

TRANSPORTATION PROJECTS COMMISSION

4802 Sheboygan Ave - Rm 951
Madison, WI 53705
608/266-5408

July 8, 1992

IPC Members:

Gov. Tommy Thompson, Chair
Senator Joseph Andrea
Senator William Berndt
Senator Alan Lasee
Senator Marvin Roshell
Senator Barbara Ulichny
Rep. Cletus Vanderperren
Rep. David Brandemuehl
Rep. Donald Hasenohrl
Rep. Barbara Notestein
Rep. Heron Van Gorden
David Bugher
Jack Pelisek
Herman Ripp
Sec. Charles H. Thompson

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, Wisconsin 53708

Dear Representative Brandemuehl:

As you are aware, the dates and locations of the TPC hearings are set:

July 22 - Ramada Inn - 3841 E. Washington Ave. - Madison

July 29 - Midway Motor Lodge - 3033 W. College Ave. - Appleton

Attached is the agenda for both hearings. A buffet breakfast and lunch will be provided at each hearing location. These meals will be direct billed to the Department. We have reserved rooms for those of you who requested them at the Midway Motor Lodge in Appleton for the evening of Tuesday, July 28 and they are being held for late arrival. If you need a room for the Madison hearing, please let me know. These rooms will also be direct billed to the Department.

As in the past, the Department will provide a breakfast and lunch briefing on the projects being heard that day. Please plan to attend the briefings to re-aquaint yourself with the candidates.

There will be a short TPC meeting at the July 29 hearing after the breakfast briefing to discuss budget issues.

If you are NOT planning to attend either of the hearings, please let me know as soon as possible.

Sincerely,



Barb Jurewicz
Secretary

Attachment

(TPC41A.WP)

TPC HEARING AGENDA

SOUTHERN HEARING

July 22, 1992

Madison

7:45 a.m. Breakfast Briefing

8:30 a.m. Start Hearing

STH 16/67	Oconomowoc North Bypass - Waukesha County	Enumeration
STH 59	West Waukesha Bypass - Waukesha County	Enumeration
STH 11/36	Burlington Bypass - Racine County	Study
USH 12	Elkhorn - Whitewater - Walworth County	Study
USH 151	Fond du Lac Bypass - Fond du Lac County	Enumeration

12:15 p.m. Luncheon Briefing

1:15 p.m. Start Hearing

STH 794	Lake Arterial (Layton Ave. - STH 31) - Milwaukee, Racine & Kenosha Counties	Study
STH 11/81/213	Rock County Transportation Plan - Rock County	Enumeration
USH 151	Dodgeville - Dickeyville - Iowa, Grant & Lafayette Counties	Study
USH 12	Sauk City - Middleton - Dane County	Enumeration
USH 12	Ski Hi Road - IH 90/94 - Sauk County	Study

NORTHERN HEARING

July 29, 1992

Appleton

7:45 a.m. Breakfast Briefing

8:30 a.m. TPC Meeting

9:15 a.m. Start Hearing

STH 57	Random Lake - IH 43 - Ozaukee & Sheboygan Counties	Enumeration
STH 57	Dyckesville - STH 42 - Kewaunee & Door Counties	Study
STH 35/64	Houlton - New Richmond - St. Croix County	Enumeration
USH 53	Eau Claire Bypass - Eau Claire & Oconto Counties	Enumeration

12:15 p.m. Luncheon Briefing

1:15 p.m. Start Hearing

USH 2	Superior - Ashland - Bayfield & Douglas Counties	Study
STH 13	Marshfield Mobility Study - Marathon & Wood Counties	Enumeration
USH 141	STH 22 - STH 64 - Marinette & Oconto Counties	Study
USH 41	Oconto - Peshtigo - Oconto & Marinette Counties	Study

(TPC40.WP)

END



END



Wisconsin State Assembly

P.O. BOX 8952 • MADISON, WI 53708

July 9, 1992

Ms. Mel Kelly
1705 Ridgeview Acres
Platteville, WI 53818

Dear Ms. Kelly:

The Wisconsin Transportation Projects Commission (TPC) recently held its first meeting in Madison. It was announced that a major highway project study is currently underway on a 20-mile four-lane expressway section of US 151 from Dodgeville to Belmont.

In addition, US 151 from Belmont to Dickeyville, is one of eight major highway projects nominated for preliminary engineering and environmental studies. While it is good news to have US 151 under consideration for preliminary studies, it must be clarified that it is not yet for enumeration.

We are still looking at approximately two more years before the six-year construction process can begin. However, it is an excellent opportunity to put together preliminary presentation materials. The TPC will meet again in Madison on July 22.

The Wisconsin Department of Transportation (DOT) in previous years has presented the TPC with only one list of projects to be considered for enumeration. Newly-appointed DOT Secretary Charles H. Thompson explained to the TPC that some changes in the major highway project selection process were being implemented.

Among the changes is a second list of projects presented to the TPC which include the major highway project candidates being considered for preliminary studies. Thompson said the new process will provide the detailed information needed for the TPC to make good, sound decisions regarding the projects.

Major projects are ranked on a possible 100-point system that includes the following: enhance Wisconsin's economy (40), improve highway service (20), improve highway safety (20), minimize undesirable impacts (10) and serve community objectives (10).

*Course -
Please reproduce
for 7/15 Highway 151
meeting
Shank
mk*

Once the studies are completed, DOT will determine whether to stop a project's development as unwarranted, or to bring it to the TPC as a candidate for enumeration. Candidates for enumeration will include a preferred alignment, draft environmental impact statement, cost estimates, and community input.

We suggest that one or two delegates be selected to go to Madison and make the presentation to the TPC on July 22. The presentation should focus on ways in which the proposed project could enhance Wisconsin's economy, improve highway service and safety, serve community objectives and minimize undesirable impacts. We would be happy to meet with you to assist in preparing the presentation.

Sincerely,

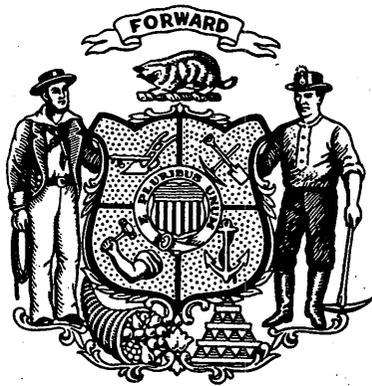


David A. Brandemuehl
State Representative
49th Assembly District



Stephen Freese
State Representative
51st Assembly District

END



END



Stephen L. Nass
Wisconsin State Representative

July 10, 1992

Rock County Transportation Coalition
P.O. Box 5005
Janesville, WI 53547-5005

Dear Coalition Members:

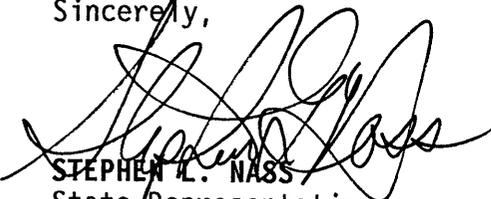
I am writing in support of the proposed dual bypasses on Highway 11 and Highway 81 for the cities of Janesville and Beloit.

The worthiness and necessity of the proposed bypasses are clear. In order for south central Wisconsin to remain a viable transportation corridor for growing markets, these bypasses must be implemented. The plans offered by the affected municipalities are warranted.

The agreement which has been reached between the City of Janesville and the Towns of La Prairie and Rock on the construction of the Highway 11 Bypass is a result of cooperative and committed efforts on the parts of both the City Council and the Town Boards.

Thank you for your consideration of this deserving project. If you should require any further input, please feel free to contact me.

Sincerely,



STEPHEN L. NASS
State Representative

cc: Transportation Projects Commission Members
Steven E. Sheiffer, City Manager, Janesville
Richard Freese, Acting City Manager, Beloit
Gordon Hill, Chairman, Town of La Prairie
Richard O'Leary, Chairman, Town of Rock

HWY 59 Bypass - Waukecha File July 13-92
AGAINST Mr. Brandemuhl

I wish to express my concern about the meeting on July 22 for discussion on the proposed money to be allotted for Hwy's since Malin & Waukecha are talking about Mass transit I see no need to spend money on extending Hwy 59 to I 94. It will destroy a lot of wet land even if a bridge is built over the whole area of wet land were will the salt go. In to peoples wells. There is a 4ft by 4ft spring in the area that feeds the wells also

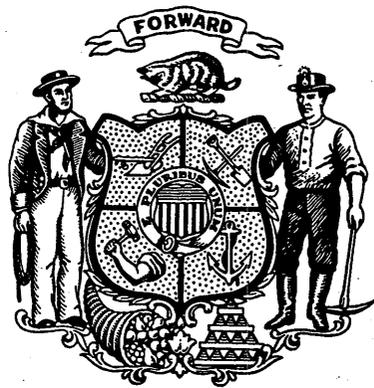
if they cut meadow
brook Rd down 40 ft it
is full of springs. They
have already had trouble
with wells on the Hwy J & J
intersection to F 94 which is
being worked on now.

The safety & well being
of the children at Meadows
brook school is of great
concern to us the noise &
pollution. Please walk
the area before you make
a decision. Lets fix &
improve the roads we have
now. St Paul Ave to ^{Hwy} 64
or to Hwy J is all ready
there. Please vote against the

Hwy 59 Bypass
Sincerely James Pace

MR & MRS JAMES J PACE
W270 N195
ARROWHEAD TRAILS
WAUKESHA, WI 53188

END



END

HWY 59 Bypass - Waukesha

AGAINST

N3 W27282 Arrowhead Trails
Waukesha, WI 53188

July 15, 1992

Representative David A. Brandemuehl
100 N. Hamilton Street, Room 401
Madison, WI 53708

Dear Representative Brandemuehl:

Your commission is presently considering a highway project in Waukesha County known as the Highway 59 Bypass. My wife and I are opposed to this project for a number of reasons.

First of all, the proposed project will cross a sensitive wetland, and by doing so, will ruin it. There are so few of these wetlands left in our state as it is...to purposely ruin another would be abominable.

Secondly, the bypass would be extremely expensive. Despite the fact that the bypass was originally proposed over twenty years ago, local municipalities have been allowed to develop this corridor, the lands laying in and adjacent to its path. By doing so, the county has made the task of building the bypass much more expensive than it could have been. We feel that a lack of good planning on their part does not constitute an increase in taxes on our part!

Third, the majority of people living near the corridor oppose the bypass. Many of them were not made aware of the county's intentions when they built their homes. Had they known they would be having a four-lane highway for a backyard, many of them would not have built. These people also have their children to consider; the bypass will run directly in front of Meadowbrook Elementary School, making recess a deadly adventure.

Finally, the bypass isn't needed. If the idea is to connect traffic from the south side of Waukesha to I-94, then the sensible solution would be to make use of St. Paul Avenue, which is already four lanes part of the way, and would only need to be improved.

My wife and I oppose any bypass that is destructive to wildlife, costly to taxpayers, not wanted, and not needed; we hope that you will oppose it as well.

Sincerely,



Norman E. Schwanz

Platteville 151 Bypass Task Force
draft July 15, 1992

WISDOT PUBLIC HEARING 7/20/92 Platteville High School

Purpose of the hearing: receive testimony about highway and other transportation needs in general for upcoming 6 year plans

Ideas of testimony:

- * planned runway improvements at Grant County Airport in 1994
- * loss of inter-city bus service for Highway 151 communities
- * continued support of shared-ride taxi service
- * Highway 151/61/11 improvements for freight and vehicular travel

TRANSPORTATION PROJECTS COMMISSION 7/22/92 Ramada Inn - Madison

Purpose of the hearing: receive specific testimony about projects proposed to be enumerated for construction or study in next budget period and 6 year plan.

Ideas for testimony:

Highway 151 from Dodgeville to Dickeyville is noted as a candidate for study in 1993. A study is already underway for the Dodgeville to Belmont segment. We need a complete study of the entire 20 mile length because the route around or through the Dickeyville "bottoms" affects the rest of the corridor. Please add the Platteville to Dickeyville segment to the current planning contract.

* Project will Enhance the Economy of Wisconsin

1. Platteville is transportation disadvantaged without rail, inter-city bus service and a 4 lane highway. Platteville Industry Park is a 100 acre park with 4 firms. Established in 1987. Recently completed an Economic Development Administration grant for utility and street improvements, including a new water tower.

2. A firm that makes heavy cranes was impressed with Platteville and the university resources, but needed rail service. Lakeside chose to build in Rhinelander.

3. Prospect "7-92" wants to be in Wisconsin but have access to the Quad Cities and I-70.

4. How many firms look at Southwestern Wisconsin on the map and then write us off for the lack of a 4 lane highway? Can Wisconsin afford to have a disadvantaged area in their economic development plans? We have no way of quantifying this experience.

5. Freight coming from Minneapolis must detour around the Southwestern Wisconsin on the interstate system to get to I-70.

* Project will Increase the Competitiveness of Existing Businesses.

1. Can we get statements from UPS, Lands End, Dicks, Advance, Fendall, others?

*** Project will Complete the Corridors 2020 Network**

1. Highway 151 is a designated "backbone" segment.

*** Project will Improve Highway Service**

1. By-pass will eliminate stop sign in Belmont, 2 traffic signals in Platteville and speed limit areas in congested areas.

2. The terrain of the driftless area, while beautifully scenic, is difficult for highway construction and travel. The challenge of going around or through the Dickeyville "bottoms" affects the route of a new highway the entire length of the corridor from Platteville to Dickeyville.

*** Project will Improve Highway Safety**

1. Turning movements will be eliminated in congested areas.
2. Dangerous spots like the Highway 151/Ipswich crossing (west of Belmont) will be eliminated.

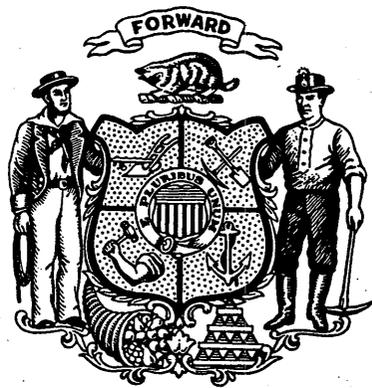
*** Project will Serve Community Objectives**

1. Platteville has organized a task force to study alternative alignments and interchange locations and determine the best fit for the community. This is a major goal of the City of Platteville as the decision will affect the land use and traffic patterns well into the next century.

drw/hwy0715

Keeler 28th DOT meeting 7:30 p.m. Sandra Host 151-61

END



END

DOTPROJ. LTR

Copy

July 16, 1992

The Honorable Dave Deininger
325 West
State Capitol
Madison, WI 53708

Dear Representative Deininger:

I would like to thank you for contacting me regarding the proposed highway projects in Janesville and Beloit. As a member of the Department of Transportation Major Projects Commission, I appreciate the time you took to share your views on these matters.

I will be looking at each request very carefully before deciding which to recommend. You can be sure that your endorsement for the proposed Highway 11 Bypass of Janesville and the proposed Highway 81 Bypass of Beloit will be taken into consideration when I make my decision.

Thank you again for sharing your concerns. If I can be of further help regarding this or any other matter, please do not hesitate to contact me again.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:kjr

HWY 59 Bypass - Waukesha

AGAINST

DEBORAH THIEM KOLLO
SOUTH 31 WEST 26897 SUNSET DRIVE
WAUKESHA, WISCONSIN 53188

July 16, 1992

Dear Mr. Brandemuehl,

Please consider this letter representative of thousands. My neighbors and I have been opposing the "Waukesha West Hwy 59" project ever since it surfaced over the last twenty years. Now it comes before you for funding. We're counting on you to vote no.

It serves only local traffic and does little (10%) to relieve the only congestion in that vicinity. DOT declared it does not relate to state traffic in any way.

It destroys pristine wetland/suphill primary environmental corridor home to red tailed hawks, fox, deer, badgers, and endangered species of flora + fauna documented by UW scientists, DNR officials, Museum scientists.

It is opposed vehemently by our historic downtown Waukesha businessmen because the strip malls, etc. already planned by greedy developers will drain our economic life-blood - traffic further away.

It is the most expensive project per mile on your list + the cost will go much higher than \$32 m. for 5 miles.

Please dismiss this ill-founded project once and for all!

Sincerely,
Deborah Kollo

For
CORRIDOR 12 COALITION

July 18,
~~20~~ 1992

Dear Supporter of Safe and Efficient Transportation,

It was great to hear the strong consensus for Corridor 12 improvements at our recent meeting at Mike's Kitchen. Thanks to the many who came and special thanks to guest speaker Phil Scherer of the Transportation Development Association for presenting accurate information about the major projects process and Corridor 12.

Several who attended plan to testify at the Wednesday July 22 Transportation Projects Commission hearing. But they need your help if we are to achieve enumeration of Middleton-Sauk City and the start of study of Ski Hi Road-190/94. Please call and get the help of fellow supporters in your community from: industry, business and other major employers; local government, school, chamber and civic groups; and law enforcement, ambulance and fire services.

PLEASE ATTEND THE TPC HEARING Wednesday, July 22 at the Ramada Inn, 3841 East Washington Avenue, between I90/94 and Hwy 51 on Madison's far east side. Both corridor 12 projects are on the afternoon schedule, set to begin at 1:15 p.m.

We can advance the Corridor 12 projects if our testimony is unified. For Middleton-Sauk City, that means support that is consistent with the Highway 12 Study Committee recommendations: a by-pass at Middleton, four lane expressway in the rural stretch, and in Sauk City, a second bridge and staying on Phillips Blvd.

Points to stress: 1) Tell how each project enhances Wisconsin's economy by identifying specific examples of where it will increase the attractiveness for new business to locate and increase the competitiveness of existing business. 2) Describe locations where the project will correct problems with traffic delay, average speed, type of terrain and no passing zones. 3) Explain the safety problems that contribute to accidents and how the project will reduce and eliminate those problems. Tell about human and economic losses that you are familiar with. 4) State that you support the projects and the DOT's commitment to minimize ag impact and protect plant and wildlife habitat.

In person testimony is most effective, but if you cannot attend, you can fax your comments to: Transportation Projects Commission at 608-266-7818 by 4:00p.m. Tuesday July 21. Deadline for mailed comments is August 17. The TPC address: 4802 Sheboygan Ave. Rm 951, Madison WI 53705.

For the Middleton-Sauk City project, the object at this hearing is to achieve enumeration, one step in a long process. It is critical that your testimony stress the importance of the project as a whole. Raising side issues such as a by-pass of Sauk Prairie, could have the unintended consequence of delaying the entire project, exactly what anti-highway people hope for. Cost/benefit studies by the DOT and the Hwy 12 Study Committee have shown a by-pass is not justified now, but one likely will be in 20 years. Because of reduced federal appropriation, competition between projects is very real, and the Commission may welcome a reason to drop a \$51 million project like Middleton-Sauk.

Sincerely,

Bill Birkenmeier
Middleton

20 { 2735 Tami Trail
Madison 53711

Mike Boss
Sauk Prairie
339 Water St
Prairie du Sac

Forrest Bushland
West Baraboo
733 Rosemary Lane
53913

FOR

HIGHWAY 57 TASK FORCE

P.O. Box 371

Random Lake, WI 53075

Rose Hass Leider, Co-Chair
William Goehring, Co-Chair

(414) 994-4448
(414) 994-4749

July 18, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, WI 53708

RE: Completion of Highway 57 from I-43 to Random Lake

Dear Representative Brademuehl:

We write to you as members of the Transportation Projects Commission to reintroduce our organization known as the Highway 57 Task Force and to present some additional information regarding the proposed completion project which will be before you at the upcoming hearing of the Commission in Appleton on July 29, 1992. You may recall that this project was one of two Highway 57 projects which was among the major project finalists two years ago. The other Highway 57 project in the Green Bay area is not among the finalists this year but is instead scheduled for further study.

The Highway 57 project which we present for your favorable support is located in northern Ozaukee County and southern Sheboygan County and is a very unique project compared to all of the other proposals which you will be considering this year. In this case, there is a gap of approximately nine miles between I-43 near Saukville and Random Lake where Highway 57 is a two lane highway. At Random Lake, Highway 57 becomes a four-lane highway and continues as such for approximately 15 miles to the north past Plymouth. This "bottleneck" area has been on the "back burner" for many years and has just simply never been completed. The State of Wisconsin has owned the right-of-way for completion for more than 25 years.

Because this particular segment of Highway 57 is just a short gap of two-lane highway in a network of four-lane highways, it is particularly dangerous. Many people are confused or otherwise affected by this unusual situation where traffic must first convert from four-lane to two-lane and then back again to four-lane. In addition, we believe that completion of this segment of Highway 57 will greatly enhance the economic development of northern Ozaukee County, Sheboygan County, Calumet County, and even areas up into the Fox River Valley. Furthermore, tourism for the eastern part of the state will be significantly enhanced by the completion of this small segment of Highway 57. Of particular note is Road America which attracts thousands of visitors on race weekends from

Representative Brademuehl
July 18, 1992
Page 2

as far away as northern Illinois. Traffic in this area is often backed-up for miles and such congestion and other hazards would be completely eliminated by simply completing the highway as four-lanes for the segment involved.

A further development since we last appeared before the Transportation Projects Commission is two fatalities in this area. More details of these fatalities will be presented by law enforcement personnel at our hearing in Appleton. Finally, the Department of Transportation worked on surveying and other engineering activities during the past winter of 1991-1992. Even though the highway was not among the approved majored projects two years ago, the Department of Transportation, Waukesha office, utilized excess employees during our recent mild winter and we were able to enjoy seeing survey crews, soil drilling rigs, and other engineering work on a project that deserves prompt completion.

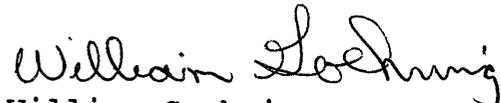
Enclosed for your reference is a pamphlet which was prepared two years ago and which is still pertinent and gives a good outline of the nature of the project as well as the considerations supporting its approval. Also enclosed are copies of postcard petitions which have been submitted by interested citizens supporting this highway. (It should be noted that unlike other highway projects, this project has little or no opposition.)

We look forward to presenting more details at our upcoming hearing in Appleton and would be happy to respond to any specific questions or requests for information you may have.

Respectfully submitted,



Rose Hass Leider

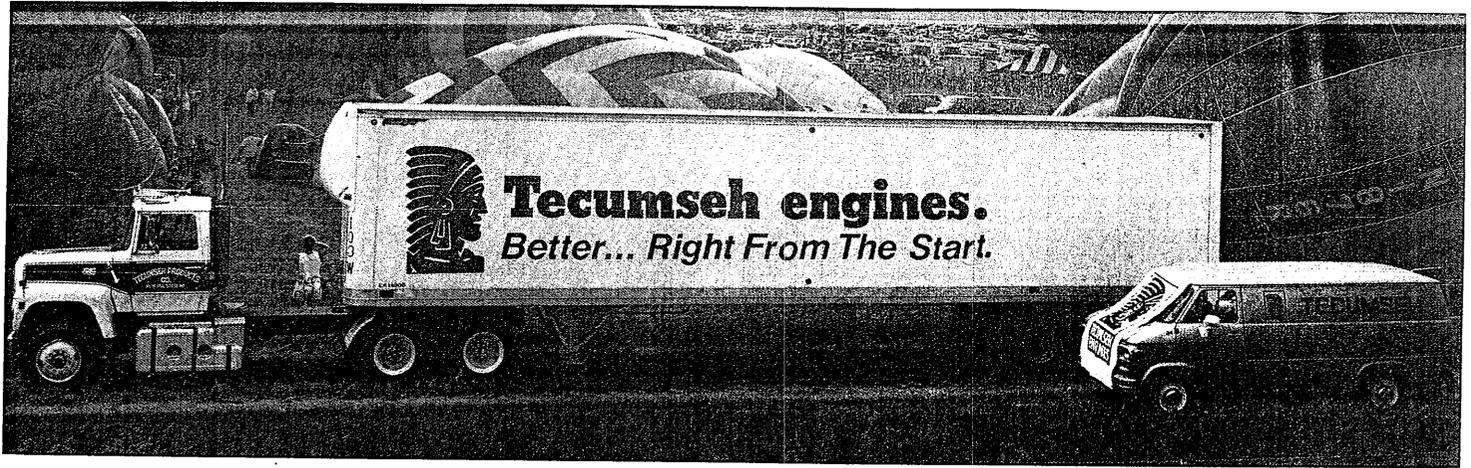


William Goehring

RHL:WG/sk
Enc.

YES





“

Tecumseh — Tecumseh has an estimated ninety semi's a week traveling the road between Random Lake and I-43. This includes our own trucks plus customer, vendor and common carrier trucks. In addition to the semi trucks we have straight trucks, panel trucks, station wagons and private automobiles traveling the same road probably fifty times a week. The semi's and smaller vehicles travel between our plants in Grafton, Sheboygan Falls and New Holstein. As our business grows these trips will increase. We think it is a matter of safety to have a four lane road available and also good business as it makes our plants in New Holstein and Sheboygan Falls more accessible to vendors and customers coming in from the south. Likewise our plant in Grafton benefits from movements coming in to them from the north.”

*Jack J. Neuswanger
Traffic Manager
Tecumseh Products*



Jacoby Chrysler-Plymouth Fredonia — “Says Mopar parts and trucks come and go. Also 3 or 4 carrier vehicles turn off of State Highway 57 to

go into Random Lake every week. It's difficult to turn because of “serious traffic”, and because of possible accident potential by rapid behind traffic. More and more Industries are building along Hwy. 57 all the time. The vitality of our community depends on highway 57 and we need the road four laned because of existing hardship of the present road.”

*Tom Jacoby
President
Jacoby Chevy — GEO Random Lake
Jacoby Chrysler-Plymouth Fredonia*

Four-lane 57 boosts regional economy

Time and patience are running out with the high cholesterol design of State 57 between Plymouth and its merger with I-43 in Ozaukee County.

The 12-mile, two-lane constriction slows the otherwise four-lane arterial loop from the heart of Milwaukee to Plymouth to Sheboygan back to Milwaukee. That loop has key offshoots to Calumet County and Fond du Lac.

Plymouth's booming cheese industry and Toro's national parts center would be obvious beneficiaries along with firms developing on the route such as Times Printing near Random Lake.

The current layout is as lethal

as illogical, particularly in the frequent fog and snow or on Road America race weekends when cars stretch bumper to bumper along the entire 12 miles.

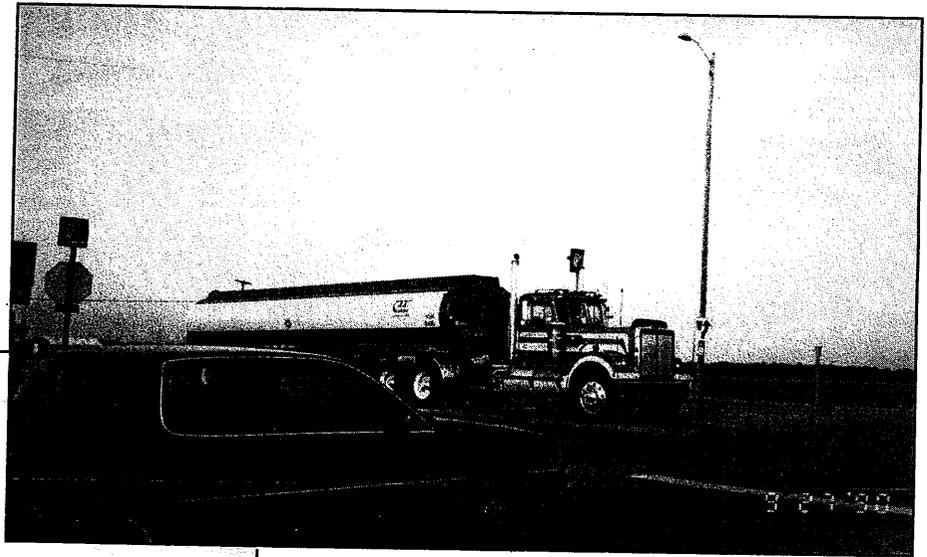
A central Sheboygan County route, remember, was the first choice of state transportation officials in the 1970's. The subsequent I-43 was a choice dictated by politics.

The Projects Commission of

which Gov. Thompson is a member should have the foresight to schedule the widening as part of Thompson's "Corridor 20/20" list of transportation projects.

The right of way was purchased years ago. The expense would be relatively modest. The economic boost is predictable. The constriction is unsafe.

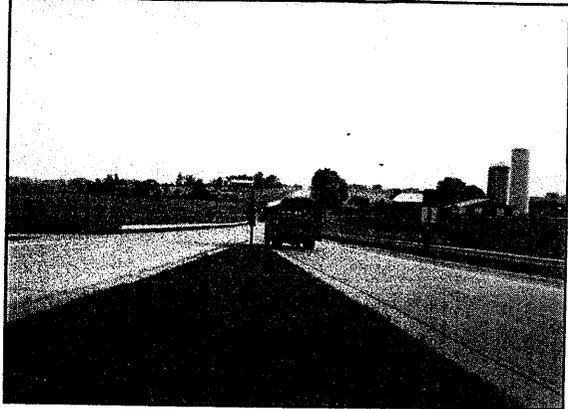
Editorial/Plymouth Review



New Holstein. Four laning the bottle necked portion of Hwy. 57, would ensure truck driver safety and enhance economic development. Many of our customers also use this stretch of road and they are very important to us."

Tom Beringer
Sales Manager
Cornell Motors, Plymouth, Wis.

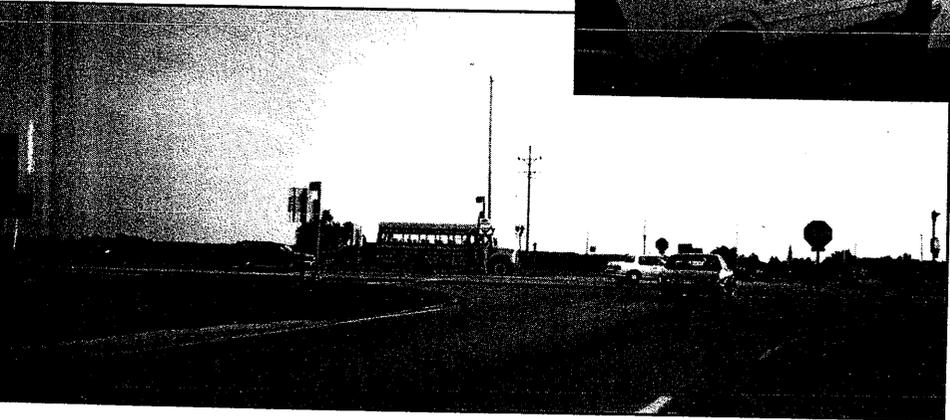
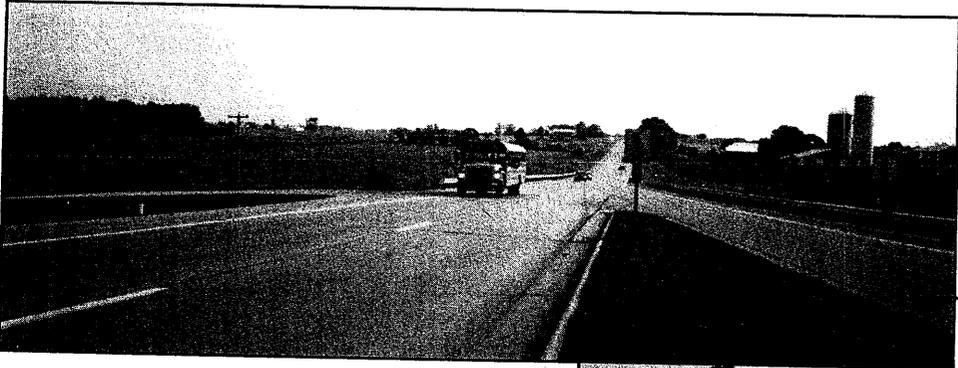
Cornell Motors, Plymouth Wis. —
"Tom Beringer says many Fords are transported over Hwy. 57 to Cornell Motors every week. This route is also used to get to other Ford dealers like Adell Motors — B&B Sheboygan Falls and Loyal Ford of



“

Degnitz Bus Service — In the a.m. I head south bound on Hwy. 57, and cover most of the Hwy. to make sure traffic is stopped, so kids can cross in front of Highway 57, north bound traffic. It gets hectic as cars try to get around you. It's scary!”

*Roman Schommer
Bus Driver
Degnitz Bus Service*



“

Degnitz Bus Service — Mr. Degnitz who owns the bus company says “the kids cross state highway 57 to board a bus — but if the highway was (four laned) divided then the kids would be picked up on the house side of the road. This would be a protection for our kids.”

*Merlin Degnitz
Owner
Degnitz Bus Service*

“

Rep. Susan Vergeront (60th District) — Our Economic Development effort will be greatly enhanced by completing the Hwy. 57 project between Saukville and Random Lake. The quality of an infra structure and our success at maintaining a growing economy are directly linked.”

*Susan Vergeront
60th District*

“

Charter Rolling — Currently we ship 104 thousand tons per year. After the new plant is completed, it will increase from 150 to 250 thousand tons per year. The project of current expansion was projected at \$16 million but might be \$20 million when finished.”

*Eugene Wisniewski
Vice President
Charter Rolling*

“

Rep. Wilfred Turba — I think the governor was very receptive. I heard him saying that something has to be done.” It’s so different from so many other projects because the right-of-way is there-bought and paid for. Turba said several plans for I-43 called for it to follow the Hwy. 57 route, “the politics of the situation changed when Gov. Gaylord Nelson came up with a new route along Lake Michigan. By making 57 a 4-lane Hwy. would concur with early Dept. of Transportation’s recommendation that Hwy. 57 be the route for an interstate.”

*Wilfred Turba
Representative*

“

Ozaukee County Economic Development Corp., Inc. — It’s an absolute necessity to move business and commerce and industry through and into Ozaukee County and points south.”

*Ralph J. Huiras
President
Ozaukee County Economic Development Corp., Inc.*

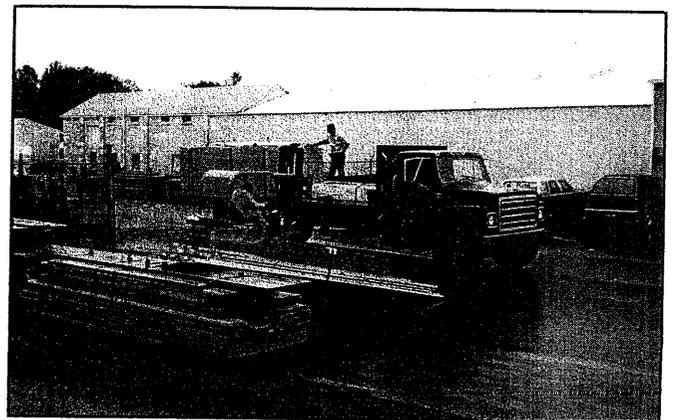
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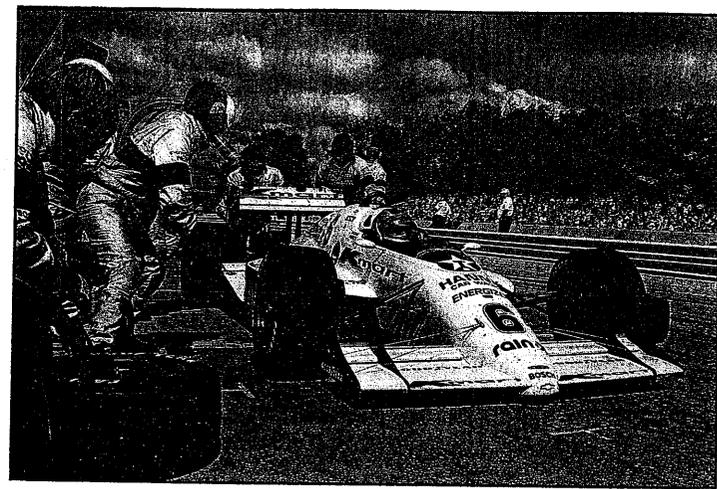
Times Printing Co. is one of the largest printing plants in North America. It is the largest employer in the area with over 250 full time employees. Most of the business is from out of the state. Many customers move back and forth to Mitchell Field in Milwaukee. Many millions of pounds of paper products travel the area. 57 is the main artery . . . the life blood of Times. We must improve this valuable source of supplies.”

*Ray Scholler
President
Times Printing, Random Lake*

Neuens Lumber Co., Inc., Random Lake & Fredonia and Universal Level Co. — “Our business has added two trucks in the last two years. There is lots of business in Brown Deer and Mequon as well as in the Sheboygan and Plymouth areas.”

*John Janik
President & Vice President
Neuens Lumber Co., Inc.
Universal Level Co.*





Road America accounts for over \$28 million in Sheboygan County tourism income and the improvement to this highway is vital to our continued growth.”

*James E. Haynes
President*

Transportation Projects Commission Wisconsin Department of Transportation “— Road America fully supports the efforts to widen Highway 57 at Random Lake.

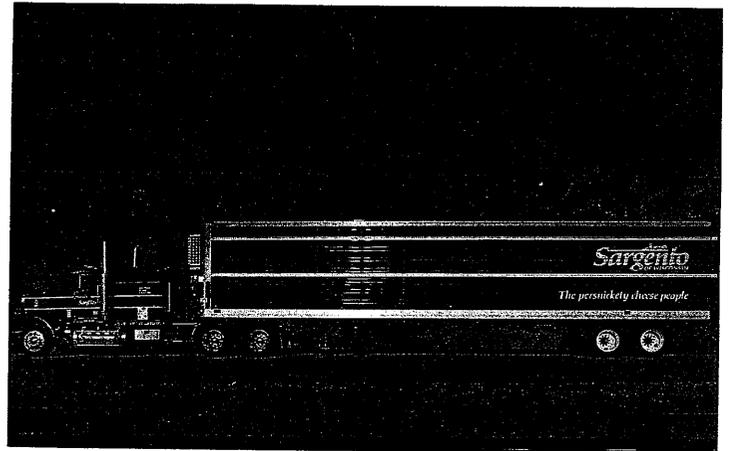
There presently exists a bottle neck in this area that is a definite hazard to our race day traffic to say nothing to that of the local residents during that period. In addition, many of our potential spectators complain of this reduction in traffic flow and have written us and refused to return.

I know there are many proposed highway projects this year but

“

Sargento Cheese Company, Inc. — Is a family owned firm engaged in packaging and marketing of many types and varieties of cheese, servicing both the retail and food service industries. Sargento is the number two selling brand of natural cheese in the United States, primarily specializing in shredded, fancy shredded and snack cheese items. Two of our facilities are located in Plymouth and Elkhart Lake and employ approximately 600 people. Many of our employees use Highway 57 on a regular basis traveling to and from work. During our past fiscal year ending June 30, 1990, Sargento shipped 101,000,000 pounds of product via our own vehicles, commercial haulers or customer pick ups. Nearly all of these pounds were moved outward on Highway 57 and with present growth, we anticipate these pounds to double in six years, therefore doubling Highway 57 traffic.”

*Ron Begalke
Executive Vice President Operations
Sargento Cheese Company, Inc.*



“
Bend Industries, West Bend, WI — As a supplier of a heavy commodity, we are particularly sensitive to the cost of transportation because it represents a high proportion of our delivered price. A good highway system is essential to our ability to market our products.”

*Fred Yahr
President
Bend Industries,
West Bend, WI*

Task force works to expand Hwy. 57

For two years, the Highway 57 Task Force has been working on expanding Highway 57 to four lanes from Random Lake to I-43 at Saukville. This expansion would mean more economic growth for a number of small communities along the highway, including Saukville, Fredonia, and Random Lake.

To get a highway expanded, it first must be recommended by the Department of Transportation. It is then voted on by the Transportation Projects Commission, which consists of many state officials, including Governor Tommy Thompson. The highways are arranged in order of importance with number one being the most important; Highway 57 is about number eleven. The rat-

ing will not be known for certain until this December, when the department officially submits its list. By next January, the Transportation Projects Commission will approve funds for the projects.

The stretch of Highway 57 that the Task Force wants to be expanded has no sharp curves, steep hills, or major cities, which is why it is not placed higher on the Department of Transportation's list. However, the state already owns the land on either side of the highway, no houses would have to be moved, and it would be a major factor for economic growth in this area.

Many people including Random Lake attorney Ed Ritger, Sheboygan County Supervisor

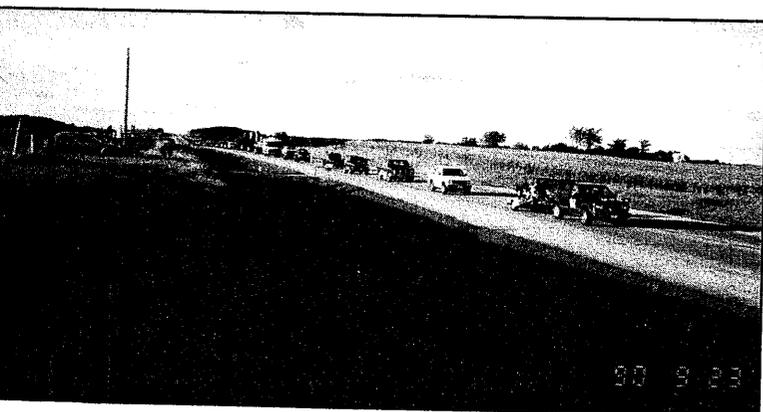
Bill Goehring, Ozaukee County Supervisor Rose Leider, and, president of Times Printing Company, Ray Scholler have worked hard to make this dream a reality. Leider pointed out that Governor Thompson has been very supportive because he has always stood for economic growth.

"It might take some time, but it [the Highway 57 project] will become a reality . . . It's a corridor to economic development," said Leider.

"I'm satisfied that the Highway 57 work that's been done by citizens in this area is a true example that hard work by ordinary people can really make a difference," said Ritger.

— Reprinted from *WARCRY*
Ozaukee High School

These pictures are a few of the vast array of vehicles from throughout the U.S. — that use State Highway 57 — Photo's taken at Hwy. 84 and 57 crossing — Fredonia.



- 57 Should Be Scheduled NOW!
At very best construction will not begin for six years.
- 57 Is a bottleneck for a very important loop in Sheboygan County.
- 57 Is a TRUCK highway. It is a working highway. The vehicle count is misleading insofar that the road is the lifeline for a BILLION DOLLAR economy!!!!
- 57 Serves 400 businesses from Saukville to New Holstein . . . directly . . and feeds hundreds more.
- 57 Serves farmers in production, and manufacturing in processing and distribution . . . a function extremely difficult on a two lane road.
- 57 Is a problem for the residents along the way now. It will be an emergency type situation six years from now.
- 57 Covers an area that is enjoying its greatest growth in history.
- 57 Covers an area that is suffering its worst growing pains in history.
- 57 Right of Way land has been lying idle for over 30 years. Put it back to work so that it can become an asset to the State of Wisconsin rather than a liability.
- 57 Area has been proved to have an excellent potential for industrial development.
- 57 Serves Saukville, one of the largest industrial parks in the State; Fredonia, which enjoys industrial expansion; Random Lake, which has just finished filling its new industrial park; Adell, which will become part of a large research and development production of a large chemical company; Plymouth, which has had spectacular success in their promotion of industry; Road America, which is experiencing growth with expansion of their facilities; all the way up to New Holstein and Calumet County which is enjoying stable growth.
- 57 Needs to be scheduled now . . . in fact it should be built now!!!!

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

There is a terrible

amount of traffic each morning and it is very hard to even get on the road. dangerous

Name Valerie Gantner

County Sheboygan

Date 6/19/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

IT WILL BE SAFER WITH

SYNCHRONIZING DRIVERS

Name D. Garmenke DRIVER ED.

County Sheboygan

Date 6/24/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Safety is so important. Cross-traffic, entering the present 2 lane road is very dangerous.

Name John Lohr

County Sheboygan

Date 6/27/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

OF THE HAZARDOUS VOLUME OF CAR & TRUCKS IN THE LAST 5-8 YEARS - "SAFER"

Name Dennis Garmenke

County Sheboygan

Date 6/24/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

It's a heavy needed improvement and the road has been off the top since 1953 and still not looking any better lanes. It's down right
Name Robert Klein
County Crawford
Date 6-25-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

longer to come off a 4 lane road to a 2 lane one.

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

It would help by easing the traffic congestion on weekends -
Name Karen Weiss
County 345 W. Lela Lane
Date 6-28-92
Stoughton WI

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

of amount of traffic at peak periods.
Name R C BEMIS
County SHEBOYGAN
Date 24 JUNE 92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

The 2 lane portion of Hwy 57 would be safer if it ^{was} 4 lanes like the rest of Hwy 57
Name CHRIS COHR
County Milwaukee
Date 6-29-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I COMMUTE TO MILWAUKEE
I USE THE HIGHWAY AT
LEAST TWICE A DAY
Name LEIGHTON HOLTZ
County SHEBOYGAN
Date 6/24/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

THE VOLUME OF TRAFFIC + THE # of
TRUCKS WITH PRODUCE IS IMPORTANT FOR
ECONOMIC GROWTH + EXPANSION...
Name ARTHUR J. MESSNER
County SHEBOYGAN
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

HEAVY TRAFFIC... PASSING
CONSTANT - VERY DANGEROUS w/
FARM TRAFFIC ON MAJOR HIGHWAY
Name Both Hoopman
County Sheboygan
Date 6-18-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

it would better serve the
growing needs of the Area, what
too long and it may cost lives instead
of dollars. Wayne Fitz
Name Wayne Fitz
County Sheboygan
Date 6/18/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

of the traffic volume and the safety factor. This is our approach to I-43 & metropolitan Milwaukee area. Aug 84/57 crossing is also confusing; cars pull out early.

Name Melbin Wenger
 County Sheboygan
 Date 6/24/92

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

at times I feel the 2 lane is extremely dangerous. Cars & Trucks come from the 4-lane to the 2 lane and often ride my bumper wanting to pass and then try to pass when there may not be enough space. It's car slows to turn left this also creates a hazard.

Name Mary Jo Lachon
 County Draubee
 Date 6/24/92

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

This is a dangerous bottle-neck. Hard to pass safely with so many trucks!

Name DOLORES METCALF
 County SHEBOYGAN
 Date 6-25-92

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

Present road clogs and slows traffic making for perilous travel

Name Gloria A. Ney
 County Sheboygan
 Date June 24, 1992

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

There is a tremendous amount of traffic and 2 lanes would better handle it.

Name Lisa Weinrich
County Sheboygan
Date 6-25-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

it needs to be safer for the people to travel it.

Name GARY DOTAUER
County OS
Date June 19

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I was on the way that purchased the land right away. I'd like to see this fixed.

Name Iva M. Maestle
County Ozaukee
Date June 24, 1992

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

There have been a few serious accidents that I think could have been avoided if Hwy 57 had been 4 lane

Name Nancy Swift ^{+ also}
County Ozaukee ^{its friends}
Date 6-24-92 ^{in the winter!}

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

IT WOULD BE GREAT FOR THE ENTIRE GROWTH OF THE AREA.
Name BRUCE A. JACKSON
County WASH.
Date 6-20-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

it is dangerous trying to get across the highway week-end & busy times.
Name Paulina Hodgman
County Shelbygan
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

The traffic is very heavy at times - especially Sundays after noon. It is very difficult to cross at times.
Name Jan Neuladek
County Shelbygan
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

for the amount of traffic on Hwy 57 it should be widened 100m ft.
Name Douglas B. Fieg
County Shelbygan
Date 6/19/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

THERE CAN BE LITTLE QUESTION OF THE HAZARDS ASSOCIATED WITH TRANSITIONING FROM 2 TO 4 LANE TRAFFIC.
Name RANDY KRENTZ
County SHEBOYGAN
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

THE STRETCH OF 2-LANE HWY MAKES AN UNSAFE BOTTLENECK
Name Thomas Aoyan
County Washington
Date 6-18-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Better Transportation routes for firms in the county that use trucking
Name William B. Sebold
County Sheboygan
Date 6/24/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

THE 2 LANES GOING INTO FOUR LANES AND BACK TO FOUR IS VERY CONFUSING.
Name MERLIN A. SCHWALLER
County SHEBOYGAN
Date 6/25/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I think it would help to prevent accidents

Name *F. J. Breinhorn*
County *Washington*
Date *6/18/92*

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Plans are superior than 2 lanes

Name *Guy Blouf*
County *Ozaukee*
Date *6/19/92*

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

This is our approach to I-43 and the metropolitan Milwaukee area. Because of the traffic volume it is very hazardous at times. The Hwy 85/57 crossing is very confusing; cars pull out out of order.

Name *Robert Mueller*
County *Ozaukee*
Date *6/27/92*

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

You Always SEEM To GET Behind Slow Vehicles And it is hard To Pass

Name *Robert Mueller*
County *Ozaukee*
Date *6/27/92*

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

A TWO LANE HIGHWAY
IS DANGEROUS, ESPECIALLY
AT NIGHT
Name TRUDY LE BEAU
County SHEBOYGAN
Date 7-2-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I travel the road
daily and believe it
would be safer
Name Beth A Hermann
County Sheboygan
Date 6-19-98

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

It would make travel on this
road safer.
Name Cathia A. Maynor
County Sheboygan
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Let's all look for future
it will be needed in long
run
Name Richard C. Heber
County Baumbach
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

DP

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

OF BUSINESS CONVENTIONS IN MILWAUKEE AND ANGELO REQUIRE FREQUENT TRIPS SOUTH VIA HWY 57.

Name JIM KRAUTHKRAMER
County SHEBOYGAN; CITY OF KENOSHA
Date 7-10-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

I've had two near accidents due to the traffic volume & unsafe condition of the Highway
Name Kate Q. Delahunt
County Ozaukee
Date 7-9-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

It would link the north & south four lane already completed for many yrs.
Name Stan O'Brien
County OZAUKEE
Date JUL 10 1992

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

its a bottleneck, people sometimes don't move to proper lane
Name Jane C Merke
County Sheboygan
Date 7-6-92

I travel the two lane stretch of Highway 57:

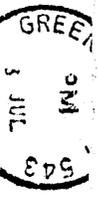
- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Economic Growth
& Safety

Name David Gronwa
County Ozaukee

Date 6-22-92



I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

SAFETY - DANGEROUS

TURNING OFF TO K AND

MORE DANGEROUS AT DR. AND 57

Name MICHAEL J SCHMIT

County OZAUKEE

Date 7-10-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

promote safer roads
because it is heavily
traveled by semi-trailers

Name PAT Kennedy

County Ozaukee

Date 7/7/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

Trying to turn around off
of 57 at corner. Very
dangerous esp. E. Shorelids

Name Bradley Jansley

County Sheboygan

Date 07-10-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

IT WAS PLANNED TO BE 4 LANES +

WOULD ENCOURAGE THE BUSINESS,

TOURISM + POPULATION GROWTH OF THE AREA.

Name JEFF + SHARON KNIGHT

County OSAUKEE

Date 6/25/92

I travel the two lane stretch of Highway 57:

Daily

Weekly

Occasionally

Car

Truck

Bus

Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

the present roadway impedes

traffic and makes for dangerous

situations.

Name

Norbert Ney

County

Sheboygan

Date

June 24, 1992

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

AFTER RACES AT ELKHART LAKE, IT

CAUSES A BOTTLE NECK HERE AND

NO RESIDENTS CAN GET OUT ON THE HIGHWAY

LUCILLE

Name ROBERT + HUBBARD

County 159 E SHORE P.R.

RAYDON LAKE

Date 6-27-92

I travel the two lane stretch of Highway 57:

Daily

Weekly

Occasionally

Car

Truck

Bus

Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

IT WOULD GREATLY ENHANCE

THE FLOW OF TRAFFIC AND

PROVIDE FOR INDUSTRIAL DEVELOP.

Name MARK MONTANA

County OSAUKEE

Date JUNE 29 - 92

I travel the two lane stretch of Highway 57:

Daily

Weekly

Occasionally

Car

Truck

Bus

Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

safety of the traveler demands
the 4 lanes - Switching from 4 to
2 + back to 4 is not a good safety
practice

Name James + Bernadette Woodford
County Sheboygan
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

It will expedite travel on
this section of Highway 57
which will help our country

Name Peter J. Neice
County Sheboygan
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

it would make a safer
corridor between Sheboygan
County to the areas south.

Name Russell W. Cline, Jr.
County Sheboygan, Co.
Date 6-24-92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because ...

of the heavy influx of
traffic - it very often is
an extreme hazard to travel
on

Name Charence Janz
County Sheboygan
Date June 24. 1992

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because...

SAFER TO DELIVER
LOADS
Name MIKE MCKAY
County OZAUKEE
Date 6/18/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because...

This is a very dangerous section of hwy. to drive on. People don't realize they are driving on a 2 lane hwy.
Name J. Earl Moller
County Sheboygan
Date 7/8/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because...

IT WOULD MAKE DELIVERING MATTERIES MUCH SAFER!
Name NEUVENS KBR. CO. INC.
County OZAUKEE
Date 6/18/92

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

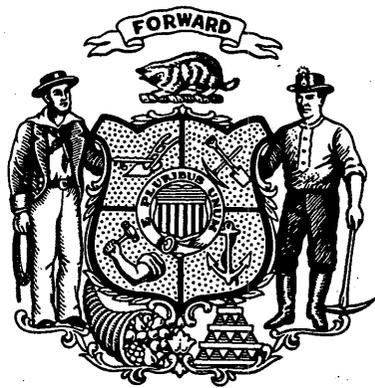
I support the Highway 57 project which would extend four lane Highway 57 from Saukville to Random Lake because...

at certain times of the day there is a lot of traffic especially where there are races.
Name Colene Kloppenich
County Ozaukee
Date July 9, 1992

I travel the two lane stretch of Highway 57:

- Daily
- Weekly
- Occasionally
- Car
- Truck
- Bus
- Farm Equipment

END



END

HWY 64 -
FOR



Harvey Stower

State Representative

July 20, 1992

Representative David Brandemuehl
100 North Hamilton, #401
Madison, WI 53701

Inter-D

Dear Dave:

I am writing to you to ask your support for the Highway 64 project in Northwestern Wisconsin, which will be before the upcoming Transportation Projects Commission meeting in Appleton.

As you know, the area along the St. Croix River is one of the fastest growing regions of Wisconsin. The traffic from Houlton east is often dangerously backed up. The residents of the area are concerned for the safety of themselves and of the Minnesotans escaping to Wisconsin.

Work on Highway 64 should be major priority for western Wisconsin. I wholeheartedly endorse the project and would appreciate your strong consideration of the Highway 64 proposal.

Sincerely,

A handwritten signature in cursive script that reads "Harvey".

Harvey Stower
28th Assembly District

HS/lmr

cc: Thomas M. McCarthy, District Director
D.O.T. District Office - Eau Claire



Hwy 67 Bypass - Oconomowoc
AGAINST

Lisa Conley

516 Lac La Belle Drive Oconomowoc, WI 53066



July 20, 1992

Representative David Brandenmuehl
Transportation Projects Commission
P O Box 8952
Madison, WI 53708

Dear Representative Brandenmuehl;

The proposed Highway 67 Bypass around Oconomowoc has been located in a most environmentally destructive route. Despite significant objections, the final version of the environmental impact study recommended the original path, route 2, for the final selection.

I am very much opposed to the construction of the bypass in this location for the following reasons:

1. The bypass will be adjacent to the school nature center, completely destroying any sense of serenity. Children will hear trucks roaring by instead of frog and bird calls.
2. The bypass will intersect a most critical part of the Rosenow Creek trout stream. Native brook trout have lived here for thousands of years. They need very clean, cold water to live, and are very sensitive to habitat changes. The creek could be damaged both by the highway construction and stormwater runoff from the completed project.

While I understand plans have been made to avert disaster, my personal observation of the Hwy. 16 reconstruction to Oconomowoc revealed extensive mud flows going into the Oconomowoc River during rainstorms, despite the required erosion controls. I do not believe a good enough job of construction erosion control can be done to protect this most fragile resource.

3. Trout streams are rare in this portion of the state. Trout streams that are naturally reproducing (do not need stocking) are rarer still. Native brook trout streams are the rarest of all, and the most fragile. This is a resource that should be offered the protection of an environmental corridor as a buffer. A highway bypass doesn't fit in this land use scheme.

4. This project will bisect Rosenow Farms. Ken Rosenow believes it will put him out of business. He has been our best local co-operator with the Oconomowoc River Priority Watershed, and has installed numerous practices on his to protect the Creek. He is the third generation to farm this land and very much wants to continue. Our most conscientious farmers deserve our support, not the destruction of their farms, when a viable alternative is available.

5. Sewer services are planned to extend from the City of Oconomowoc to highways P and K. This means that as the area develops, children will have to cross this bypass to get to the school property. The Hwy. P alternative route would provide a true beltline for proposed development, and make this area a much safer place to raise children. A bypass shouldn't bisect a residential area.

I believe it is just as important to have a beautiful place to go as to get somewhere efficiently. Even if the fishery and plant life of Rosenow Creek and the Nature Center can be preserved, the aesthetic impact on these areas would be devastating. The preservation of this environmental corridor will leave a quiet, scenic retreat for future generations. This cannot be relocated or mitigated.

Traffic in the City of Oconomowoc reaches annoying levels during rush hour, and the Hwy 67 bypass has been proposed as a solution to partially correct the problem. But unless the D.O.T. is willing to consider a much less destructive route, such as Hwy. P (alternative 3), I believe we will lose more than we will gain by building this bypass.

Sincerely,


Lisa Conley