

July 10, 2008 Public Information Meeting Questionnaire Summary of Property Owners and Concerned Citizens

**I.D. 5843-00-01
CTH V
STH 113 – CTH J
Columbia County**

1. Do you currently have drainage problems on your property that the existing roadway causes or contributes to? Please describe the problem and its location.		
YES	NO	COMMENTS
8	17	<ul style="list-style-type: none"> • Yes. Crown of road causing erosion of driveway, lawn, and foundation of cottage. • We are receiving run off into the park at the Okee Community Center. • Yes. I have a culvert that drains into our yard, which floods out backyard when the road and cactus acres were redone a couple of years ago the culvert was cleaned out and ditches were sloped to run water into the culvert. Today's date is 8/6/08 and we still have standing water in our backyard. Water runs down the road to our driveway and now we get water in our basement also. Location: Sec. 8, 110N, R8E. • Water from west 11379 Uphill, Cactus Acres Road, comes down the hill on Property (W11357) from last time the sewers were put in. They raised the road to cause water flowage on my property. • Some run-off with rain between garages (ours and to the east (Kessenich) into yard creating debris • After Hwy. V was resurfaced and raised, more water runs off the road onto my parking area (W11417 Hwy. V, Lodi) where drain is located and overflows during heavy rains • Currently very wet area in Heron Springs – Shamrock Road.
2. Are there any drain tiles, sump pump tiles, septic systems, or other drain systems located near the roadway that may be affected by this project? Please provide a description and approximate location.		
YES	NO	COMMENTS
6	12	<ul style="list-style-type: none"> • Lots of old oddities possible in Okee & on V. There could be along V on Bay. • We have a holding tank in our front yard to lift the sewage to the sewer on the road. Location: Sec. 8, 110N, R8E. • Only culvert on west of our house drains on our property. (W11357 Hwy. V) • Yes, my well is approximately _____ ft. from existing roadway. • Unknown. • Drain in driveway parking area (W11417 Hwy. V, Lodi) • Not aware. • Alt #2 for Shamrock will increase run off onto private property. • Unknown.

3. Are you aware of any underground storage tanks, former gas stations, archeological or historic resources along the project? Please provide a description and approximate location.		
YES	NO	COMMENTS
6	16	<ul style="list-style-type: none"> • Fitz's had a gas pump in front many years ago – before it was Fitz's. • Possibly at the Corner Store (Hwy. V & Shamrock Rd.) • Former gas station at Shamrock and V, which has monitoring wells of the DNR on V. • I don't know if they are still there, but there were underground gas tanks at the old Okee Store at the west end of the project. • The Okee Store had gas tanks many years ago. • Yes, the sewer big pipes run along about three feet from the big rocks out in the water. They used my yard. I watched the sewer put in. • The "historic resources" are the lake (Lake Wisconsin) itself and its attendant wildlife.

4. Please comment if you feel the navigational clearance of the existing CTH V bridge located within the causeway is adequate. Explain.		
YES	NO	COMMENTS
16	6	<ul style="list-style-type: none"> • <u>Not</u> adequate. 4-1/2 foot too low. Does not need to be higher than 5 feet. DNR min. 6 feet tops. This could be accomplished with bridge deck re-design –not affecting current causeway configuration. • Should have 2 to 3 inches more height. • The bay is small and does not need huge boats running around. • Yes, it limits the amount of boat traffic in the bay. • Yes, I would <u>not</u> like to see the bridge raised higher above the water line – see general comments • 85% of boats have no problem with navigation. Increased clearance will cause additional shoreline erosion. • Clearance is adequate. There are may be 10 to 15 large boats on the lake. • It should be raised to allow normal run-about boat or pontoon to clear; approximately additional 3' to 5' in height. • Repair might be necessary, but the height is adequate. • I would like it higher, but don't think it is worth a fight with the neighbors. • It could be a foot or so higher. There should be parking on the shoulders of the grade. • While it is barely adequate for a pontoon boat, raising it will encourage bigger, faster boats – not suitable for Okee Bay. • I would like it a little higher so we can make it under the bridge on windy and high water days. One foot would make a big difference. Any higher and the big boat traffic would add to the filled in shoreline. • Yes it is. Due to the low lake level of Okee Bay, larger boats would not be able to navigate safely. After numerous incidents of running aground, however, this may end up dredging the bay for us, costly for the boats though. • Adequate for size of and type of boat that should be in Okee Bay. • No. Because some of us people that have boats on Bay can't get under bridge when water is high. Normal water height - we have approximately 4" • It is adequate. No need for larger boats. The bay is busy now with water skiers and tubers. Lots of little kids being pulled on tubes. Actually, water gets rough enough on weekends, that it is unsafe to take out canoe. The only thing good about the traffic on the bay is that it keeps the water moving and hopefully helps to control some of the weeds. • Adequate – raising height will increase shoreline erosion. Very few comply with no wake to shoreline rule. • Yes, it is adequate; it is only people that have big boats that want change. There are too many big boats on the lake as it is. • Yes, there is enough clearance for almost all watercraft. • A raising of the bridge 4" to 7" will have little impact. Many boats will still not fit under the bridge. • Cars & trucks going at 25 mph speed alternate, if wide bodies or loads.

5. What type of activities do you typically notice occurring around the bridge and causeway (i.e. fishing, swimming, boating, etc...)?		
YES	NO	COMMENTS
N/A	N/A	<ul style="list-style-type: none"> • Mostly fishing – some swimming by park, boating • Fishing, swimming, boating • Mostly fishing • Fishing, boating • Fishing & boating, walking & biking • 95% fishing, 5% boating • Fishing • Fishing, boating, walking, biking, parking • Boating & fishing • Boating, fishing • All of the above • Fishing, boating • Fishing & swimming by the beach • Fishing, swimming, walking, boating • Mainly fishing from rocks beside and under bridge. Boats from bay to lake and opposite. Some fishing by boats near bridge, but never a problem. • Fishing, swimming at park. In bay, water skiing and tubing • Don't see any • There are many older fellows that love to fish there and have for years. IL people and Chicago men fish for Walleye and Muskellunge there on bridge.
6. Do you feel there is adequate on street parking available along CTH V from Shamrock Road to Red Cedar Drive?		
YES	NO	COMMENTS
12	13	<ul style="list-style-type: none"> • Even if parking could be one side – would help – but taking land from shore side hard to do and other side shouldn't suffer property loss. • Feed the local restaurants – do not have adequate parking for their customers. • Adequate parking from V to the corner of Rapp. The segment from Rapp to Red Cedar is too narrow for some auto traffic. • In some areas – might be needed; "our location is adequate." • Yes, except near Fitz's & Anchors Way restaurants. • Yes, if curb and gutter are put in where are the people going to park. • On Friday nights the parking from Shamrock to Rapp is pretty chaotic. I think parking from Rapp to Red Cedar Drive is scary because of very little shoulder. • Yes, for the most part not an issue, except near businesses – then a problem in "in season" at restaurants. • The area of restaurants definitely needs improvement. • The only time there isn't enough parking is on Friday and possibly Saturday nights for a few hours. Even then, I am not aware that there has ever been a problem with accidents or injuries. • 90% of the time "yes." • There seems to be, the two night clubs are always packed and no complaints from people that live there. • Almost always.

		<ul style="list-style-type: none"> • Hazardous to auto driver, plus walkers, joggers, and bicyclists.
--	--	--

7. Do you feel bicycle/pedestrian paths and/or sidewalks are warranted within the project area? If so, please comment on the type (i.e. sidewalk, multi-use trail) of accommodations that should be included and their location (i.e. from Shamrock Road to Rapp Road).

YES	NO	COMMENTS
16	9	<ul style="list-style-type: none"> • <u>Paths</u> – not sidewalk. Keep informal – rural – but better access. • Bicycle/pedestrian paths, multi-use trail. • Bike path. • Possible path – I feel you could possibly run this through. • Bicycle/pedestrian –paths would be most welcome along the entire area. V between Rapp-Red Cedar has <u>no</u> shoulder for peds at this time. If we could connect these areas with a walking path or any shoulder of road, it would encourage the people from Fosters & Red Cedar to explore the Okee Bay area on foot. • Summer, holiday, and weekend congestion mostly. Reduce speed limit to 25 MPH with larger shoulder. • Bicycle/pedestrian paths – Hwy. V from Shamrock Road to Red Cedar is hazardous. • No! This is my biggest concern. We would like to see a walking and bike path along entire project. • Trail, maybe. • Bike, pedestrian path from Shamrock to Red Cedar. • If the road is widened a few feet, which would be adequate for walkers and bicycle riders. No sidewalks please. • I think a multi-use trail would be nice along the entire project. I see a lot of walkers and my children (ages 5, 7 and 9) ride bikes to fish and buy bait and it is a little scary. From Shamrock to Rapp isn't too bad. However, the stretch from Rapp to J the shoulders are very narrow or nonexistent and I see many walkers, joggers, parents pushing strollers using that part of the road, especially from Rapp to Red Cedar. We also ride as a family into Lodi and parts of the trip are harrowing. Having at least this part of the road have a multi-use trail would make it a little safer. • Pedestrian path on <u>one</u> side of road would be very helpful – with winding nature of "V" – Rapp to Red Cedar; ideal from bridge to Red Cedar. • Safety is a problem – people enjoy walking in the area, but are unable to safely because of roads – also bicycle traffic should be considered. • The short time there is congestion is not enough to spend the money to do this project. • I walk "V" between Shamrock and Rapp. A multi-path would be nice, but not necessary. I feel for the folks who try to walk "V" between Rapp and Red Cedar. The traffic seems to drive faster on that stretch. • If changed, then multi-use. • The way it is now, people are slow enough so they walk or use a bicycle. New road they will drive faster. • Yes, if said, "project" goes through a multi-use trail would be good. • No -- we have a trail through the conservancy and room to ride on the road – usually little traffic. • Adjacent path on north side of CTH V for foot & bicycle traffic.

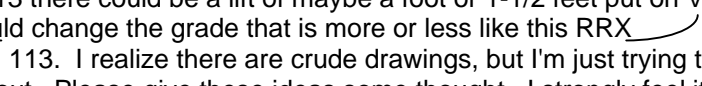
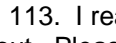
8. Do you feel there is adequate street lighting along CTH V from Shamrock Road to Red Cedar Drive?		
YES	NO	COMMENTS
21	3	<ul style="list-style-type: none"> • No, but again –add a couple here & there – <u>not a city</u> situation – a rural road!!! Maybe just double existing strategically placed. • Probably could use more. • Dark in certain locations. • Yes, this is not a city. • I think the lighting is fine. Although we aren't out much after dark. • We have a streetlight in front of us (W11417 Hwy. V, Lodi) • This is a rural area. Some of us like the rural, country roads. If I wanted to live with sidewalks and all the "urban" improvements I would live in town. • I think so. I've never thought there was not. • There was for me, I lived in the first house on Rapp Rd. and the light shined in my bedroom every night and all along the road. • It appears to be fine. • No opinion.

9. General Comments. Please provide us with any additional comments on issues you feel may affect the project or your property.

COMMENTS

- Causeway could be widened? Or just part nearer/shore by park??
- Parking lot in park away from lake?? Other park.
- Curb could be blacktop – where needed & path/sidewalk – BLACKTOP.
- Specific tapered pavement where drainage problems
 - by businesses
 - NOT CURB & GUTTER CONCRETE – CITY STYLE
 - Create new drainage creatively: w/blacktop, cheaper the rural way
 - Create parking through causeway also – may be one side?? Limited amount both sides??
- Intersection at Shamrock & V, Red Cedar – need to be improved.
- Create a fishing area near the bridge.
- Gates for railroad – consider.
- Water run-off – need to deal with.
- Congestion in general is a concern.
- Shamrock – 113 intersection.
- Maybe the restaurants should purchase some land on V and provide for a parking lot – for customers.
- The angle parking at the schoolhouse is used all the time – by the restaurant workers.
- Parking along the road is the major issue.
- I would like to see Shamrock Road shut off for all traffic. This has always had problems with fast traffic coming off Hwy. 113. I feel the General Store should be purchased and torn down. Widen this area and bringing down the grade of Hwy. 113 is the better solution.
- There is huge boat traffic on Okee Bay. Most weekends there are more boats involved in "sport tow" than is safe. If the bridge were raised, it would allow larger boats to enter.
- County V Shamrock – diverting V to Shamrock is an unsafe answer to the problem of the intersection. Traffic is heavy and much too fast coming off 113 onto Shamrock. The intersection needs to be clearly defined, remove the "hump" on the top. Many non-locals do not see the stop sign on Shamrock to V. Again, the intersection needs clearer definition and perhaps a four-way stop.
- Blind spot to the north when exiting driveway.
- Intersection of J, V, and Richard Road when traveling west, vision obstructed north and south due to vegetation growth.
- Speed limit along V from Rapp Road to Red Cedar Road to be 25 MPH.
- Curve marking or guardrail along south side of Hwy. V at W11469.
- From Shamrock Road to Rapp Road many people walk on the highway.
- Water problems from road run off is a problem on both sides of the Community Center and the property to the east.

- A multi-use trail along the roadside would improve safety tremendously. The trail would also improve community interaction and allow for more tourist options (bicycling, etc.).
- The intersection on "J" and "V" is incredibly poor. It needs to be straightened and more clearly marked.
- The intersection on "V" and "113" is dangerous. The hill needs to be removed, better railroad crossing markings.
- We prefer to stay rural.
- As for curbs and gutter, our location doesn't warrant them.
- Also in question "The Cost."
- Improvements to County "V" from County "J" to State Highway 113:
 - Redesign the intersection of "V" and "J" and Richards Rd. so they intersect at 90-degree angles. There have been many accidents at this location because of the intersecting angles vision is impaired.
 - Leave the corner at Ryan Rd. the way it is to slow traffic heading to Okee. The speed limit on Ryan Rd. and County "V" from Hwy. 113 via Ryan Rd. to Red Cedar Rd. should be 40 MPH in both directions.
 - Reduce the speed limit to 25 MPH from just prior to Red Cedar Rd. to Hwy. 113. It is a residential and the ROW is less than adequate for safety.
 - Stop the sprawl of intersections like Red Cedar that allow vehicles to cruise through them at 30 MPH. People are encouraged not to stop.
 - The bridge area:
 - Remove the driveway from beach park onto "V"
 - Widen the right of way to allow a pedestrian path from the Beach Park to the School House
 - Make permanent parallel parking along County "V" at the Beach Park
 - Provide a place for a fishing pier along the northeast side near the fire hydrant that is handicapped accessible
 - "DO NOT" raise the bridge opening more than 6" from what it is now. Large boats will destroy the delicate ecosystems in the Back Bay
 - West of the Bridge:
 - Put angle parking on the south side all the way from Anchors Away to the end of the School House property. This is only a problem on Friday nights and holidays and would double the parking now available.
 - Make the parallel parking on the north side black topped and painted stalls all the way from Fitz's to Shamrock Rd./Old Sauk Rd.
 - Drainage?
 - Drainage ponds to hold water back so it seeps to the lake rather than dumping directly.
 - Limit the use of curb and gutter; use ditches as much as possible.

- I have A LOT of concerns about this project. First of all, in a time of terrible economic times like we are in now, nearly 6 million to do 4 miles of road, come on, this road was just paved a couple years ago! There are other roads that need that money more than Hwy V. This is a rural area, not urban, curb and gutter will take away from the country feel of the area. Also the water run off now is filtered through the peoples yards before it reaches the lake. If you put in curb and gutter, now that water will go directly to the lake, not to mention you will have to get easements from land owners to get the water there. Let me go on record, I DO NOT WANT THAT RUNNING ON MY PROPERTY!!!!!!! and I don't know anyone who would. Next, if you widen the road a lot of people including myself will no longer be able to fit our vehicles in our driveways. You can't take a development that was built 50-100 years ago to the set backs of that time, and now try to make current building setbacks work, there just isn't enough room! Next, has any of you been down Demyck rd on a holiday weekend? Some intelligent person decided in their infinite wisdom to put curb and gutter on one side of the road (against the residents approval) and now there is no room to park, their road is reduced to a one-lane road. Right now people can get of the road to park for the weekends, (for the most part) I own 119 feet and people park on it for the weekends, I would rather see that, then curb and gutter! I have a lot of other things to talk about, but I am running out of time. I will be at the next meeting to voice my opinion, THIS IS A BAD IDEA!!!!
- I am retired and have lived in the Okee area all my life. My entire working career was in highway construction or maintenance. Personally I do not see the need to spend this much money on this stretch of highway. We waited 40 years to get it resurfaced, which was done a couple of years ago, and now they want to tear it up. It seems that there are other roads and bridges that could use \$6M more than Co. V through Okee. Having said that, if the project goes forward I have some concerns. First of all if curb and gutter are installed, where are you going to find enough property to build filtration ponds to filter that amount of surface water before it is dumped into the lake? My second concern is that I understand there is talk of closing the shore stretch of V between Shamrock Rd. and 113. This a bad idea. If you do this Co. V traffic going west, as I understand it would go south on Shamrock Rd. and then back north to turn left on Co. V west. As I see it, this will cause another safety issue. Any cars wanting to turn left on V will have to wait on 113 just below the top of that hill. Not a good situation, especially if there is a ferry load of cars there going south.
- I have some ideas that if used, I feel could save that short stretch of V at the RRX. First there should be a stop sign installed on Co. V westbound at the intersection with Shamrock Rd. and Old Sauk Rd. This would just about eliminate the "near misses" there. Then to improve the approach of V to 113 there could be a lift of maybe a foot or 1-1/2 feet put on V between the RRX and 113. That would change the grade that is more or less like this RRX  113 to something like this RRX  113. I realize there are crude drawings, but I'm just trying to give you an idea what I'm talking about. Please give these ideas some thought. I strongly feel it's much better and safer than closing the crossing.
- If road is raised any more, I will not be able to enter or leave my driveway in winter – road is too high to gain entrance now.
- There is a private easement for "walking access" to Okee Bay by residents of Cactus acres adjacent to W11321 Hwy. V. This is presently used by some for a driveway and parking area for vehicles. This is a violation of the easement. Please do not construct a driveway entry through the curb if curbs are installed.
- The water runoff onto our property has been awful the last couple of years. Before that we have had a dry backyard. We have lived here for over 20 years. One area in the backyard was only mowed once this year and still has the tire tracks filled with water.

- Any expansion or widening projects in this area only encroaches on the private property of many who have limited space to begin with. Negative feedback from residents is largely due to the fact that they're the ones getting stuck with the bill.
- Another drawback of this project is the increased congestion it will create, i.e., more boats on Okee Bay, more pedestrian traffic, more fishermen parking. "If you build it, they will come" and many of us don't want them to come. We don't have traffic jams now.
- Residents will feel more like they're getting a "raw deal" rather than a "good deal."
- There is a concern about local residents who live on the bay, may not be able to get into or out of the bay, during construction, as well.
- Also why are we worried about bike trails and walk paths that are only temporary, in the winter we don't have any people here or traffic for that fact!
- Okee has long been considered "the best little fishing place". We are a High Touch Location in a High Tech World. Okee is a destination for people escaping traffic, paving and stress. We are a fresh, clean, outdoor, walking, running, biking, dog walking, fishing, boating, swimming, snowmobiling, dining venue. Land Use Ref: p26, #6
- Okee is on the "Green Corridor" from Madison to Devil's Lake, via the ColSac ferry. The Ice Age Trail corridor and new DNR Gibraltar State Park are easily accessible just across Hwy 113 on Cty. V. Our 1995 Conservancy Park grant incorporated a walking path from Demyneck Rd. through Okee to the DNR boat launch into West Point and the Dept. of Interior's proposed Ice Age Trail corridor.
- Town of Lodi's 1996 Land Use Plan stated the provision for all residents to have pedestrian access to all parks and recreation areas. Presently, parents and walkers from Back 40, Red Cedar and V, have to shuttle to the park to safely access a path. Every day, sun up to sun down, residents and visitors can be found walking, running, biking between Demyneck and Old Sauk. Residents from Back 40 to Rapp deserve the same safe Opportunities. Land Use Ref: p31, #1
- Okee's economy is based on its rural setting, Wisconsin River mystique, 19th century schoolhouse, bait shop, waterside dining and lack of artifice. Fishing is still fairly good for all Wisconsin species, but watershed runoff has taken a significant toll. This summer bluegreen algae has been more devastating than high gas prices. (The stench was nauseating) While this year's up river flooding could be blamed for some, our own locally increased impervious surfaces are channeling phosphates and toxins down to our own docks. The Okee we know and love is at risk, along with the waters surrounding it.
- Okee's two major paved parking lot run offs, along with a farm on V and the Spring Creek watershed have compromised Okee's water quality. The DNR is being urged to deal with the farm's barnyard runoff. Spring Creek's watershed will be monitored , beginning fall '08, through 4 River Planning Grants to Columbia County Land and Water Conservation Department (CCLWCD) and Friends of Scenic Lodi Valley (FSLV). Along with those entities, Columbia County is initiating a collaborative with Sauk County and UW Ext. The Columbia County Water Resource Collaborative will be looking at impacts on the Lower Wisconsin River Basin.

- Curb and gutter are now being recognized as responsible for channeling the most thermal, particulate, toxic loaded runoff into natural waterways. This practice has degraded every waterway and fishery in its path, along with depriving water table infiltration. Current BMP's are now compensating for the "quick channeling fix" in light of the severe environmental impairment of the state's water quality. (A DNR mandate to the DOT on the Hwy 113 reconstruct, resulted in Lodi's collaborative Rain Garden. Partners include, USGS, Trout Unlimited, Lodi Park Commission, FSLV, UW Ext, UW Environmental Engineering. Roadway runoff has been cooled 10 degrees prior to entering Spring Creek's trout stream.) By spring '09, 14 data loggers will be in place within the local watershed.
- I think the desire of residents and businesses to maintain a rural atmosphere, along with protecting and enhancing Okee's water quality, gives Ayres Associates an opportunity to "kick" BMPs up a notch to "showcase" an innovative, environmentally responsible, green community strategy. Land Use Ref: p25, #10; p28, #2; p41, #3,4,5: p46.
- I've seen a lot of great new technology coming out of UW Environmental Engineering and Landscape Architecture. I know Ayres Associates have the skills and the savvy to incorporate that technology in our cause. Please consider the request.
- I would like to see new projects always include a path of some sort for walkers, bikers, joggers, etc. In this day of high fuel prices and epidemic obesity rates it makes sense to facilitate people using their feet or bikes. We, as a family, take our chances and ride anyway but it would make it far easier if we could ride more safely. I see the amounts of people who use the bike path on HWY 12. It seems to me that it is being utilized a lot. I'm not asking for anything as fancy as a separate bike path but an extra paved area attached to the actual road would make things safer.
- Reduce speed limit to 25 MPH makes sense on CTH V.
- Please consider not creating additional runoff from highway into yards. Our concern is if curbing is used and slope of driveway (ours and immediate neighbors either side) that flooding and erosion will occur unless adequate sewer or other diversion is provided.
- Cut down the hill and level off Hwy. 113 between CTH "V" and Shamrock Rd.
- Widen the entrance to Hwy. 113 from Shamrock Rd. to enter Hwy. 113 at 90.
- Widen CTH "V" between Shamrock Rd. and the bridge. No curb and gutter.
- Widen CTH "V" between Rapp Rd. and Red Cedar Rd. No curb and gutter.
- Raise bridge only if bridge has to be rebuilt.
- Lower speed limit from Red Cedar over to businesses.
- Bike and pedestrian walkways.
- Raising the bridge at least a foot.
- I think these urban improvements would fit just fine around Monona Terrace in Madison
- I own the garden property along Old Sauk Road. At no point until the meeting on 2/12/09 has there been any mention that the project will affect my property so adversely. I hope that the project can be modified so that I can continue to garden there. My family has been gardening the property since the early 1950s.

- Obviously, I'm not a fan of turning Shamrock Road into Highway V. It just doesn't make sense if you view project from long-term perspective. It appears to be a short term band-aid to get the project through. You know how Old Sauk intersects with Highway 113, can't you do something like that at V and 113. Angle is somehow. Several people commented on reducing the 113 hill, which would be a must if you use Shamrock Rd. It's way too dangerous to turn left on Shamrock. Couldn't you reduce the height of 113 and raise V. Or although costly, build a bridge. How long is the railroad going to be operating? If only 5 or 6 more years, can we live with V as it is, and then raise the V later? What is future of railroad? The country store was closed all year. Nobody seems to make money there. Can you buy it and use that land to resolve 113 and V issue? I share same concerns that other people shared regarding run off into the lake with curb and gutter. I'm not sure if a project is necessary. We don't need wider roads that encourage people to drive faster. Or move traffic to create problems on other roads for a railroad that isn't going to be there.
- No to Alt #1 for Shamrock Road – Doubles traffic – not preferred.
- No to Alt #2 for Shamrock Road relocation – I purchased property which is located on a private road. The relocation takes away that private road. Taking away this private road, reduces privacy, functionality and property value. It is bad enough all traffic along V will now go down Shamrock Road increasing noise level and traffic without impinging on this as well.
- Better solution – dead-end Shamrock Road and Old Sauk Road. Make no road improvements to Shamrock. Extend County V and make modifications only. Probably less \$'s overall.
- Next meeting weekend and longer than two week notice.
- I think the money on this project could go elsewhere and not spend it in Okee.
- We like the rural area, been here for over 30 years and want to see it stay the way it is now.
- The last time we had an accident was about 15 years ago and that wasn't bad.
- We go past the Okee store on V and never had a problem crossing the highway. Also making the roads wider will have more speeders. This should come up for vote.
- That is a very old place and old people live there why change things there. Taxes are sky high now. It isn't a working class, most or all are retired.
- Sidewalks, paths, gutters, etc. will put people walking through our living quarters.
- I am also concerned about the effect of these projects on our now, dry basement.
- This "project" would benefit very few individuals.
- We need the money for improvements of existing infrastructure and especially addressing problems regarding water quality. We like our tribal atmosphere and pay plenty to live here. The impact of this "project" would have profoundly negative effects on the environment and rustic charm of our area.
- Please do not disturb the rural charm of Okee with this project. Those who live here appreciate Okee as it is and desire no change. The inconvenience of construction will ruin businesses and destroy the character of the area. The 6-million could certainly be used elsewhere. (County V in Harmony Grove and Decorra for example.) We live here because of what Okee is. Please leave it alone!!

- Also need speed bumps on section from Red Cedar to Shamrock. Cars often speed and are dangerous to foot and bicycle traffic. While bicycling, we have had close calls – potential swipes - from cars not granting row rights. Keep bridge at present height above water. Can't you just (at the least) add two feet on each side of road to accommodate foot and bike traffic?