

NEIGHBORS ORGANIZED TO
PROTECT THE ENVIRONMENT
2311 Oak Street
Wisconsin Rapids, WI 54494

November 20, 1992

State Representative David Brandemuehl
P.O. Box 8952
Madison, WI 53708

Dear Mr. Brandemuehl,

Neighbors Organized to Protect the Environment (N.O.P.E.) believes that the choice of the Highway 54 Wisconsin Rapids Near East Bypass is not in the best interests of the people who will be directly affected by this route and more importantly it is not the best route for the long range needs of the community.

We realize that any highway project will need some flexibility for changes during the design phase, AND

We realize that the Department of Transportation would feel that no highways would be built if conflicting special interest groups could have a free hand at hampering route implementation, BUT

The Near East Bypass design phase is unveiling these problems:

RELOCATIONS COSTS: Original relocation estimates were 16 residences and 6 businesses for a total of 22. Present relocation estimates are 38 residences, 2 structures, and 13 businesses for a total of 53. We think this kind of change is EXCESSIVE. The original estimate for the route cost was \$10.6 million. The DOT estimates that it costs \$2 million per highway mile without real estate costs. This route is 4.5 miles for a basic cost of \$9 million. That leaves \$1.6 million for real estate. We feel a conservative estimate of INCREASED real estate costs with the added relocations would be \$1 million!

INTERSECTIONS: Although this route is called a bypass, there are TEN intersections that cause us concern about traffic safety.

DANGER: The Near East Bypass will route traffic to the two most dangerous roads in the city. They are the Riverview Expressway and 8th St. (Hwy 13) one of eight sites in the state chosen for a state Department of Transportation "Route Safety Program."

THE EXISTING HIGHWAY 54 ROUTE: The Planning Department of the DOT forecasts that only 6-7 years after the bypass is built that the existing route that passes residential areas will be untenable. So this Near East Bypass causes problems for the city and does nothing to alleviate the existing route's problems.

We find it alarming that when information like the above becomes evident during the design phase that neither the DOT, the legislature, nor the administration has any appeal process for the taxpayers. We are told that at the present time the DOT has a huge pool of money for highway projects. But economic changes do occur and for each dollar above the estimate that is spent on this route there is a dollar less for projects elsewhere in the state. Perhaps even in your district.

We feel this route will do more harm than good to the Wisconsin Rapids area. We ask your help in preventing this multi-million dollar mistake.

Sincerely,

Sharon Kenney + Joan Carroll

Sharon Kenney & Joan Carroll
Co-Chairpersons of N.O.P.E.

7302, Hwy. 12
Sauk City, WI 53583
November 20, 1992

11/20/92

Dear Representative Brandemuehl:

We are writing to you to express our opposition to making that section of U.S. Highway 12 between Middleton and Sauk City into a four-lane highway.

Since we live on this highway, we see more of the traffic activity than do those who either do not travel that route regularly, or who use it only to travel to Madison. Despite the four-lane proponents' claims, IT IS NOT THE ROAD THAT'S AT FAULT; IT'S THE DRIVERS! On daily commuting trips to Middleton, driven consistently at 55 mph, being passed by vehicles traveling at excessive speeds is a regular occurrence. This "racetrack phenomenon" is promoted by the obvious absence of county police and state patrol.

When we first moved here some fifteen years ago, police on Highway 12 were seen frequently and on a daily basis. Now the frequency of police visibility is closer to weekly. Surely the cost of adequate traffic enforcement is significantly lower than the cost of expanding Highway 12 to four lanes.

Another point of concern is the preservation of farmlands, preserving them from becoming a sea of concrete and asphalt superhighways. So many visitors and area residents enjoy our rural tranquility which the four-lane expansion would destroy. It hardly seems justifiable to urbanize this region, even under the disguise of progress.

We propose that somewhat more limited improvements to Highway 12, augmented by improved traffic enforcement, might prevent many of the traffic accidents which are receiving so much attention. Please consider our opinions carefully when this matter is brought before the Transportation Projects Commission.

Sincerely,

Bill & Monica Hellenbrand

Bill and Monica Hellenbrand

November 22, 1992

DOT
file

Dear Representative Brandemuehl:

I am attaching a general map, on which I have entered additional pertinent information, bringing into sharper focus what the State Trunk Hwy 13 Boulevard will do to Marshfield and its residents. A few additional comments ---

Marshfield is compact, about 3 mi. square with several small annexations, population less than 20,000. It is too small to warrant a big city throughpass.

Quoting Karen Olson, DOT, News Herald 10-30-92 "Plans for the intersection with Central Avenue envisions 5 lanes of traffic crossing Central from both directions". This, for a 12,900 ADT. Not even Bluemound Road outside Milwaukee has 10 lanes! What length of time would be required for pedestrians, all ages, physical conditions, etc. to cross this intersection, or the others, with 4 lanes divided, plus railroad tracks?

If, as I have been told, urban arterials reduce accidents, why is DOT allocating \$200,000 for engineering studies, enforcement and education due to high accident rates on Hwy 10, Stevens Point, and on Hwy 13, Wisconsin Rapids?

The economic loss to the city of Marshfield of approximately 60 homes and 22 businesses by displacement/relocation. In addition, there is the impact on historic sites. The Pleasant Hill neighborhood alone comprises 77 buildings.

Finally, over 46%, almost half of Marshfield voters, in a record turnout, voted against construction of the Boulevard. There is no community consensus.

Please --- consider these remarks and study the map before deciding Marshfield's fate!

Sincerely,



Eleanor C. Ormond
703 South Felker Avenue
Marshfield, Wi. 54449

eco
Copy to TPC for file
enc

(Letter & map to all TPC members)

TPC

Marshfield, Wi
Nov. 29th, 1992

Rep David Brandemuehl
Madison, Wi.

Dear Sir: - This may come to you as just another appeal, to use your influence, re: the use of federal money, being considered, to put a boulevard (known as State Trunk Hwy 13 Mobility study) cutting through our city, instead of around it.

Others will have written to you, with all the pertinent facts, in regard to this project.

As a taxpayer, I feel I have the right to voice my opinion and complaints. I do exercise my right to vote at any and all elections, trusting that I will be heard.

The recent election on Referendum #18, did show that not all of the people, are in agreement with the state planning commission.

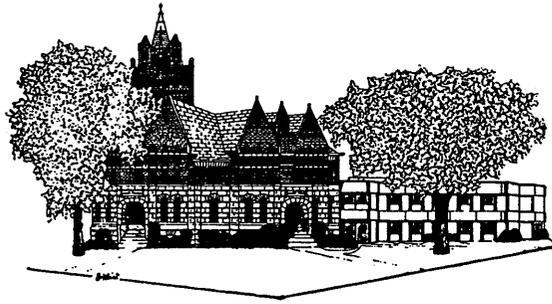
Other cities have bypasses, why would anyone consider going through our city?

Please help us.

Thank you

Yours truly
Erna Krostag
708 E 2nd St
Marshfield, Wi. 54449

DEC 04 1992



ST. CROIX COUNTY
WISCONSIN

HIGHWAY DEPARTMENT

715-796-2227

P.O. BOX 108 HAMMOND, WI 54015

December 1, 1992

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

Dear David:

As the deadline approaches for a recommendation from the Transportation Projects Commission to the legislature regarding enumeration of major highway projects across Wisconsin, We would like to reaffirm and express the sincere and adamant concern of St. Croix County in particular and Northwest Wisconsin Municipalities in general pertaining to the "35/64 Houlton to New Richmond Project." This project has a large degree of unified public support throughout the area, not only in St. Croix County but Northwest Wisconsin as a whole. It is a vitally important project to the economic development as well as the safe, effective and efficient movement of traffic throughout the area. We in the area have been working on the project for many years to bring it to the point it is now, and sincerely hope that a favorable recommendation comes from the Transportation Projects Commission. Your support will be greatly appreciated throughout the St. Croix County but moreover, throughout Northwest Wisconsin, as this is a project that will have a beneficial effect on Wisconsin as a whole.

If you have any questions or concerns regarding this project, please do not hesitate to contact me.

Once again, we urge your support for this project and emphasize the dramatic area support that we have generated.

Sincerely,

Daniel J. Fedderly, P.E.
St. Croix County Highway Commissioner

DJF:jb



Still current

Wisconsin Legislature

P.O. Box 8952
Madison, WI 53708

For Immediate Release Tuesday, December 1, 1992

Today, seven area Chippewa Valley Legislators and Legislators Elect announce their support for the Outer Hwy 53 Corridor.

Included are Senators Marvin Roshell and Rodney Moen, Representatives Elect Rob Kreibich, Mike Wilder and Robert Zukowski and Representatives Pink Van Gordon and Dave Zien.

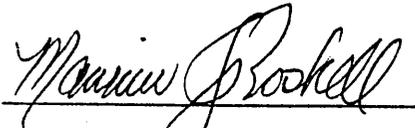
General reasons for Outer Corridor support include:

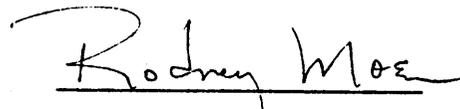
1. Potential for greater future economic development and long-range planning for the Chippewa Valley.
2. Communication from constituents overwhelmingly support the Outer Corridor.
3. A clear consensus for the outer corridor exists among area units of government.
4. Greatest potential for approval from Federal Government to increase the speed limit to 65 MPH.
5. The upgrading of Hastings Way is absolutely necessary; furthermore, it would not be feasible for two major corridors, the Inner and Hastings Way to be so close together.

6. With an Outer Corridor, Hastings Way will become Business 53 and qualify for continued state funding. Taxpayers in Eau Claire, Eau Claire County, Town of Hallie and Chippewa County will realize considerable savings.

Suggestions Include:

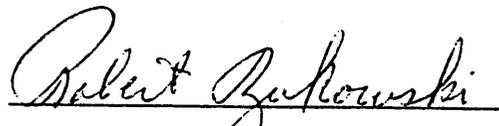
1. Hastings Way needs major improvements.
2. If modifications can be made to make the Outer Corridor of greater service to Eau Claire's South side, the Wisconsin Department of Transportation should pursue that course.

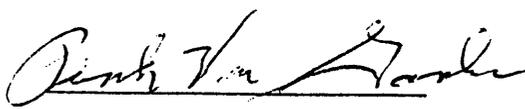

Senator Marvin Roshell

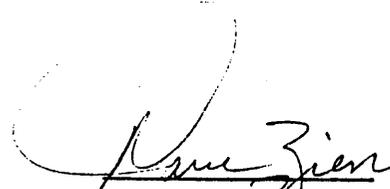

Senator Rodney Moen


Rep. Elect Rob Kreibich

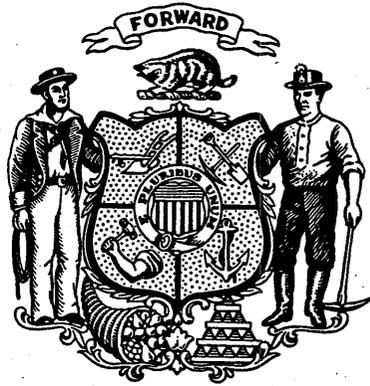

Rep. Elect Mike Wilder


Rep. Elect Robert Zukowski


Rep. Pink Van Gordon


Rep. Dave Zien

END



END

DONNELLAN

REAL ESTATE

DEC 08 1992

Since 1948

1433 S. HASTINGS WAY • EAU CLAIRE, WI 54701 • (715) 836-8080 • FAX (715) 836-8090

December 2, 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401 100 N. Hamilton Street
Madison, WI 53702

RE: Highway 53 Inner Corridor

Dear Representative Brandemuehl:

Marv Roshell and a few of his lackeys have announced they favor the outer corridor east of Altoona for the Highway 53 improvement.

I have lived in Eau Claire all my life and am familiar with the problems on Highway 53.

I am President of the Eau Claire Eastside Business Association. We all favor the Inner Corridor. The Department of Transportation has recommended it. The Inner route will be safer, more efficient, and better for the economy.

We need your support.

Sincerely Yours,



David S. Donnellan, President
Eastside Business Association

DSD/bh

12/2/92

left message - 12-9-92

DEC 04 1992

Dear Representative Brandemuehl:

I am writing about the \$51 million 4-lane expressway proposal for US12 Middleton to Sauk City. I believe the road should be upgraded--not turned into an interstate type road.

1. Interstates are costly to build and maintain.
2. It would duplicate the service of I90-94.
3. The environmental impact would be very negative in terms of lost homes, farms and lands, air pollution factors, and urban sprawl.

I believe US12 can be improved by: (1) Widening and paving the shoulders. (2) Creating passing lanes at intersections. (3) Enforcing speed limits. (4) Putting a bridge across the Wisconsin River on Hwy. 113. (5) Putting in a bus service. (6) Putting in a commuter rail service.

All this can be done for less than the initial \$51 million the DOT wants to spend.

Wisconsin is far too dependent on fossil fuels and automobiles. An Opec embargo would severely cripple Wisconsin and our nation. The DOT must look to the future and alternative transportation which is more energy efficient, less polluting, and available to everyone.

Japan and Europe have moved away from the automobile and into public transportation and are far more energy efficient than we are. This gives them a competitive edge on Wisconsin businesses and taxpayers.

Wake up the DOT and make them look to the future. Do not continue to invest in systems of the past by allowing the wasteful \$51 million plan to advance. Protect us so a future oil crisis will be minimized and transportation will be provided for all.

If you have time, please go out and drive from Middleton to Sauk City and see what the road is really like. See if it is a bumper to bumper "suicide alley" as some alarmists have claimed. See if it is just a road which could use some improvements.

Sincerely,

Daniel Holzman

Daniel Holzman
Sauk County Supervisor #2
E12196 County U
Baraboo, WI 53913
(608)-356-5905

I would appreciate it if you would call for a rollcall vote at the Dec. 11 TPC meeting and vote the 4-lane project down. Enclosed is the minutes for Sauk County Supervisors minutes. We voted it down three times despite DOT pressure.

#102-92 A resolution by the Personnel Committee was read ratifying the 1992 collective bargaining agreement between Sauk County and Sauk County Health Care Center Employees Union Local 3148, AFSCME, AFL-CIO. Moved by Mack, seconded by Grotophorst. Supervisor Hackbarth questioned why the Governing Board of the Health Care Center was not better informed of the consequences of this agreement. Mr. Dumas responded to this inquiry and indicated that the management and Governing Board of the Health Care Center was fully advised and had input throughout these negotiations. Discussion followed on the summary of changes in the agreement, specifically related to health insurance. Supervisor Coens addressed the Board and indicated that she felt this part of the agreement was positive for the County as well as the employees and would be good for morale. Motion carried.

#103-92 A resolution by the Personnel Committee was read ratifying the 1992 collective bargaining agreement between Sauk County and Wisconsin Professional Police Association/LEER Division (Sauk County Sheriff's Department Employees). Moved by Grooms, seconded by Coens. Motion carried.

#104-92* A resolution by the Highway Committee was read favoring and supporting the enumeration and expedited completion of USH 12 from Middleton to Sauk City improvement project as recommended by the US Highway 12 Study Committee and also a four-lane expressway project on USH 12 from Ski Hi Road to I90/94 on existing alignment as recommended by the Wisconsin Department of Transportation. Moved by Beard, seconded by Hill(M). The Vice-Chairman continued to conduct the meeting. The Chairman spoke in opposition to this resolution. The Chairman continued to conduct the meeting and further discussion followed. Roll call vote was taken on the resolution with the following results: AYES: (9) Beard, Derrickson, Geffert, Giebel, Grotophorst, Halbach, Hartje, Hill(M), and Penschorn. NAYES: (2) Brillowski, Coens, Foss, Grooms, Hackbarth, Harder, Hill(D), Holzman, Lee, Leystra, Lichte, Mack, Mitchell, Montgomery, Peterson, Schmitz, Schuette, Shanks, Shinker, Taapken, Weiss, and Weston. ABSENT: (0). The resolution was lost.

#105-92 A resolution by the Sauk County Property and Insurance Committee was read authorizing issuance of Quit Claim Deed to certain lands in the Town of Dellona to Rosa Csatari. Moved by Grooms, seconded by Weston. Motion carried.

A floor motion was made by Holzman, seconded by Foss to adjourn until Tuesday, August 18, 1992 at 6:00 P.M. Motion carried.

The County Board adjourned at 9:20 P.M.

The complete minutes of the Sauk County Board of Supervisors can be reviewed during regular office hours at the County Clerk's Office, Courthouse, Baraboo, WI 53913

#121-92 A resolution by the Executive and Legislative Committee authorizing voting on 1992 resolutions of the Wisconsin Counties Association. Moved by Weiss, seconded by Giebel. Discussion followed on resolution #2, Local Government Property Insurance Fund. Mr. McCarty and Mr. Dumas both provided background information on this particular issue. Motion carried.

#122-92 A resolution by the Highway Committee supporting commencement of studies for a four lane expressway project on USH 12 from Ski Hi Road to I 90/94. Moved by Foss, seconded by Hill(M). Considerable discussion followed on the resolution including comments by Mr. Stephen Muchow, Highway Commissioner. The Vice-Chairman continued to conduct the meeting. Chairman Shanks addressed the Board relative to his opposition to this resolution. Roll call vote was taken on the resolution with the following results: AYES: (12) Beard, Geffert, Giebel, Grotophorst, Halbach, Hartje, Hill(M), Montgomery, Peshorn, Schmitz, Schuette, and Taapken. NAYES: (17) Brillowski, Coens, Derrickson, Foss, Grooms, Hackbarth, Harder, Hill(D), Holzman, Lee, Leystra, Mack, Mitchell, Shanks, Shinker, Weiss, and Weston. ABSENT: (2) Lichte and Peterson. The resolution was lost.

#123-92 A resolution by the Highway Committee favoring and supporting enumeration and expedited completion of USH 12 from Middleton to Sauk City improvement project as recommended by the US Highway 12 Study Committee. Moved by Foss, seconded by Hill(M). Discussion followed with Supervisor Shanks again addressing the Board in opposition to this resolution. Roll call vote was taken on the resolution with the following results: AYES: (9) Beard, Giebel, Halbach, Hartje, Hill(M), Montgomery, Peshorn, Schmitz, and Taapken. NAYES: (20) Brillowski, Coens, Derrickson, Foss, Geffert, Grooms, Grotophorst, Hackbarth, Harder, Hill(D), Holzman, Lee, Leystra, Mack, Mitchell, Schuette, Shanks, Shinker, Weiss, and Weston. ABSENT: (2) Lichte and Peterson. The resolution was lost.

Chairman Shanks resumed conducting the meeting.

#124-92 A resolution by the Sauk County Health Care Center Governing Board denying the claim of Ruth Patten. Moved by Hackbarth, seconded by Mack. Supervisor Hackbarth relayed the circumstances surrounding this claim. Motion carried.

#125-92 A resolution by the Sauk County Highway and Aeronautics Committee relating to approving the second phase of an improvement project at the Tri-County Airport at Lone Rock. Moved by Derrickson, seconded by Geffert. Motion carried.

The County Clerk requested members of the Finance Committee to stop in her office and sign a report following adjournment of the Board. She also asked Board members' help in delivering voting frame inserts for the upcoming primary election.

END



END

Dec. 6, 1992

DEC 11 1992

Rep. David Brandenmuehl
Transportation Projects Commission

Dear Representative Brandenmuehl:

I am first writing to thank you for meeting with us several weeks ago concerning the Highway 12 project.

I am also writing concerning the upcoming vote in the TPC regarding the final recommendations which will be sent to the Legislature.

Roads With Reason, along with the Sauk County Board, a number of taxpayer and environmental groups and numerous individuals have all spoken out against this destructive project.

The main argument given by the DOT for this project is that it has been objectively studied by the Highway 12 Study Committee which was set up for the purpose of exploring options concerning this stretch of road. Previously we sent you a packet of material, including a four page history of what happened during this year-long study, to show that this was not an objective study at all. While I hope you have read this material, I'm including another copy of the history in case you've forgotten any of the details. (I can't remember if you still had your copy when we met.)

In addition to the fact that this stretch of road has an actual accident rate a little below the state average (before the new improvements were put in this year which have greatly improved the safety of the road,) we'd also like to point out that it's highly misleading to claim that the fatal accident rate demands a four lane road. Of the four fatal accidents which occurred during peak travel time, two were due to bald tires and two were caused by vehicles losing control while traveling through curves at a high rate of speed. (See the enclosed chart which pinpoints the exact time of the fatalities on this road from 1984 to 1989.)

Finally, we are writing to remind you to request a role call vote concerning the ranking of the projects by this commission.

Thank you for considering the objective data concerning this \$51 million project-- we sincerely hope that you will change your mind concerning this issue.

Please call me if you have any questions concerning this.

Sincerely,



Amos Roe
Roads With Reason
Rt1 200A
North Freedom, WI. 53951
608-544-5871



DEC 06 1992

Donald K. Stitt
State Senator • 20th District

December 7, 1992

Representative David Brandemuehl, Member
Transportation Projects Commission
413 Hamilton Building
Madison, WI 53702

Dear Representative Brandemuehl:

I am writing once again to urge your support for enumerating the STH 57 (Random Lake to Interstate 43) completion project in the Transportation Projects Commission (TPC) list of priorities for the 1993-95 biennium.

As you know, this 10.5-mile stretch of highway has been described by the Department of Transportation (DOT) as a bottleneck; increasingly heavy traffic is producing an unacceptably hazardous travel situation for more and more of our state's citizens and visitors. Continuing economic and tourism development and residential growth in the area will produce greater increases in the volume of traffic and further threaten travelers' safety.

The proposed project to widen this two-lane stretch into a four-lane highway is widely accepted and strongly supported by area Legislators, by local government officials, by business leaders and area residents. The project was listed by the Commission as a priority in June, and enumeration of this project for the next biennium will ensure reconstruction within the near future.

On behalf of the people of the 20th Senate District, I ask that you urge the members of the TPC to take this long-standing project off the back burner and recommend it for completion in the 1993-95 biennium.

Thank you for your consideration of my request. If you have any concerns about the importance and value of the project, please do not hesitate to call me. I'll welcome the opportunity to answer any questions you may have.

Sincerely,

Donald K. Stitt
State Senator
20th Senate District

DKS:kr

December 7, 1992

FOR IMMEDIATE RELEASE:

LETTER TO THE EDITOR

THE HIGHWAY 53 BYPASS

The time has come to put our vested interests aside when it comes to the Highway 53 Bypass issue.

We must look at the broad spectrum of our future. We can point fingers and in the year 2000 we will be sitting here without an Inner or Outer corridor wondering why more people are still dying on the most dangerous stretch of highway in the entire state.

The Outer Bypass will never get approval, so quite beating up the Department of Transportation and let's get behind the Inner Bypass.

Sincerely,

CENTRAL COMMUNICATIONS, INC.



Marty Green
WAYY Station Manager

1cro Eau CLAIRE, Wisconsin

1-800-866-9299 OR 832-1530



JUDITH B. ROBSON

STATE REPRESENTATIVE • WISCONSIN LEGISLATURE

December 8, 1992

Rep. David Brandemuehl
Room 401, 100 N. Hamilton St.
Madison, WI 53702

DEC 9 1992

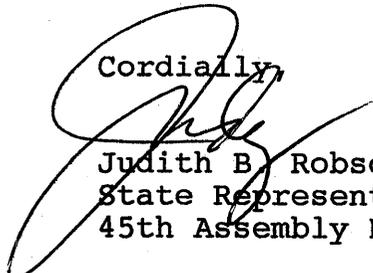
Dear Rep. Brandemuehl:

I am writing in support of the Rock County bypass, which will be considered at the November 11 meeting of the Transportation Projects Commission. I strongly urge that the Rock County project be made a top priority for construction.

As you know, people in Beloit, Janesville and townships in between have joined hands to endorse construction of this two-part solution to our severe transportation deficiencies in southern Wisconsin. The State of Illinois has shown willingness to cooperate with us to improve transportation across state lines, and WISDOT has given the project high ratings. In addition, diverting truck traffic from our city streets will benefit citizens in Beloit and Janesville.

Unlike most other groups that will come before you in support or opposition to other construction projects, we in Rock County are one unified voice in favor of construction. Please move swiftly to approve construction of the recommended dual solution for our county.

Cordially,


Judith B. Robson
State Representative
45th Assembly District

JBR:lkg



December 9, 1992

DEC 9 1992

Post-It™ brand fax transmittal memo 7671		# of pages > 7
To David Brandemuehl	From Charles Grossklaus	
Co. State Capital	Co. Royal Credit Union	
Dept.	Phone # 715-833-8105	
Fax # 608-244-7038	Fax # 715-833-8178	

Representative David Brandemuehl
Room 401 100 N Hamilton St
Madison, WI 53702

Dear Representative Brandemuehl:

SUBJECT: Highway 53 Bypass Consideration for Eau Claire County

We at Royal Credit Union have not contacted you on the Highway 53 issue because we wanted you to receive all the facts and make your decision on well thought out and accurate information. Unfortunately, a very small group of people are using intimidation of business owners (including myself) and legislators to try to convince us to build a bypass east of Altoona.

Why we at RCU feel the inner bypass should be built:

1. It has been studied and recommended by independent experts.
2. Department of Transportation is recommending it.
3. Our accident rates have increased 3 fold on the present Highway 53! Can you imagine what it will be like in five years if nothing is done.
4. It is cheaper for the tax payer.
5. It could bring in 3,000 plus jobs into the area.
6. Double the tax base in Altoona.
7. We have traffic problems now, and it is affecting over 60 businesses!

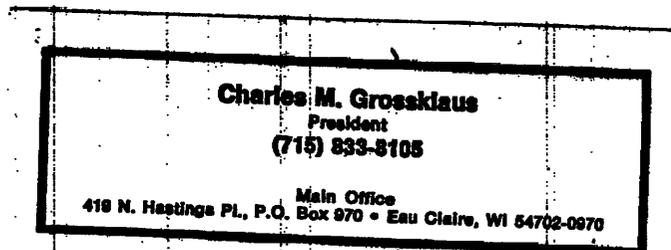
I do not need to waste anymore of your time on listing the rest of the advantages. I encourage you to make a decision on facts, not on a very small vocal group who has intimidated many business people and politicians.

Please call me at (715) 833-8105 if you have any questions.

Sincerely,

Charles M. Grossklaus
Charles M. Grossklaus
President

lse



"Where the MEMBERS make the difference"

The Honorable
Governor Tommy G. Thompson, Chairman
Transportation Projects Commission
Room 115 East, State Capitol
Madison, WI 53702

DEC 9 1992

The Honorable
Representative Cletus Vanderperren, Vice Chairman
Transportation Projects Commission
Room 121 West, State Capitol
Madison, WI 53702

Dear Transportation Projects Commission Members:

The Rock County Bypass Project consists of bypasses at Highway 11 around the City of Janesville and Highway 81 around the City of Beloit. These joint bypasses have the unanimous support of all of the affected legislators and governmental units. As evidenced at the Transportation Projects Commission public hearing, the citizens are also solidly behind the Rock County project.

This solid support is a sign of the historic cooperation in Rock County concerning these projects. In addition, the Wisconsin Department of Transportation has assigned the Rock County bypasses a very high rating and recommended that they be funded.

Given the demonstrated need for the bypasses, the solid and unanimous local support, and the high rating assigned by the Department of Transportation, we urge the Transportation Projects Commission to recommend the Rock County Bypass Project to the Wisconsin Legislature for enumeration.

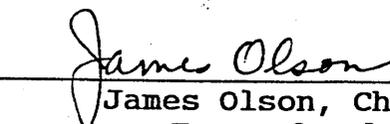
Respectfully,

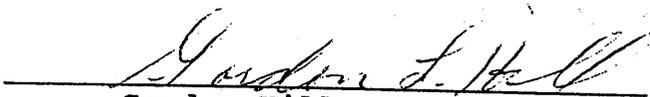

Steven Sheiffer, City Manager
City of Janesville


Daniel T. Kelley, City Manager
City of Beloit

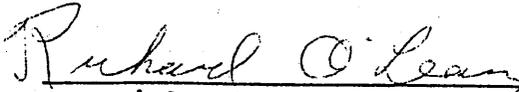

Alan Palmer, Mayor
City of South Beloit, Illinois

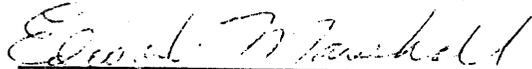

Donald Upson, Chairman
Rock County Board of Supervisors


James Olson, Chairman
Town of Beloit

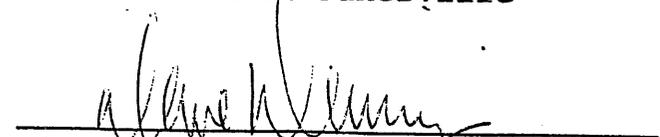

Gordon Hill, Chairman
Town of LaPrairie

Letter to Transportation
Projects Commission Members
Page Two


Richard O'Leary, Chairman
Town of Rock

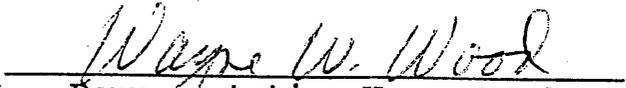

Edward Marshall, Chairman
Town of Janesville

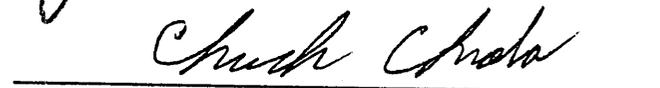

Representative Charles Coleman

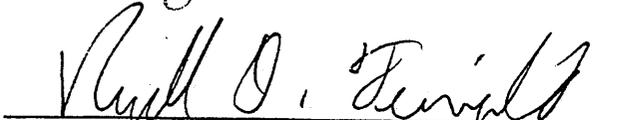

Representative David Deininger

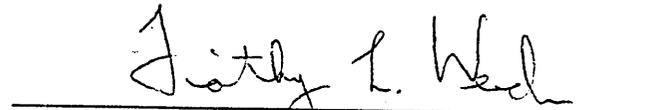

Representative Stephen Nass


Representative Judith Robson


Representative Wayne Wood


Senator Charles Chvala


Senator Russell Feingold


Senator Timothy Weeden

wsm 342:58-9
c: Transportation Projects Commission Members
Secretary Charles H. Thompson, WisDOT

END



END



Mary E. Panzer

State Representative • 53rd Assembly District
Ranking Member: Joint Committee on Finance

December 10, 1992

DEC 10 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401, 100 North Hamilton
Madison, WI 53708

Dear Representative Brandemuehl,

I strongly urge you to support the motion for enumeration of the Highway 57 expansion project. This project is extremely important to accommodate the growth that is occurring in the Random Lake - Fredonia area, as well as fostering its continuing economic development.

The project has broad local support from the citizenry and the business community. Numerous area businesses have testified to the need for this highway project. Failure to go forward with this project will inhibit these businesses ability to expand and the highway will soon be unable to meet their shipping needs.

This highway project is comparatively inexpensive due to prior purchase of right-of-way and good advance planning work. The Highway 57 project addresses serious traffic safety problems and provides an economic infrastructure needed to accommodate the population growth in Southeastern and Eastern Wisconsin. I strongly encourage you to enumerate this project.

Sincerely,

MARY E. PANZER
State Representative

MEP:tmo



Harvey Stower

State Representative

December 11, 1992

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

Dear Dave,

I am grateful for your past support of the Highway 64 project in Northwest Wisconsin and ask for your continued support at each step of the way.

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.

This project is important to the entire region for safety, economic development, and tourism.

Thanks for your work.

Sincerely,

Harvey Stower
28th Assembly District

HS/idk



SUMMARY OF BUILD ALTERNATIVES
CONSIDERED FOR
USH 53 E.I.S. CORRIDOR STUDY

1992

IMPACT AREAS	BUILD ALTERNATIVES		
	Alt. 2A Freeway on Hastings Way	Alt. 3 Inner Corridor Freeway	Alt. 4 Outer Corridor Freeway
Limits	USH 53/STH 93 Interchange north to the USH 53/STH 124 Interchange	USH 53/STH 93 Interchange north to the USH 53/STH 124 Interchange	From a point on IH 94 approx. 2.5 miles SE of the IH 94/ USH 53 Interchange north to the USH 53/STH 124 Interchange
Length	9.5 mi.	9.5 mi.	9.5 mi.
Functional Classification	Freeway	Freeway	Freeway
Design Speed	60 mph	60 mph	70 mph
Posted Speed	55 mph	55 mph	65 mph
Projected Traffic Year 2010 ADT (No-Build - 57,000) ¹⁾	Freeway - 45,000 Frontage Roads-14,000	Freeway - 21,000 Hastings Way-40,000	Freeway - 7,000 Hastings Way-51,000
Wetland Acres	0	0	0
Woodland Acres	1	65	148
Farmland Acres ²⁾	38	102	246
Park Acres	< 1	0	0
Potential for Species Disruption ³⁾	0	0	3
River/Creek Crossings ⁴⁾	1	2	2
Archaeological Sites ⁵⁾	0	2	7
Historic Properties	0	0	0
Potential Hazardous Waste Sites	93	15	4
Affected Residences	21	43 ⁶⁾	9
Affected Businesses	60	4	2
Total Affected Properties	81	49	11
Construction Cost ⁷⁾	\$90 million	\$72 million	\$67 million
R/W Relocation Cost	\$20 million	\$7 million	\$1 million
Total Cost	\$110 million	\$79 million	\$68 million

- ¹⁾ Traffic volume between Main and Birch Street, volume increases to 61,000 north of Birch Street due to North Crossing construction.
- ²⁾ Cropland and pasture only.
- ³⁾ Species: Karner Blue Butterfly - proposed federal endangered; Phlox Moth - proposed state endangered; Dusted Skipper Butterfly - state special concern.
- ⁴⁾ Represents number of rivers or creeks crossed not number of structures. Inner Corridor Freeway could also include an additional river crossing for Birch Street extension.
- ⁵⁾ These sites will be evaluated further for the National Register of Historic Places if this corridor is chosen.
- ⁶⁾ Includes 1-10 unit apartment building, 1-6 unit apartment building, and 1-4 unit apartment building.
- ⁷⁾ Includes the costs of improvements to existing Hastings Way and roadway connections. These total \$1.2 million for a freeway on Hastings Way, \$15 million for the Inner Corridor Freeway, and \$23 million for the Outer Corridor Freeway.

Results of DOT's 1992 Evaluation Process

Highway	Project Name	Miles	Const. Cost	Average Daily Traffic	Point Summary					Total Score
					Economy	Service	Safety	Envir/ Social Impacts	Community Objectives	
				<i>Available Points:</i>	40	20	20	10	10	
1 R	USH 12 Sauk City - Middleton	18.0	\$51	9,300	20.2	20.0	15.5	7.6	9	72.3 *
2 R	STH 11/81/213 Rock Co Transport. Plan	15.1	\$12	8,900 / 9,600	26.8	8.5	15.8	7.9	10	69.0 *
3 R	USH 53 Eau Claire Freeway	7.5	\$79	11,000 - 48,000	24.3	16.2	14.7	6.6	3	64.8
4 R	STH 13 Marshfield Mobility Study	4.7	\$22	12,900	18.3	10.2	20.0	7.9	5	61.4 *
5 R	USH 151 Fond du Lac Bypass	11.0	\$37	7,500	24.1	13.5	5.3	7.1	10	60.0 *
6 R	STH 35/64 Houlton - New Richmond	14.3-18.8	\$44 - \$49	6,000 - 16,000	21.8	16.3	3.9	7.1	10	59.1 *
7	STH 16/67 Oconomowoc North Bypass	7.4	\$15	15,000	26.8	11.8	2.6	6.6	8	55.9
8	STH 57 Random Lake - I 43	10.5	\$12	6,800	16.0	11.0	1.8	9.3	10	48.1
9	STH 59 Waukesha Reliever	5.2	\$27	20,300	11.2	16.1	10.0	5.9	2	45.2

* DOT Recommends

11/16/92
3/13

1995 Study

July

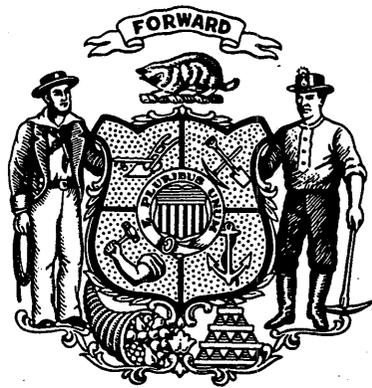
1992 Candidates for Engineering/Environmental Study

Highway	Project Name	Miles	C2020 Status	Average Daily Traffic	Safety Points	Service Points	Highway Points	Testimony Points	Total Points
<i>Available Points:</i>					40	40	80	20	100
* USH 151	Belmont - Dickeyville	17.3	Backbone *	5,600					
* USH 41	Oconto - Peshtigo	19.2	Backbone *	8,800					
Rank									
1-2	USH 12	Ski Hi Road - IH 90/94	Connector	12,500	33.0	32.4	65.4	14	79.4 **
2-2	STH 11/36	Burlington Bypass	Connector	9,500	25.7	19.3	45.0	20	65.0 **
3-3	USH 141	STH 22 - STH 64	Connector	6,700	23.2	25.8	49.0	14	63.0 **
4	USH 12	Elkhorn - Whitewater	Connector	8,100	16.8	26.4	43.2	18	61.2
5	USH 2	Superior - Ashland	Connector	4,600	9.2	27.3	36.5	20	56.5
6	STH 57	Dyckesville - STH 42	Connector	6,400	7.4	26.5	33.9	20	53.9

* DOT will initiate engineering/environmental studies for backbone projects to ensure the completion of the Backbone portion of C2020 by the year 2005.

** DOT will initiate engineering/environmental study in 1993.

END



END

~~JCAA~~
1992
??

A Brief History of the Highway 12 Project from 1987 to 1991
-by Roads With Reason-

This project came to be seriously considered for construction due to a concerted and well-orchestrated effort made by a pro-four lane Highway 12 Committee which was formed in 1987. Active members on this committee were local residents Paul Meyer and Tom Jackson whose competence in selling this idea resulted in a project which almost overnight went from being a "fat chance" (then Rep. Dale Schultz's estimation of its possible success) into third on the list of priorities for the Wis. DOT. What all the reasons behind this intense effort really were about are hard to say. However, the original Highway 12 Report by this group principally stressed the economic benefits which the highway would give Sauk County, as well as the contribution Sauk County is supposed to make to the entire state. As this report stated: "This region seems to have it all: Agriculture, industry, recreation, and communities with (a) high quality of life which attract(s) new residents. However this region cannot realize its full potential as a major contributor to Wisconsin's economy until the missing piece of the pie is in place: Better access to market...Tremendously rapid economic growth is now underway in the west Madison/Middleton area. The Highway 12 will, in coming years, be critical to serve customers and employees to and from northern Wisconsin..."

This report also claimed that "For any travelers coming from the north west part of the state, an improved Highway 12 corridor will provide a quicker, more direct access to many of these destinations. The time saved and the increased safety of an improved Highway 12 corridor could be of critical importance (for)... a politician from Elroy."

In response to such a position, a citizens group opposing this project was formed. Roads With Reason consists of people who, although they may support non-four lane improvements, don't believe that farmland in the townships of Springfield and Roxbury should be turned into an interstate truck route or that the small-town lifestyle of Sauk county will benefit from being turned into sea of concrete, strip malls and gambling casinos. Some of us also feel that if Governor Thompson wants to travel on Highway 12 to get to Madison he can drive at the posted speed limit and then maybe use his authority to ask that the laws against tailgating be enforced on this highway, instead of building a huge infrastructure of new roads which many people don't believe we can possibly afford. (Maintenance of existing roads as well as law enforcement has not kept up with the rate of inflation in recent years, and, as Roads With Reason pointed out to the Study Committee, the Federal Highway Administration has estimated that fixing the current interstate system alone will cost taxpayers from \$565 to \$655 billion.)

The Highway 12 Study Committee (1990-91)

In response to the ensuing controversy over this road, Rep. David Travis asked that a committee of local individuals be formed in order to discuss the environmental, economic, social and technical issues which were raised concerning Highway 12, and which would receive technical assistance by the UW Madison School of Urban and

Regional Planning. Governor Thompson, however, vetoed the U.W. as the consultants and instead designated this task to Ayers and Associates, an engineering firm connected with the DOT. (This firm now has the contract to build the four lane.)

The resultant study took place over the next year from 1990 to May of 1991. The Committee consisted of 17 members representing a wide variety of interests who met each month to discuss the subjects that the road raised.

There is no doubt that the Committee failed to discuss or analyze many of the subjects it was supposed to have covered. For example, the Committee "analyzed" some of the issues as follows:

Agriculture: A consultant was brought in who discussed the general process by which farmland is taken from farmers by the DOT. The consultant had not had time to actually look at H12 and so no relevant data was presented at all. When Roads With Reason objected to this, the chairman responded that he found this information "interesting" and no other committee member objected to such an irrelevant presentation. When, months later, the agricultural consultant sent a recommendation against the 4-lane (this project will destroy some of the most productive farmland in the state) the letter was not mentioned to committee members at all and was buried in a packet of other written material sent to the members. In their final "analysis," Ayers and Associates even came up with projected economic benefits for the rural section (i.e. for the destruction of high quality farmland as well as an increased consumption of 2.4 million gallons of gasoline over a 20 year period.) How they arrived at such a conclusion was never explained. (Several local people who spoke on the subject of the destruction of farmland to the Committee were also not even mentioned in the original minutes prepared by consultants.)

Economic Impact: In relation to the actual area in question (Roxbury and Sauk County,) not one word was discussed in this regard. On several occasions, Roads With Reason objected to the consultants about this and we were told that this was really beyond the expertise of the firm to do and that their decision on this was guided by the overall desires of the other Committee members. (When, at the beginning stages of this study, Roads With Reason asked about being able to bring in our own experts to testify on this, we were not allowed to do this and were told to "Wait and see what we've got.") Roads With Reason finds it hard to understand why, if this road is really going to give a positive benefit to the area, the supporters of this wouldn't have welcomed the chance to silence what everyone knows is a major issue concerning why opposition to the 4 lane is so strong. So far, this question has never been answered.

Environmental: The negative impacts of this are so clear that the subject didn't really need to be discussed by anyone. One interesting statement by the consultants, however, was found in their analysis of endangered species where "none" was considered the same as "not known." (It took a representative from the DNR in the audience to object that these terms don't mean the same thing.)

Traffic Statistics: This is the one place that Ayers and Associates should have been able to come up with basic data free of bias and relevant to the subject. It was at the first meeting that some idea of how the consultants would approach this subject was given. In response to a question by Roads With Reason as to basic accident data, the committee was given a false response by one of the consultants who claimed that most of the fatalities (which, unlike the accident rate, is higher than the state average) occurred during the periods of high traffic volume. It was only when

Roads With Reason pointed out that our research showed this wasn't true that he reversed himself and said he actually didn't know. The consultants also made use of a graph which showed the "Average Level of Service" for the road at a certain level indicating it was bordering on DOT standards for when a four lane highway is needed. This, in fact, was not an "average" at all, but was the highest peak of a traffic pattern which is radically lower for most of the day! The "average level of service," also was apparently based totally on the aesthetic considerations of how many cars are on the road at that time. What exactly constitutes "Level of Service?" Several knowledgeable people have told Roads With Reason that the main element in determining "Level of Service" involves the average traffic speed. And yet, the consultants have steadfastly refused, despite repeated requests, to come up with one of the most important and elementary pieces of factual data concerning this entire controversy! The closest we have ever gotten to this piece of data was when a DOT audience member stated, during one of the very last meetings and after we had been asking the question for nearly a year, that the average speed for a specific vehicle was indeed around the legal speed limit (this contradicts numerous testimonials, from both pro and anti four lane drivers, that the actual commuting speed somewhat exceeds the speed limit of 55mph.) This same official also said that this meant that the speed of cars behind the clocked vehicle would be slower, an odd statement which was never explained. Roads With Reason repeatedly requested the methodology and actual data which resulted in the proclaimed "Level of Service" for Highway 12, and although we finally, after the hearings were concluded, have gotten the former, the actual data concerning Highway 12 has never been given. We can only conclude that the "Level of Service" chart is nothing more than the figment of someone's imagination. (If one argues that this road needs two more lanes due to traffic numbers alone, then the Madison beltline should be a twelve lane highway before construction on Highway 12 is considered.)

Future Traffic Projections: This was the only subject which was really debated extensively by the Committee. Projections by Ayers and Associates were based primarily on projected demographic data (which apparently was solely derived by projecting the future from past experience) and made no attempt to realistically deal with real future considerations such as a substantial alteration of travel patterns of Americans due to environmental and economic constraints which knowledgeable experts are virtually unanimous in predicting will occur whether or not we want to think about this. The committee members were content instead to accept the future prophesies of a firm with a vested interest in building road projects which, if they were put to a referendum like a public school building, would not be seriously considered by anyone. When Roads With Reason attempted to cite experts on these matters such as The National Academy of Sciences, the Smithsonian Institute and numerous other sources, one four-lane proponent, who is a local insurance agent, exclaimed "I don't have the time for this!"

How can you expect people to alter their mindset about these things when they apparently don't even believe the projections they cite as a principle justification for expanding this road? In the most significant and telling vote taken with this committee, Committee member Judith Reed made a motion that, if the traffic projections don't in fact increase as predicted by Ayers, that we recommend that a reevaluation of the need for this expansion be made before the actual construction date. This motion was defeated, 11 to 5. The main local proponent of this project, who over the course of

the year never tired of recited the DOT projections of increased traffic as a principle justification for four lanes, was among those who voted against this motion.

The issue of Sauk City and the Bypass: It's no secret that this is the Catch-22 of this project . The original belief of many people was that a bypass was the only thing which made any long term sense, once you decided you wanted a four lane road. However, as people in this area began to wake up to what this would mean to their own homes and businesses, as well as the severe environmental impact, the pro-four lane Committee members began some behind-the-scenes negotiating with local business interests which resulted in the meeting of March 1991 in which, with virtually no discussion, a vote was rammed through in support of running the four lanes straight into Phillips Boulevard in Sauk City. It is at this point that Roads With Reason must point out that these Committee Hearings were nothing but a fraud. Roads With Reason represents some of the people who will have their lives directly effected by this project and we agreed to participate on this Committee with the understanding that this was to be an open and honest format. Making deals and agreements without the knowledge of Committee members who opposed the four lane in part because of issues exactly like these, is nothing more than a fraud on the entire process as to why this committee was set up. Although the selection of the committee members was criticized by some four lane opponents, the fact is that the Roads With Reason representative who sat on this Committee never made this criticism and told a number of different people that he felt it was actually about as balanced as could be reasonably expected. Given the process and total lack of debate that resulted in the vote at the Sauk City end, however, the fairness of this entire "study" is a joke.

It was at this point, actually, that the whole process began to fall apart. We were told that public input was supposed to be a real factor in the Committee's decisions. When the Committee held the first series of public hearings it was in an information vacuum (at least at the Sauk City end the press was ignoring the meetings.) Then, after the issue began to become more public, the second set of public hearings, instead of helping to guide the Committee's decisions, became a final hurdle to pass before immediately wrapping up and going home for good. Originally, this second set of hearings was supposed to be the basis for a reevaluation of our preliminary recommendations. Instead, Committee members got a large packet of the comments only a few days before the next meeting (many of them in opposition to the road, some arguing their opinions in great detail,) and these were totally ignored in favor of immediately calling it quits. Voting to ultimately construct a total of five bridges over the Wisconsin River within a mile or two was too absurd a recommendation for committee members to want to talk about it, and the solution was obvious: go home and, as one committee member put it, "let another committee" worry about all this again in a few years.

On July 14, 1992, the Sauk City Board has finally acknowledged the irrational recommendation of the Highway 12 Committee and it unanimously rejected the Committee's recommendation. And as noted above, this final recommendation was made by the Committee in order to avoid bringing out the truth of this project: that a bypass would be so environmentally, economically and socially destructive that most remaining local public support for this project, which has always been built upon impossible promises and expectations, would disappear.

U.S Highway 12 panel is not good listener

1/30/91

As I covered the U.S. Highway 12 Transportation Committee meeting Monday about the rural segment between Middleton and Sauk City I was struck by two things.

First out of about 30 people present, a mere three were women including myself, committee member Judith Reed representing Dane County on transportation, and an observer.

The remaining 16 committee members were men and all the presenters of statistics on Highway 12 traffic, and project options were men.

As I sat there making note of this situation I thought to myself this is typical of all governmental bodies and decision making groups and the idea was not comforting.

Watching this one microcosm of bureaucracy at work I became aware of the second thing that struck me — any voice of dissonance was not welcome among this group.

It seemed to me that the representatives from the Department of Transportation, the engineering consulting firm of Owen Ayres & Associates, Inc. and most of the committee are pushing for the full four lane option with 65 percent of public comment also favoring this option.

The formation of this committee, I assume, was to generate discussion from different factions affected by Highway 12 renovations — the communities, the farmers, tourism and industry.

But a lone dissenting voice, that of Amos Roe representing Roads with Reason, was repeatedly and sometimes rudely squelched.

When questioning the interpretation of two graphs on traffic volumes, Roe, who persisted when he still wasn't clear on the answer given him, was impatiently dismissed.

When questioning how the project was to be financed in light of tight state budgets and limited federal aid, Roe asked specifically about the possibility of toll booths or higher fuel taxes. (The four lane proposal would cost between \$30 and \$40 million by today's estimates.)

After Roe's suggestions and questions were peremptorily dismissed he persisted, calling for a motion to discuss funding specifics at the next meeting — a motion which was resoundingly defeated.

Roe questioned statistics

Lisa
Avelleyra-
Treichel



News-Republic Writer

showing high economic benefits accompanying the four lane option — \$80 million in user benefits — asking if these statistics took into account farmers losing cropland.

Kevin Hagen said the statistics did not, which led Roe to say they were "misleading" with Hagen responding, "I don't see it that way."

Finally when forming the motion to focus the next meeting's discussion on spot improvements and the four-lane option, Roe attempted to amend the motion with a stipulation to consider public-suggested amendments to either option. Here he was abruptly and rudely cut off.

I am not arguing for or against turning the rural segment of Highway 12 into four lanes. Personally I think most of the hazardous situations caused now on that stretch are caused by impatient drivers who gotta make good time, but that does not take into account a few years down the road when traffic is going to increase.

What I do question is why waste the time and money to conduct a study and form a committee if the outcome is seemingly already decided. All information seems to reinforce the argument for four lanes including public comment.

But the public comment received came from only 117 individuals — hardly an overwhelming stamp of approval from all those affected since 9,000 cars travel Highway 12 daily.

I think Roe wants to get the grass roots more involved in this project, generating a discussion of issues that justify the formation of such a committee.

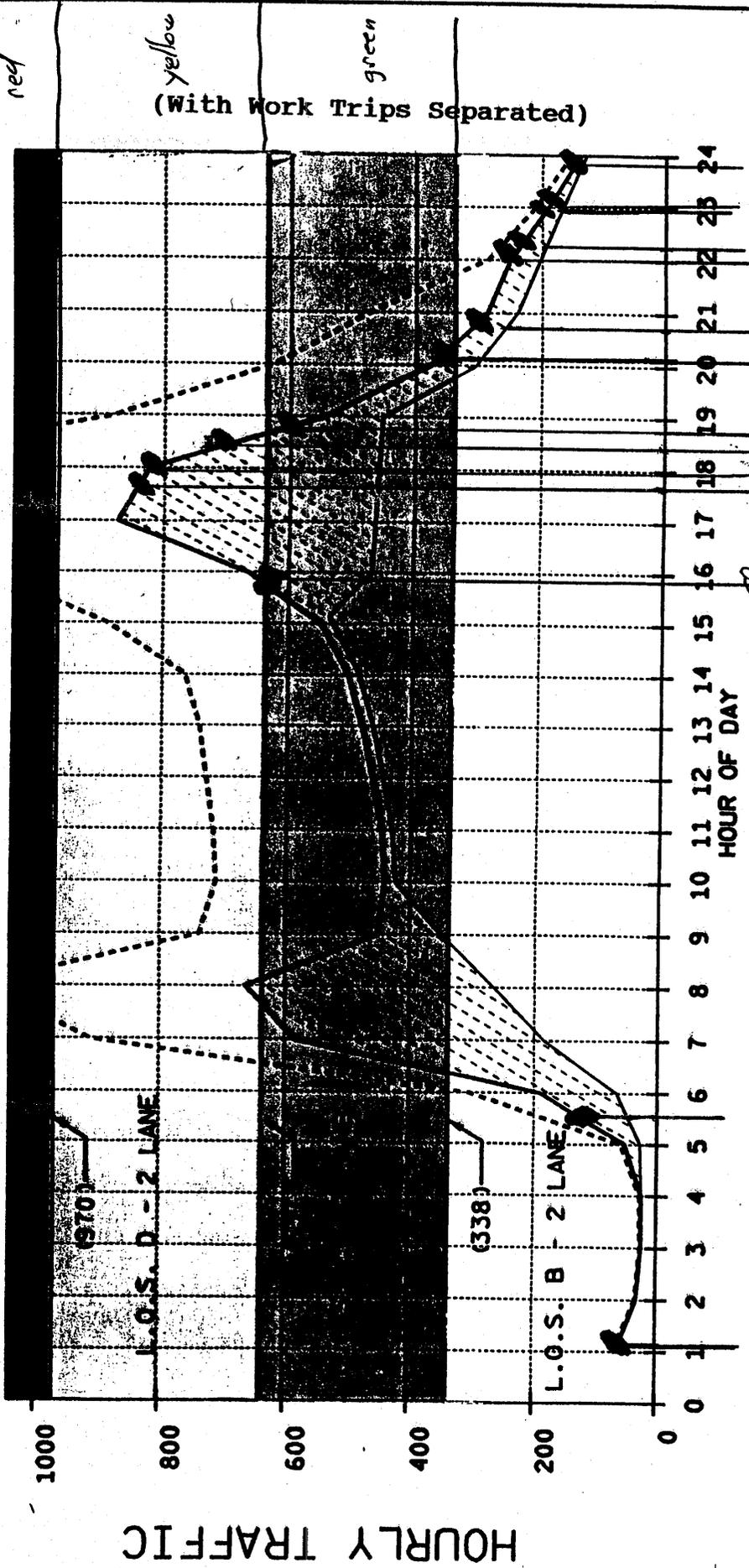
Stomping on any opinion not jibing with the majority is disquieting in the very least.

Let's remember what our country is supposed to be about — tolerance of varying opinions, freedom to express them without fear of reprisal and representative, truly representative not automatic consensus, government.

- 1 = speed too fast for conditions; curve; dry; fair
- 2 = draft of semi caused car with bald tires to lose control; wet; raining
- 3 = smooth tires on wet pavement; wet; raining
- 4 = motorcycle going into a curve crosses centerline in a nearly straight line + kills himself after going down opposite side embankment

● = fatal accident

U.S.H. 12 AVERAGE WEEKDAY HOURLY VOLUME



U.S.H. 12
TRANSPORTATION STUDY

PROJECT I.D.
5300-03-00

AVES

END



END

Study one year.

(12)

did not consider economic impact?

~~did~~

not consider of impact?

ask for roll call vote

1992
??

1,000

Belmont 7 miles - 2 lanes (300 acres)
conductor

300	000
300	
35	
<hr/>	
1500	
900	
<hr/>	
10500	

~~Preliminary~~

business

study - presentation on 22nd it is time to
expressway - not limited access.
Done at Dodgeville to put back

6:30 PM

Bring these questions to meeting next 20th
interchange Co Highways

2 years

1992
??

How long will the study take?

access to 4 lanes ??? Belmont?