

WEAVER SALES OF SAUK CITY, INC.

Affiliated Stores in:

Sauk City
Portage
Westfield
Madison-West
Waunakee
Mt. Horeb

Automotive Parts Distributor

846 Water Street
Sauk City, Wisconsin 53583

Parts/Counter (608) 643-8521
Office (608) 643-2734
FAX (608) 643-2736

Affiliated Stores in:

Pardeeville
Mazomanie
Middleton
Madison-North
New Glarus
Randolph

MAR 11 1991

WEAVER auto parts

March 7, 1991

*called
3-20-91*

Representative David Brandemuehl
Room 324 North, State Capitol
Madison, WI 53702

Dear Mr. Brandemuehl:

In reference to your article asking our opinion of the Highway 12 project, we think there are four groups of individuals that must be considered in this issue. They are listed in ranking order below:

1. The individuals who must travel Highway 12 under unsafe conditions.
2. The farmer who relies on his farmland to make a living.
3. The businesses located along Highway 12 that rely on passing traffic to support them.
4. The individuals that live along Highway 12 or within the community that would prefer the villages aren't located on a "super highway," or who would like to remain in a small town atmosphere.

Representative David Brandemuehl
Page 2
March 7, 1991

We believe the solutions to these individuals or business concerns are listed in the below order on a prioritized basis:

1. The highway must change as soon as possible to a four lane road to facilitate unsafe conditions.
2. The road should follow the path that it follows presently to avoid wasting farmland by re-routing. Although the road should be four lanes, it does not have to be a super highway with large areas of land being wasted between lanes. Conservation of maximum farmland should be your main goal.
3. The highway should pass through Sauk City as it presently does, with enhancements made as needed to improve traffic flow through the village as possible. The businesses requiring thru-traffic for their survival should be facilitated.
4. Please refer to our above point number 2 and note that the conservation of farmland and the avoidance of the "super highway" construction should be done to keep the small community atmosphere.

We do feel that when decisions are made affecting a large group of people, such as the people of Sauk Prairie, the best decision is the one that satisfies all wishes, even if only partially, in a prioritized manner.

Sincerely,

WEAVER SALES OF SAUK CITY, INC.

Mark A. Weaver/cz

Mark A. Weaver
President

MAW/cz

END



END

March 16, 1991

Rep. David Brandemuehl
P.O. Box 8952
Madison, WI 53708

MAR 25 1991

major project file

Dear Mr. Brandemuehl,

Enclosed is an article that recently appeared in the Eau Claire Leader-Telegram. This was written by Mr. Robert Sather. Mr. Sather is on the Eau Claire County Board, and for a number of years on the Committee of Transportation. Based on his experience and his understanding of the NEEDS IN THIS AREA, we feel this is an excellent article and reflects many of our opinions.

Once again, we are asking your support, on behalf of OVER 2000 people that signed petitions opposing the Hwy 53 Inner Bypass Corridor.

Thank you.

Sincerely,

Janet M. Fox

Citizens opposed to the Hwy 53 Inner Bypass Corridor

cc: DOT, MOEN, ROSHELL,
VAN GORDON, ZIEN, HNTB,
HISRIC, GOV. THOMPSON

QUOTE OF THE DAY: "If people in the city feel that recyclables should be picked up, the person to talk to is your County Board representative."
— City Council member Margaret Lansing

IN THE NEWS - UNDER BUSH'S
NEW TRANSPORTATION PLAN,
WISCONSIN WILL GET MORE
FEDERAL DOLLARS FOR HIGHWAYS...



IN OTHER NEWS - BECAUSE OF AN EPA
RULING ON POLLUTION RESTRICTIONS
WE WON'T BE ABLE TO DRIVE ON
SOME OF THOSE HIGHWAYS...



A case for outer bypass

By Robert D. Sather

This is an appeal to community common sense by presenting some of the merits for routing Highway 53 as an outer bypass and hopefully gaining popular community support for an outer bypass.

Almost all are aware of the alternate routes, their estimated costs, apparent environmental impact and negative concerns for an outer bypass, so I will focus on some of the positive reasons for supporting an outer bypass.

1. The state of Wisconsin, Department of Transportation, has the mission of providing traffic routes for the efficient and safe movement of traffic throughout the state. At the time of design and construction of Highway 53, north of the tank farm and west of Chippewa Falls, a route south to I-94 east of Lake Altoona was identified.

This was well-known to the city, county and township officials and considered in their future plans. This route best serves the mission requirements of the DOT and is their unofficial favorite, currently identified as the outer bypass.

2. The outer bypass is the least expensive at a cost of approximately \$30 million. At the same time, \$40 million would be allocated for improvements on the existing Highway 53 route within the city of Eau Claire.

3. Far fewer property owners would be adversely affected, and those rural landowners with property near the interchanges would see an increase in their land values.

4. Relocation of the highway through a rural setting allows the highway designer more latitude to adjust line and grade in order to lessen adverse environmental impacts:

5. An outer bypass would complete an outer ring road around the city of Eau Claire encompassing I-94, the north crossing and Highway 12.

6. Citizen opposition to the inner bypass is strong and well organized. Just a few people delayed the construction of new Highway 53 around Rice Lake for more than five years. The secretary of the Department of Transportation has already delayed this project two years by refusing to recommend its inclusion in the Major Project List last fall because of lack of local support.

7. If Eau Claire and Altoona were to join together in support of the outer bypass (including improvements to existing Highway 53), opposition would be minimized and early approval by the Department of Transportation

It seems to me

tation could be expected.

8. The argument that the outer bypass is too far out in the country and would not carry much local traffic has been used before, once in the 1940s when U.S. 12 was routed south of Eau Claire (now Clairemont Avenue) and again when I-94 was routed west and south of Eau Claire.

In both cases, traffic projections prior to construction were far exceeded by actual traffic counts following construction. The outer bypass will carry 100 percent of the through truck traffic, greatly relieving congestion on the present facility.

9. It is apparent that the most immediate traffic growth has been to the south and southeast of Eau Claire, i.e. near the Oakwood Mall development. It is suggested that the outer bypass would better accommodate this existing growth and future development to the southeast of Eau Claire.

10. It is urged that the Department of Transportation contract with an independent research consultant to assess the cause and effect of quantitative traffic congestion periods on Highway 53.

Such a study would require an action plan for resolution of periods of high density traffic. Casual observation indicates that prior to 8 a.m., both Hastings Way and Clairemont Avenue are at one of their periods of greatest density. Conversely, after 8 a.m. both highways are nearly void of traffic.

This seems to be manifested by human habit of too many people doing the same thing at the same time. Such a study might suggest that cooperating employers could alter employees' work schedules so that traffic density between Eau Claire and Chippewa Falls could be managed by these altered work schedules.

Such a study would also help with design work needed to improve many of the now existing deficiencies of Highway 53 that need immediate attention.

The state Department of Transportation considers many area requests for funding. They will find it easy to approve a non-controversial, needed bypass that meets their mission of moving traffic across the state.

Your support of the outer bypass will be the first step toward uniting the supporters of this improvement and toward gaining early approval by the state Department of Transportation.

Robert D. Sather is a member of the Eau Claire County Board Supervisors and chairman of the board's Transportation Public Works Committee.

END



END

APR 08 1991

Transportation
Center

3253 N. Summit Ave.
Milwaukee, WI 53211
April 5, 1991

Rep. David Brandemuehl
324 N. Capitol
Madison, WI 53708

Dear Rep. Brandemuehl:

Thank you for taking time to talk with those of us who spoke in favor of Mass Transit recently.

During our conversation I mentioned that the automobile is subsidized by about \$3 billion annually. Enclosed is a pamphlet published by the National Association of Railroad Passengers on "Huge Highway Subsidies," containing many supporting facts.

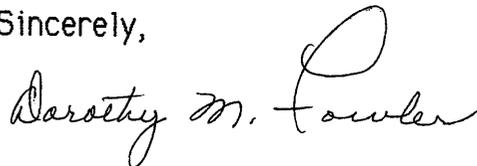
I am also enclosing the folder, "A New Transportation Vision."

Another source of data is a booklet, "Rethinking the Role of the Automobile," (No. 84) which is available for \$5.00 from Worldwatch Institute, 1776 Massachusetts Avenue, NW, Washington, DC 20036.

Already, 10 percent of all the arable land of the USA is under cement either for highways or parking lots, thus making the need for a new transportation policy one of the most pressing in the nation today.

I urge you to support bills providing funding for mass transit as well as bills to create effective regional planning for transportation alternatives.

Sincerely,



Dorothy M. Fowler

Enclosures - 2



Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Ronald R. Fiedler, PE
Secretary

OFFICE OF THE SECRETARY
P. O. Box 7910
Madison, WI 53707-7910

OCT 15 1991

October 10, 1991

The Honorable David Brandemuehl
Wisconsin State Representative
100 North Hamilton Street
Room 414
Madison, Wisconsin 53702

Dear Representative *David* Brandemuehl:

Thank you for your letter concerning the reconstruction of the bridge over the Wisconsin River at Boscobel.

The replacement of this bridge is included in the Department's Six-Year Improvement Program, with construction scheduled for 1997. The preliminary location and design work has just been started by the La Crosse District Office.

You mention that we consider constructing the bridge with four traffic lanes. As you may know, traffic volumes, both current and projected, are the main considerations in determining the number of lanes for a highway or bridge. As it happens, current and projected volumes are well below the level that would warrant four lanes. Although the designation of Highway 61 as the "Avenue of the Saints" could increase traffic here and elsewhere on the route, we lack justification at this time for devoting highway dollars to creating four lanes on Highway 61 in Wisconsin.

Nevertheless, I have asked staff in our La Crosse and Madison District Offices to explore the possibility of designing and constructing a two-lane bridge at Boscobel to handle current volumes, with provision for eventual expansion to four lanes should traffic grow beyond our forecasts. As the design process continues, we will keep you and local officials and citizens informed of the feasibility of this option.

Representative David Brandemuehl
October 10, 1991
Page Two

Thank you again for your interest. If you have any further questions, please contact District Director Tom Carlsen at (608) 246-3800 or 2101 Wright Street, Madison 53704.

Sincerely,



Ronald R. Fiedler, P.E.
Secretary

RRF:dab

cc: Governor Tommy Thompson
Floyd Von Haden