



GREEN LAKE COUNTY

571 County Road A, Green Lake, WI 54941

Original Post Date: 11/8/2024

Amended Post Date:

The following documents are included in the packet for the Highway Committee Meeting on November 13, 2024:

- 1) Agenda
- 2) Minutes: 10/09/2024
- 3) Amanda Tetzlaff Email
- 4) CTH GG/M Intersection Stop Control
- 5) Sandra Snow Email
- 6) Supporting Documents and Pictures for Item #7
- 7) Highway Commissioner Report



GREEN LAKE COUNTY OFFICE OF THE COUNTY CLERK

Elizabeth Otto
County Clerk

Office: 920-294-4005
FAX: 920-294-4009

Highway Committee Meeting

Date: Wednesday, November 13, 2024 Time: 3:00 PM
Green Lake County Government Center,
County Board Room, 571 County Rd A, Green Lake WI

AGENDA

Committee Members

Bob Schweder
Chuck Buss – Vice
Chair
Dennis Mulder - Chair
Harley Reabe
Charlie Wielgosh

Elizabeth Otto,
Secretary

This agenda gives notice of a meeting of the Highway Committee. It is possible that individual members of other governing bodies of Green Lake County government may attend this meeting for informative purposes. Members of the Green Lake County Board of Supervisors or its committees may be present for informative purposes but will not take any formal action. A majority or a negative quorum of the members of the Green Lake County Board of Supervisors and/or any of its committees may be present at this meeting. See State ex rel. Badke v. Vill. Bd. of Vill. of Greendale, 173 Wis.2d 553, 578, 494 N.W. 2d 408 (1993).

1. Call to Order
2. Certification of Open Meeting Law
3. Pledge of Allegiance
4. Approval of Minutes: 10/09/2024
5. Public Comment (3 minute limit)
6. CTH GG/M Intersection Control
7. Military Rd. Sign CTH X
8. St. Paul's Lutheran Cemetery Sign CTH F
9. AdHoc Highway Committee Update Regarding New Highway Facility
10. Railroad Consortium Update
11. Financial Report
12. Commissioner's Report
13. Committee Discussion
 - Future Meeting Dates: December 11, 2024 at 3:00PM
 - Future Agenda Items for Action & Discussion
14. Adjourn

This meeting will be conducted and available through in person attendance or audio/visual communication. Remote access can be obtained through the following link:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 268 724 766 938

Passcode: 9WMKJB

Dial in by phone

[+1 920-515-0745,,536224616#](#) United States, Green Bay

[Find a local number](#)

Phone conference ID: 536 224 616#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Please accept at your earliest convenience. Thank you!

[Org help](#) | [Privacy and security](#)

Please note: Meeting area is accessible to the physically disabled. Anyone planning to attend who needs visual or audio assistance, should contact the County Clerk's Office, 294-4005, not later than 3 days before date of the meeting.

**HIGHWAY/ADHOC HIGHWAY JOINT COMMITTEE MEETING
October 9, 2024**

The joint meeting of the Highway Committee and the AdHoc Highway Committee was called to order by Chair Dennis Mulder at 3:00 PM on Wednesday, October 9, 2024 in the County Board Room, Green Lake County Government Center, Green Lake, WI. The requirements of the open meeting law were certified as being met. The Pledge of Allegiance was recited.

Present: Dennis Mulder
Bob Schweder
Chuck Buss
Harley Reabe
Charlie Wielgosh
Dave Abendroth
Don Lenz

Absent:

Other County Employees Present: Liz Otto, County Clerk; Derek Mashuda, Highway Commissioner; Ken Stephani, Finance Director

APPROVAL OF 08/14/2024 AND 09/17/2024 MINUTES

Motion/second (Reabe/Buss) to approve the minutes of the 08/14/2024 regular meeting and the 09/17/2024 special meeting of the Highway Committee with no additions or corrections. Motion carried with no negative vote.

PUBLIC COMMENT - none

APPEARANCES

- **Amanda Tetzlaff – stop sign removal**

Amanda Tetzlaff appeared to request the removal of the stop sign on CTH GG at the intersection of GG and M to allow for better traffic flow. Discussion held. Highway Commissioner Derek Mashuda stated that the final decision would come from the Highway Committee. This will be added to the agenda for the next meeting.

DRIVEWAY VARIANCE – TOWN OF MARQUETTE

Highway Commissioner Derek Mashuda stated that the Town of Marquette is requesting a driveway variance for a second driveway to better serve cemetery needs on CTH H and Hilltop Road. Mashuda informed the committee of the various criteria required to grant the variance and stated he sees it as a general improvement. *Motion/second (Buss/Reabe)* to approve the variance request. Motion carried with no negative vote.

ADHOC HIGHWAY COMMITTEE UPDATE REGARDING NEW HIGHWAY FACILITY

Chair Mulder stated there is nothing to report at this time.

2025 BUDGET

Highway Commissioner Derek Mashuda stated that there is a meeting scheduled for tomorrow (10/10/2024) to discuss the 2025 budget.

RAILROAD CONSORTIUM UPDATE

Chair Mulder stated there is nothing to report at this time.

FINANCIAL REPORT

July reports were included in the packet. Highway Commissioner Derek Mashuda stated the August figures were not available when the packet was done. Mashuda gave those figures verbally.

COMMISSIONER'S REPORT

Highway Commissioner Derek Mashuda gave an update of current and upcoming projects.

CLOSED SESSION

- **Move into Closed Session per WI §19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a Closed Session.**

Motion/second (Buss/Schweder) to move into Closed Session at 3:30 PM. Ayes - 7, Nays - 0, Absent - 0, Abstain - 0.

RECONVENE INTO OPEN SESSION TO TAKE ACTION, IF APPROPRIATE, ON MATTERS DISCUSSED IN CLOSED SESSION

Motion/second (Schweder/Buss) to reconvene into Open Session at 3:48 PM. Ayes - 7, Nays - 0, Absent - 0, Abstain - 0.

COMMITTEE DISCUSSION

Future meeting date: Regular meeting – Next meeting set for November 13, 2024 at 3:00 PM.

Future agenda items: stop sign on CTH GG

ADJOURNMENT

Chair Mulder adjourned the meeting at 3:49 PM.

Submitted by,

Liz Otto
County Clerk

From: [Manda Tetzlaff](#)
To: [Mashuda, Derek](#)
Cc: [Buss, Chuck](#); rep.dallman@legis.wisconsin.gov
Subject: Fwd: Town of Manchester - Cty Hwy GG & M Stop Signs
Date: Sunday, April 21, 2024 4:27:24 PM
Attachments: [WIS DOT - Manual on Uniform Traffic Control Devices.pdf](#)
[WIS DOT - Stop Sign Bulletin.pdf](#)
[WIS DOT - Signs Statutes Part C.pdf](#)

[CAUTION: EXTERNAL SENDER This email originated from outside Green Lake County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Resending, as it appears I initially had the incorrect email address for the Highway Commissioner.

See my original email & attachments below.

Sincerely,
Amanda Tetzlaff

----- Forwarded message -----

From: **Manda Tetzlaff** <mandabusse@gmail.com>
Date: Sat, Apr 20, 2024 at 10:28 AM
Subject: Town of Manchester - Cty Hwy GG & M Stop Signs
To: <dmashuda@co.green-lake.wi.us>
Cc: <rep.dallman@legis.wisconsin.gov>, <cbuss@greenlakecountywi.gov>

Dear Highway Commissioner -

I'm writing to you (and I have CC'd a couple of others) with regards to the stop signs at the corners of County Highways GG and M in the Town of Manchester.

This is a "T" intersection where County Hwy M comes from the south and meets County Hwy GG (coming from the west) and M continues on to the east.

There are currently 2 stop signs at this intersection:

1. Where M (the stem or entering road) meets the cross road.
2. All traffic coming from the west has to stop at the intersection.

I'm writing you to ask that the stop sign for the main cross traffic (west to eastbound) be removed so that there is only 1 stop sign at this intersection, and that would be where M (the stem or entering road) meets the cross road, as required by Wis DOT (I've attached a copy of the "Stop Sign Bulletin" from Wis DOT for reference, and highlighted this point on page 4).

The extra stop sign is a nuisance, a hazard, often ignored by traffic, not wanted by the locals, and actually is a hazard in itself. And it doesn't appear there is any code or statute that requires the 2nd stop sign to be there.

Codes & Statutes

- We've heard from locals that they've heard that there has to be a stop sign there because where 2 County Roads meet there needs to be 2 stop signs. However, I haven't found any Wis DOT statutes supporting this. In fact, the only thing I can find is that where a *State Highway* meets a *County Highway*, then there needs to be a stop sign. But in the case of M and GG, they are both county roads.
- We've also heard from locals that years ago (maybe 30+ years ago or more), the Amish farmstead on the corner used to be a school house, so stop signs were installed on both corners for the safety of the kids and school bus. However, it hasn't been a school house in years, so even if that were true then the extra stop sign is no longer needed.
- I've scoured other Wis DOT stop sign statutes and codes (attached, with highlights) and I can't find anything that would state 2 stop signs are required at this intersection, as it's a T of 2 county roads.
- The visibility at the T intersection for all directions is fantastic - it's very flat, with plenty of room for traffic stopped at the stem or entering road to look both east & west and know if it's safe to proceed. The same goes for the cross traffic - they have plenty of viewing of the stopped traffic coming from the south. So visibility/safety can't be the issue.
- Traffic is not that busy at this intersection.
- No other county road T intersections in the area have 2 stop signs. The following are just a few examples of T intersections where 2 county roads/highways come together yet there is only ONE stop sign, where the stem or entering road meets the cross road.
 - At Cty Hwy GG and HH
 - At Cty Hwy B and FFF
 - At Cty Hwy AW and A

Nuisance

- During workdays Mon - Fri most of the traffic that passes through the intersection is industrial traffic (semis with trailers, bulk milk haulers, box trucks, farm equipment, etc.) that comes on GG from the west and turns south (right) to head south on M. It'd be much better for their gas mileage and efficiency to keep going into their right-hand turn than it is to come to a complete stop and then start again.
- With a high number of vehicles at this intersection being trucks - personal and work trucks - many are very loud and have loud exhausts. The more they stop, the louder they are when they take off. This is creating quite a nuisance for the homes at this intersection, especially the late night personal truck traffic. By reducing the intersection to just 1 stop sign on the stem or entering road, that will likely help cut the noise almost in half - as exhaust is loudest when accelerating from a dead stop.

Hazard

- Due to the Amish shops in the area, a number of the vehicles (particularly on weekends) are from drivers who don't live in the area. Oftentimes they use the stop signs at this intersection to stop and look at their phones or look up directions. This is a safety issue because they aren't paying attention to the traffic around them that's trying to get through. By removing at least 1 of the stop signs, it would encourage them to find a safer place to pull over if they are lost and regain their bearings, rather than stop in a traffic lane.

Not wanted by the locals / Ignored by Traffic

- Many locals greatly dislike the stop sign on GG for traffic headed to the east. Even though I may be the only one writing you a formal message/letter, I've spoken with many in the area who don't like the stop sign. A number of them actually only yield or barely stop at the stop sign. And actually according to Wis DOT, it's recommended that you DO NOT put up stop signs indiscriminately as "this quickly breeds contempt for traffic regulation, and drivers begin to disobey the sign's command to stop." (This quote is on the attached Stop Sign Bulletin, page 4, and highlighted.) That's exactly what's happening for traffic at this intersection.

In summary, I'm requesting the westbound stop sign be removed. If you'd like to come out & see the intersection for yourself, you're welcome to. If you have follow-up questions for me, I'm happy to oblige.

Sincerely,
Amanda Tetzlaff
W4402 Cty Rd GG
Cell: 920-229-1205
mandabusse@gmail.com

Cth GG/M intersection stop control

- CTH GG 210 ADT
- CTH M 180 ADT
- 0 crashes at this intersection in the last 10 years
- Adequate vision in all directions
- Minimal foot traffic
- 1 food processing business in the area with minimal vehicular traffic
- Stop control Northbound on CTH M
- Same classifications of intersecting roads

Search Input

● Fatality ● Injury (A) ● Injury (B) ● Injury (C)
● Property Damage

Select the form below to filter the crash map based on high level crash attributes. Click Apply to apply your filters or Reset to go back to the default settings.

There were **745** total crashes reported resulting in **19** fatalities and **978** injuries. Of this total, **742** crashes are mapped. [\[More\]](#)

Apply Reset

Counties ?

GREEN LAKE ▼

Center Map

Date Range ?

Begin Year/Month: 2014 ▼ JAN ▼
End Year/Month: 2024 ▼ DEC ▼

Crash Severity ?

- ☒ (K) Fatality
☒ (A) Suspected Serious Injury
☒ (B) Suspected Minor Injury
☒ (C) Possible Injury
☐ (O) No Apparent Injury

Clear Selection

Crash Flags ? [Definitions]

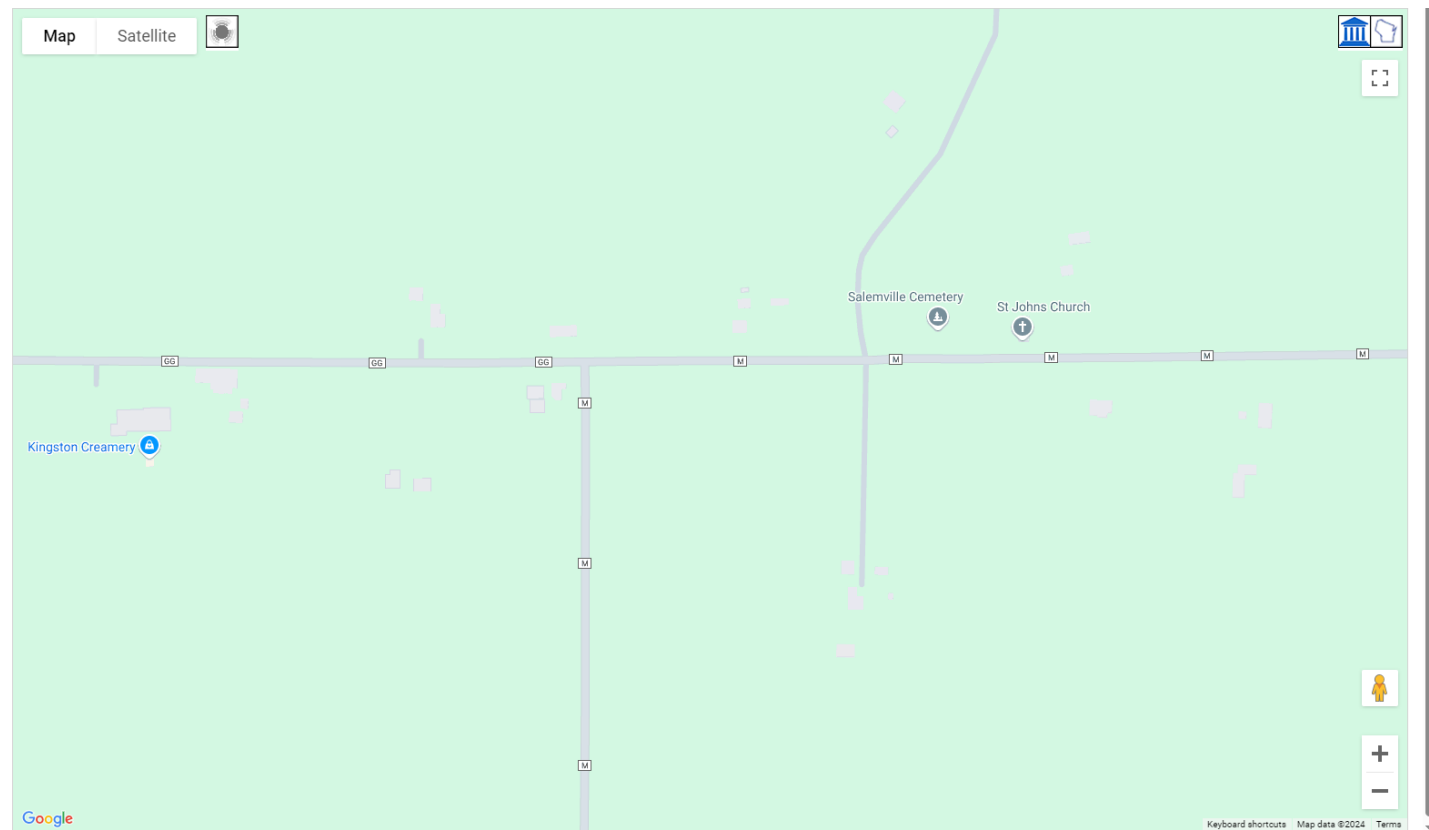
- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Bike | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Distracted | <input type="checkbox"/> Speed |
| <input type="checkbox"/> Impaired | <input type="checkbox"/> Teen Driver |
| <input type="checkbox"/> Motorcycle | <input type="checkbox"/> 65+ Driver |
| <input type="checkbox"/> Ocsp Protection | <input type="checkbox"/> Work Zone |

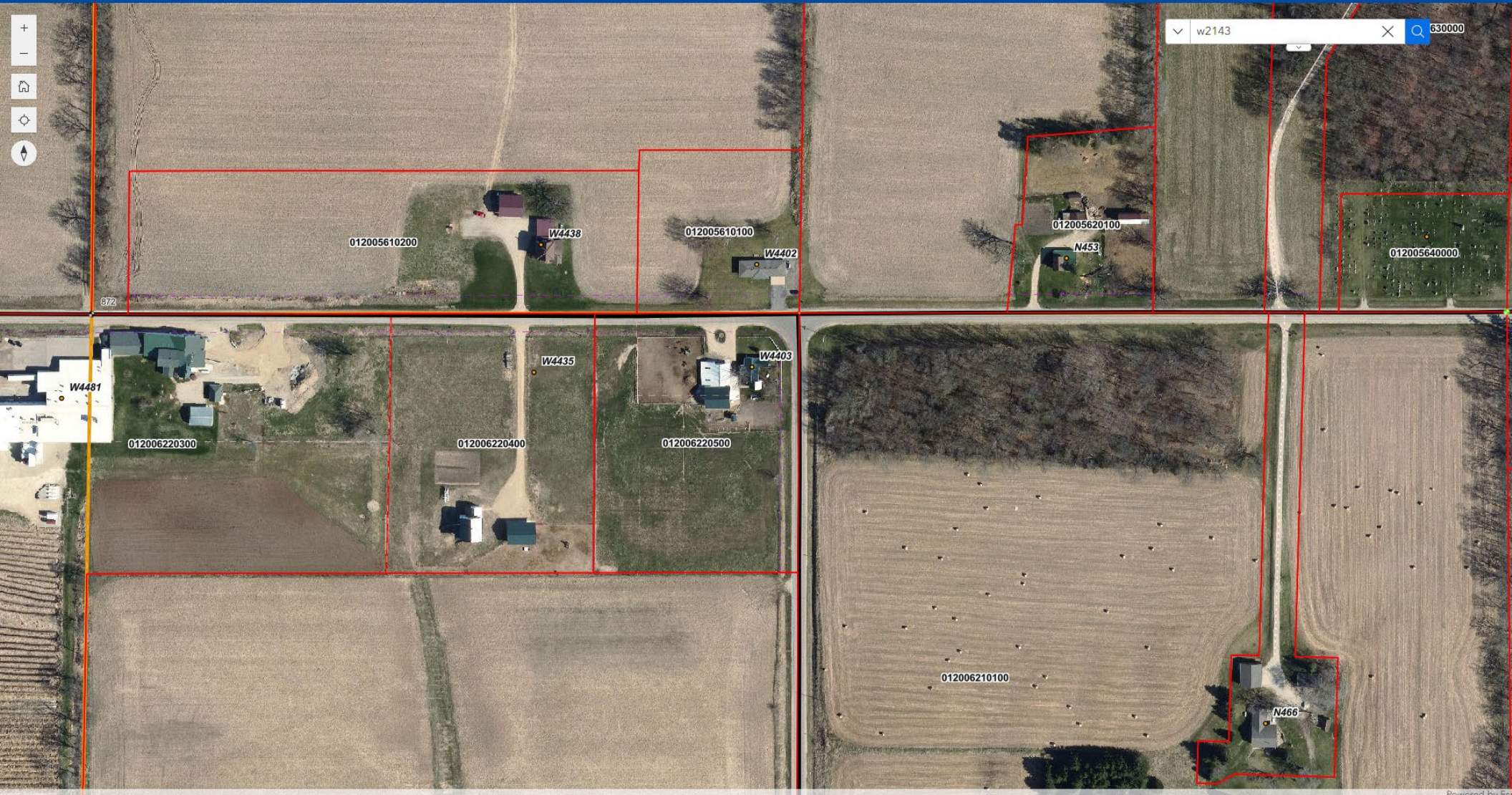
Combine crash flags using: ☐ AND ☒ OR

Deer Flag ?

Include Deer Crashes ▼

Apply Reset





From: [Sandra Snow](#)
To: [Mashuda, Derek](#)
Subject: Fwd: Dropped Pin
Date: Wednesday, October 23, 2024 5:32:33 PM
Attachments: [Green Lake County - Old Military Road.pdf](#)

[CAUTION: EXTERNAL SENDER This email originated from outside Green Lake County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good afternoon Derek, here is a 'pinned' location we have chosen as a request for a breakaway sign for Green Lake County. A sample of the signage is attached, as approved by our National Society. The original design of the sign is also shown in a 94-year-old sign standing at the intersection of County EE and Barry Road in Columbia County. We are happy to have had an able-bodied metal sign painter who gave her a nice facelift!

The purpose of the signs is to acknowledge the Old Military Road and bring attention to its history in Wisconsin. In my administration (July 2022 - June 2025), we have a goal to place at least one sign representing the Old Military Road in each county where the road was originally constructed. I have attached a page from the Wisconsin State Historical Society's archived articles about the Old Military Road. This page shows in red, the location of the original road imposed upon the maps of today. The Old Military Road history reveals that it was truly the precursor for the roads we travel today.

The Wisconsin Society DAR owns Fort Winnebago Surgeons Quarters and has since 1939. It is hard to believe that our 2024 season as a museum marks our 70th season in business. The property is on the National Register of Historic Places and we strive to support Portage tourism bringing history to life in the backyard of the old Fort Winnebago property. These signs will be a reminder to Wisconsin pre-statehood and settlement and will be featured by county on our website.

We will provide the signs you approve and pay for any installation charges. While we are grateful for the signs in place already, we do recognize that we need your support and approval, and respect the process that needs to be followed to ensure that we are in compliance with Green Lake County requirements. Please let me know if I can provide further information for you. Thank you for accepting this 'pinned' location for review near County X and County M intersection.

SANDRA SNOW, Wisconsin State Regent
S 4352 Fox Hill Circle, Baraboo, WI 53913
608-844-9545



----- Forwarded message -----

From: **Sandra Snow** <snowsis03@gmail.com>
Date: Wed, Oct 23, 2024 at 2:25 PM
Subject: Dropped Pin
To: BOM Sandy <snow4wsdar@gmail.com>

supplies dramatically illuminated the pressing need for adequate roads. This, plus the fear and general unrest raised by the war in the territory, and the nationwide attention being paid to it, together with the previously mentioned economic and political considerations, brought the matter of extending the route to a head. Accordingly, on July 14, 1832, Congress appropriated an additional \$5,000 to lay out and open what was now termed a Military Road from Green Bay to Prairie du Chien via Fort Winnebago.²⁹

Late that summer General Hugh Brady, commander of the Second Infantry with jurisdiction over the region, ordered Lieutenant Center to report to Fort Howard. His charge: to lay out the road.³⁰ On September 1, 1832, just before the Rock Island Treaty ending the war, Cass requested Major Henry Whiting, Quartermaster at Detroit, to appoint Doty to help Center lay out and survey the extended route.³¹ (Actually, Cass was in Detroit at the time, and may have personally discussed the matter with Whiting, for Whiting sent letters to Center and Doty the same day he received Cass's letter.³²) Cass, in a September 5 letter to Jesup, argued that to select the best ground for the road it would be advantageous to "associate with the military officer, a person well acquainted with the country."³³ Who better for the task than Doty, the man who had initiated the project? Captain Whiting was personally interested in the project, too, because of his prior experience in the region. In June of

1819, while attached to the Fifth Infantry on their way to build and man Fort Snelling at St. Paul, Minnesota, he had prepared for General Macomb an illustrated journal and cartographic report on the Fox-Wisconsin waterway.³⁴

Cass's appointment of Doty as a civilian commissioner for the Military Road was, of course, no casual happenstance. They had been acquainted since 1819 when Doty and Cass, then Governor and Superintendent of Indian Affairs for Michigan Territory, had both lived in Detroit.³⁵ Doty had served as Cass's secretary on his exploratory trip through Wisconsin and Minnesota in 1820.³⁶ They had maintained close ties thereafter. Cass also was largely responsible for getting Doty an appointment as a judge in 1823. However, since President Jackson had failed to nominate him for another term in 1831, Doty again turned to his patron for help, writing, "I am certain the public will want me at W. this winter for some purpose or other, and that your good nature and more extensive knowledge of affairs will suggest some employment."³⁷ Undoubtedly, then, the topic of another assignment came up when Doty visited Cass in Washington in the winter of 1831.

However the commissioner assignment might have been obtained, Doty was a logical choice. He had already served for a short time in 1822 as a commissioner to lay out a road

²⁹United States Statutes at Large, 4: 602.

³⁰Center to Cass, October 18, 1832, in N.A., W.D., R.G. 92, O.Q.M. Gen. Consol. Corr. File, Rds., Box 925.

³¹Carter, ed., *Territorial Papers*, 12: 520-521.

³²Whiting to Doty and Center, September 1, 1832, in N.A., W.D., R.G. 92, O.Q.M. Gen. Consol. Corr. File, Rds., Box 925.

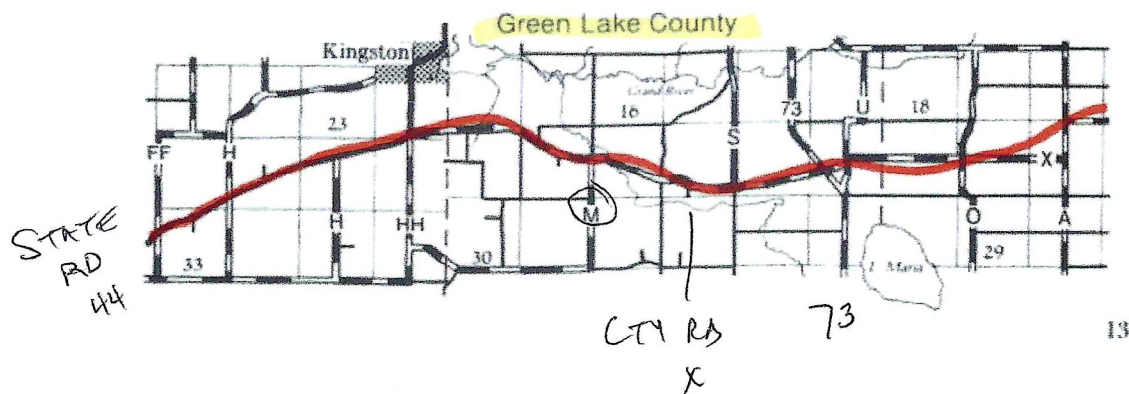
³³Cass to Jesup, September 5, 1832, *ibid.*

³⁴H. Whiting, *Journal of the March of the Fifth Regiment in June 1819 from Green Bay to Prairie du Chien*, P46086, SHSW, N.A., Cartographic Div., R.G. 77, 039-1 and 039-2.

³⁵For an authoritative biography see Alice E. Smith, *James Duane Doty, Frontier Promoter* (Madison, 1954).

³⁶James Duane Doty Papers, box 1, SHSW: Wisconsin Historical Collections (Madison, 1876), 7: 195-206.

³⁷Doty to Cass, July 23, 1831, Doty Letter Book, vol. 2, in the Huntington Library.



Object Description

Title

Wisconsin magazine of history: Volume 68, number 1, autumn, 1984

M/X

from Pontiac to Saginaw, Michigan.³⁸ He had extensive knowledge of the land between Green Bay and Prairie du Chien, and had traveled the Indian trails and wagon traces over which much of the road would eventually be built. In 1823, he had moved to Wisconsin, spent his first winter at Prairie du Chien, and in the spring moved with his wife to Green Bay. Each year until 1830, his judgeship had required that a court session be held in May at Prairie du Chien and in June at Green Bay. He usually made this circuit by canoe via the Fox and Wisconsin rivers.

In 1825, he and Henry S. Baird, the first trained lawyer to practice in Wisconsin, reportedly hired a Menominee Indian guide, "Blacksmith," and left Green Bay for Prairie du Chien on horseback.³⁹ If this report is true, they probably took one of the two major trails on the west side of the Fox River to the portage, and journeyed the rest of the way by boat down the Wisconsin River. (Had they gone the whole way by land, they would have predated the first overland passage across Wisconsin by four years.)

Sometime prior to 1829, Doty had drawn the sketch for the proposed road from Green Bay to Calumet Village enclosed with the Brevoort-Doty petition. The only clue as to when he reconnoitered this route is in the petition.

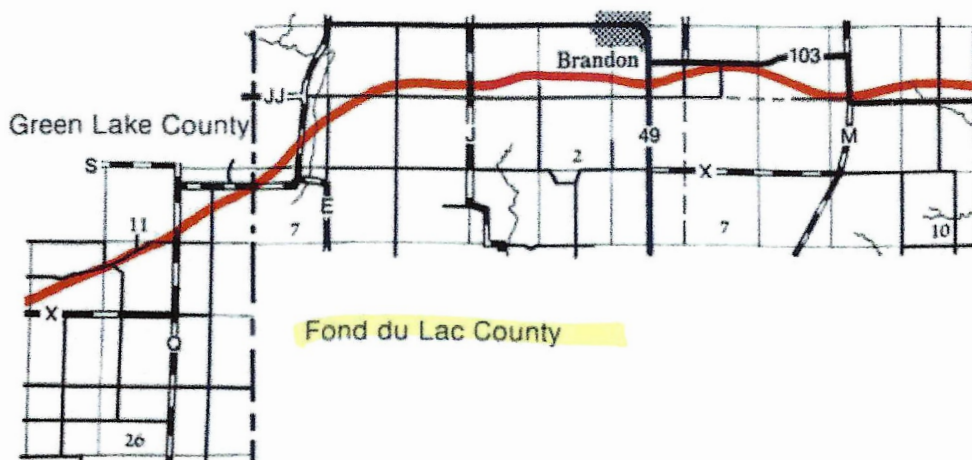
It states that Doty had just returned from personally examining the country "with a view to obtain the best ground for a road." (It is interesting to speculate whether Doty might have explored the route while returning from Red Bird's trial at Prairie du Chien in September, 1828.) The wealth of detail in the petition and sketch indicates that Doty already had extensive knowledge of the region. Interestingly, the sketch lists quite accurately the direction and mileage to Four Lakes (Madison). The statement in the petition that vehicles could pass from Calumet Village to the lead-mining district in the southwest raises the question: Had Doty already made this trip himself?

In the spring of 1829, Doty, Baird, Morgan L. Martin (Doty's cousin), Alexander Grignon, and "Blacksmith" set out on the first overland trip ever made by white men across Wisconsin.⁴⁰ On horseback they went from Green Bay, along the east side of Lake Winnebago, to Prairie du Chien via Four Lakes. Returning, they left Fourth Lake (Lake Mendota) by a different route and went northward along the west side of Lake Winnebago. In October, 1830, Doty accompanied John

³⁸Carter, ed., *Territorial Papers*, 11: 307, 314.

³⁹Elizabeth Baird, in Wis. Mss. V, box 4, folder 9, SHSW; H. S. Baird, *Green Bay Gazette* (Semi-weekly) April 2, 1870, see p. 3, col. 3.

⁴⁰*Wisconsin Historical Collections* (Madison, 1888), 11: 384-415. Martin, however, stated that Baird had not gone on this trip. J. D. Butler Papers, box 2, February 2 and May 23, 1885, SHSW. See also *Wisconsin Historical Collections* (Madison, 1888), 10: 74.



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DAUGHTERS OF THE
AMERICAN REVOLUTION

OLD

MILITARY ROAD

1835

1930



MILITARY ROAD

1835

1930

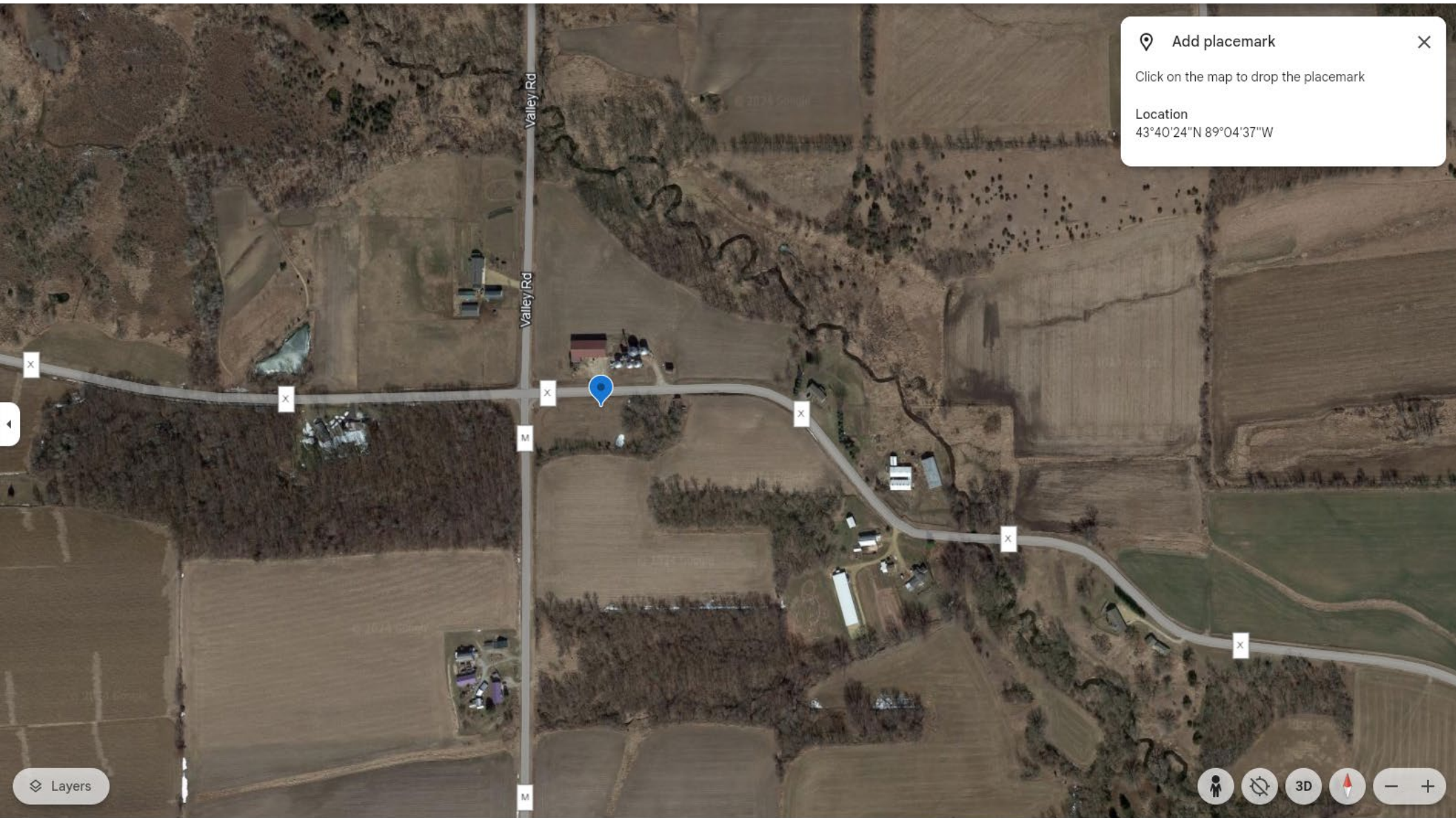


OLD MILITARY ROAD

EST. 1835



Dedicated by
Wisconsin Society, NSDAR
2024

Proposed Military Rd. Sign Location



Proposed Cemetery Sign Location



 Add placemark 

Click on the map to drop the placemark

Location
43°59'01"N 89°02'57"W



GREEN LAKE COUNTY HIGHWAY COMMISSION

Derek Mashuda
Highway Commissioner

Office: 920-294-4060

Fax: 920-294-4066

Email: dmashuda@greenlakecountywi.gov

Commissioner's Report

November 13th, 2024

Previous month review

- Ditch Mowing
- Mastic Work
- CTH T
 - Ditching
 - Shoulder Widening
 - Culvert installation
 - Base Course
 - Paving
 - Shouldering
 - Paint/Signs

Upcoming activities

- Mowing
- Patching
- Township Projects
- Snow Fence
- Mounting Trucks
- Plow Training
- CTH T
 - Punch List