Kenosha County

COUNTY BOARD OF SUPERVISORS

NOTICE OF MEETING

NOTE: UNDER THE KENOSHA COUNTY BOARD OF RULES OF PROCEDURE ANY REPORT, RESOLUTION, ORDINANCE OR MOTION APPEARING ON THIS AGENDA MAY BE AMENDED, WITHDRAWN, REMOVED FROM THE TABLE, RECONSIDERED OR RESCINDED IN WHOLE OR IN PART AT THIS OR AT FUTURE MEETINGS. NOTICE OF SUCH MOTIONS TO RECONSIDER OR RESCIND AT FUTURE MEETINGS SHALL BE GIVEN IN ACCORDANCE WITH SEC. 210(2) OF THE COUNTY BOARD RULES. FURTHERMORE, ANY MATTER DEEMED BY A MAJORITY OF THE BOARD TO BE GERMANE TO AN AGENDA ITEM MAY BE REFERRED TO THE PROPER COMMITTEE. ANY ITEM SCHEDULED FOR THE FIRST OF TWO READINGS IS SUBJECT TO A MOTION TO SUSPEND THE RULES IN ORDER TO PROCEED DIRECTLY TO DEBATE AND VOTE. ANY PERSON WHO DESIRES THE PRIVILEGE OF THE FLOOR PRIOR TO AN AGENDA ITEM BEING DISCUSSED SHOULD REQUEST A COUNTY BOARD SUPERVISOR TO CALL SUCH REQUEST TO THE ATTENTION OF THE BOARD CHAIRMAN.

NOTICE IS HEREBY GIVEN the **Regular County Board Meeting** of the Kenosha County Board of Supervisors **will be held virtually on Tuesday, the 2nd of February, 2021 at 7:30PM.** No in-person access will be available. The meeting will be available via live video stream by visiting kenoshacounty.org. The meeting will also be accessible for public monitoring by calling **1-408-418-9388 Access Code: 146 609 2369.** The following will be the agenda for said meeting:

A. Call To Order By Chairman O'Day

B. Pledge Of Allegiance

C. Roll Call Of Supervisors

D. An Update From Dr. Freiheit On The Status Of The Vaccination Program

E. Citizen Comments

Citizens wishing to comment may do so either virtually or in writing.

- **To make a comment virtually, you must register by submitting a request via email to the County Clerk at** **NO LATER than 5:00 PM on Monday, February 1st, 2021, so that appropriate preparations can be made.**
- **To make a public comment in writing, submit such comments to** **before 4:30 PM on Tuesday, February 2nd, 2021. The comment will be provided electronically to the members of the Board and made part of the minutes.**

F. Announcements Of The Chairman

G. Supervisor Reports

H. OLD BUSINESS

I. Ordinance - Second Reading, Two Required

27. From The Public Works/Facilities Committee An Ordinance To Enact A Four-Way

27. From The Public Works/Facilities Committee An Ordinance To Enact A Four-Way Stop At The Intersection Of County Trunk Highway "K" And County Trunk Highway "B" In The Town Of Brighton And The Village Of Paddock Lake.

Documents:

ORDINANCE.PDF

J. NEW BUSINESS

K. Ordinance - One Reading

28. From The Planning, Development & Extension Education Committee An Ordinance Regarding HCP2 LLC (Owner), Jeff Badtke (Agent), Requests An Amendment To The Adopted Land Use Plan Map For Kenosha County: 2035 (Map 54 Of The Comprehensive Plan) From "Farmland Protection", "General Agricultural & Open Land" & "SEC" To "General Agricultural & Open Land", "Rural-Density Residential" & "SEC", Town Of Brighton

Documents:

ORD BADTKE CPA.PDF

29. From The Planning, Development & Extension Education Committee An Ordinance Regarding HCP2 LLC (Owner), Jeff Badtke (Agent), Requests A Rezoning From A-1 Agricultural Preservation Dist. & C-2 Upland Resource Conservancy Dist. To A-2 General Agricultural Dist., R-1 Rural Residential Dist. & C-2 Upland Resource Conservancy Dist., Town Of Brighton

Documents:

ORD BADTKE REZONE.PDF

30. From The Planning, Development & Extension Education Committee An Ordinance Regarding Rose C. Santucci Trust & Caroline H. Donnelly Farm Living Trust (Owners), Planning, Development & Extension Education Committee (Sponsor) Requesting An Amendment Of The Shoreland District Boundary, Town Of Randall

Documents:

ORD SANTUCCI REZONE SHORELAND BOUNDARY REVISION.PDF

L. Resolution - One Reading

71. From The Planning, Development & Extension Education Committee A Resolution Regarding HCP2 LLC (Owner), Jeff Badtke (Agent), Requests An Amendment To The Adopted Land Use Plan Map For Kenosha County: 2035 (Map 54 Of The Comprehensive Plan) From "Farmland Protection", "General Agricultural & Open Land" & "SEC" To "General Agricultural & Open Land", "Rural-Density Residential" & "SEC", Town Of Brighton

Documents:

RES CPA BADTKE.PDF

M. Motion To Lift The Resolution To Meet Virtually And Go Back To Meeting In Person At KCJC

N. CLAIMS

26. JIM & PEGGY O'CONNELL - VEHICLE DAMAGE

Documents:

GL-02-21 JIM AND PEGGY OCONNELL.PDF

O. Approval Of The January 19, 2021 Minutes By Supervisor Rodriguez

P. Adjourn

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Kenosha County
Administrative Proposal Form

1. Proposal Overview

Division: Highway Department: Public Works

Proposal Summary (attach explanation and required documents):

To create an ordinance to enact a Four-Way Stop at the intersection of County Trunk Highway "K" and County Trunk Highway "B" in the Town of Brighton and Village of Paddock Lake.

Dept./Division Head Signature: Clement Abongwa Date: 12-17-20

2. Department Head Review

Comments:

Recommendation: Approval ☒ Non-Approval ☐

Department Head Signature: RAS Date: 12-18-20

3. Finance Division Review

Comments:

Recommendation: Approval ☒ Non-Approval ☐

Finance Signature: Jan Kyst Date: 12/17/20

4. County Executive Review

Comments:

Action: Approval ☑ Non-Approval ☐

Executive Signature: Jim Kreuser Date: 12/28/20

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Kenosha **County**

Subject: To create an ordinance to enact a Four-Way Stop at the intersection of County Trunk Highway "K" and County Trunk Highway "B" in the Town of Brighton and Village of Salem Lakes.	
Original ☐ Corrected ☐ 2nd Correction ☐ Resubmitted ☐	
Date Submitted: 01/04/2021	Date Resubmitted:
Submitted by: PW/Facilities Committee	
Fiscal Note Attached ☐	Legal Note Attached ☐
Prepared by: Clement Abongwa, Director, Division of Highways	Signature: Clement Abongwa

BOARD OF SUPERVISORS

ORDINANCE NO._____

The County Board of Supervisors of Kenosha County, Wisconsin does hereby ordain:

Kenosha County Ordinance, Section 7.025 on TRAFFIC CONTROLS is hereby amended by creating Section (2) (hh) as follows:

(hh) Four-Way Stop on intersection of County Trunk Highway "K" and County Trunk Highway "B". Traffic from all directions shall stop at the intersection of C.T.H. "K" and C.T.H. "B", and a Stop sign shall be placed at each corner of the intersection. This intersection is located in said Kenosha County, Wisconsin in the Town of Brighton and Village of Salem Lakes.

Respectfully Submitted:

DocuSign Envelope ID: 50F348CC-97DE-4708-AF2A-9C766AD02D76

Committee:	Aye	Nay	Abstain	Excused
DocuSigned by: Supervisor Grady 833AF26087C14A2... Bill Grady, Chairperson	x			
DocuSigned by: John Franco E102ADF2FD37400... John Franco, Vice Chairperson	x			
DocuSigned by: Laura Belsky D1E99E1F773F443... Laura Belsky	x			
DocuSigned by: 7F6D491606424E8... Andy Berg	x			
Gabe Nudo				
DocuSigned by: Supervisor Pomaville 2BD3070C2EA64A4... Sharon Pomaville	x			
Zach Rodriguez				

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COUNTY OF KENOSHA

Raymond G. Arbet, Director
Department of Public Works & Development Services

Clement Abongwa, Director
Division of Highways
19600 75th Street, Suite 122-1
Bristol, Wisconsin 53104
(262) 857-1870
Fax: (262) 857-1885

To: **Members,**
Public Works/Facilities Committee

From: **Clement Abongwa, Director**
Division of Highways

Date: **January 4, 2021**

Subject: **CTH 'K' and CTH 'B' Intersection Safety Review in the Town of Brighton.**

Background Information

The Division of Highways performed the "Kenosha County Highway Safety Screening Study" in 2019 to identify and rank traffic safety issues for all County trunk highways and intersections.

The Safety Screening Study identified the intersection at CTH K and CTH B among the top ten intersections with safety concerns. In addition to this ranking, we have received contacts from the County Supervisor from the district where this intersection is located, Town of Brighton officials and concerned residents regarding the safety of this intersection. The concerns expressed were generally regarding vehicular crashes, near misses and requests to convert the 2-Way Stop to a 4-Way Stop intersection.

A formal review of this intersection was conducted using the guidelines stipulated in the national "Manual on Uniform Traffic Control Devices". The full report outlines the results of the investigation and recommended mitigation measures designed to enhance traffic safety at this intersection. The Executive Summary that follows highlights the key elements from the report.

Executive Summary

- The most significant safety issue identified for this intersection is the existence of a "sight distance deficiency" due to a combination of topography, road curvature and private property foliage present on the northeast corner of this intersection.
- The intersection has an annual average crash rate of 3.16 MEV (crash rate per million entering vehicles), significantly higher than the State of Wisconsin annual average crash rate of 0.94 MEV for rural intersections.
- A 4-Way Stop warrant is met at this intersection because of the identified sight distance issue which would be significantly mitigated by a 4-Way stop control.

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COUNTY OF KENOSHA

Raymond G. Arbet, Director
Department of Public Works & Development Services

Clement Abongwa, Director
Division of Highways
19600 75th Street, Suite 122-1
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- It appears a 4-Way Stop control could mitigate 87 percent of the crashes at this intersection and the associated economic loss.

Taking all the above into consideration, the recommendation is to install a 4-Way Stop control at the intersection at CTH K and CTH B incorporating 36"X36" signage.

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TRAFFIC SAFETY EVALUATION AT THE COUNTY TRUNK HIGHWAY K (CTH K) AND COUNTY TRUNK HIGHWAY B (CTH B) INTERSECTION

Study Timeframe: November 2020

Table of Contents

I. **Purpose of the Study**
II. **Problem Statement and Study Justification**
III. **Study Methodology**
IV. **Intersection Geometry**
V. **2019 Intersection Safety Review**
VI. **4-Way Stop Warrant Review**
VII. **Temporary 4-Way Stop Control Trial**
VIII. **Summary of the Intersection Safety Review Determination**
IX. **Recommendations**

I. Purpose of the study

The purpose of this study is to carry out a comprehensive safety review of the intersection at CTH K and CTH B with the goal of determining and implementing a cost-effective traffic safety enhancement to mitigate crashes at the said intersection.

II. Problem Statement and Study Justification

The Division of Highways performed a "Kenosha County Highway Safety Screening Study" in 2019 to identify safety issues along County highway corridors and their intersections. The safety study identifies the intersection at CTH K and CTH B among the top 10 intersections with safety concerns. The safety concerns of some of the intersections on the list of 10 have been addressed or would be addressed by ongoing projects. The CTH K and CTH B intersection is not in an area where there is an ongoing project and neither have the issues at the intersection been addressed. The County, therefore, is evaluating the safety concerns at this intersection to determine cost-effective mitigation measures to address the issues.

In addition to this ranking, we have received contacts from the County Supervisor from the district where this intersection is located, Town of Brighton officials and concerned residents regarding the safety of this intersection. The concerns expressed were generally regarding vehicular crashes, near misses and requests to convert the 2-Way Stop to a 4-Way Stop intersection.

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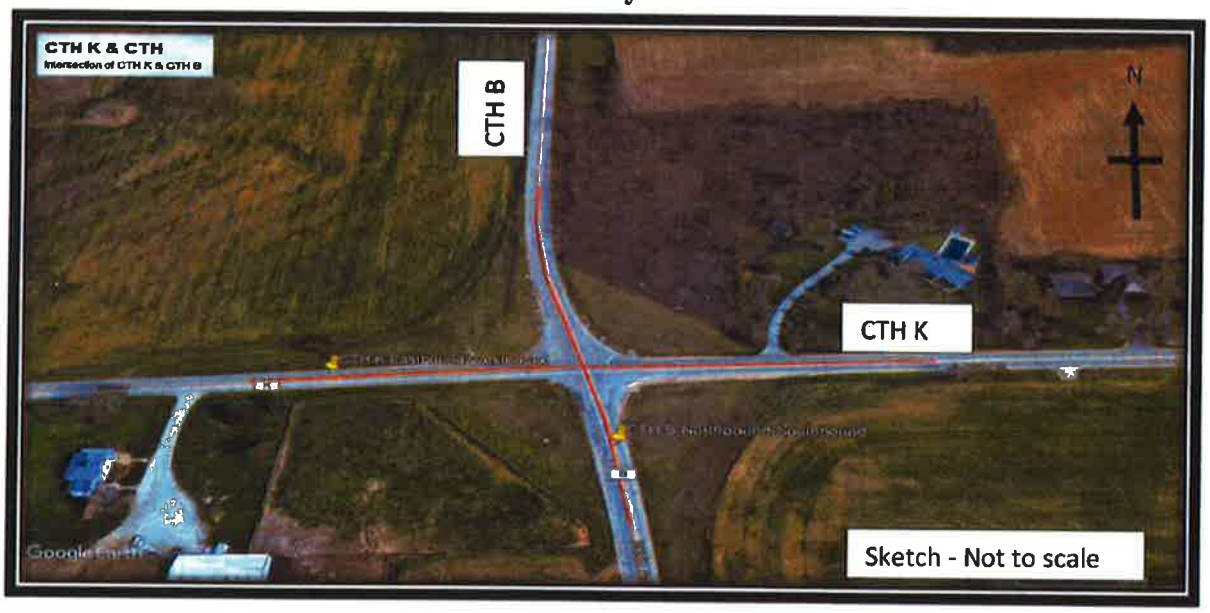
III. Study Methodology

The study employed guidelines outlined in the Manual on Uniform Traffic Control Devices (MUTCD) as the basis for evaluating the intersection safety and to determine suitable countermeasures to mitigate safety concerns at the said intersection. The following criteria were considered in this study; intersection geometry, sight distance, crash history, intersection approaching speed and evaluating the intersection on the criteria for a 4-Way Stop.

IV. Intersection Geometry

The CTH K and CTH B intersection is a slightly skewed 4-leg intersection with a 2-Way Stop on CTH K's east and west approaches. There is slope on the north and south leg of the intersection that seems to limit the sight distance at the southwest corner and worsen the severity of the sight distance issue on the northeast corner. Exhibit I illustrates the geometric layout of the intersection.

Exhibit I: CTH K and CTH B Intersection Layout



V. 2019 Intersection Safety Review

A comprehensive countywide safety study carried out in 2019 ranks the intersection at CTH K and CTH B 8th among the intersections with the most severe safety issues when compared with other intersections on County highways. The study estimated a 5-year economic loss of $285,000 as result of crashes that occurred during the 5-year study period. The intersection is also ranked 2nd with the highest 5-year annual crash rate of 3.16 MEV (crash rate per million entering vehicles) which is higher than the State of Wisconsin annual average crash rate of 0.94 MEV for rural intersections. A summary of the study report is highlighted in Exhibit II.

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Exhibit II: Intersection Safety Study

Intersection Collision Diagram

Location: CTH K (60th St) & CTH B (288th Ave)
Municipality: Salem
County: Kenosha
Traffic Control: Minor Street Stop

Duration
From: 1/1/2014 — **5 Years**
To: 12/31/2018 — **0 Months**
AADT: 2,610
Area Type: Rural
GPS Coordinates: 42.582556, -88.158583

TOTAL CRASHES (5 YRS):	16	
AVG. CRASHES/YEAR:	3.2	
CRASH RATE:	3.16 per MEV	
KAB CRASH RATE:	0.42 per MEV	
ECONOMIC LOSS*:	$	285,000

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2014	0	0	0	1	2	3	$ 58,000
2015	0	0	0	2	3	5	$ 62,000
2016	0	0	1	0	3	4	$ 97,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	1	0	1	2	$ 64,000
TOTAL	0	0	2	3	10	15	$ 285,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury,
C = Possible Injury, PDO = Property Damage Only

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
HEAD-ON	0	0	0	0	0	0	$ -
RIGHT-ANGLE	0	0	2	3	7	12	$ 273,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RIGHT-TURN-REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
HEAD-OBJECT	0	0	0	0	2	2	$ 8,000
OVERTURN-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	2	3	10	15	$ 285,000

ROAD CONDITIONS		
DRY	12	80%
WET	2	13%
SNOW	1	7%
ICE	0	0%
OTHER	0	0%
TOT.	15	

LIGHT CONDITIONS		
DAY	14	93%
DARK	1	7%
TOT.	15	

DRIVER BEHAVIOR		
ALCOHOL	1	7%
DRUGS	0	0%
SPEED	1	7%

SEASON		
SPRING	3	20%
SUMMER	4	27%
FALL	4	27%
WINTER	4	27%
TOT.	15	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	3	30%
WB	7	47%
TBD	0	0%
TOT.	10	

DISTRIB. CONTROL		
NB	0	0%
SB	0	0%
EB	2	13%
WB	0	0%
TBD	0	0%
TOT.	2	

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	5	19%
MODERATE	11	41%
SEVERE	10	37%
VERY SEVERE	1	4%
TOTAL VEHICLES	27	

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	TUE	4
WED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	FRI	2
SAT	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	2	2	0	0	0	1	2	1	0	1	2	0	0	0	0	0	0	0	TOT.	15

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Crash Data

Corresponds to Collision Diagram

Location:	CTH K (60th St) & CTH B (288th Ave)	**From:**	1/1/2014
Municipality:	Salem	**To:**	12/31/2018
County:	Kenosha	**AADT:**	2,610
Traffic Control:	Minor Street Stop	**Area Type:**	Rural

Duration
5 Years
8 Months





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VI. 4-Way Stop Warrant Review

The intersection at CTH K and CTH B was also evaluated to determine whether any criteria was met to indicate the merits to implement a 4-Way stop control at this intersection. The evaluation determination is summarized in Exhibit III 4-Way Warrant Matrix.

Exhibit III: 4-Way Warrant Matrix

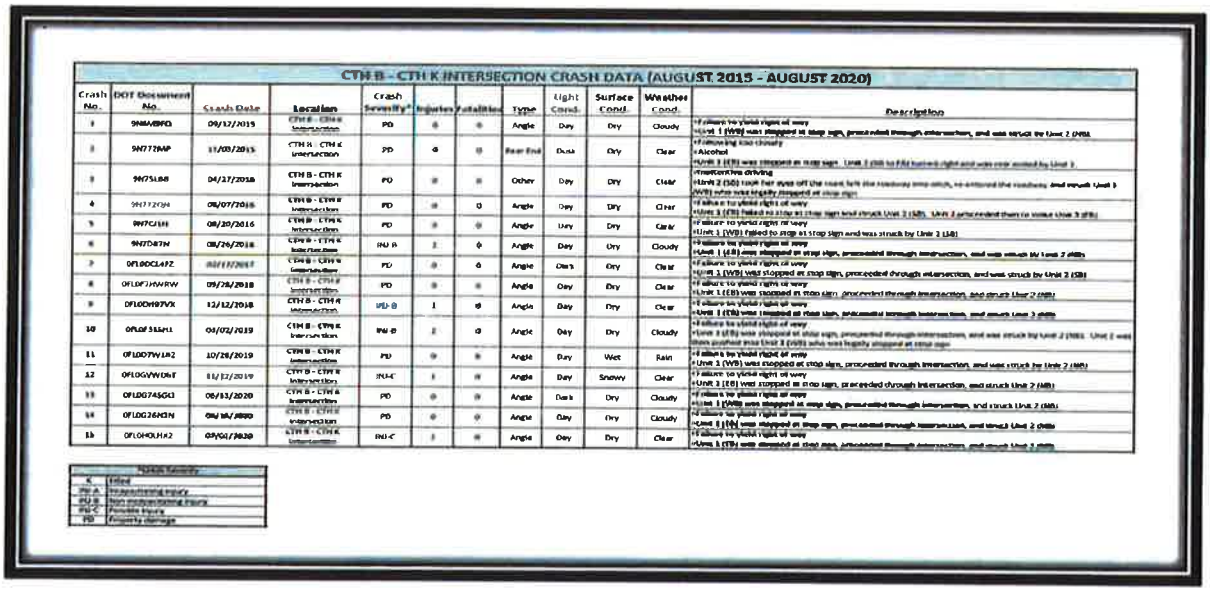
SN	CRITERIA DESCRIPTION	WARRANT	FIELD CONDITIONS	DETERMINATION
1	**ANNUAL CRASHES**	≥ 5	3	Nominal
2	**Volume**			
	a) Major approach average vehicular volume per hour for any 8 hours	≥ 300	130	Not Met
	b) Minor approach average counts for peds/vehicular/cyclists per hour for any 8 hours	≥200	115	Not Met
	c) Delay at highest hour	≥30 secs	None	Not Met
3	**85TH PERCENTILE SPEED ON MAJOR ROAD EXCEEDS 40MPH**			
	a) Major approach average vehicular volume per hour for any 8 hours	≥210	130	Not Met
	b) Minor approach average counts for peds/vehicular/cyclists per hour for any 8 hours	≥140	115	Not Met
4	**SIGHT DISTANCE**	At least one corner	Obstruction at northeast and southwest corners	Met
5	**ANY UNSAFE CONDITIONS APPARENT TO THE MOTORISTS**	Creating safety issues at the intersection	Horizontal curves & slope on approaching north and south legs of the intersection	Met

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a. Annual Crashes

This intersection has an annual average of 3 crashes a year which is lower than the threshold number to merit a 4-Way stop. It was also observed that 87% (13 out of the 15) of the crashes that occurred during the last five years could be corrected by implementing a 4-Way stop control. These observations are consistent with a 2019 safety screening study that ranks this intersection as 8th (out of 20) with the most severe safety concerns when compared with other intersections on County highways. The study report further ranks this intersection 8th on the bases of economic loss ($285,000) caused by the 5-year crashes at the said intersection. The intersection is ranked 2nd on high crash frequency and has a crash rate of 3.16 MEV which is higher than 0.94 MEV, the State of Wisconsin annual average crash rate for rural intersections. Even though the number of crashes does not merit a 4-Way stop control, staff still recommends a 4-Way stop control on basis of the crash frequency, economic loss and the fact that about 87% of the crashes can be corrected with the implementation of a 4-Way stop control. Exhibit IV denotes the crashes that occurred in the last 5 years at this intersection.

Exhibit IV: 5-year Crash History



CTH B - CTH K INTERSECTION CRASH DATA (AUGUST 2015 - AUGUST 2020)

Crash No.	DOT Document No.	Crash Date	Location	Crash Severity*	Injuries	Fatalities	Type	Light Cond.	Surface Cond.	Weather Cond.	Description
1	9NMMPD	09/17/2019	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Dry	Cloudy	• Failure to yield right of way • Unit 1 (NW) was stopped at stop sign, proceeded through intersection, and was struck by Unit 2 (WB)
2	9N772MP	11/03/2015	CTH K - CTH K Intersection	PD	0	0	Rear End	Dusk	Dry	Clear	• Following too closely • Alcohol • Unit 1 (EB) was stopped at stop sign. Unit 2 (SB to EB) turned right and was rear ended by Unit 1
3	9N7SLB8	04/27/2018	CTH B - CTH K Intersection	PD	0	0	Other	Day	Dry	Clear	• Inattentive driving • Unit 2 (SB) took her eyes off the road, left the roadway onto ditch, re-entered the roadway, and struck Unit 1 (WB) who was legally stopped at stop sign
4	9N772QN	08/07/2018	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Dry	Clear	• Failure to yield right of way • Unit 1 (EB) failed to stop at stop sign and struck Unit 2 (SB). Unit 2 also rended them to strike Unit 3 (EB)
5	9N7CJ1H	08/20/2016	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Dry	Clear	• Failure to yield right of way • Unit 1 (WB) failed to stop at stop sign and was struck by Unit 2 (SB)
6	9N7D47N	08/26/2018	CTH B - CTH K Intersection	INJ B	1	0	Angle	Day	Dry	Cloudy	• Failure to yield right of way • Unit 1 (EB) was stopped at stop sign, proceeded through intersection, and was struck by Unit 2 (NB)
7	0FL9DCL49Z	02/17/2017	CTH B - CTH K Intersection	PD	0	0	Angle	Dark	Dry	Clear	• Failure to yield right of way • Unit 1 (WB) was stopped at stop sign, proceeded through intersection, and was struck by Unit 2 (SB)
8	0FL0FJHWRW	09/28/2018	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Dry	Clear	• Failure to yield right of way • Unit 1 (EB) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (NB)
9	0FL0DH97VX	12/12/2018	CTH B - CTH K Intersection	INJ B	1	0	Angle	Day	Dry	Clear	• Failure to yield right of way • Unit 1 (TN) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (WB)
10	0FL0F3SMH1	04/07/2019	CTH B - CTH K Intersection	INJ B	1	0	Angle	Day	Dry	Cloudy	• Failure to yield right of way • Unit 2 (EB) was stopped at stop sign, proceeded through intersection, and was struck by Unit 1 (SB). Unit 1 was then pushed into Unit 3 (EB) who was legally stopped at stop sign
11	0FL0D7WJA2	10/28/2019	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Wet	Rain	• Failure to yield right of way • Unit 1 (WB) was stopped at stop sign, proceeded through intersection, and was struck by Unit 2 (NB)
12	0FL0GVWD6T	11/12/2019	CTH B - CTH K Intersection	INJ C	1	0	Angle	Day	Snowy	Clear	• Failure to yield right of way • Unit 2 (EB) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (NB)
13	0FL0G74SG1	06/11/2020	CTH B - CTH K Intersection	PD	0	0	Angle	Dusk	Dry	Cloudy	• Failure to yield right of way • Unit 1 (WB) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (NB)
14	0FL0G26H3N	09/16/2020	CTH B - CTH K Intersection	PD	0	0	Angle	Day	Dry	Cloudy	• Failure to yield right of way • Unit 1 (TN) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (WB)
15	0FL0HOLH42	09/01/2020	CTH B - CTH K Intersection	INJ C	1	0	Angle	Day	Dry	Clear	• Failure to yield right of way • Unit 1 (TN) was stopped at stop sign, proceeded through intersection, and struck Unit 2 (WB)

K	Killed
INJ A	Incapacitating Injury
INJ B	Non-incapacitating Injury
INJ C	Possible Injury
PD	Property damage

b. Volume

The volume warrant for a 4-Way stop control is not met. However, the annual average daily traffic along CTH K of 1,999 is higher than 1,572 of CTH B making CTH K the major highway. Typically, the stop control is implemented on the minor highway which in this case would be CTH B. Taking the traffic volume into consideration, staff recommends a 4-Way stop control at the intersection.

c. 85th Percentile speed

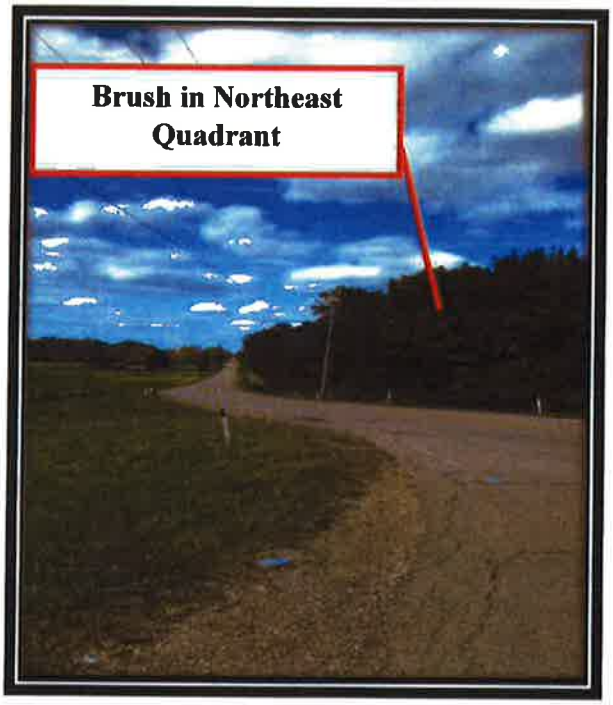
The intersection did not meet the 85th percentile merit for a 4-Way stop.

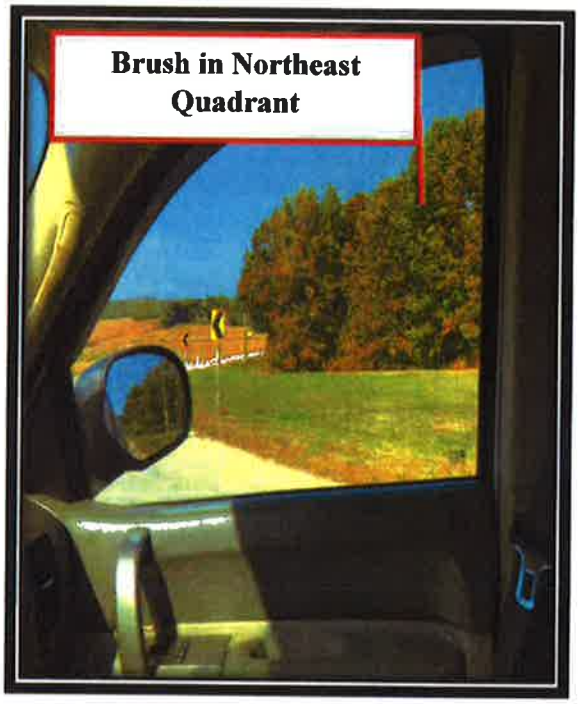
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d. Sight Distance

This intersection meets the sight distance warrant for a 4-Way stop. There is significant obstruction of the driver's line of sight at the northeast corner of the intersection due to the skewness of the intersection and the presence of foliage. The severity of the sight distance issue is worsened by the slope of the north and south approaches of the intersection. The sight distance restriction can be mitigated by a 4-Way stop control. The photos below highlight the sight distance issues at the said intersection.

Skewness of Intersection and Line of Sight obstruction - NE Corner





VII. Temporary 4-Way Stop Control Trial

The intersection is currently under a pilot temporary 4-Way stop trial to observe the impacts that the 4-Way stop control has on the travelling public. After a month of trial we observed that the travelling public is complying with the 4-Way stop control and the 4-Way stop control did not create any unintended negative impact to the traffic flow at the intersection.

VIII. Summary of the Intersection Safety Review Determinations

In conclusion, the following determinations were made from the safety evaluation of the intersection at CTH K and CTH B,

- The most significant safety issue identified for this intersection is the existence of a "sight distance deficiency"

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due to a combination of topography, road curvature and private property foliage present on the northeast corner of this intersection.

- The intersection has an annual average crash rate of 3.16 MEV (crash rate per million entering vehicles), significantly higher than the State of Wisconsin annual average crash rate of 0.94 MEV for rural intersections.
- A 4-Way Stop warrant is met at this intersection because of the identified sight distance issue which would be significantly mitigated by a 4-Way stop control. It appears a 4-Way Stop control could mitigate 87 percent of the crashes at this intersection and the associated economic loss.

IX. Recommendations

Staff recommends a 4-Way stop control at the intersection at CTH K and CTH B based on the findings of the safety review of the intersection at CTH K and CTH B. Staff also recommends increasing the size of the existing 30" X 30" stop signs to a 36" X 36" stop signs to enhance visibility and effectiveness of the signs.

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Kenosha County

BOARD OF SUPERVISORS

ORDINANCE NO. _____

Subject: HCP2 LLC, 1412 136th Ave., Union Gove, WI 53182 (Owner), Jeff Badtke, 1412 136th Ave., Union Grove, WI 53182 (Agent), requests an amendment to the Adopted Land Use Plan map for Kenosha County: 2035 (map 65 of the comprehensive plan) from "Farmland Protection", "General Agricultural & Open Land" & "SEC" to "General Agricultural & Open Land", "Rural-Density Residential" & "SEC" on Tax Parcel #30-4-220-324-0102, located in the southeast ¼ of Section 32, T2N, R20E, Town of Brighton

Original ☐	Corrected ☐	2nd Correction ☐	Resubmitted ☐
Date Submitted: January 19, 2021		Date Resubmitted:	
Submitted By: Planning Development & Extension Education Committee			
Fiscal Note Attached ☐		Legal Note Attached ☐	
Prepared By: Andy M. Buehler, Director Division of Planning & Development		Signature: Andy M. Buehler	

AN ORDINANCE TO AMEND
THE MULTI-JURISDICTIONAL COMPREHENSIVE PLAN FOR KENOSHA COUNTY:
2035 BEING CHAPTER 11 OF THE KENOSHA COUNTY MUNICIPAL CODE

That Tax Parcel #30-4-220-324-0102, as presented in the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035.

For informational purposes only, this property is located approximately 1318 feet from the south west corner of the intersection between 288Th Avenue and 52Nd Street.

HCP LLC (Owner)
Jeff Badtke (Agent)

DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Ordinance – HCP LLC (Owner), Jeff Badtke (Agent) - Comp Plan Amendment – January 19, 2021

Description: See Exhibit #1 (attached).

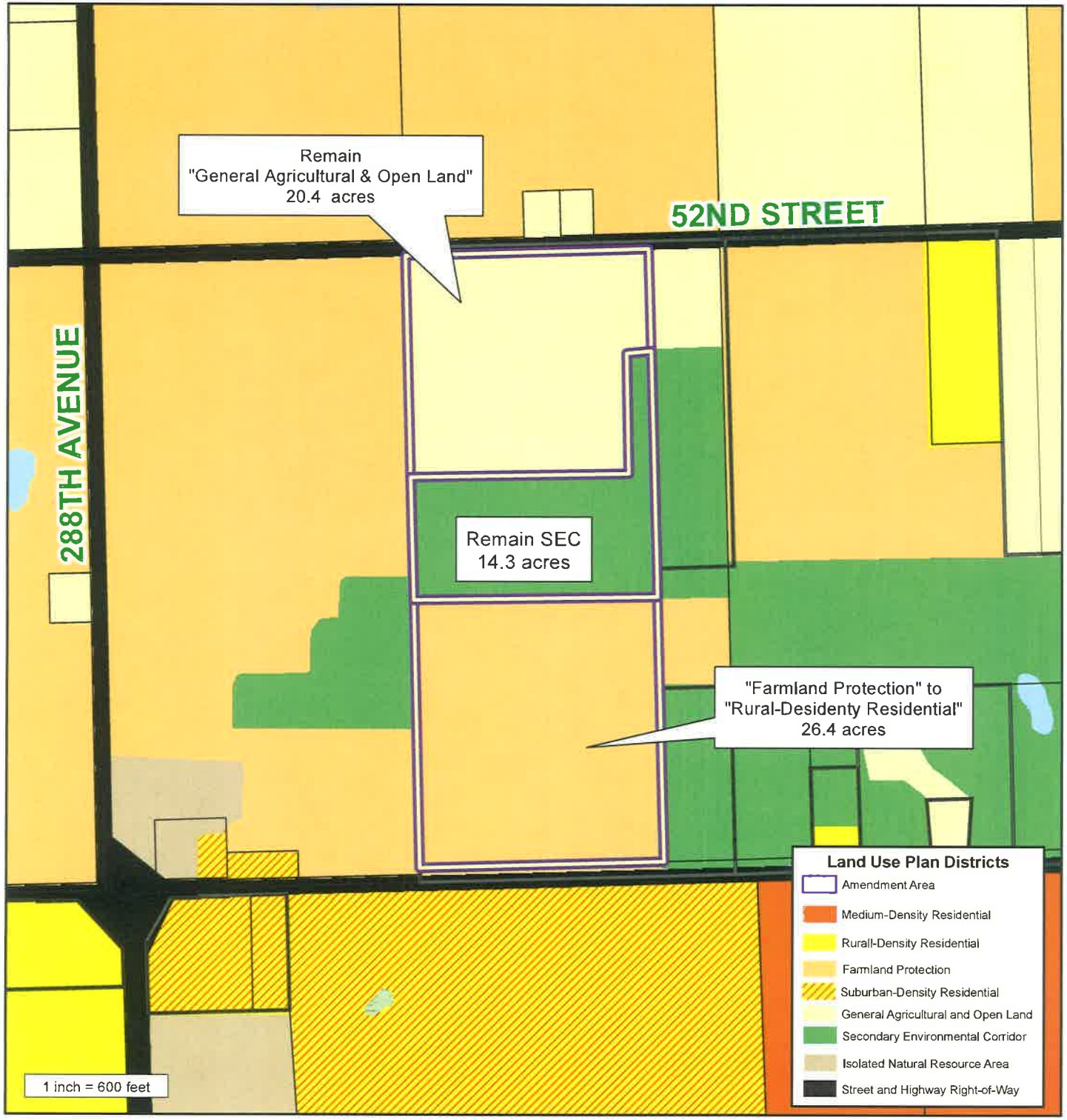
This description is intended to extend to the center of all roads.

Approved by:

PLANNING, DEVELOPMENT & EXTENSION EDUCATION COMMITTEE	Aye	No	Abstain	Excused
DocuSigned by: F48B04615D4E4AB... Daniel Gaschke, Chair	☒	☐	☐	☐
DocuSigned by: 4682DA0AF0DE49F... Amy Maurer, Vice Chair	☒	☐	☐	☐
DocuSigned by: 09688504B8174EB... Sandra Beth	☒	☐	☐	☐
Gabe Nudo	☐	☐	☐	☒
DocuSigned by: AEDA4E587466412... Zach Rodriguez	☒	☐	☐	☐

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COMPREHENSIVE PLAN AMENDMENT SITE MAP

PETITIONER(S):

HCP2 LLC (Owner)
Jeff Badtke (Agent)

LOCATION: SE 1/4 of Section 32
Town of Brighton

TAX PARCEL(S): #30-4-220-324-0102

REQUEST:
Requests an amendment to the Adopted Land Use Plan map for Kenosha County: 2035 (map 65 of the comprehensive plan) from "Farmland Protection", "General Agricultural & Open Land" & "SEC" to "General Agricultural & Open Land", "Rural-Density Residential" & "SEC".



KENOSHA COUNTY
CONSERVATION · PLANNING · DEVELOPMENT

DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Kenosha County

BOARD OF SUPERVISORS

ORDINANCE NO._____

Subject: HCP2 LLC, 1412 136th Ave., Union Grove, WI 53182 (Owner), Jeff Badtke, 1412 136th Ave., Union Grove, WI 53182 (Agent), requesting a rezoning from A-1 Agricultural Preservation Dist. & C-2 Upland Resource Conservancy Dist. to A-2 General Agricultural Dist., R-1 Rural Residential Dist. & C-2 Upland resource Conservancy Dist. on Tax Parcel #30-4-220-324-0102, located in the southwest ¼ of Section 33, T2N, R20E, Town of Brighton			
Original ☐	Corrected ☐	2nd Correction ☐	Resubmitted ☐
Date Submitted: January 19, 2021		Date Resubmitted:	
Submitted By: Planning Development & Extension Education Committee			
Fiscal Note Attached ☐		Legal Note Attached ☐	
Prepared By: Andy M. Buehler, Director Division of Planning & Development		Signature: Andy M Buehler	

AN ORDINANCE TO AMEND CHAPTER 12 OF THE MUNICIPAL CODE OF KENOSHA COUNTY, WISCONSIN, WITH REFERENCE TO ZONING

That the map referred to in Section 12.02-10 of the Kenosha County General Zoning and Shoreland/Floodplain Zoning Ordinance be amended as follows:

That the zoning of Tax #30-4-220-324-0102, located in the southwest ¼ of Section 33, T2N, R20E, Town of Brighton, be changed as follows:

> from A-1 Agricultural Preservation Dist. & C-2 Upland Resource Conservancy Dist. to A-2 General Agricultural Dist., R-1 Rural Residential Dist. & C-2 Upland resource Conservancy Dist.

HCP2 LLC (Owner)
Jeff Badtke (Agent)

DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Description: See Exhibit #1 (attached).

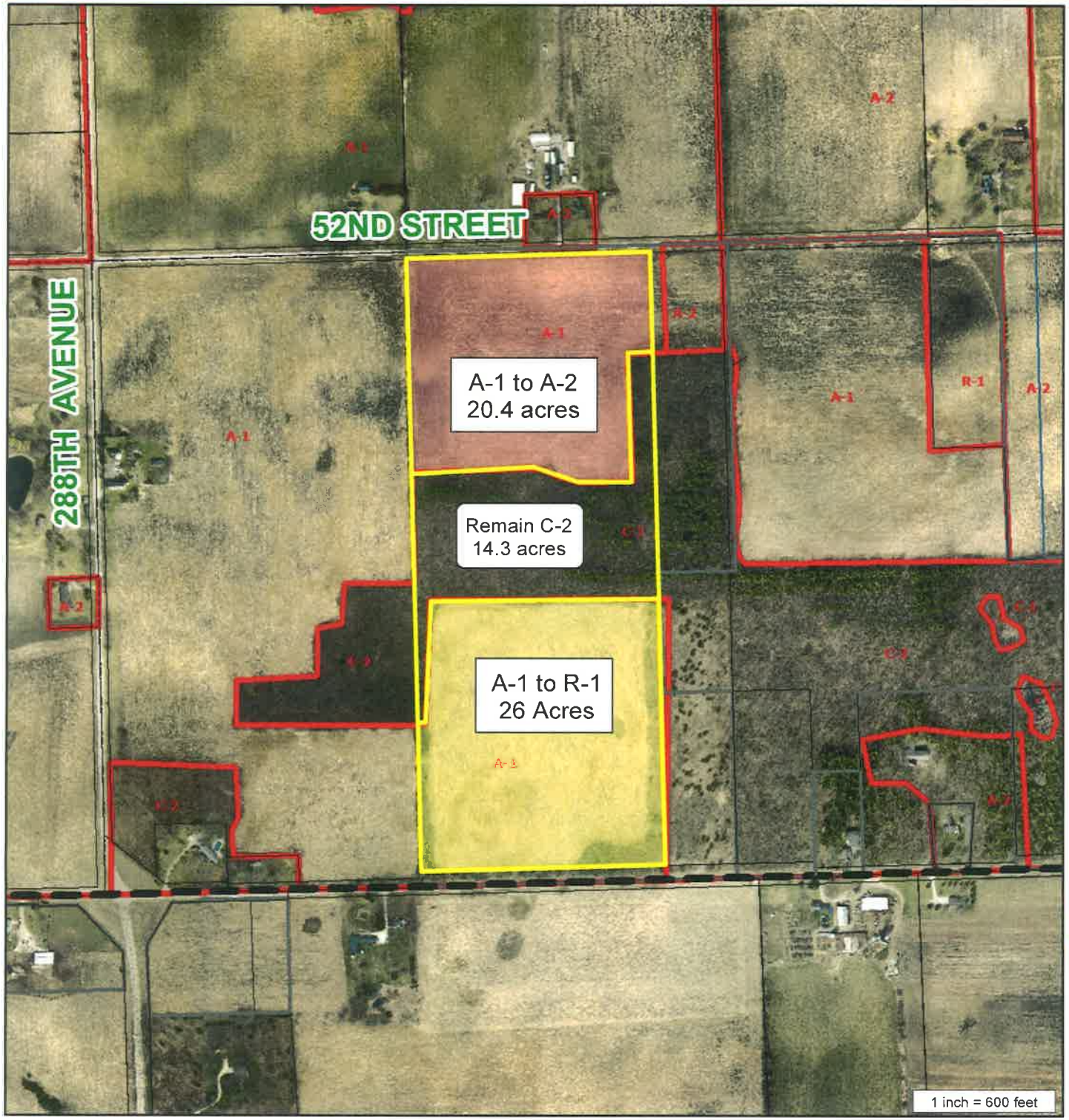
This description is intended to extend to the center of all roads.

Approved by:

PLANNING, DEVELOPMENT & EXTENSION EDUCATION COMMITTEE	Aye	No	Abstain	Excused
DocuSigned by: F48B04615D4E4AB... Daniel Gaschke, Chair	☒ X	☐	☐	☐
DocuSigned by: 4682DA0AF0DE49F... Amy Maurer, Vice Chair	☒ X	☐	☐	☐
DocuSigned by: 09688504B8174EB... Sandra Beth	☒ X	☐	☐	☐
Gabe Nudo	☐	☐	☐	☒ X
DocuSigned by: AEDA4E587466412... Zach Rodriguez	☒ X	☐	☐	☐

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REZONING SITE MAP

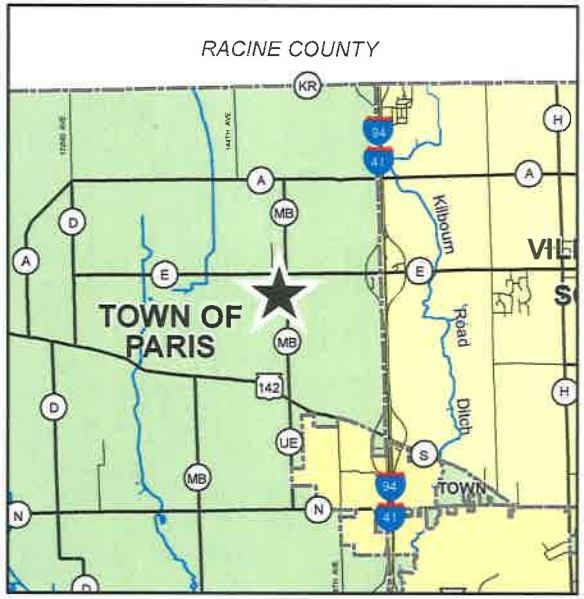
PETITIONER(S):
HC2P LLC (Owner)
Jeff Badtke (Agent)

LOCATION: SE 1/4 of Section 32
Town of Brighton

TAX PARCEL(S): #30-4-220-324-0102

REQUEST:

Requesting a rezoning from A-1 Agricultural Preservation Dist. & C-2 Upland Resource Conservancy Dist. to A-2 General Agricultural Dist., R-1 Rural Residential Dist. & C-2 Upland resource Conservancy Dist.



KENOSHA COUNTY
CONSERVATION - PLANNING - DEVELOPMENT

DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Kenosha County

BOARD OF SUPERVISORS

ORDINANCE NO._____

Subject: Rose C. Santucci Trust, 26840 W W Sta, Antioch, Il 60002 & Caroline H. Donnelly Farm Living Trust, 5223 N. Magnolia Ave., Chicago IL 60640-2202 (Owners), Planning, Development & Extension Education Committee (PDEEC), 19600 75th Street, Suite 185-3, Bristol, WI 53104 (Sponsor), requesting an amendment of the shoreland district boundary on Tax Parcel #s 60-4-119-274-0611 & 60-4-119-271-0200 located in the E ½ of Section 27, T1N, R19E, Town of Randall			
Original ☐	Corrected ☐	2nd Correction ☐	Resubmitted ☐
Date Submitted: January 19, 2021		Date Resubmitted:	
Submitted By: Planning Development & Extension Education Committee			
Fiscal Note Attached ☐		Legal Note Attached ☐	
Prepared By: Andy M. Buehler, Director Division of Planning & Development		Signature: Andy M Buehler	

AN ORDINANCE TO AMEND CHAPTER 12 OF THE MUNICIPAL CODE OF KENOSHA COUNTY, WISCONSIN, WITH REFERENCE TO ZONING

That the map referred to in Section 12.02-10 of the Kenosha County General Zoning and Shoreland/Floodplain Zoning Ordinance be amended as follows:

That the shoreland district boundary of Tax Parcel #s 60-4-119-274-0611 & 60-4-119-271-0200 located in the E ½ of Section 27, T1N, R19E, Town of Randall, be revised as indicated in Exhibit #1 (attached).

Rose C. Santucci Trust & Caroline H. Donnelly Farm Living Trust (Owners)
PDEEC (Agent)

DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Description: See Exhibit #1 (attached).

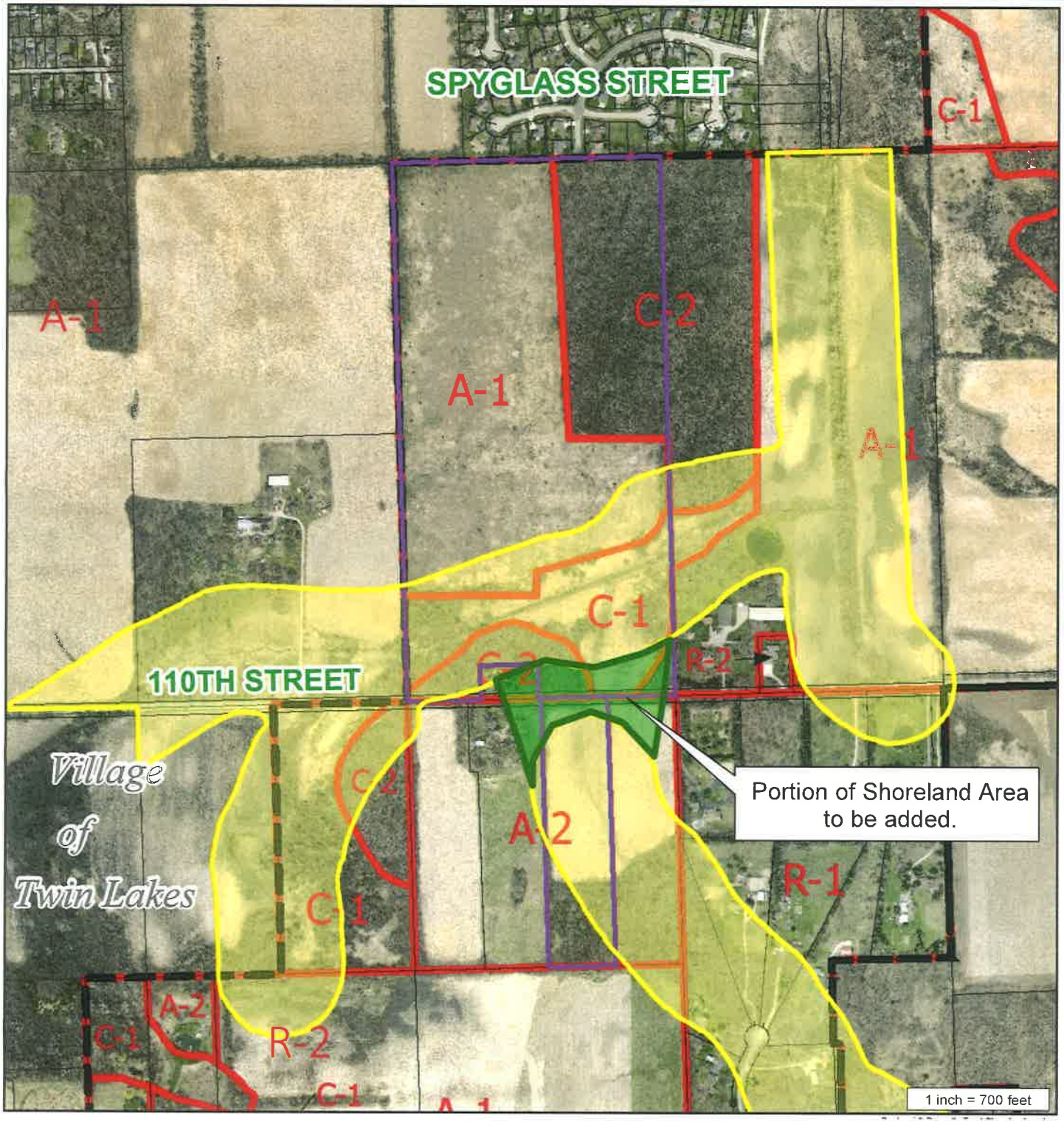
This description is intended to extend to the center of all roads.

Approved by:

PLANNING, DEVELOPMENT & EXTENSION EDUCATION COMMITTEE	Aye	No	Abstain	Excused
DocuSigned by: F48B04615D4E4AB... Daniel Gaschke, Chair	☒	☐	☐	☐
DocuSigned by: 4682DA0AF0DE49F... Amy Maurer, Vice Chair	☒	☐	☐	☐
DocuSigned by: 09688504B8174EB... Sandra Beth	☒	☐	☐	☐
Gabe Nudo	☐	☐	☐	☒
DocuSigned by: AEDA4E587466412... Zach Rodriguez	☒	☐	☐	☐

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AMMENDMENT TO SHORELAND SITE MAP

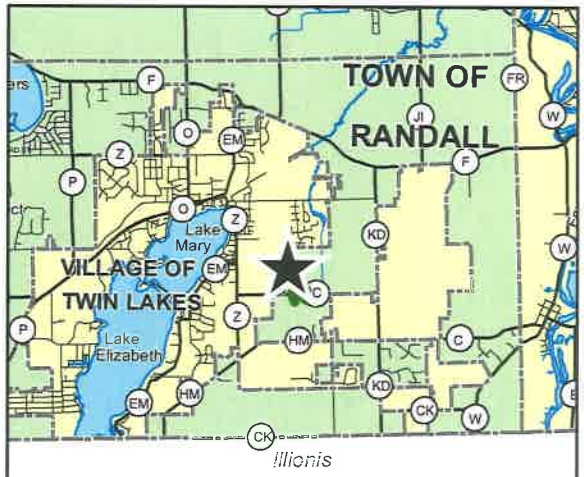
PETITIONER(S):
ROSE C. SANTUCCI TRUST (Owner)
DONNELLY FARM LIVING TRUST (Owner)

LOCATION: E 1/2 of Section 27
Town of Randall

TAX PARCEL(S): #60-4-119-274-0611
#60-4-119-271-0200

REQUEST:

Requesting an amendment of the shoreland district boundary



DocuSign Envelope ID: F45F7D50-9CB0-4035-AE3D-2ED2FA069738

Kenosha County

BOARD OF SUPERVISORS

RESOLUTION NO._____

Subject: HCP2 LLC, 1412 136th Ave., Union Gove, WI 53182 (Owner), Jeff Badtke, 1412 136th Ave., Union Grove, WI 53182 (Agent), requests an amendment to the Adopted Land Use Plan map for Kenosha County: 2035 (map 65 of the comprehensive plan) from "Farmland Protection", "General Agricultural & Open Land" & "SEC" to "General Agricultural & Open Land", "Rural-Density Residential" & "SEC" on Tax Parcel #30-4-220-324-0102, located in the southeast ¼ of Section 32, T2N, R20E, Town of Brighton			
Corrected ☐	Corrected ☐	2nd Correction ☐	Resubmitted ☐
Date Submitted: January 19, 2021		Date Resubmitted:	
Submitted By: Planning, Development & Extension Education Committee			
Fiscal Note Attached ☐		Legal Note Attached ☐	
Prepared By: Andy M. Buehler, Director Division of Planning & Development		Signature: Andy M. Buehler	

WHEREAS, in compliance with Wisconsin's comprehensive planning law set forth in Section 66.1001 of the Wisconsin Statutes, Kenosha County adopted a Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035 on April 20, 2010; and,

WHEREAS, HCP2 LLC, 1412 136th Ave., Union Gove, WI 53182 (Owner), Jeff Badtke, 1412 136th Ave., Union Grove, WI 53182 (Agent), requests an amendment to the Adopted Land Use Plan map for Kenosha County: 2035 (map 65 of the comprehensive plan) from "Farmland Protection", "General Agricultural & Open Land" & "SEC" to "General Agricultural & Open Land", "Rural-Density Residential" & "SEC" on Tax Parcel #30-4-220-324-0102, located in the southeast ¼ of Section 32, T2N, R20E, Town of Brighton; and,

WHEREAS, the Kenosha County Division of Planning & Development has published said request in accordance to State Statutes; and

WHEREAS, the Town Board of Brighton recommended approval of the request; and,

WHEREAS, the Kenosha County Planning, Development and Extension Education Committee held a public hearing on the request on January 13, 2021, and recommended approval of the request.

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NOW, THEREFORE, BE IT RESOLVED that pursuant to Sections 59.69 and 66.1001(4) of Wisconsin Statutes, the Kenosha County Board of Supervisors hereby amends the comprehensive plan on Tax Parcel #30-4-220-324-0102 as described above.

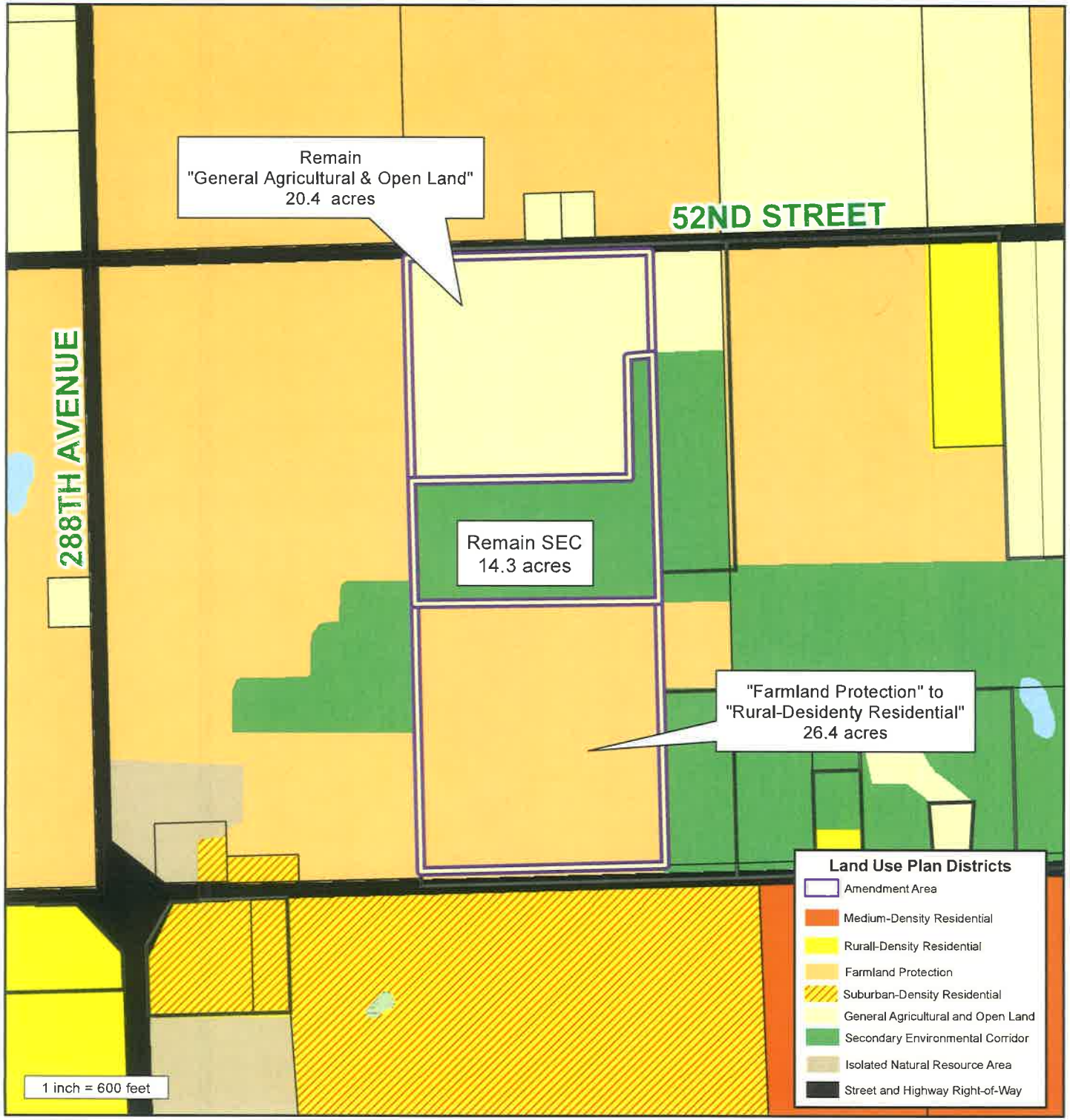
NOW, THEREFORE, BE IT FURTHER RESOLVED that the Kenosha County Board of Supervisors enact an ordinance adopting the comprehensive plan change.

Approved by:

PLANNING, DEVELOPMENT & EXTENSION EDUCATION COMMITTEE	Aye	No	Abstain	Excused
DocuSigned by: F48B04615D4E4AB... Daniel Gaschke, Chair	☒	☐	☐	☐
DocuSigned by: 4682DA0AF0DE49F... Amy Maurer, Vice Chair	☒	☐	☐	☐
DocuSigned by: 09688504B8174EB... Sandra Beth	☒	☐	☐	☐
Gabe Nudo	☐	☐	☐	☒
DocuSigned by: AEDA4E587466412... Zach Rodriguez	☒	☐	☐	☐

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COMPREHENSIVE PLAN AMENDMENT SITE MAP

PETITIONER(S):

HCP2 LLC (Owner)
Jeff Badtke (Agent)

LOCATION: SE 1/4 of Section 32
Town of Brighton

TAX PARCEL(S): #30-4-220-324-0102

REQUEST:
Requests an amendment to the Adopted Land Use Plan map for Kenosha County: 2035 (map 65 of the comprehensive plan) from "Farmland Protection", "General Agricultural & Open Land" & "SEC" to "General Agricultural & Open Land", "Rural-Density Residential" & "SEC".



KENOSHA COUNTY
CONSERVATION · PLANNING · DEVELOPMENT

COUNTY OF KENOSHA — COUNTY CLERK

Regi Bachochin

1010 - 56th Street
Kenosha WI 53140
(262) 653-2552
Fax: (262) 653-2564

CLAIM AGAINST KENOSHA COUNTY

FULL NAME Jim & Peggy O'Connell DATE 1/12/2021

ADDRESS 8755 385th Ave
Burlington, WI 53105

TELEPHONE NUMBER: ~~Home:~~ Jim 262 995-5935
~~Work:~~ Peggy 262 716-4560

DATE & TIME OF ACCIDENT OR LOSS Wed Dec 30, approx 12pm - 3pm

LOCATION OF ACCIDENT 8755 385th Ave
Burlington, WI

DESCRIPTION OF ACCIDENT OR LOSS snowplow hit mailbox totally dislodging and destroying top section of box. We had to replace with a lower quality mailbox due to weather conditions and mailbox availability

WITNESS: Name Jim O'Connell

Address same

Phone 262 995-5935

AMOUNT OF CLAIM (damages) $ 33.32

CLAIMANT'S SIGNATURE J. O'Connell

Please attach receipts, estimates, and/or other supporting data to this form.

RETURN THIS FORM TO: KENOSHA COUNTY CLERK
1010 – 56TH STREET
KENOSHA WI 53140

RECEIVED
JAN 21 2021
REGI BACHOCHIN
COUNTY CLERK





Picture 1 is across the end of the driveway. You can see from the snow trail that the plow is well off the road path and into the driveway. Picture 2 is very similar, just a few steps closer, again showing the trail







Picture 3 is much closer than the first two and again shows the pathing of the plow. Picture 4 (bottom middle) shows the top of the mailbox ripped completely off the base. The last picture is important as you can tell the driver stopped the plow just after hitting the mailbox, about 6 feet after hitting the box. He moved the plow to the left or else had he continued following the same path the snow in front of those tracks would have been removed also. Instead he moved the plow to the left after hitting the mailbox which the snow trail coming the blade clearly shows as you look further down the road.



THANK YOU FOR SHOPPING AT
ACE HARDWARE #15531
470 N. LAKE AVENUE
TWIN LAKES, WI 53181
(262) 877-9007

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01/03/21 4:25PM KES 584 SALE

5266192 1 EA $28.99 EA
MAILBOX RURAL T2ELITE BL $28.99

Authorizing Network: VISA

Chip Read
CARD TYPE:VISA EXPR: XXXX
AID : A0000000031010
TVR : 8080008000
IAD : 06010A03600000
TSI : 6800
ARC : 00
MODE : Issuer
CVM :
Name : VISA CREDIT
ATC :0010
AC : 470276BE345829AA
TxnID/ValCode: 701552

Bank card USD$ 33.32



==>> JRNL#J43925/2 <<==
CUST NO:*1104

THANK YOU JAMES P O CONNELL
FOR YOUR PATRONAGE
ACE REWARDS ID # 1924149397