50. SEWRPC has estimates the federally mandated plan will cost \$473 million annually beginning next year.

A public hearing on the plan will be held at 7 p.m. Wednesday in Room 200 B of the Municipal Building, 625 52nd St.

Jim Carpenter, a staff member of the New Transportation Alliance, another advocacy group in Milwaukee, said the

SEWRPC plan should be a stronger advocate for building an AMTRAK station in Kenosha County and for extending Metra commuter rail service between Kenosha and Milwaukee.

Former supervisor Schmalfeldt dies

By Jennie Tunklecz
Staff Writer

Former County Board Supervisor Fred C. Schmalfeldt did not want to leave elected office until he could see Highway 50 improved and the Kenosha County Center built.

Schmalfeldt, 86, saw both of those projects accomplished before he died Thursday at the Oak Ridge Care Center, Union Grove.

First elected to the board in 1968, he served 12 consecutive terms representing the 24th supervisory district in the Silver Lake-Brighton area before retiring in 1992.

"He was always concerned he wouldn't see Highway 50 built and the Kenosha County Center built," George Melcher, director of county Planning and Zoning said. "He felt deep and strong that the people of western Kenosha County needed both of those projects."

Schmalfeldt's areas of expertise during his 24 years on the board were in the areas of land use and highways. He served on the Highway and Parks Committee for 20 years and the Land Use Committee for 15 years. He was chairman of both committees for several terms.

For his service as a supervisor, Schmalfeldt was awarded the Seal of Excellence from the county. He was recognized for commitment to the improvement of highway operations and



Fred C. Schmalfeldt

received a Certificate of Honor for outstanding service and contributions to the development of the Wisconsin County Transportation System.

"Fred can be summed up with just a few words — decent person," County Executive John Collins said. "There are very few people I have dealt with who are as decent, honest and salt-of-the-earth types as Fred. He was generally a wonderful guy."

At the age of 84, Schmalfeldt, 203 Lake St., Silver Lake, decided not to seek re-election due to ill health.

Schmalfeldt was a Standard Oil agent in Silver Lake for 30 years.

Fred C. Schmalfeldt

Fred C. Schmalfeldt, 86, 203 Lake St., Silver Lake, died Thursday (June 30, 1994) at the Oak Ridge Care Center in Union Grove.

Born July 24, 1907, in Silver Lake, he was the son of the late George and Sophie (Schwartz) Schmalfeldt.

After attending Riverview Grade School and Wilmot High School, he married Gladys Buffon Nov. 6, 1937, in Silver Lake. She died April 27, 1980.

He was employed by Standard Oil for 30 years and belonged to Peace Evangelical Lutheran Church in Wilmot.

A former County Board Supervisor, he represented the 24th District for 24 years and was awarded the Seal of Excellence from Kenosha County. Serving on the Highways and Parks Committee for 20 years, he was recognized for his commitment to improvements of highway operations and received the Certificate of Honor for outstanding service and contributions to the Development of Wisconsin County Transportation Systems.

Surviving are a son, John, Silver Lake; a daughter, Janet, New Haven, Conn.; two brothers, Donald and Hardy, both of Silver Lake; three sisters, Lu Janke and Velma Proost, both of Burlington, and Olene Zarnstorff, Twin Lakes; and three grandchildren.

He also was preceded in death by two brothers, Harry and Emerson; and two sisters, Emily Dean and Margaret Ballock.

Schuette-Daniels Funeral Home is in charge of arrangements.

Make Hwy. 50 pedestrian mall

To the Editor: 7-15-94

Here we go again!!! Bicyclists and pedestrians "threatened" by widening Highway 50 from four lanes to six between 39th and I-94!

When goodies like this show up on the front page rather than "real news" is it any wonder the condos never got built and now the Kenosha taxpayers foot the bill!

Make 50 a pedestrian mall so the Indians, buck board wagons, stage coaches, and mule trains can cross with complete safety. God save us from another "barrier" like I-94!

Mike (More Jobs) Bjorn

ASL

Andrea criticizes Highway 50 plan

By Dave Backmann
Staff Writer

The rebuilding of Highway 50 between Slades Corners and Lake Geneva should be completed before the same road is widened to six lanes in Kenosha, State Sen. Joseph Andrea, D-Kenosha, said Friday.

Widening Highway 50 from four lanes to six, between 39th Avenue and I-94, is among the road-building projects proposed in a long-range transportation plan being developed by the Southeastern Wisconsin Regional Planning Commission. The plan outlines ways to manage transportation needs to the year 2010 in the seven-county region.

Andrea is a member of the state Transportation Projects Commission.

The senator said that previ-

“While I realize that the preliminary SEWRPC plan is advisory only, their plan has a \$473 million annual price tag that citizens will find very hard to pay. I do not believe this plan is without merit. It just appears to be too ambitious.”

Sen. Joseph Andrea

ous state commitments to rebuild highways 50 and 31 should take precedence over any plan to widen 50 to six lanes in Kenosha.

He said the Legislature has approved projects to widen Highway 50 from two lanes to four, between Lake Geneva and Slades Corners, and to widen Highway 31 from two lanes to

four between Highway 142 and Highway 11 in Racine County.

Construction on both of those projects is to begin during the next two years.

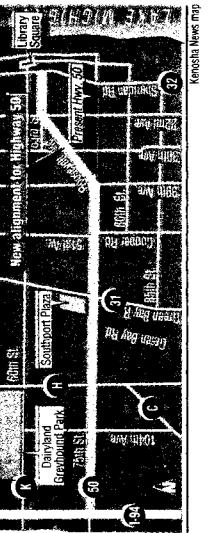
“While I realize that the preliminary SEWRPC plan is advisory only, their plan has a \$473 million annual price tag that citizens will find very hard to pay,” Andrea said. “I do not be-

lieve this plan is without merit. It just appears to be too ambitious.”

He also said the SEWRPC plan calls for an excessive increase in public transit — a 72 percent hike in the capacity of the existing transit system. Demand for public transit does not justify that expense, he said.

“I support our bus systems, better rail service between Milwaukee and Chicago, bike trails and other energy-efficient forms of transportation. However, SEWRPC’s own report says that public transit is not expected to carry more than 5 percent of the trips in southeastern Wisconsin.

“Spending incredible sums of money in a futile attempt to get people out of their cars is at best unproductive and at worst an unbearable burden on our tax-payers.”



City seeking new Highway 50 route

Designation would be changed east of 39th Ave.

By Joe DiGiovanni
Staff Writer

The city wants the State Highway 50 designation changed east of 39th Avenue, a move that could lead the state to pay to resurface Roosevelt Road, Mayor John Antaramian said Saturday.

Highway 50 starts in the city at Interstate 94 and travels along 75th Street to Lake Michigan. Under the city plan, the state highway designation would switch once 75th Street intersects 39th Avenue.

At that point, Roosevelt Road would become Highway 50 until 22nd Avenue. At that spot, 63rd Street would be Highway 50 until Sheridan Road.

“Seventy-Fifth Street is the wrong street to have the (state highway) designation,” Antaramian said in an interview. Under the plan, Roosevelt Road “would become a state highway, therefore funded by the state.”

The city this year budgeted \$154,300 to resurface 75th Street from Seventh to 22nd avenues, and \$56,000 to resurface 63rd Street from Sheridan Road to 14th Avenue. There has been no estimate on resurfacing Roosevelt Road, officials said.

For example, the state paid \$2.1 million of the \$24.4 million cost to resurface 52nd Street from Sixth Avenue to Green

Bay Road. Fifty-Second Street also is State Highway 158. State officials, though, would not have paid for resurfacing both 75th Street and Roosevelt Road, Antaramian said. The Roosevelt Road work will be more expensive, he said.

The mayor also said Roosevelt Road was “more suited” for the state highway designation than the mostly residential 75th Street east of 39th Avenue.

The city Public Works Committee at 5 p.m. Tuesday in Room 302 of the Municipal Building, 625 52nd St., will consider recommending the change. The city can only ask the Southeastern Wisconsin Regional Planning Commission for the change, and does not have final approval itself.

In other business, the committee Tuesday will consider an ordinance identical to state laws on recycling. The state on Jan. 1 requires everyone to recycle and is forcing all municipalities to pass local legislation.

Highway 50 sewer extension passes

By Carol Marcella

5-6-96

Town of Salem residents affected by a sewer extension along Highway 50 seem to favor the project.

The Town Board held a public hearing on the project April 29. While some who spoke were opposed, others said they are anxious to receive sewer service.

The project is the third phase of the Highway 83, Highway F sewer project begun in the late 1980s. Peter Wachs, utility district manager, said the first phase was to extend sewer lines up Highway 83; the second extended them to Highway F.

The third phase will extend the sewers along Highway 50 west from Highway F about 4,500 feet and south along 261st Avenue about 1,000 feet.

The extension will service 91 parcels which now contain 25 homes, John Bjelajac, utility district attorney, said.

Following the hearing, the board

voted unanimously to levy a special assessment to install the sewer. The project will cost \$522,898. Of that, nearly \$310,000 will be deferred until the properties are developed. Assessments range from about \$7,000 to \$14,000, depending on the size and type of the property. They average around \$9,000 for each property.

Wachs said failing septic tanks and high ground water have combined to create a situation that could threaten the area's drinking water.

Some septic systems in the area don't meet state codes, he said, and that's why the town did the original study in the late 1980s.

Robert Spittle, Salem, objected to the project. "Why do we have to be served by this project?" he asked. "Our holding tank is working well."

"Holding tanks are a short-term fix to a long-term problem," Wachs answered. "They can develop leaks or breaks, and there's no way to test them

except for the records kept by the haulers."

Wachs said there is legislation pending in the state to ban holding tanks. "Then you'd have three options: hook up to a sewer service, have enough land to build a mound septic system or don't build," he said.

Paula Fox, Salem, said she also objected to being forced to hook up to the sewer line. "Why can't we wait until we need it?" she asked.

Bjelajac explained state law requires home owners adjacent to new sewer lines to hook up to the line within a year of installation.

Kathleen Folan told the board she thought the sewer line was needed. Sewage flows across their field and into a creek, she said. "The animals won't even drink the water," she said.

Lee Polacek, Salem, agreed. "Our grease trap drains into our neighbor's property, out the side of the hill, into the creek and from there into Silver Lake," he said.

he said. "We needed this sewer project 10 to 15 years ago in certain areas. You have to look at the environmental factors."

Town Supervisor Joseph Meier noted the county has not forced the town to extend the sewer, even though a study done in the late 1980s outlined the failing septic systems. "The county would rather we did this on a voluntary basis," he said.

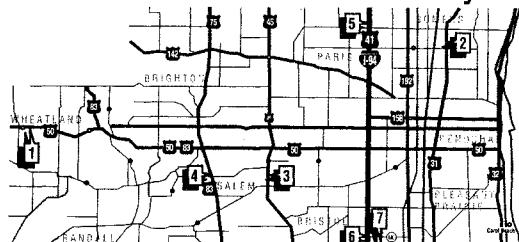
"The town has been putting in sewer projects and it's taken a bad rap," Meier said. "We're not trying to be hard-nosed. We're not trying to say, 'Let's cheat our public.' Five years ago if we had tried to do this, people would have just put in holding tanks, and that would have been a reason for not doing it. These decisions aren't made flippantly, and we sympathize with people. But we have to make the decisions, and if that's not the case, nothing would ever get done."

Bids on the project will be awarded at 7 p.m. Tuesday, May 21.

Highway 50 completion: 2001

By Arlene Jensen
Staff Writer

Future construction for Kenosha County



Hwy.	Location	Cost*	Year	Description
1. 50	381st Ave. to Hwy. 12	25	1999-01	4-lane highway completion
2. 31	Hwy. S to Hwy. 11	22.1	1999-01	Replace 2-lane roadway with 6-lane urban divided highway
3. 45	State Line to Hwy. 50	1.03	1999-01	Ditching, shaping, recycling existing blacktop pavement
4. 83	State Line to Hwy. 50	2.9	1999-01	Replace and recycle, widen lanes and pave shoulders blacktop pavement
5. 94	Racine Line to Ill. Line	11.5	1998	Resurface, add barrier walls on approaches to bridges
6. 94	Hwy. ML overpass	5.14	1999-01	Raise bridge to conform with interstate standards
7. 94	Weigh station, State line	3.8	1999-01	Total reconstruction, increased capacity of static weighing and weight-in-motion capabilities

*Cost is in millions of dollars

Source: WisDOT

Kenosha News

County line is only 1.6 miles. The rest of the project, 6.9 miles, is in Walworth County.

Construction of the new Highway 50 will avoid the unincorporated village of Slades Corners,

moving 800 feet to the north.

The rest of the route will follow the old road to Highway 12.

Rebuilding Highway 31 is the only other major Kenosha County project on the six-year

list.

The 6.8-mile improvement project will expand Highway 31 from two lanes to six on existing alignment from Highway S to 56th Avenue, just north of Petrifying Springs Park.

Plans for improving Kenosha County's state highways during the next six years also include the following:

■ Highway 45, from the state line to Highway 50, ditching, shaping in selected area, recycling existing blacktop. Scheduled for 1999-2001, cost \$1.03 million.

■ Highway 83, from state line to Highway 50, recycle existing blacktop, widen travel lanes and pave shoulders. Scheduled for 1999-2001, cost \$1.23 million.

■ Interstate 94, from Racine County Line to Illinois border, resurface roadway, add barrier walls on approaches to bridges. Scheduled for 1998, cost \$11.5 million.

■ I-94, Highway ML overpass, raise bridge to conform with current interstate standards. Scheduled for 1999-2001, cost \$5.14 million.

■ I-94, total reconstruction of weigh station near the state line, to include increased capacity of the static weighing and weight-in-motion capabilities. Scheduled for 1999-2001, cost \$3.8 million.

Work under way on Highway 50

Well-traveled road to widen west of Wheatland

BY JILL TATGE-ROZELL
KENOSHA NEWS

Work began Monday on the final stretch of the Highway 50 improvement project.

Graders began preparation for the expansion of the highway from two lanes to four between Lake Geneva east of Route 12 to 381st Avenue east of Slades Corners.

The seven-mile project is the last step in the state's effort to widen and modernize 50 between I-94 and Lake Geneva.

The project is expected to be completed late in the summer of 2001.

The sight of road work beginning was a welcome one for Wheatland Town Chairman Don Smitz, who said heavy traffic on

the highway has made life difficult for area residents.

"I'm just so glad it has started," he said. "The traffic on this two-lane road is just unbearable. For us to cross 50 now on the weekends is almost impossible."

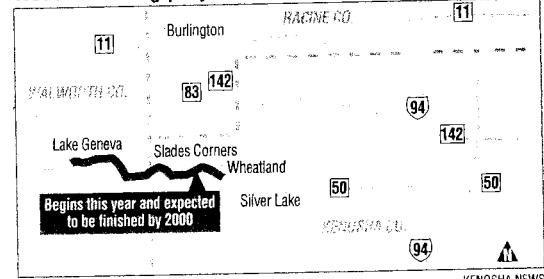
Smitz said high-speed traffic and heavy truck traffic make the road a dangerous crossing for local residents.

"If you do 50 or 55 mph, you're going to get run over," he said.

According to the Wisconsin Department of Transportation, 7,000 vehicles travel the road every day, about 11 percent of them trucks. In 20 years, the daily traffic count is expected to reach 8,900.

Work on the expansion project will be done in two phases, with

Road widening project



"congested and substandard for the volume of traffic through the area. Wider shoulders and a 50-foot-wide median will enhance safety."

The project will follow the existing 5.3 miles of road in Walworth County, but in Kenosha County it will take a 1.6-mile bypass route around Slades Corners.

Until paving begins, there will be no road detours. After work resumes next spring, traffic will be detoured along U.S. 12 to Pell Lake Drive to Walworth County Highway U and Kenosha County Highways F and P. Highway 50 from U.S. 12 to Kenosha County Highway P will remain open to traffic with a minimum of one travel lane in each direction. Highway 50 from county Highway P to the east will be open at all times.

Federal funds are to pay for 80 percent of the project, with state transportation funds paying the other 20 percent.

grading under way now through fall of 2000. Paving will then begin, and it is expected to be completed in late summer 2001.

"In two years, motorists will have a modern, four-lane, divided highway for 23 miles along one of Wisconsin's prime tourism corridors from I-94 to Lake Geneva," said Leslie J.

Fafard, southeastern district director of the DOT.

"Curves and hills will be reduced as part of this effort to provide a highway that meets current and future standards for safety and smooth traffic flow."

According to project manager Dan Jashinsky, the current road is 70 years old and is considered

DOT: Project to detour Highway 50

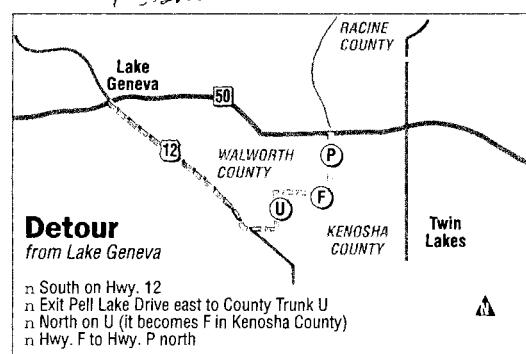
BY JILL TATGE-ROZELL
KENOSHA NEWS

Spawning fish will not completely halt the Highway 50 widening project in western Kenosha and eastern Walworth counties, a state Department of Transportation official said Friday.

While it is true that crews will not be able to work near Spring Valley Creek until after July 1 because of spawning fish, work in other areas will begin in early April, project manager Dan Jashinsky said. The creek feeds into Lake Ivanhoe in Walworth County.

"We can't work in the stream or adjacent to the stream until July 1," Jashinsky said. "It has nothing to do with the spawning of an endangered fish (as some residents are saying). It does have to do with late spawning."

Doug Welch, a fisheries manager with the Department of Natural Resources, said that many times the DNR will request that



KENOSHA NEWS

road crews postpone work near areas where fish spawn because it may stir up the sediment.

Last summer, grading work near the county line was halted when crews uncovered American Indian artifacts. Archeologi-

cal crews were called in to carefully excavate the pieces. The site of the archeological dig became a popular stop for tourists on their way to Lake Geneva.

This summer, most of the construction area will be off-limits

to motorists. Jashinsky said crews will begin preparing a detour route within the next couple of weeks that motorists will need to use as Highway 50 is being widened into a four-lane highway from Wheatland to Lake Geneva.

"This summer there is going to be a detour," Jashinsky said. "We will begin doing some improvements to these roads on April 11 or 12, and we hope to be detouring motorists by the beginning of May."

Jashinsky said that the DOT will be widening some of the curves along the detour route and will be putting up signs.

"There will be stop signs in areas where there aren't any right now," he said. "We're going to get those signs up soon so people can get used to it."

Flags and stop sign warnings will also be put in place to alert motorists to these changes.

Coming from Kenosha, the detour will take motorists south on

Highway P to the stop sign, right onto Kenosha County Highway F, which will curve to the left and will become Walworth County Highway U. From Highway U, motorists will turn east onto Pell Lake Drive, which will connect with Highway 12 to Lake Geneva.

Jashinsky said that all roads which end at a "T" intersection with Highway 50 will be closed. Motorists will be able to cross Highway 50 at Highway P, South Road and at 392nd Street.

The work which begins in April is still part of the first phase of the project, which is estimated to cost \$6 million.

"In late August or early September we will begin the paving phase," Jashinsky said, adding that paving is estimated to cost \$10 million.

"We want to have the east-bound lanes paved this fall and open to two-way traffic so we don't have to have the detour over the winter," he said.

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Highway 50 project delayed by rain

BY JILL TATGE-ROZELL
KENOSHA NEWS

The record amount of rain that has fallen in southeastern Wisconsin has delayed the Highway 50 widening project in western Kenosha and eastern Walworth Counties, a state transportation official said Thursday.

"It has caused a problem for us," project manager Dan Jashinsky of the Department of Transportation said. "Not much is getting done out there."

A detour route that must be established prior to the continuation of grading work was supposed to be ready by the begin-

ning of May. Now, Jashinsky said, the route will not be ready until the last week of June.

Coming from Kenosha, the detour will take motorists south on Highway P to the stop sign, right onto Kenosha County Highway F, which will curve to the left and will become Walworth County Highway U. From Highway U, motorists will turn east onto Pell Lake Drive, which will connect with Highway 12 to Lake Geneva.

"We're looking at several days to a week until things dry out and work can continue," Jashinsky said. "The soil out there has a high clay content and doesn't drain well. All of the road pro-

jects in the area are behind schedule."

Crews began preparing the detour route in April. Some of the curves along the route need to be widened, areas need fresh pavement and signage needs to be put up. There will be stop signs in areas where they aren't any now. Flags and stop sign warnings will be used to alert motorists to the changes.

Jashinsky said all roads which end at a "T" intersection with Highway 50 will be closed. Motorists will be able to cross Highway 50 at Highway P, South Road and at 392nd Street, Jashinsky said.

The work is still part of the first phase of the project, which is estimated to cost \$6 million. The paving phase of the project, estimated to cost \$10 million, was to begin in late August or early September. The delay this spring may also affect that date as well.

Jashinsky said the goal is to have the eastbound lanes paved by fall and open to two-way traffic so the detour is not needed during the winter.

The paving of the westbound lanes will begin in 2001.

Regardless of weather, crews will not be able to work near Spring Valley Creek, which feeds into Lake Ivanhoe, until after

July 1 due to late spawning fish.

Doug Welch, a fisheries manager with the Department of Natural Resources, said that many times the DNR will request that road crews postpone work near areas where fish spawn because it may stir up the sediment.

Last summer, grading work near the county line was halted when crews uncovered American Indian artifacts. Archaeological crews were called in to carefully excavate the pieces. The site of the archaeological dig became a popular stop for tourists on their way to Lake Geneva.

if one tiny piece of information was found - the effort was worthwhile

to compile this and others in the series Linda Valentine 8/2009