

STATE OF WISCONSIN

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PUBLIC HEARING FOR
Environmental Report (ER)

WIS 19

WIS 78 - US 12

WisDOT Project 5145-00-01

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TRANSCRIPT OF PROCEEDINGS

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Tuesday, December 10, 2019

at

Town of Berry Town Hall

Transcribed by MINDLA ROTHMAN

1 Transcript of Proceedings held on
2 December 10, 2019, at the Town Hall of the Town of Berry,
3 Wisconsin commencing at 5:30 in the evening.
4

5 A P P E A R A N C E S

6 WILLIAM STROBEL
7 Hearing Chairperson
8 WisDOT Project Development Section Supervisor

9 TODD MATHESON
10 WisDOT Project Development Section Chief

11 LALITHA BALACHANDRAN
12 Project Manager

13 GREG PAYNE
14 Project Lead

15 JEREMY RACH
16 Project Designer

17 JOHN FANDRICH
18 Real Estate

19 NORM MEINHOLZ
20 Archeologist

21 GAIL KLEIN
22 Architectural Historian

23 BRIAN TAYLOR
24 Environmental Coordinator
25

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I N D E X

Exhibit A - Chairperson's Packet (Attached)
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1 we'll be happy to take them, and if we can't answer
2 them, then we'll get you in contact with John.
3 His contact information is provided in the packet.
4 We also have Brian Taylor in the back and Gail
5 Klein from UW-Milwaukee who is our architectural
6 historian, and we have Norman from the Wisconsin
7 Historical Society, is our archeologist. Then we
8 have Kelly.

9 In addition to this team we have been working
10 with a lot of other agencies as well, state and
11 federal, so we have been working with the DNR
12 closely, Ice Age Trail, U. S. Fish and Wildlife,
13 and a whole host of other different agencies
14 throughout the course of this project.

15 So for tonight for our agenda we're just going
16 to go over quickly the project location, talk about
17 the purpose, project statement, the need for the
18 project, talk about the recent activities, what's
19 been going on for the last couple of years. We'll
20 go over the design in more detail. Talk about the
21 upcoming schedule and then answer any questions
22 that you may have. If you can please hold all the
23 questions until the very end of the presentation
24 that would just help us with the flow of the
25 presentation.

1 All right. The project location -- so many of
2 you are aware of this, but the project goes from
3 Highway 78 to U. S. Highway 12. That's shown here
4 in red. It's about a 10-mile long corridor and we
5 have two bridge replacements by Highway 18 as well.

6 All right. The purpose of this project is to
7 address the existing roadway deficiencies and
8 safety issues as well as address bridge structures
9 that have exceeded their service life. So that is
10 the purpose of the project and the project
11 statement.

12 We also have several meetings that drive that
13 purpose. So the first meeting is safety concerns
14 out here so we do have a lot of blind curves on
15 this roadway. Just east of Matz Road is a
16 good example of one and this is looking left now.
17 This press curve swings around hard to the left
18 and we see a lot of crashes associated at this
19 location.

20 In addition to the blind curves we also have a
21 narrow shoulder out here and that makes it very
22 difficult to pass with all your equipment, farm
23 equipment as well, and as you go through some of
24 those tight curves it doesn't give you much wiggle
25 room, and also if you do unfortunately leave

1 the roadway the ditches are very steep so if you
2 do go off likely you're not going to recover on the
3 side slope. It will be too steep and you may
4 actually roll the vehicle.

5 Also we have drainage concerns along this
6 corridor. There's several locations along the
7 10-mile stretch of flooding over the top of the
8 roadway. Just east of Matz Road is a good example.
9 Here is a picture right there.

10 And then you know a lot of that is due
11 to the fact that the ditches aren't sized
12 appropriately to handle the amount of rain when we
13 do get a good rain storm event.

14 In addition to that we also have the
15 deteriorating pavement on the project. So this is
16 a picture from before the emergency project that we
17 had back in 2017, but the pavement, it hasn't been
18 overlaid since 1989, so it's been over thirty years
19 since the pavement was paid any attention, so part
20 of this project would be improving that surface of
21 the pavement.

22 And then finally we have the two bridges that
23 are at the end of their service life and need
24 replacement, and so those are the needs of the
25 project.

1 Just kind of what has been happening during the
2 last few years, in 2018 the archeology
3 investigation was completed. We also had several
4 other surveys completed as well out there, so we
5 had utilities, drainage, soil investigations
6 going on, and with this information -- and we also
7 had a public involvement meeting as well, and with
8 this information from the surveys as well as our
9 public involvement we have been working on refining
10 that design.

11 So in 2019 now with some of those design
12 refinements we shared this information with the
13 Department of Agriculture, Trade and Consumer
14 Protection, formally known as DATCAP. They
15 prepared an agricultural tax statement for the
16 project which many of you received who live around
17 the corridor, and then we also have information
18 from the Natural Resource Conservation Service,
19 the NRCS, as well.

20 Now, continuing on in 2019, our Section 106
21 review of the archeology/historical information was
22 approved by the State Historical Preservation
23 officer. We had 25 ARC sites along this
24 10-mile corridor and six properties were eligible
25 or registered on the National Register of

1 Historic Places, so the important information here
2 is we developed the design trying to work around
3 these different sites.

4 Then we also had a signed draft environmental
5 report as well, and then in addition to these we
6 also had the preliminary drainage analysis
7 completed, preliminary bridge design completed, and
8 we have ongoing coordination with many of the
9 property owners and folks who have reached
10 out to us with questions or concerns on the
11 project.

12 And then with that information we have been
13 just tweaking the plan so the point is 2019 has
14 been quite the busy year for us.

15 So now shifting gears a little bit to talk
16 about the design itself. So this is an education
17 project. So what this means it's a blended
18 project. About 40 percent of it is reconstruction.
19 What I mean by reconstruction is that we would be
20 removing both the pavement and the base underneath
21 and replacing the base and replacing the pavement
22 so a total reconstruct.

23 And we would really target the most deficient
24 areas with this level of improvement, so those are
25 areas where we had safety concerns, as I mentioned

1 earlier, or years where we had heavy drainage
2 concerns as well.

3 That means the remaining 60 percent is over
4 Surfacing the project where we will just be
5 taking off the top layer of the pavement and
6 leaving the base, but we would still be widening
7 out the shoulders in this segment and conserving
8 the ditches for drainage, but the main pavement
9 corridor would remain the same.

10 So that compromises the entire project. One
11 question I get asked frequently is what are the
12 benefits of the wider shoulders. So the benefits
13 of the wider shoulder s are really benefits to all
14 users, so it provides more space for farm equipment
15 and other oversized loads as they're navigating the
16 corridor, so they're not coming opposite to you in
17 your lane as they're coming directly on, so it
18 just increases safety, especially if you're
19 trying to pass the farm equipment. If they're
20 further over it's easier to pass them.

21 It also increases safety for cars turning right
22 or left, so if you driving down and want to turn in
23 your driveway it's safer to have that extra buffer
24 space than what it is today, which is very narrow.

25 We also see increased safety for bicyclists and

1 other motorists. We do see the bicycle use
2 between K and 12. They use the corridor to Indian
3 Lake Park and the Ice Age Trail, so that wider
4 space gives them a little bit more buffer space,
5 and it just ultimately provides a safer area for
6 broken down cars. If you're driving down the
7 roadway you get a flat tire you have more space to
8 pull off to the side and make that change versus
9 sitting in the line of traffic, and also for police
10 as well. They like having that wider shoulder as
11 well as they patrol because they feel a little more
12 comfortable pulling people over along the corridor.

13 So the existing roadway itself, what does it
14 look like. So we have two 11-foot lanes and then a
15 shoulder that varies between zero and roughly three
16 feet, so the proposed typical section we still
17 would be keeping the 11-foot lanes. Typically we
18 would be improving 11-foot lanes to 12-foot,
19 but working with some of our oversight engineers,
20 they have allowed us to keep that 11-foot width
21 due to the rustic and scenic nature of this
22 highway.

23 So we're proposing 11-foot lanes, but widening
24 the shoulders from six foot all the way from 78 to
25 U. S. Highway 12. So the section from Section 78

1 to Highway K, three of those six feet we're
2 proposing to be paved. From the section from K to
3 U. S. Highway 12 of the six-foot shoulders we're
4 proposing five feet of the six feet being paved.
5 The reason for the difference is that from K to
6 U. S. 12 we have a lot more of the curves so it
7 does give you a little more space if you do go off
8 the edge of the traveled way a little bit and we do
9 see a higher bicycle user in that lane as well.

10 So even though we're just widening out by
11 about four feet on each side of the highway, due
12 to how steep the ditches are on this roadway we do
13 have more than just that four feet of impact, so I
14 just want to kind of show that a little bit with
15 this illustration here.

16 So that red dash right here, it shows what the
17 existing roadway would look like, and with this
18 project we would be widening out about three feet
19 and then including a flatter slope here which is
20 why the project has a little bit larger footprint
21 than just that three or four feet.

22 Likewise on the other side we would be adding
23 on three to four feet and then making that slope on
24 the outside a little bit flatter for a vehicle, so
25 if they were to come off the roadway they would

1 have a more recoverable place to either get back on
2 the roadway or to drive down to the bottom of the
3 ditch.

4 So with that I just wanted to expand a little
5 bit more on that side slope safety idea that I
6 mentioned. This gets into what is known as a clear
7 zone. So the definition of a clear zone is an
8 area where a vehicle leaving the roadway can travel
9 without conflict. What do I mean by conflict? A
10 conflict could be anything from a steep slope. It
11 could be a tree. It could be standing water.

12 And so in this zone outside the travel way of
13 the roadway if a vehicle was to go off, say they
14 blew a tire, we would want them to not experience a
15 tree with standing water. We would want that area
16 to be free of those objects..

17 So what we do at the Department then is in that
18 zone we try to relocate those objects. We try to
19 make them break away so if you were to hit it
20 they would just fall down and not cause substantial
21 damage or we try to shield them. We can do that
22 with guardrails, with barrier walls or other types
23 of barriers.

24 So for this project our clear zone width is 18
25 feet, so from outside that white line, the edge of

1 the travel way, we're proposing a 18-foot clear
2 zone, a buffer space. So currently with the
3 existing roadway we see anywhere from zero, we have
4 some drop-offs right at the side of the road, to
5 about ten feet, so this would be a little bit --
6 just to take this concept even one step further,
7 this is a good illustration here.

8 So say you're in this green car and you're
9 driving down and you hit an icy stretch, it's real
10 cold out and there's ice, and you were to go off
11 the roadway. With the existing roadway with as
12 steep as the slopes are, that vehicle has a high
13 probability of potentially rolling or tipping.
14 Likewise if you're coming at us now, if you go into
15 the really steep ditch, it's likely that the
16 vehicle is going to roll. There's a high
17 probability that it's going to roll.

18 In the proposed design with the flatter slopes,
19 if you were to now pull off the roadway you could
20 either recover and get back onto the roadway
21 eventually or at the very least you could go down
22 to the bottom of the slope and not roll over, so
23 you have a lot less fear of a crash.

24 Kind of likewise if you're coming at us now,
25 going into the ditch, that ditch bottom wouldn't

1 cause you necessarily to roll over and cause a lot
2 of severe injuries.

3 So that's just a quick overview of the project.
4 Now Jeremy is going to go into some more detail
5 about the overall project.

6 MR. RACH: Thanks, Greg. So, yeah,
7 I'm going to walk through the different sections we
8 have. Like Greg was saying before, we have the
9 thirteen sections and reconstruct sections. I'm
10 going to touch more on the area that we focused on,
11 the reconstruct sections. So feel free if you
12 have any questions specifically about your property
13 to probably ask us afterwards.

14 So starting on Highway 78, a section from State
15 Highway 78 to County Highway F, we have a
16 temporary resurfacing section, and then just beyond
17 F we'll be getting into the reconstruct section.

18 When we start every project we generally start
19 by looking at the crashes that have occurred on
20 the highway, so we looked at this in 2016, and at
21 that time I typically take a five-year snapshot of
22 crashes that have occurred, so we looked at the
23 data from 2010 to 2014.

24 And when they do that they compare it to
25 similar roads like Highway 19, so it's similar lane

1 widths, similar shoulder widths and similar curves
2 into consideration as well. We then look at if our
3 crash rates are higher than other rates or not, and
4 then we go back and look at our geometry, if those
5 crash locations might be playing a role in the
6 crashes.

7 This is the first section of Highway F. We had
8 two crashes up in 2010 to 2014. I guess I should
9 explain the different colored dots. The red ones
10 are the fatalities that occurred. The orange ones
11 are the serious injuries. Yellow ones are the
12 lesser injuries and green ones are possible
13 injuries and blue ones are property damage.

14 And then more recently we had our traffic
15 engineer pull data from 2014 to 2018, get that same
16 five-year snapshot, and we see two more crashes at
17 this location. And this is a location where we
18 have a steeper hill section so when you're sitting
19 at County Highway F and looking east, it's sort of
20 difficult to see vehicles approaching. Your
21 intersection site distance isn't as good as what we
22 typically like to see on state highways.

23 And then similarly approaching from the other
24 direction it's difficult to see vehicles that
25 are coming towards you, so this is traveling west

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towards County Highway F.

If a vehicle maybe crossed the centerline you wouldn't be able to maneuver around them if you see them coming. So we are proposing to lower that vertical curve a slight distance both while on the road and at intersection Highway F.

And this is along the bluff section so we had to look at different ways to minimize the impact to the bluffs. So we're proposing to put a barrier wall, which I'll show in the next slide, but I also want to touch on we're improving that vertical curve, but we're also improving two curves to the north as well and smoothing that out to one more gradual curve to help improve safety.

And then this is just an example of Highway 60 along the Wisconsin River and it's a little difficult to see with the glare, but up there they have steep bluffs on one side as well and the other side is the Wisconsin River.

This is what this section would potentially look like on 19. We have the white line and then six feet for shoulder to the barrier wall. And that's what we're proposing in a lot of the bluff sections to sort of reduce our grading impact on the backside instead of installing a ditch section.

1 So then our next section from just east of
2 there to about County Highway KP, that goes to the
3 south, we'll be doing resurfacing and then
4 replacing the bridge in that section as well.

5 And then at County Highway P we're proposing a
6 reconstruct. This is more minor, vertical curve
7 corrections. This section hasn't seen as many
8 crashes in our crash analysis. This is something
9 that our public involvement meeting back in 2018 we
10 received a few comments on. It's difficult to
11 see vehicles when you're at the intersection
12 looking both into the east and to the west. And so
13 we went back and looked and it is an area where we
14 can reduce the risk of crashes just by lowering
15 those vertical curves a little bit. And so these
16 are two crashes in 2014 and 2018.

17 So then we would be lowering the curves and
18 then also installing a turn lane to turn onto
19 County Highway KP. It's a little safer for
20 vehicles that are slowing down to make that curve
21 as other vehicles are trying to go straight behind
22 them.

23 And then our next section from south to
24 Marksville we'll be resurfacing along with the
25 bridge replacements in that section, and the

1 Marksville location will be a reconstruct. At this
2 location we haven't seen as many crashes. A lot
3 of the improvements is to the drainage in this
4 area. We have a lot of complaints about poor
5 drainage that is out there today from water
6 traveling from north to south, making it to Halfway
7 Prairie Creek.

8 So what we're proposing is to lower the roadway
9 about six inches and then install curb and gutter,
10 and then in that curb and gutter section we'll
11 collect that rain water in the storm sewer system
12 which will then travel west of Marksville and
13 discharge into a ditch which will then discharge
14 into Halfway Prairie Creek.

15 And then this is just a little image put
16 together of what curb and gutter potentially will
17 look like in Marksville. That's at the KP
18 intersection, and then similar to the other KP we
19 received a lot of feedback about the vertical curve
20 that is east of Marksville, and it's difficult to
21 see vehicles as they enter Marksville if you're in
22 your driveway trying to leave or at County Highway
23 KP intersection. It's difficult to see vehicles as
24 they approach. So we extended our reconstruct to
25 include that curve and bring it down to improve the

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site distance.

So from KP north to County Highway K we're proposing resurfacing, and then the next three-mile stretch we're proposing reconstruct. It's more of a windy area out on this corridor. And this is a bigger section. I broke it up into two different sections and then first focus on County Highway K, the Matz Road, and this whole three-mile stretch has been consistently called for crash flags from our 2010 to 2014 analysis and then also 2014 to 2018 analysis. We're seeing higher crashes compared to similar roadways of this type.

And then with this being a more windy section we're also constrained on both sides of the road. We have park land on the south side for the majority of this section and then it also cross to the north side.

This land was purchased with 4-F and 6-F funds meaning that any right-of-way we would need we need to replace in kind of similar value elsewhere in the county which makes it difficult to find that land that is considered acceptable replacement land which part of this project we will be impacting almost six acres total, and that's a combination of full acquisition and a temporary

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easement as well which I'll get into how we came to measure that later.

But also on the other side of the roadway we have steep bluffs so any shifting of the roadway does create more impact of bluffs on that side of the road as well. And then as we get to this tighter curve at the top we have historic property which, as Greg was saying before, there's six of them out on the site which we have to avoid impact pretty much at all costs so we get approved to build this project.

So I just wanted to show the different alternatives that we looked at in these bluff sections, so this is just basically a cut of the roadway with this being the bluff section and then a steep drop off on the other side.

So initially we looked at just installing ditch on that bluff side as well. When we looked at that our impact ended up going typically to the top of the bluff which would require pretty much reshaping the whole face of the bluff. And then the amount of real estate required for these is a combination of all five barrier wall locations.

If I could just go back quick, this section has three of the barrier wall locations. So, yeah,

1 the grading with the ditches would require a lot
2 more real estate, and, then like I said, reshaping
3 to the top of the bluff.

4 And then we also looked at putting in a
5 retaining wall along these sections, and with the
6 installation of the retaining wall we need to
7 offset it of that clear zone section so eighteen
8 feet from the edge line back into the bluff. So at
9 this section the retaining wall height was twenty
10 feet, and then with that as well we need to cut
11 down the trees and all this area would be impacted
12 as well just for soil reinforcement of the
13 retaining wall.

14 So this ended up being similar to what the
15 real estate required when compared to two barrier
16 walls, but the price and cost to install the
17 retaining wall ended up being a lot more than the
18 barrier wall. So then this is what our barrier
19 wall section could look like.

20 We started draining right behind the barrier
21 wall and then match it into the existing ground,
22 and it will be quite a bit of reshaping the bluffs,
23 but we would be working with different types of the
24 vegetation growth along the bluff.

25 As you can see in this '60 example when this

1 was put in, vegetation does come back. It does
2 grown in. It will take some time. The initial
3 construction will be the most impactful time.

4 And then focusing on the curve to the north of
5 the historic site, we looked at a few different
6 alternatives at this location as well. This
7 curve is the tightest and has the shortest radius
8 which coincides with the lowest speed limit around
9 this curve, so with this project we're trying to
10 bring the speed limit of all the curves in this
11 section up to 45 miles per hour.

12 With typical state highway improvement we would
13 be bringing all the curves up to 55 miles per hour
14 standard, but like Greg was saying before, we
15 really worked with our own set of engineers to
16 be able to reduce some of the design requirements
17 to help create the least impact as possible.

18 So the first alternative that we looked at was
19 just cutting inside of that curve to bring it up to
20 45 miles per hour, but that got into more
21 impact to that historic site so we had to look at
22 another alternative.

23 So another one we looked at was sort of
24 shifting that into the bluff more which similarly
25 as shown with the ditch section before that grading

1 would go all the way to the top of the bluff and we
2 would be removing all those trees in that section.

3 So we came to this third alternative which is
4 moving it further to the north, bringing that curve
5 up to 45 miles per hour, and then gradually
6 bringing it back to Highway 19, and there are still
7 significant impacts to the property to the north,
8 but we are able to eliminate impacts to the
9 historic property and then also minimize the
10 impacts to the bluff as well, sort of maintaining
11 the look as much as is possible out here with the
12 bluffs and everything.

13 And then moving east of that curve, this is
14 the -- while working with Dane County parks and
15 Ice Age Trail we were able to come to an agreement
16 to install pedestrian underpass rather than
17 purchasing that land of similar land type that
18 would be needed with our improvements so those six
19 acres of impact will be replaced with this
20 pedestrian underpass instead which will help
21 pedestrians move more safely across Highway 19 and
22 then also be safer for drivers as well rather than
23 having people walking across the state highway.

24 And then the next section we're looking at from
25 Matz to Subway Circle, and this section also has

1 highway crash density both from 2010 to 2014 and
2 then 2014 to 2018 as well.

3 And then a lot of them were, a lot more
4 severe crashes were associated with the horizontal,
5 substandard horizontal vertical curve east of Matz
6 Road. Looking at that section there's another
7 historic property that we had to avoid impacts to,
8 so we would be shifting the roadway slightly to the
9 north and then also east and again this is the same
10 image that Greg was showing you before of that
11 blind vertical and horizontal curve.

12 But also coming out of that we will be able to
13 improve what is now an S curve, a reverse curve
14 down here which tend to be more dangerous curves
15 when you have back-to-back curves that go in
16 opposite directions, so we will be straightening
17 that out and making it into one more gradual curve.

18 And then as we go east past Willow Road will be
19 the fifth barrier wall location again to minimize
20 impacts to the bluffs at that location.

21 And then the final section would be the
22 resurfacing section to Highway 12. During
23 construction Highway 19 will be closed to through
24 traffic, but remaining open to local businesses and
25 park users as well, but we have discussed with Dane

1 County Parks that the park will be closed for a
2 month time frame when they're adjusting the
3 vertical profile around the Dane County park just
4 to limit the number of vehicles going to the park
5 while we're making the more major changes. We will
6 continue coordination changes with property owners
7 out there to make sure they know which roads are
8 best to exit the highway from during that time as
9 well.

10 So our upcoming schedule, we're hoping to have
11 a signed environmental document by March 2020, and
12 then the final plat which will be when all the
13 right-of-way lines are set by probably the spring
14 of 2020, and then beginning real estate acquisition
15 in late summer to possibly fall of 2020, and then
16 our current schedule has final plans being
17 submitted in May of 2022 and construction beginning
18 in spring of 2023.

19 If you do have any comments I believe Brian
20 had a few comment sheets in the back. About your
21 personal comments or questions about your property,
22 we have met with a few property owners who have
23 pointed out septic tank and septic systems that we
24 didn't originally have on our plan so all that
25 information is good to know, if you have that

1 located close to Highway 19

2 Then at this point we would like to open it up
3 to questions. Also I would ask the court reporter
4 to stop recording at this time as the Q and A
5 session will not be recorded. This portion is to
6 help me formulate any final thoughts before you
7 give your public or private testimony.

8 (Off the record discussion)

9 MR. STROBEL: I will now proceed
10 with the public hearing opening statement. This
11 public hearing is being conducted on behalf of the
12 the Department of Transportation as part of the
13 comprehensive consideration of the proposed
14 improvement of WIS 19 between WIS 78 and U. S. 12.

15 The objective of this public hearing is to give
16 you full opportunity to express your opinions and
17 your individual viewpoints about the aspects of
18 this proposal on record so that they can be
19 considered along with all other judgments and
20 opinions to be reviewed by the Department before
21 further decisions are made.

22 You may also present questions as part of your
23 private, public or written testimony for the
24 Department's consideration as the total concept of
25 the proposal is reviewed prior to arriving at a

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decision.

If you wish answers to special questions or clarification of any aspect of this proposal, you may remain after the hearing is closed to meet with the project team staff or you may contact the project team.

We will now proceed by having the official notice of a public hearing. As stated earlier, anyone who may have an interest in this project and wishes to present individual evidence or views, I call your attention again to the hearing handout packet provided when you signed in.

The last sheet of the packet is a registration slip for verbal testimony, for public or private verbal testimony.

Anyone wishing to testify should fill it out and present it to a project team member who will bring it up here. Following the public testimony, anyone wishing to provide private testimony should bring the slip to Brian Taylor located at the back table.

If you would rather not make a verbal statement, you may submit a written statement, which will also be entered into the public hearing record.

1 Written statements or other exhibits, in place
2 of or in addition to the testimony presented at
3 this public hearing, will be included in the
4 official public hearing record if postmarked no
5 later than December 15th, 2019. Mail this
6 additional testimony by using the prepaid mailer
7 available at the table in the back to Lalitha
8 Balachandran, Project Manager, at the address that
9 is listed in the hearing handout packet.

10 In addition to the testimony provided at this
11 public hearing, all exhibits, handouts,
12 audio/visual presentations and displays for viewing
13 at this public hearing will be included in the
14 official public hearing record.

15 The hearing handout packet contains a complete
16 list of these materials. Other materials, along
17 with written testimony received after the public
18 hearing, will be added to the official public
19 hearing record provided they are received prior to
20 the end of the environmental document availability
21 period which is December 15th, 2019.

22 The environmental report document for this
23 project proposal was made available to the public
24 on September 23rd, 2019 with copies located at the
25 Town of Berry - Town Hall, WisDOT Southwest Region

1 office and WisDOT Central Office as well as the
2 WisDOT project website and is here for your
3 review.

4 The hearing handout packet and the project
5 presentation given earlier serve as the extended
6 version of the project statement.

7 A summary of the purpose and need known as the
8 project statement has also been read and
9 transcribed into the record during the
10 presentation.

11 Is there any objection to forgo the reading of
12 the project statement and move directly to the
13 invitation of testimony?

14 UNIDENTIFIED SPEAKER: In other
15 words, none of the question and answer part was
16 reported?

17 MR. STROBEL: That's correct. That
18 was stated earlier.

19 UNIDENTIFIED SPEAKER: So it's just
20 the beginning and your summary at the end, that's
21 the official meeting. The question and answer part
22 means nothing, correct?

23 MR. PAYNE: We will still
24 incorporate those comments into our environmental
25 report. They're just not formally included.

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UNIDENTIFIED SPEAKER: Will it be somewhere? Will that be in writing somewhere?

MR. TAYLOR: The idea of this testimony now is for you to either provide your comments, your concerns to the court reporter. The reason for the presentation is for you to formulate what you want to present as your formal testimony.

UNIDENTIFIED SPEAKER: So nothing that anybody asked --

MR. TAYLOR: We're going to take all your comments and concerns into consideration that were discussed during the presentation, but this is a formal summary.

UNIDENTIFIED SPEAKER: But will that be recorded anywhere?

MR. TAYLOR: Part of the meeting notes, yes, but not part of the formal testimony, no because the idea is for you to provide that formal testimony to be part of the public record.

MR. STROBEL: I'll ask the question again. Is there any objection to forego the reading of the project statement and move directly to the invitation of testimony?

Hearing no objection, we will proceed directly to the invitation of testimony. As we move into

1 the invitation of testimony, it should be noted
2 that WisDOT will not be responding to
3 comments/concerns as part of your testimony.

4 However, responses to private, public and
5 written testimony will be provided by WisDOT once
6 all testimonies have been received and compiled.
7 Those wishing to provide public verbal testimony
8 will now be called in the order that the
9 registration slips for verbal testimony have been
10 received. If you have not completed and wish to
11 provide testimony, please take the next five
12 minutes to complete and turn in.

13 If you wish to provide private verbal
14 testimony, please provide the registration slip for
15 verbal testimony to Brian Taylor sitting at the
16 back table. Upon completion of the public verbal
17 testimony those that have requested private
18 testimony will be invited to join the court
19 reporter in the back office in the order the
20 requests have been received.

21 For those wishing to provide public verbal
22 testimony, when your name is called, please
23 approach and state your name and address. You may
24 also provide the name of any organization or
25 business you are representing if so desired.

1 We ask that you please limit your verbal
2 testimony to three minutes so everyone has an
3 opportunity to present their testimony. Once
4 everyone has had an opportunity to present verbal
5 testimony, you may present additional testimony as
6 time allows.

7 MR. TAYLOR: Please, if you haven't
8 filled it out, if you would like to provide
9 testimony, please fill that out now and bring it to
10 any one of the staff. If you want to provide
11 private testimony to the court reporter, please
12 bring that to me.

13 Written testimony you can fill out anytime as
14 long as it's postmarked by December 15th. We have
15 envelopes here postmarked so you can provide those
16 and mail it out or you can do it via
17 email.

18 MR. STROBEL: Again, please take
19 five minutes to read and turn in the registration
20 slip to Brian at the back table.

21 (A recess is held)

22 MR. STROBEL: Once everyone is
23 seated we'll get started again with the public
24 testimony in the order they were received.
25 Thank you for taking the time to fill out the

1 public testimony slips. We will now begin in the
2 order they were received. I'll call the name of
3 Anthony Varda.

4 MR. VARDA: Good evening. I'm
5 Tony Varda. I'm the Town Chair of Berry. I'm
6 speaking tonight from my experience. The Board has
7 had this on its agenda several times. We have
8 concerns of the highway project because of the
9 amount of farmland that is being used, because of
10 the failure to address the drainage problems in
11 Marksville along with the way the shoulders are
12 going to be done and I'll explain that.

13 Between K and Highway 12 it's going to be a
14 very wide shoulder. It's likely to encourage
15 bicycle traffic and it will bring that bicycle
16 traffic right through the area of Indian Park
17 where it might be a problem.

18 We early on tried to encourage the Department
19 of Transportation to come up with an alternative
20 plan or alternative bike path to get the
21 bicycle traffic off the highway there, but
22 apparently that has never been part of the plan
23 that was ever considered,

24 The other problem is our comprehensive town
25 plan includes an attempt to retain our rural

1 atmosphere, maintain our existing farmland, and
2 we're losing a lot of farmland here, and I think
3 that if you can't bend some of what would you say,
4 the minimal requirements obviously in place that
5 there are being bent, maybe they should be pulled
6 back a little further to retain more of the
7 farmland.

8 Then we come to Marksville and I can't fathom
9 why you can't put a storm sewer on the north.
10 You're going to put a storm sewer in running
11 parallel to 19 going down to the creek near the
12 church. Why don't you put the storm sewer in on
13 the north of the highway now, engineer it to be
14 consistent with the storm sewer you're going to
15 meet later and get that done so that the drainage
16 problem will be solved now. Is it because the
17 money isn't going to come from the right place? I
18 don't know.

19 But since the '30s, drainage under the road
20 there has been dependent on private property where
21 there was no easement, and that hasn't been
22 maintained, and frankly there hasn't been a lot of
23 maintenance done on that portion of the highway, so
24 I understand the comment about maintenance.

25 But that needs to be pulled forward and

1 whatever alternatives you're looking at, I hope
2 you are looking at an alternative to pull that
3 forward and get that resolved because it's a
4 serious problem, and there is damage being
5 done right now, so we would like to see that done.

6 And finally I'm going to comment on the
7 procedure here tonight. As an attorney I
8 understand how court reporters work. She's got an
9 appearance here, an appearance fee. You got to
10 pay by the page. I understand that. But, you
11 know something, she was here. All the questions
12 and answers should have been on the record. I
13 don't understand why it wasn't.

14 The Town of Berry plans to post the transcript
15 of tonight's hearing on our website even if they
16 don't, so when we get a copy we'll be putting it
17 on the website. So those are my comments tonight.

18 MR. STROBEL: Thank you. Duane
19 Haag.

20 MR. HAAG: Well, I also am a member
21 of the town Board.

22 MR. STROBEL: Please state your
23 name.

24 MR. HAAG: Duane Haag, 8691 Highway
25 19, Mazo, Wisconsin. I live in Marksville and I'm

1 one of those places that is going to be affected by
2 that curb and gutter, and I think you guys are
3 going to take my trees out in front of my shop and
4 they had to be put there because Dane County
5 required it because I had to screen my business
6 from the highway, so if you do take them I don't
7 know what you're going to do to replace them.

8 Furthermore, there is a problem with the
9 with the water in Marksville that needs to be
10 addressed somewhat immediately, not three years
11 from now because pumping water is not an option.

12 The other thing, I'm against it in the fact
13 that you can save 7.3 million by rebuilding what
14 you got, grinding it, relaying, laying it with a
15 little wider shoulder. Now you're not having to
16 take property.

17 The other thing is that road used to be a
18 55/65 speed limit back before you guys probably
19 thought of it. It was black and white. It was 55
20 I believe, and the white and black was the 65, 65
21 during the day, 55 at night.

22 I agree you might want fix the corner which is
23 just east of Matz Road, and like the town chairman
24 said, we've been after you trying to get some of
25 this information, and you guys said it was

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available here at the town hall since when, this packet? Yeah, exactly, when?

Because I sit on the Board and it was never brought to our attention that it was here, but it would have been nice if you would have put it in a letter to us, the property owners saying it was going to be available at the town hall because some of us don't have Internet. So can you answer that? Oh, yeah, you can't answer the question. Okay. Thank you.

MR. STROBEL: Jane Seston.

MS. SESTON: Jane Seston, 9134 Highway 19, Mazomanie. I just want to reiterate some other things that were said during the questions. I am concerned about the 18-foot clear zone. I think we should reconsider that being such a large clear zone so we can keep the character of the road and the trees.

I drove, like I said in the questions and answers, Highway 26 between 151 going through Rosendale after they finished there and it looked just terrible because all the trees were gone, and there was no reason why they did that there. I hate to see that done here.

I'm also concerned about any septic systems

1 that are close to the existing right-of-way, what
2 that might do, and also the telephone line was
3 recently relayed and MG&E just came out here with a
4 gas line. What is that going to do?

5 The east and west ends of Highway 19 are the
6 areas where there tends to be water running over
7 the road in the heavy rains in addition to the
8 Marksville area. There are other areas like where
9 I live, we never have any water. Our ditch is
10 really, really deep. We never even have any water
11 in the ditch.

12 Oh, let's see. And the other thing is again
13 I'm not quite sure why we should change the highway
14 to accommodate the bike riders. It's not a safe
15 road for the bike riders. They should not be
16 riding their bikes here. They should not come out
17 of County Park down there in a herd and just take
18 the whole road. i mean I have come at night and
19 you come around the curb and it's all bikes and
20 they don't get over.

21 MR. STROBEL: Barb Tarpley.

22 MS. TARPLEY: I'm Barb Tarpley, 8304
23 State Road 19. We have concerns about this
24 project. This project is going to take
25 approximately 13 percent of our land. This land

1 happens to be the absolute prime cropland of
2 our farm. Thus, the farmers once again lose out.

3 The whole family has farmed this very land for
4 the past four generations. WDT is projecting
5 putting the entirety, not just extending the
6 right-of-way, they are putting the entire roadway
7 out of our property. They're not going to use any
8 part of the old road. It's going to entirely be
9 on our property, the property that Jim has been
10 farming, and, you guys, it's the prime of our
11 property, our cropland, okay.

12 I had trouble with understanding -- she tried
13 to do a good job explaining the curve impact. I'm
14 having trouble once again, and I said it before,
15 since they widened the road, since they put the no
16 pass, I think people have been more respective, and
17 I think they should be.

18 As you said, there have been a lot of
19 accidents. I feel like I am one who is more
20 responsible. Ice and stuff I understand. I just
21 don't see why you have to pick prime cropland to
22 make this road, and it's nothing I haven't told all
23 these people, so I'm being completely open.

24 I have addressed this with police. How many
25 police have you seen patrolling Highway 19? None.

1 They say, oh, you know, you can't pull anyone over.
2 Oh, baloney. You can pull people over wherever you
3 want so I have trouble with that. I think we need
4 to address that.

5 Finally, I am a farm girl. I am concerned
6 about the whole beauty. I think that Highway 19
7 is one of the prettiest roads in Dane County. You
8 don't have to say anything more.

9 We purchased this property approximately
10 sixteen years ago with every expectation that the
11 Town of Berry would keep its comprehensive plan of
12 the interest of rural agriculture. So I have
13 trouble with coming in and just raking this plan.

14 MR. STROBEL: Carl Ketelboeter.
15 State your name and address.

16 MR. KETELBOETER: I'm Carl
17 Ketelboeter, 8697 State Road 19, kind of right in
18 the middle of Marxville. We have a major drainage
19 problem. Currently there is an 8-inch tile
20 that runs from the north side of 19 through my
21 property through the neighbor's property through
22 the creek.

23 The creek has filled in over the years probably
24 about this much (indicating), and is no longer --
25 the exit end of it is below the bottom of the creek

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now so the water does not run out.

So my neighbor has multiple holes in her yard where it comes up through breaks in the tile and I have a couple spots where it comes up in my yard and it also backed up through -- it must be a bad spot someplace that we don't know or can't see, but it runs into my basement, and it don't take a lot of rain and it's running in my basement.

There's been times when the sump pump has started about every 30 to 45 seconds to try to get rid of this water and that has been going on for several years. It's getting to be kind of old crap.

My porch is sinking away and I can't do anything to repair that until this problem is solved and another three years is going to be a long time.

And I'm just asking could we do something before this project timeline and get that problem solved as probably kind of an early part of the project or pre-project, whatever, to get this problem solved.

I don't know what else to say, but that's about it. Oh, and one more thing. Back in '88 when they resurfaced the road they put about this much right

1 through my area, and it's caused some major
2 problems. They have it deep in front of my place
3 and you're talking about taking maybe six inches or
4 Lowering it six inches. At least a foot or more
5 would be better. Thank you.

6 MR. STROBEL: Are there any
7 additional public verbal testimony? Thank you for
8 taking time to participate in this public hearing.
9 Also, a reminder that any written testimony you
10 would like to become part of the public hearing
11 record should be postmarked or received no later
12 than December 15th, 2019. The public hearing is
13 now formally adjourned.

14 MR. TAYLOR: Those that want to
15 provide testimony let Mindy set up and you
16 can go into the back office.

17
18 PRIVATE VERBAL TESTIMONY OF STANLEY THEIS

19 =====

20 STANLEY THEIS: My name is Stanley
21 Theis. I live at 2131 Broadway Street,
22 Prairie du Sac, Wisconsin. I own property
23 right in Marksville. It does not have an address,
24 but it's just east of the Village of Marksville.
25 I am concerned about the water control that has

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been going on forever.

We used to own the land where the intake is where this drain tile is that they're talking about, and that drain tile was put in back in the thirties or whatever it was, and I think it was private, but the county and the state and whoever has been the property owner of this highway has been using this so-called private drain tile to get the water across 19 for ions, for all that time since it has been established.

Now when it's not working they claim it doesn't have an easement and it's not the Highway Department's problem. That's baloney. They've been using it all these years as State culvert and as long as it worked everything was fine. It's not working. I think they need to address the situation and I agree with the testimony from before. It's got to be done soon.

The next issue is they're planning on putting in curb and gutter in Marksville. Depending upon how that gels out I would like to talk to somebody sometime before this project starts where that curb and gutter is going to start and end because the water, if it doesn't get into the curb and gutter, is going to be diverted down into my field road.

1 Mu field road will erode. Once it's 16 or 18
2 feet from the edge it's my property and not anybody
3 else's and I don't want to accept that kind of
4 responsibility.

5 Up on Highway K, I've got property up there.
6 The last time I believe it was in '88, they said
7 they -- when they redid the road they came through
8 and they took property from me unannounced. They
9 set up right-of-way stakes in the boundary and
10 I was informed -- I said you got the bank so steep
11 you can't mow it. They said we'll get it mowed.

12 Well, when they tried mowing it they slipped
13 down into my corn field because they couldn't mow
14 it, and they damaged the corn, which is a
15 couple dollars, that's okay, but then they didn't
16 mow it anymore.

17 So then I mowed it because I don't want trees
18 interfering with tractor mufflers. They came
19 after me for mowing the trees. Now they're
20 proposing taking another approximately 15 to
21 60 feet along there and I want to talk to somebody
22 about what the compensation is. Not a word was
23 said tonight about the land acquisition and
24 compensation as to what's going to happen and how
25 it's going to happen.

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They took a driveway away from me back in '88. I want that driveway replaced. It's a field road entrance. I don't know who I need to talk to, how this is going to end up, but I need to talk to somebody about some of those issues.

Those are my primary issues. I guess that's about all I need to say right now. I think this testimony is all just going to go by the wayside. We'll have to see.

I have been to public hearings before and there's not a whole lot of good that ever comes out of it. That's my opinion. That's all it is. It's not stating facts. Thank you.

WRITTEN TESTIMONY OF WENDY DANCHUK

=====

Written Testimony from Wendy Danchuk, 9091 State Road 19, Mazomanie, Wisconsin, 53560. (608)767-2504. wdanchuk@tds.net. This is my testimony regarding the plan for WIS 19 presented in the meeting open to the public at te Town of Berry Hall on December 10th.

I have several serious concerns with proposed road improvement plans near my residence, listed above. According to the environmental report

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distributed to attendees at the meeting, the road expansion will extend the ditch to or through my residence.

This would (1) Jeopardize my foundation. (2) Reduce the value of my property. (3) Block or hamper use and access to my driveway and attached garage.

Foundation: (1) My foundation is more than 100 years old, and is a hand assembled pile of rocks with the basement opening cut out. It extends beyond the house itself, so extending the ditch or clear zone to the line could threaten its stability.

Property Value: (2) Removing my 38-year-old road barrier evergreen hedge would decrease the property value in these ways:

- The evergreen hedge provides a sound buffer for the house from the highway.

- The hedge provides a visual screen for the house from the highway and to the highway from the house.

- The hedge provides substantial windbreak for the house from the north wind, and both rows contribute as a wind barrier needs to be as wide as it is tall.

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(2) Continued - Removing the row of evergreen trees that extends from the house to the lot line to the west would remove the sound and visual barrier from the yard and garden to the highway.

Driveway: (3) Changing the length and shape of the current driveway would eliminate the space needed to turn around and result in unsafe entry to the ever-busier highway. It may also reduce the safe driveway parking to the length of one car.

The temporary easement area shown extends to the garage (which is set back from the house). This could block access to the garage and eliminate the area needed for parking and all car access to the house.

Regarding the stated purpose of the highway recondition/reconstruction plans, neither drainage nor safety have been issues in my segment.

(5 on the maps). Even when Mazomanie and Black Earth were flooded, I was not. The only two auto accidents I was aware of would not have been avoided with these improvements. In 2004 a rollover occurred on the bridge, and in 2019 my mailbox was demolished and the new guardrail damaged. Both were alcohol related.

I have resided at 9091 State Road 19 for

1 eighteen years, because I was committed to
2 retaining the property within the family as is
3 traditional throughout Wisconsin.

4 I value public safety and highways, and am not
5 a citizen that opposes growth or improvement just
6 because my land and residence is affected.

7 I also recognize that I am not a civil
8 engineer.

9 However, for the reasons stated above, my
10 opinion is that this highway expansion is
11 unnecessary for public safety or beautification,
12 and should not be constructed adjacent to and upon
13 my property. I oppose such expansion appurtenant
14 to my property.

15 Notwithstanding the apparent existence of
16 certain easements which may or may not pertain to
17 the proposed highway expansion, such expansion
18 would constitute a taking of my property as
19 envisioned by the U.S. and State Constitutions.
20 As such, I reserve all rights to seek just
21 compensation for any such takings or partial
22 condemnation of the land, and I reserve all rights
23 under eminent domain.

24 I understand that we will be having discussions
25 about my concerns. I look forward to hearing your

1 alternative plans.

2 Sincerely, Wendy Danchuk.

3
4 WRITTEN TESTIMONY OF CARL EVERT

5 =====

6 Written Testimony of Carl Evert. Home address:
7 3219 Westminister Road, Janesville, Wisconsin
8 53546. Property Address: 8878 Wis 19, Mazomanie,
9 Wisconsin 53560. Phone: (608)-208-0132.
10 Email: evert.chuck@gmail.com

11 Testimony: One of the design features
12 presented was that of an 18-foot "clear zone" from
13 the road's edge (29 feet from road centerline). It
14 was presented as a safety improvement. We question
15 the need for the full 18-foot "clear zone"
16 regardless of posted speed limit. Referring
17 specifically to the 45 miles per hour section of
18 road through Marxville to just east of KP south.
19 Wouldn't less "clear zone" be sufficient at speeds
20 slower than 55 miles per hour?

21 Secondly, toward the west end of our property
22 (from the east most drive to the west), the
23 design draft calls for much of the proposed slope
24 intercept to fall within existing right-of-way, yet
25 the draft shows a proposed widening of the

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right-of-way. Together with my testimony above, the purchase of additional right-of-way in this area seems unnecessary.

Historical crash data was presented. Crashes or property damage did not seem problematic through the 45 mile per hour section of highway between Marxville and our property.

It would seem purchasing less right-of-way and reworking less topography while still meeting stated project objectives of a safer roadway would save the tax payers of Wisconsin money.

While respecting project objectives, our interest is in conserving property. In our case, based on the current design, approximately 20 feet of our front yard will be lost and a minimum of four mature burr oak trees are expected to be destroyed.

Is the right-of-way expansion in its entirety really necessary? Given the current design, the aesthetic impact to the front of our homestead is significant. Thank you. Respectfully, Carl Evert.

WRITTEN TESTIMONY OF SANDRA STEWART

=====

Written testimony of Sandra Stewart, 8380

1 State Road 19, Cross Plains, Wisconsin, 53528.
2 I have some concerns with this highway project.
3 I have met with DOT representatives in April 2019,
4 three times since October and appreciate their
5 explanation of the project in reference to my
6 property. I have written three letters since
7 October, but since I did not speak at the public
8 hearing meeting on 12/10/2019, I request this
9 written testimony to be legally recorded.

10 My drain field septic system is close to road
11 and road ditch, and the septic pipe and system is
12 only steps away from wooded area into my hill
13 curve where DOT plans to cut into the hill to
14 lessen the curve. DOT people have not been able
15 to tell me how much of the hill will be cut, but I
16 was told on November 8, 2019 the hill cut will be
17 higher.

18 There are no markers on the hill where digging
19 will take place for me to visualize. I have
20 consulted with someone with experience in this
21 matter and told cutting into my hill will damage my
22 drain field septic system.

23 DOT stated they would pay if there was damage
24 to my septic drain field system. However, the
25 money needs to be available at time of repair, as I

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cannot afford to pay for it.

This does not address displacement for me, no water and unknown time frame to get system fixed. This hill curve has not been a problem with either accidents or water since I have lived here forty-five to forty-six years, and owned the land since 1973.

Cutting out trees that have been here for decades, and loss of vegetation will become an issue for water which is not a problem now, and the same for widening the ditch. Widening the ditch by the curve may also cause drainage septic damage

I received a letter from DOT on 11/04/2019 dated 10/30/19 addressing drainage analysis that would require a larger ditch that affects my front lawn, and a trapezoidal ditch would be placed near my shared driveway.

On November 8, 2019 Greg and Jeremy came to change the markers on my lawn for digging and grading, taking more of my front lawn away from me, increasing the grading area, and taking more of my right-away. There has been no water buildup on my side of the driveway that goes to the ditch, but when the bank is cut down, and cutting the ditch further back will cause water issues not present

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the past forty-six years.

I was also told I could lose my three big tall trees on my side of the driveway present for almost forty years. One tree is a Blue Spruce tree. I would appreciate the trees to be replaced with cost and planting.

The ditch that will be widened by my front lawn will cause a water problem and ice if cold. The lawn grading cut back closer to my house will need lawn construction to blend into the environment, and water for grass to grow, as well as the trees.

I will not be able to carry the water. The ditch will need continual maintenance due to water which is not a problem now. At the meeting on 12/10/2019 I was told there has not been a recent drainage analysis done, but will be done.

In October 2019 I requested to DOT that my property plat be reviewed and evaluated by Carl Sandsnes, PLS, President, at Royal Oak & Associates, Inc. before recording my plat to Dane County. I have years of survey history with them. This is important to me and I have three surveys, July 31, 1973, March 28, 1980 and March 20, 1992, as well as a circuit court opinion document signed by Judge Jackman December 20, 1982. It is important

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to make sure my property plat is accurate before recording.

I also need new right-of-way stakes to my lot if not bend point, only at the bend point. Appraise it with Rod and Ribbon. If take right-of-way, write to the takings for the right-of-way. Recording attached to land parcel the right-of-way. If widen the right-of-way, plat all takings, and cannot cut beyond the right-of-way.

Appraisal - When the time comes I would appreciate an appraisal of my property before and after the project. I am requesting that the appraisal be done with Rod and Ribbon.

Lessening the curves and widening the ditches will cause a water problem not present now, as well as drivers will only go faster.

Thank you for your consideration and time.
Sincerely, Sandra Stewart.

WRITTEN TESTIMONY OF MARJORIE UPHOFF

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Written testimony of Marjorie Uphoff, 6213 Matz Road, Dane, Wisconsin 53529. (608)-798-2996 or (608)332-5575.

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Support resurfacing and widening the existing road in as close to its current location as possible.

Do not support the underpass for Indian Lake Road, is not necessary for the highway. There are parking lots at all three locations. Do not agree that all curves should be able to be taken at 45 miles per hour or more. Cutting into the beautiful bluffs destroys the beauty of the area. Do not agree with cutting trees that are within 18 feet of the edge of the road.

It's taken my trees fifty years to grow and provide oxygen. They will be very costly for you to take down. This is a state highway, not an interstate that is set up for speed.

I moved to a rural area to enjoy peace and quite, not a high speed highway. Tractors and farm machines just need a wider road, not higher speeds. There are many bike paths in Dane County. Why do they need an extra four feet from K to Highway 12 as they don't pay the taxes to be using the road.

WRITTEN TESTIMONY OF BARB WIPPERFURTH

=====

Written testimony of Barb Wipperfurth, 10026

1 Highway 19, 795-444, barb-wipperfurth@yahoo.com.

2 I'm wondering if the use of guardrails could be
3 considered more instead of defacing the hillsides
4 in order to gain the 18-foot clear zone. to reach
5 the 18-foot clear zone, many of the hillsides need
6 three-fourths of it to be cleared and the
7 vegetation ripped up. That could create another
8 flooding issue or erosion problem, without any
9 natural barriers to slow down the water. Basically
10 trading one problem for another.

11 And we know the State's Maintenance Department
12 is not helping the folks along Highway 19. The
13 folks along Highway 10 do not want the hillsides
14 defaced and guardrails would be a nice compromise.

15 The guardrails are going to be used along
16 historical sites and along Indian Lake, so the
17 request is not setting a precedence. Guardrails
18 would also lower the cost of the project, creating
19 a win for the State and the folks along Highway 19.

20 I also have concerns for the farmers in the
21 area. I'm hoping that you have a higher regard
22 for the farming population than for the tourists
23 using the park during this construction project.
24 The park is a luxury for visitors, while farming
25 is a livelihood. Farmers should be your first

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concern instead of visiting bicyclists and tourists
for the park.

So please plan the construction around the
farmers planting and harvesting schedules. Talk
to them. Thanks for asking. Barb Wipperfurth,
10026 Highway 19, Mazomanie, Wisconsin 53560.

=====

(Public Hearing Adjourned at 9:00 p.m.)

STATE OF WISCONSIN

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PUBLIC HEARING FOR
Environmental Report (ER)

WIS 19

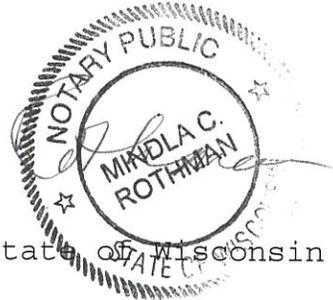
WIS 78 - US 12

WisDOT Project 5145-00-01

=====

CERTIFICATE

I, MINDLA ROTHMAN, duly appointed court reporter in and for the State of Wisconsin, do hereby certify that the above-entitled matter was held at Town Hall, Town of Berry, on the 10th day of December, 2019, that it was reported by me, a disinterested person, and thereafter reduced to writing by me using computer-aided transcription; and that said transcript is a true record of the proceedings so taken.



Notary Public, State of Wisconsin

Subject: Wisconsin Highway 19 Public Hearing Transcripts
From: "Rach, Jeremy P - DOT" <Jeremy.Rach@dot.wi.gov>
Date: 1/16/2020, 1:27 PM
To: "russ@triplerconsulting.com" <russ@triplerconsulting.com>

Greetings,

As we discussed on the phone, attached is the chairman's packet that we would like included with the transcripts and testimony for the Wisconsin Highway 19 Public Hearing documents. I have also attached the handout that was provided at the public hearing that we would like included in the transcripts.

The final transcripts can first be emailed to us so that we can double check that everything that we need to be included is in the transcripts, and then we can proceed with printing off the hard copies.

Feel free to contact me by phone or email if you have any questions.

Thank You,

Jeremy Rach

Jeremy Rach
Project Development Engineer
SW Region – Madison
2101 Wright Street
Madison, WI 53704
Phone: 608-246-3863
Cell: 608-212-3208

— Attachments: —

2019-12-06 - Public Hearing Chairmans Packet.docx	32.4 KB
2019-12-06 - Public Hearing Handout.pdf	16.4 MB

Chairperson's Packet

1. Welcome
2. Project Presentation and Question/Answer Session
3. Opening Statement
4. Information for the Record
5. Project Statement
6. Invitation of Testimony
7. Closing Statement

1) WELCOME

6:00

Welcome, my name is Bill Strobel WisDOT Project Development Section (PDS) Supervisor. Thank you for attending today's public hearing for the WIS 19 (WIS 78 to US 12) project. I will be serving as the Hearing Chairperson.

Other project team members here with me are Todd Matheson, PDS Chief; Lalitha Balachandran, Project manager; Greg Payne, Project Lead; Jeremy Rach, Project Designer; John Fandrich, Real Estate; Norm Meinholz, Archeologist; Gail Klein, Architectural Historian; Brian Taylor, Environmental Coordinator

(Any other special introductions such as Senators and Representatives should now be made.)

I would like to also introduce the court reporter, Mindy Rothman who is taking down these proceedings for the official public hearing record. If you would like to obtain a copy of the transcript of this public hearing, please make arrangements with our staff after the public hearing.

This public hearing provides you the opportunity to give testimony on the Draft Environmental Report (ER) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

If you have not obtained a Hearing Handout Packet when you came in, please pick one up at the back table as it contains important information as to how to provide private, public or written testimony. As the schedule on page 3 of the packet indicates, if you would like to provide your private testimony prior to the project presentation, the last sheet of the packet is a Registration Slip for Verbal Testimony (public or private) and anyone wishing to give private testimony before the presentation should fill it out and present it to Brian Taylor at the back table and he will arrange it with Mindy located in the back office until 6:30. Mindy will be available again following the presentation and public testimony. This same Registration Slip for Verbal Testimony will be used to provide public testimony, following the presentation and you can provide that to any project team member who will bring it up here.

You may also provide written testimony at any time and up to post marked mail date of December 15, 2019.

So, from now and until 6:30 please feel free to meet with project staff or provide private or written testimony if you like.

2) PROJECT PRESENTATION and QUESTION/ANSWER SESSION

6:30 – can I have everyone take a seat and we will proceed with the project presentation.