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WEDNESDAY
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Leader-Telegram

Outer bypass best for all

It Seems to Me

By Wallace H. Jerome
and Bard Kittleson

With the Transportation Project Commission's decision forthcoming in July, we believe it is time to put in perspective how this issue will directly affect the areas north of Eau Claire, as well as Eau Claire area residents.

First question to be addressed: Why should areas north of the Chippewa Valley be concerned? The super interstate highway systems in Wisconsin and nationally, have all been designed to move traffic the most direct, safest and efficient way possible and to benefit all of the wide areas that the highway serves. That is the reason that Highway 53 bypasses all the cities to the north.

If the inner route is selected, Eau Claire would be the lone exception where freeway traffic would be required to travel through an urban area from Beloit to Superior. It is our conviction that the inner route is shortsighted planning of a 75- to 100-year freeway to deal with an Eau Claire urban traffic problem.

The outer bypass at Eau Claire is really the only location that is truly a bypass. The Eau Claire inner corridor is not a bypass because, instead of running as a southeasterly direction like the outer bypass, it runs in a southwesterly direction for half the distance.

The outer bypass has many advantages over the inner corridor. They are:

1. A more direct route. 1½ miles shorter traveling distance.
2. A 65-miles-per-hour potential vs. only 55 miles per hour for the entire inner corridor.
3. Less traveling time.
4. Two fewer interchanges — this improves the safety factor for freeway traffic.
5. Lower cost construction ($19 million). Lower maintenance costs.
6. More permanent — if the Eau Claire inner corridor was built now, the outer probably would have to be built in another six to 10 years anyway.

The Eau Claire area residents would be much better off by having the air pollution and noise from large trucks much farther to the east than it would be if the Eau Claire inner corridor was built. Air pollution from traffic in many cities is a major problem today. I would think that the Eau Claire area residents would insist on the outer bypass.

Mr. Lewis and others have stated that the inner bypass is needed for Eau Claire and the Chippewa Valley to remain competitive in industry, etc. Such statements clearly indicate where concerns lay and they certainly don't reach to the north of Eau Claire, where Highway 53 remains our life blood.

Being able to travel the outer bypass would enhance the competitiveness of all industry to the north.

All of the advantages listed for the outer bypass would be worth millions of dollars more per year over that of the Eau Claire inner corridor.

Just one example would be Jerome Foods of Barron. Most of the turkey meat products, which their 1,500 employees at Barron produce, are shipped fresh. Time is of the essence in getting their products to the markets as fast as possible.

Jerome Foods has well over 2,000 trucks a year of finished product going out of the Mississippi River Valley. In addition to this, Jerome Foods probably has even more trucks of supplies coming in, food ingredients coming in and finished feed going out. Jerome Foods is just one of many industries north of Eau Claire that would benefit immensely by having the outer bypass.

The official map indicates that almost all of the residential areas of Eau Claire are on the west side of Highway 53-Hastings Way. The shopping centers are mostly to the west side, except for a few along both sides of Highway 53.

As you look at this map, simple logic will tell you that with the residence and shopping areas to the west, the local shoppers are not going to travel over to the Eau Claire inner corridor to go shopping. Most everyone prefers to travel the shortest distance.

It is possible that some local shopper traffic to the north of Eau Claire could use the inner corridor part way. Most of them would likely follow Highway 53-Hastings Way all the way.

The outer bypass has the greatest advantages for all commercial and tourist traffic. It would be a major mistake for the "thru" traffiker, the taxpayers and the residents of Eau Claire to build the inner corridor.

Wallace H. Jerome is founder and chairman of the board of Jerome Foods of Barron. Bard Kittleson is mayor of the city of Barron and a Barron County Board supervisor.

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FRIDAY
July 1, 1994
Leader-Telegram

Look at *all* U.S. 53 options

By Douglas Reace

It Seems to Me

Congratulations, David Lennander! It comes as a great relief to find a person who has worked with transportation planning present such an outstanding argument in support of rebuilding the existing U.S. 53. Your May 13 (Page 10A) article does an excellent job of punching holes into the show-time debate between the supporters of the inner vs. the outer bypasses.

Northern Thunder commends Mr. Lennander for having the courage to break away from all the hoopla and get beyond the hype. His article clearly states that the ultimate losers in this bitter debate will be the citizens who live in this valley, and how right he is.

It is the ecologically- and economically-minded individuals who have been deliberately asked to stand by while these two factions battle with each other. However, in reality, it is we who are asked to carry the enormous weight of cynicism.

The big question remaining in this debate is, "why has the third option to upgrade the existing U.S. 53 been forcibly shoved in the corner, and by whom"? Certainly not by the will of the people!

The continued expansion of our highway system, and the rapid urban sprawl that accompanies it, will haunt us, our children and their children. We continue to diminish the real environmental quality of our urban setting as we continue to saturate our landscape with roads and highways. The issue isn't just over the building of a highway but what comes trailing in after completion.

The Metropolitan Planning Organization is basically powerless to enforce their will to encourage towns or cities to work together to rein in urban sprawl. There are no state laws that deal with the problem of community autonomy and urban growth. The state Legislature should mandate that communities work together with a strong MPO.

The recent community news flier from the Eau Claire City Council, along with the billboards, tries to ram the inner bypass, $18,000 ad blitz down our throats. They are pleading for our support of the inner bypass. This rather questionable approach has not adequately addressed to the public all of the problems surrounding this controversy.

Specifically, as Mr. Lennander most aptly stated, the business district along U.S. 53 is the "primary cause for the existing traffic congestion."

Most of this strip was built during the boom-bust era of the 60s and 70s. We have fine businesses in this area, but most of these structures are jammed too close to the highway.

This section of roadway looks like every other strip across the U.S., one chaotic montage of signs and billboards. Hastings Way is the gateway to the North and should be developed as such. What an excellent opportunity to redesign a Gateway to the North business district, using esthetically pleasing buildings and landscape set back from a parkway with proper access and parking.

To create a tourism link with downtown and our excellent bicycle trail, U.S. 53 could be rebuilt to help promote this new tourism power plus provide for future transportation needs. With the right visionary thinking, we could tie all the pieces together.

There will be sacrifices and the initial cost will be great, but the rewards could be outstanding. Will we meet these challenges head-on or will we circumvent them with another expensive highway?

We are the "pave it" generation, and our collective love affair with the automobile keeps fueling the huge highway machine. We have a responsibility to change this trend. But it's hard to rationalize the long-term consequences of our acts and put them in perspective if our public officials are not helping us change the status quo.

We have allowed highway growth to continue unabated with such negative proportions during the last 40 years that we are just beginning to comprehend the full impact on our lives and on nature.

Douglas Reace of Eau Claire is a member of the Northern Thunder environmental organization.

Voice of the People

Go with outer

We were glad to discover in the June 18 issue of the Leader-Telegram that you encouraged readers to contact elected officials involved in the decision-making process regarding improvements to U.S. 53.

We agree with the editorial claiming that "something" needs to be done. We, the drivers of Wisconsin highways, deserve a voice before definitive plans are made and construction begun. Your editorial inspired us to contact officials in state, county and city governments.

As we have traveled on many highways, we have been happy with the improvements when state and U.S. highways have bypassed the towns and cities.

It is easier and safer to reach our destination when traveling on highways whose paths have been thoughtfully determined.

There are several reasons the U.S. 53 corridor should be located east of Lake Altoona:

■ It should give us a state highway and not a city street. Building the highway in the proposed location (through central Altoona) would not be an effective modification to existing traffic patterns.

■ The 65 mph speed limit is more appropriate for a state highway, and that speed limit can only be assigned if the highway truly bypasses the city.

With the anticipated time line for construction, the roadway should be done in the correct location. The city of Eau Claire moved Business 12 when the error of location was realized. we should accept it is better to correct the location for the outer bypass now, before a mistake is made.

The cost of an east route environmental impact study is not a waste of money and should be done so when it's time to make a decision all the evidence has been gathered.

MARGARET HUNSTAD
WALLACE HUNSTAD
Eau Claire

Outer is answer

I hate to disagree with the omniscient voice of the Leader-Telegram editorial of Thursday, June 16, but wrong!

I realize my opinion won't grab as much space as the voluminous words of the unknown Leader-Telegram staffer, but that person needs some enlightenment.

First of all, a "bypass" is meant for people to "pass by" a metropolitan area, thus leaving the normal highway less congested for local users. If everybody were to use the bypass, it would become just as cluttered, dangerous, and slow as the current system.

And speaking of the current U.S. 53, who will be left to use it when all of the traffic switches over to your inner bypass? It seems the current highway should be able to support traffic between the two cities.

TERRENCE L. MEINEN
Altoona

Strong stand

My hat is off to state Sen. David Zien. What I once may have perceived as somewhat maverick representation, his years in government have consistently shown him to be candid, honest and that he takes a sincere approach to represent his constituents.

These are qualities not vigorously displayed by many who work in government.

His support for the outer bypass shows his unwillingness to cower to those (including the Leader-Telegram) who scorn anyone opposed to the inner bypass.

After all, there is more at stake here than which route is to be selected. The public wants to believe they can oppose the decisions of government without ridicule.

Thus, Zien is to be commended for his willingness to stand and protect the pride of those who don't agree with the DOT's selected route.

DAVE O'DONAHOE
Altoona

Inner 'bisect'

Not only has there been a great deal of controversy surrounding the preferred choice for the U.S. 53 routing, there has also been much misunderstanding, it seems. While this proposal cannot solve the controversy, I believe it can go a long way toward ending the misunderstanding.

First, several things need to be made very clear before stating my proposal, and they are as follows:

1. I have no political motivation for making this proposal.
2. Neither I nor any of my close personal friends will gain financially as a result of this proposal.
3. I have no personal interest in the outcome of this proposal.

The proposed U.S. 53 route termed the "outer bypass" seems to me to be very clear, concise, and to the point. This route is outside the populated area and does, as a matter of fact, bypass the populated area. All is perfectly clear semantically on this routing.

The so-called "inner bypass" is another story. Semantically, this proposed route falls apart because it cuts directly through and between the populated areas.

Therefore, my proposal is as follows: From now on, when making reference to the "inner bypass," all concerned should make the following reference to this proposed route: Henceforth, rather than referring to this route as any kind of bypass, let's refer to this routing as what it really is, either the "inner bisect" or "bisect."

RICHARD L. FREITAG
Eau Claire

Voice of the People

Need or want?

There is a tremendous amount of research, writing and discussion concerning the loss of the world's rain forests, while we seem to have little concern for our own backyard and the green belts that surround us.

How can we place the onus for the salvation of this planet on the rain forest countries when we do not accept responsibility for preserving and increasing our own green areas?

The U.S. 53 bypass should be a matter of absolute need, not want. Already a part of our green belt is being sacrificed to the North Crossing. The Oakwood Mall and the various land developments thereabout have taken more of our greenery and some wetlands.

Many of these thousands of people who will use this bypass travel through the area for the sight of the greenery they may no longer have, or have little of.

Should the very trees and vegetation they desire to see be bulldozed away so that the traffic can drive through the area a little faster? Should we sacrifice more trees and greenery that act as a filter for the air we breathe to more concrete jungle? Is the 53 bypass needed or wanted?

Have you ever considered the question of the after effects of the deforestation of the great American forests? Did that have effects on the world climates such that droughts and desertification have been caused in Africa and other parts of the world?

When do we in the "civilized" nations begin to look to ourselves for blame and start to accept responsibility? We should look heavily into the affects such projects as the 53 bypass have, not only on our local area but also on our planet, Earth. You can replant a tree, but you can't replant a forest.

JEANNE REBER
Eau Claire

Dangers of bypass

I strongly oppose the inner corridor for the following reasons:

Safety – The danger of trucks carrying nuclear wastes in unmarked vehicles, chemical and other flammable products through our city is a potential disaster.

Ozone alerts, noxious fumes and noise – The emission of fumes on a six-lane highway capable of carrying 80,000 vehicles is extremely hazardous to our health, particularly to people with respiratory problems, not to mention the sick and elderly patients in the nursing home in this area.

Environment – The damage to Otter Creek and the beautiful Otter Creek Valley would be irreversible. We have trees (they purify the air), birds (over 40 species at least have been identified), wildlife, wildflowers (over 64 species at least have been identified). Many communities would give a great deal to have such a beautiful ecosystem such as this in their area.

Where is the DNR? We need green belts to preserve something of real value for future generations, not concrete jungles. Developers have already eroded Otter Creek with their runoff problems. Again, where is the DNR?

Declining property values – Realtors and developers, in the guise of community leaders, are already reaping a bonanza from the misfortune of displaced Uniroyal workers. While they line their pockets with green bucks, the property of residents in the area declines and deteriorates.

Concrete jungles – We don't want or need concrete jungles in our back yards. Proponents, developers and so called "experts" who want concrete jungles should move to the Bronx.

ELEANOR WILDRICK
Altoona

Definitions

Inner city: Older and more densely populated central section of a city.

Outer: Situated farther out (the limits). Being away from a center.

Bypass: A passage to one side; A deflected route usually around a town.

Long-range: Involving or taking into account a long period of time (planning).

Economy: Thrifty and efficient use of material resources; frugality in expenditures;

Ecosystem: The complex of a community and its environment functioning as an ecological unit in nature. Biased: Tending to a settled and often prejudiced outlook; Majority: The quality or state of being greater.

Outcry: A loud cry, clamor, vehement protest; Electable: Capable of being elected; eminently qualified to be elected to office.

Election: The right, power, or privilege of making a choice.

The above definitions are from Webster's New Collegiate Dictionary. By using these definitions one might say that the DOT does not have a full understanding of the definitions of inner, outer, bypass, long range, economy, ecosystem, majority and outcry. Nor do I believe that many of our local government officials understand the definitions of majority, electable and election.

This issue should not be made by a select few. It should be given to the people to vote on and let the majority make the final selection of what action our government agency, the DOT, should take.

If one believes in the above definitions, then the only real choice, and the one I believe the majority of citizens have voiced, is the outer bypass.

Based on definition, economics and the effect on our ecosystem, the outer bypass will give all of the affected communities the best results for long-range safety and economic growth. It is the most cost-effective, long-range solution to what the DOT has termed a critical problem with the current U.S. 53.

W. FITZGERALD
Altoona

Voice of the People

Inner bypass costs

In the March 3 Voice of the People column, Janet Lustig wrote about her views on the inner bypass. She's right!

I lived in an area in Wisconsin where many people learned the hard way. The bypass or freeway was a fiasco for the people along the route of the freeway and in the inner city. Health problems arose due to the noise, dirt and polluted air plus the depreciation of property values.

Proposals for the inner bypass will definitely be a disaster to the city proper and the citizenry. Many people will lose mega bucks to their businesses and property home owners. This will be a monstrosity.

The outer bypass would be a better idea. Citizens of Eau Claire and other areas involved will bear the brunt with bad health problems. The noise will be horrible!

I have in mind the inner bypass or freeway in Denver, Colo., and in Minnesota. It's a nightmare for people in these and other cities across the United States. I have friends in these areas and these unhappy people say it's a "living hell!"

More one-way streets could help eliminate the congested areas. Slower driving, being more courteous drivers and yield signs means just that. The yield sign off of the Birch Street ramp. Cars are weapons when misused, for it can spell death.

Factories and other business places could stagger their hours to prevent congestion on roadways at any given hour of the day.

Let's have more honesty from people on all levels of government and more honesty and alertness on the part of our citizenry as to what they want and how to achieve it in the best way possible.

Let's preserve our way of life. Remember, freedom is a big word and its meaning can be distorted.

ROSE CARLSON

Eau Claire

Reasons for bypass

The bypass is intended for people going from south of Eau Claire to north of Eau Claire, and vice-versa, not for the east side merchants or for travel between Eau Claire and Chippewa Falls. The trucks and travelers who don't want to stop in Eau Claire (yes, there are people who don't shop here) will use the bypass, leaving the current route for the locals.

However, if the inner bypass is built, you can bank on it that these urbanites will go the extra block or two to travel the new, supposedly faster route, and make it as busy and congested as the current 53.

I think that improving the current route (overpasses, frontage roads, less access points) is the best option. But if you want a bypass, make it a true bypass and go around the congested area, not next to it.

So, who am I to have an opinion? Just a hapless Altoona home owner. Sure, I gave my 29 cents worth to the DOT, just as several of you have, but what do you think that's worth? Now they can go through and find the handful of people who agree with their decision.

Yes, they could have made a decision two years ago but were faced with vast opposition to the inner route, so they dragged their feet on the issue.

I think that their action speaks volumes.

TERRENCE L. MEINEN

Altoona

Obvious choice

I have been reading and listening to the various arguments for and against "an inner or an outer bypass for untold months now. As I understand it, there "are four alternatives: Build an inner bypass through west Altoona, $79 "million; 2. Upgrade Hastings Way, $110 million; 3. Build an outer bypass east "of Lake Altoona, $68 million; 4. Do nothing.

I have no vested interest in the land, homes or business surrounding any of "the alternatives, being an outsider, my only concern is that my tax dollars "be spent in the wisest possible way.

So, I would like to suggest that only "two factors be considered when making the final decision. One, will the Otter "Creek area best serve the public by becoming a freeway or being preserved for "future recreational development? And two, do we spend tax dollars for one "bypass or two bypasses?

Sooner or later, an outer bypass will eventually be necessary. All the larger "cities have an outer bypass of one kind or another. So, if $110 million is "spent on Hastings Way now, how long will it be before the DOT is spending "money on an outer bypass? 10 years? 15 years? And how much will an outer "bypass cost "the taxpayer when that time comes?

To this emotionally detached and financially uninvolved taxpayer, the choice "is obvious: build an outer bypass or do nothing.

JIM COUEY

Cadott

Voice of the People

No bypass needed

How much is Eau Claire really growing and do we even need an inner high-speed freeway? I drive on Highway 53 every single day and have yet to see any real congestion.

The combination of an improved existing route and the new north crossing could probably alleviate a lot of potential problems well into the next century.

An unimproved Highway 53 would still be unsafe with either bypass option. Most of the intersections north of Birch Street could be made safer and the slower stretch south of Birch is still nothing compared to larger cities. The "do nothing" option seems more dramatic than realistic.

Various Eau Claire groups have endorsed the option of locating their thoroughfare in Altoona. It's an easier decision when they personally aren't negatively impacted. The residents near or in the path of either bypass option are the ones who could have this project shoved down their throats.

Many of us who purchased homes in affected R-1 zoned areas have been paying ridiculously escalating taxes for years and now have our lifestyles and investments threatened. The present businesses and residents on Highway 53 either located there because of or in spite of the high levels of traffic.

Progress can be made with minimum disruption to homeowners who have faithfully paid their taxes and deserve their rights.

R.D. HOREJSH

Altoona

Misinformation

I am appalled how the Department of Transportation insists on hoodwinking the people on the U.S. 53 bypass/corridor. Now we have the state Agriculture Department in the act. I feel after the interview in the March 10 issue I must reiterate several items of misinformation the DOT keeps feeding the people.

It is stated in the article that 402 acres of farmland would be used on the outer route, almost three times the amount used for the inner bypass. What they fail to tell is how much of the 402 acres is considered marginal or non-productive farmland. The farmland being considered for the inner route is all productive.

It also states in the article that the inner route is shorter. Wrong! The outer route is 1½ miles shorter. The DOT continues to insult the intelligence of the public with their force-fed misinformation.

The DOT spends millions doing studies on their projects but how much of it makes good economical sense? Two examples are: 1. Putting four lanes of bridge going into the city of Chippewa Falls. When Highway 29 gets routed south of the city, how many cars per day will be using the bridge?

2. The proposed Highway 29 south of Chippewa Falls. Traveling west on the proposed route, there will be no access from Highway 29 West to Highway 124 South. It was stated it would be too much of a spaghetti-type interchange so there won't be one. How do engineers manage to orchestrate this type of construction in other cities and states?

Speak up, people. These are your tax dollars being thrown to the wind.

GENE BARTZ

Hallie

Bypass to impasse

It took 40 years to implement a north crossing, and what a blessing it will be.

Thirty years ago, when the Highway 53 bypass was first considered, the state Highway Department favored a crossing east of Lake Altoona. An official said it was the only logical route from the newly completed Interstate 94 and Highway 53.

Not only did it impact nothing, but much of the property had already been acquired. He also said it probably would not happen in my lifetime. He got that right.

At another more recent informational meeting, another official told me that the outer bypass was logical but would not handle enough north to south traffic. That was before the Uniroyal closing.

He said Chippewa travelers would not want to travel that round-about distance to get to Eau Claire. That reasoning was questionable and specious.

Back then there was much chiding of those northern "hick towns," Chippewa Falls, Bloomer and Chetek, who complained of their towns being routed around.

When it came Eau Claire's belated and prolonged turn, it was very different. We are *special*. How dare they divert traffic away from our carefully constructed funnel to the great mecca of motels, restaurants and malls – the great service center of the northwest.

We now have the natural consequence, an impasse. The outer route is the only logical way to go and should have been conceded to by Eau Claire officials. But logic and common sense have seldom been part of their deliberations in the past.

P.M. O'BRIEN

Eau Claire

Voice of the People

Call DOT bluff

DOT District Director Thomas McCarthy could have made his statement of it being the "inner bypass or nothing" several years ago.

All of the public "information gathering" meetings, hiring an outside consultant and the Environmental Impact Statement, procedures required by law and to give a "sense of democracy" to the process, were used to justify the inner bypass.

The outer route was set far enough east so as to be relatively useless for local traffic. A route closer to the east edge of Lake Altoona, intersecting Highway 12 near County SS, makes more sense.

It would carry more traffic than the outer route. It would be shorter, faster and less environmentally damaging than the other routes. Why have DOT officials continuously refused to look at this option?

The final Environmental Impact Statement will be another example of professional gamesmanship. I expect no surprises here.

I was not surprised to hear that the Sierra Club has become the environmental mouthpiece for the DOT. All it took was finding some "rare" blue butterflies (the same "rare" ones Eau Claire County foresters kept bumping into all over the area this summer) for them to support the inner route.

Hasn't anyone around here ever walked the area below the Lake Altoona dam? Or the Otter Creek valley?

This is tremendous park land right in the middle of our community. (Then, again, there is renewed talk of building a four-lane highway through Putnam Park.)

A bypass and upgrades to Hastings Way should have been built years ago. However, to be railroaded into a highway project used to cover up poor planning in the past and obsolete the day it is done is ludicrous.

A bad choice is no choice. Maybe it's time to tell the DOT, with their display of bureaucratic arrogance: "OK. Nothing."

RANDY PALMER
Altoona

'Inner' dangers

Correction for Jeff Mohr (Dec. 11, Page 10A) and all the 11 active Sierra Club members:

Regarding the Karner Blue Butterfly, only one was found in the outer bypass June 4, 1992, while seven were found in the inner corridor Aug. 1, 1992. Source: Status Survey, Catherine Bleser, Bureau of Endangered Resources, Wisconsin Department of Natural Resources.

According to this survey, there are more than 300 Lupine plants (host plants) in the inner corridor. Our resident environmentalist has found large numbers of Lupine patches scattered throughout this area.

It is ludicrous to say that wildlife can adapt to changing environment. When you build concrete jungles and eliminate their habitat, you also eliminate the wildlife.

When you walk in the valley of the proposed inner corridor, the exhaust fumes from just one car on a damp and muggy day will really fill your lungs. Multiply that by four lanes of cars and you have a big pollution problem.

If inhaling exhaust fumes is not healthy for people, what do you think these noxious fumes will do for the environment. The Sierra Club should be working to eliminate ozone alerts, not helping to create new ones.

Then there is the danger of trucks and vehicles carrying chemicals, flammable material, dynamite, nuclear radioactive wastes, etc. being routed through a residential area.

A federal study by the National Transportation Safety Board states that half of the heavy trucks' brakes are dangerous and out of adjustment. Leader Telegram July 20, 1992.

Brakes fail and disastrous spills occur. Should this happen, damage to the pristine Otter Creek would be irreversible.

ELEANOR WILDRICK
Altoona

State-fund grab

On March 4, we attended informational meetings at Shell Lake, Spooner and Chetek. These meetings were held by Mark Lewis and Mary Hubler and were about the U.S. 53 bypass at Eau Claire.

They were asking the northern Wisconsin town councils to pass a resolution favoring the immediate construction of a U.S. 53 bypass. It would be an inner bypass because that was the only choice offered by the DOT.

They urged the people to grab the money for this bypass before it was nabbed by someone else. They threatened that either the money be grabbed now or they could wait two years to forever for another chance of getting a bypass funded.

Wisconsin should be governed by the people of Wisconsin, not the hired arm of state government, the DOT.

After reading articles in your newspaper, it is clear that an outer bypass was favored. Do people know Mr. Lewis is going around asking that an inner bypass be sanctioned? He labels those favoring an outer by-pass as radicals and extremists.

As taxpayers, we resent the attitude of "grab and spend" regardless of where a U.S. 53 bypass is constructed.

Too many people will be affected by the where, and their input should be sought and regarded as a first priority.

KATHERINE, ORVAL YAGER
Madison

Voice of the People

Bypass 'blitz'

Pay attention, Eau Claire. A campaign is in full swing to manipulate your thinking. Headlines in the Leader-Telegram seek to make you believe that the popular choice of the people is an inner bypass. But under closer scrutiny we find that the majority still favors the outer bypass. In fact, the numbers favoring the outer bypass rose nearly as much as the inner bypass.

Then comes the media blitz of non-elected, business-oriented "officials" telling us how wise we are as a "majority" to prefer the inner "least disruptive" alternative. I, for one (of the 59 percent majority), pray for the outer bypass because:

1. The future. Why spend $79 million to move a highway over two blocks, then, in 10 to 15 years spend probably twice that to do it all over again?

2. Destruction of a beautiful, pristine, park-like setting, it would be replaced by the mad rush of more gas stations, burger joints and other "high-paying," service-oriented business.

3. An outer bypass would actually do the least environmental damage because it wouldn't attract the money changers (business) that create the real blight.

So, speak up, Eau Claire, before the noisy big guys run over the silent majority. Don't let them threaten withdrawal of the project (it's your tax dollars) as a reason to jump on their wagon.

S. LEWIS

Eau Claire

The right choice

The headline in a recent issue of the Leader-Telegram stated that the area legislators favored the outer bypass, and I commend them for their choice.

I think your newspaper is wrong to speak out against our legislators who know what we taxpayers favor. I think your editorial on Dec. 7 was in poor taste as you accused Rob Kreibich of making the wrong choice.

It seems to me your newspaper and the DOT are out of touch with we citizens who feel that the outer bypass is the most sensible and economical solution.

HILMAR MOSTUL

Eau Claire

Took the tour

In the interest of having Ms. Lindseth ("Unimpressed" Dec. 23, Page 6A) current, I wish the record to show that I have already taken a guided tour of the outer bypass route. Aboard a van with a dozen other people, I viewed the area last spring. Our guide was none other than Terry Pederson, one of the Department of Transportation's experts on the bypasss project.

What abounds along the outer route are jack pine and sandburs, and yes, sand without cover of any kind. A major exception to this landscape lies in the town of Hallie. Construction of either bypass will take good farmland there.

As for the leafy trees in the county forest, that growth is part of an ongoing harvest.

Finally, because Ms. Lindseth believes that Altoona is deprived when it comes to wildlife, she will be happy to know that all three deer and four rabbits plan to increase their number come spring.

BARBARA PAUTZ

Altoona

Advice lacking

I am in favor of the outer bypass. If they do put in the inner bypass, I and many others will continue to use the old road.

If the DOT would take the $11 million saved by building the outer bypass and use it to upgrade old 53 by putting an overhead and underpass at Eddy Lane, and, instead of putting another set of stop lights by Melby Street, put another overhead underpass there or at the Farm and Fleet intersection with service roads.

If you can keep traffic moving, it eliminates the traffic problem. The DOT excuse is it costs too much for overheads, but they don't consider all the gas wasted and pollution put into the air waiting for lights to change.

The Highway Department made a big mistake when they planned the 93-Hamilton intersection. They had the best chance to take 93 over Hamilton, but what did we get? Time to drink a cup of coffee waiting for the lights to change.

Maybe if the highway engineers would get some advice from someone who has worked on highway construction driving a bulldozer or grader, we would get better results.

WARREN KUEHN

Eau Claire

Beauty left

We all have a right to our own opinion. Barbara Pautz's letter (Dec. 16, Page 10A) is no more misleading that Lynn Lindseth's letter (Dec. 23, Page 6A). We hear what we want to hear.

I've walked that pristine valley many times. I know both of the deer; there are more than four rabbits. The sand burs and jack pine are things of beauty. There would be 5,000 acres of that left after the outer bypass is built. One would complement the other. Otter Creek would be destroyed for the greed of a few while the outer bypass would benefit many.

I grew up in a time when businesses built next to roads. Now we put them in industrial parks like we are ashamed of them.

DAVE KRISTA

Altoona

Let all benefit

One of the most predominant problems with our legislators over the past few years has been that they have been influenced by special interest groups and have not made decisions based on the common good of all the people.

They are so interested in getting re-elected that they ignore the programs or projects that are the best for society in general. They concentrate on projects favored by those providing their re-election campaign funds.

Now when our local state legislators come out in favor of the outer bypass, they are criticized by the vocal special interest groups and even the local newspaper, which in the past has been so critical of their past actions that have been so pro-special interest. You can't have it both ways.

I think the legislators have used good judgment in their support of the outer bypass and I think it is beneficial to hear from them on this.

The funds used to construct this highway will be from federal and state sources and should be used to benefit all the people of the country and not just a few who will benefit by the inner bypass.

After all, funds from taxpayers throughout the country are paying for it so why shouldn't they drive the benefits.

DON CHENEY

Eau Claire

Voice of the People

Consider region

Since the Department of Transportation announced its list of recommended highway projects, the special interests of Eau Claire have whimpered incoherently.

These few individuals pretend they can't understand why people in Hallie, Seymour and Altoona don't want commercial traffic on a proposed U.S. 53 inner bypass roaring through their single-family residential neighborhoods.

When it comes to losing business to an outer bypass, Eau Claire can learn to deal with this from Chippewa Falls, Bloomer, Rice Lake, Chetek and Spooner. These cities have all tried outer bypasses, and they like them. So will Eau Claire!

And aren't the Eau Claire special interests happy to use those U.S. 53 bypasses when they drive north? Of course they are. Let's reciprocate.

What this bypass issue is all about is: One, providing a "backbone" highway for those who drive through Wisconsin for business and tourism reasons, and, two, accommodating those who use local streets for their daily work and play.

According to the Draft Environmental Impact Statement, the same improvements would be made on Hastings Way for local traffic if either the inner or the outer bypass is built.

However, only an outer bypass would give the Chippewa Valley a fifth interchange with Interstate 94 and provide thousands of additional acres for commercial and residential development.

Additionally, for trucks and other traffic, this route would be five miles shorter from the tank farm to its Interstate 94 interchange than the inner route.

It will not be the communities who have formed a solid consensus for the outer bypass that will bear any guilt or responsibility for losing state highway monies. That onus will be on the city of Eau Claire minority if this project is lost to the Chippewa Valley.

KENNETH A. GANZ

Altoona

Seeking consensus

Considering the obvious mind set possessed by some proponents of the inner corridor, consensus will only arrive if everyone bends to their way of thinking.

Quoting Don Norrell (Sept. 2, Page 1A), "... the inner corridor is the only `workable solution' ..." Also, "We plan on talking to other government officials to see if we can improve or build consensus on the inner corridor."

Same article, president of the Eau Claire Chamber of Commerce, Brenda Blanchard: "There is only one alternative, the inner bypass ... I think the people have to learn why the inner corridor is the best ..."

How about improving or building consensus for the outer corridor? No consideration of that idea seems possible as I scrutinize the quotes of inner bypass advocates.

An outer bypass to move traffic through the area and controlled access on Hastings Way, coupled with the northside crossing, is really all that is necessary. Those who wish to visit the city will, and others can move rapidly out of the area.

I particularly enjoyed Mr. Hofland's statement toward the end of the same article to the effect that there is a consensus because the city of Eau Claire and the towns of Washington and Seymour, which represent 86 percent of the people in the area, favored the inner corridor. I seriously doubt that the majority of those people would agree with him.

Using the same line of reasoning, I would like to propose some figures of my own. The county boards of Eau Claire and Chippewa counties do not support the inner corridor, therefore, 100 percent of the people in the area are against the inner corridor. So much for numbers.

MILES ROBINSON

Altoona

The 'real' facts

As a member of the Altoona Citizens Opposed to the Inner Corridor, I must respond to Rolf Utegaard's "No real facts" (March 4, Page 10A).

Having attended at least 15 meetings regarding the Highway 53 project, we are enlightened and informed. We are honest and extremely careful with our figures and information, and this includes Janet Lustig. Credibility is on our side.

Twenty years ago, the DOT told the former mayor of Osseo that the outer bypass would take 20,000 vehicles per day off Hastings Way. Now they quote a questionable source and say that the figure should be 7,000 vpd.

Three times in the past three years they have given different figures for the projected costs of the various proposals. In a Leader-Telegram article in the early winter of 1992, it was stated that the DOT announced the completion of a major highway in the center of Wisconsin with a cost overrun of 97 percent.

Three times in the past 20 years, the intersection of Clairemont and London Road has been reworked and it still is the most accident-prone intersection in this area. And now you want us to bet the farm on these so-called experts. No thanks!

The DOT changed its terminology from inner bypass to inner corridor a long time ago. (It would be a relocation of Highway 53). They no longer refer to the present Highway 53 as a "monster created by God." You see, the DOT can learn. Rolf, where have you been?

THOMAS WILDRICK

Altoona

Voice of the People

Bypass 'extortion'

Time was when "the powers that be" in Eau Claire insisted on an inner corridor because they just hated to see all those tourist dollars going up to Chetek on the outer bypass.

DOT officials told Barron County officials in 1992 that it was none of their business where Eau Claire built the bypass.

Resort owners and the people of these communities took umbrage at this attitude, and so Mark Lewis went about wooing these northern cities at "hearings," using a we-care-about-you urgency in his voice with statements to the effect that if something isn't done soon, these tourists will head over to Marinette.

Now, why would they do that when for years they have had lakeside property and favorite fishing spots in northwest Wisconsin?

Any one coming off Interstate 94, heading north, deserves that their tax dollars be spent on a scenic, 65 mph drive around the eastern edge of Altoona as originally planned way back in the 1970s.

So, Marinette is the politically correct city to use now. Watch for other politically correct statements in the future brought about by the $18,000 the city of Eau Claire set aside to "educate" the public, to get the state of Wisconsin to spend an extra $11 million to fix their own city problem, to perpetuate the "bottleneck," to enhance the chances of having an environmental disaster in Otter Creek, in Altoona or right next to the new water well in Hallie, to encourage wasteful spending since the outer bypass will still be needed in the near future after we have spent at least $79 million-plus to fix up a new street for the city of Eau Claire.

Now Penny Graham says, "Either we build this or we get nothing for the next 25 years."

Does this sound like extortion or blackmail to you?

It does to me.

KARL SCHWOCH

Fall Creek

Some alternates

The Department of Transportation will build the bypass where the Lewis-money people want it. Go from Highway S north of Chippewa Falls to the North Crossing junction west of Eau Claire.

It would benefit the people north of Highway 29 as well as either bypass.

It's odd your $1.2 million study couldn't figure this out. The people want to get around Eau Claire as fast as possible.

When I came to Wisconsin in the 60s and went in business, it was because of people like Roshell and Van Gordon. They know what is going on.

Lewis wants to save downtown, which has been dead for a long time. He seems to feel a road will make up for Eau Claire's inability to get and maintain good-paying jobs.

You have to be able to market your product. Eau Claire as a society can't market donuts. Build the inner bypass without consensus. The voters won't forget.

Build a road from Osseo to Cadott. Why are the people of Wisconsin expected to build an interstate highway for the commuters between Eau Claire and Chippewa Falls? Take the semis off Hastings Way and you won't have a problem.

DAVE KRISTA

Augusta

The other side

The April 27 WAYY Morning Talk Show with Host Brian Ketz, which he labeled "the Other Side of the Coin," had Wil Pautz as a guest representing the "USH 53 Outer By-pass and Hastings Way Improvement Action Committee."

It was very refreshing to listen to a person who could answer any question in a straightforward, positive and dignified manner. Mr. Pautz used facts and figures to substantiate his answers, without derogatory remarks at supporters of the inner corridor.

Given the fact that the supporters of the outer bypass have been unjustly labeled as a "vociferous group," Mr. Pautz confirmed the fact that they know (outer bypass supporters) what they are talking about.

CONNIE BARTZ

Chippewa Falls

Double standard

I have always held a high regard for the commitment of the Sierra Club for the preservation of our natural resources and protecting out green spaces, which are getting fewer each year.

But after the endorsement of the inner bypass without any personal observation, only formulating an opinion from DOT reports, my respect for them is substantially diminished. Evidently they talk from both sides of their mouths.

How can anyone oppose the Highway 37 bridge through Putnam Park yet completely disregard Otter Creek, the Eau Claire River, the pristine Princeton Valley and the wetlands in Hallie that would be destroyed by an inner bypass?

If the outer bypass were built, only two bridges would be constructed across the Eau Claire River.

If the inner bypass were built, there would be five new bridges across Otter Creek and the Eau Claire River.

This alone would be enough to destroy the aquatic life in Otter Creek and exacerbate the continual degradation of the Eau Claire River from road salt alone.

But, don't lose faith in the club yet. As I understand, this decision to endorse the inner bypass was made by a committee of the Sierra Club. The entire club was not given the opportunity to vote on this matter.

GENE BARTZ

Chippewa Falls

Voice of the People

Truck traffic

Over the many months of wrangling over the inner/outer bypass, I have wondered why someone has not addressed the problem with the large number of 18-wheelers that use Hastings Way.

Recently, I had to wait for the red light to change on Bracket Avenue and Hastings Way. In that short period of time, six foreign semi's passed through this intersection.

They were not making deliveries in Eau Claire because I know these truck lines. There is no place for them to park or eat on Hastings Way.

Why does Eau Claire think we have to be different from Beloit, Janesville, Madison, Tomah, Black River Falls, Chippewa Falls, Bloomer, Rice Lake or Spooner? All these cities are bypassed by either Interstate 94 or U.S. 53.

You can drive from Chicago to Seattle without passing through a congested area. I know, because I rode an 18-wheeler for 20 years. Let these trucks go straight down U.S. 53 to Interstate 94, not 124 and Hastings Way.

What we have to do is make Eau Claire a more interesting city and tourists will stop in our city. We should develop the Henry Aaron bust and story. We have the museum and the university.

People who want to stop in Eau Claire will use the present U.S. 53 route. Businesses will develop on the outer bypass, such as the large restaurant, gas station and truck stop on Highway 27 south of Cadott.

Why should we destroy the pristine beauty of the city of Altoona? Someone wants to make big money on development of the inner bypass.

Do you wish to spend 10 million more dollars for the inner over the outer bypass, or is this of no concern?

E.A. ACKERMAN
Eau Claire resident and property owner for 47 years.

No travel saving

Will you drive further to use a freeway?

The Wisconsin DOT states that by 2010 an inner bypass would carry 21,000 vehicles per day as opposed to only 7,000 on an outer route. The assumption is that means a decrease of 14,000 VPD off Hastings Way.

This is a gross exaggeration! In reality, motorists do not go out of their way to use a freeway. Only traffic traveling the entire freeway would have any mileage saving. From Clairemont northbound, to any destination; Brackett, Highland, Main, Birch or North Crossing or from the north end, southbound to any of these points would result in a travel mileage greater by from 8 percent to 260 percent using the proposed inner route over staying on Hastings Way.

Because of this, the actual number of vehicles using an inner route will not be drastically greater than the outer.

Presently, the worst traffic congestion is on the segment from Main to Clairemont, about a mile and a half. All the inner will really do is move the congested area south to between Highway 93 interchange and the Oakwood Mall (Golf Road).

It will again dump every semi, every tourist into competition with local traffic in this new mile and a half bottleneck.

The outer route will take all this through traffic around the city to a new interchange on Interstate-94 and cost $11 million less than the inner route. It also includes an extra $8 million for improvements on existing Hastings Way.

Call your city council members and your legislators: Let them know that the people want a real bypass that will serve the area for 50 years to come. It's your money: Spend it wisely!

ROBERT EBNER
Barron County Highway Committee, Cameron

DOT confused

It's getting harder to understand the DOT decisions on road improvements as each day goes by.

A year ago, they came up with a plan to improve the Melby Street crossing.

They did not make it better but compounded the problem by adding another cross street with another stop sign.

I attended a number of meetings and protested vigorously the addition of another cross street with a stop sign.

Approximately six months or so ago, they held a public meeting at the Hallie Town Hall with a new, revised version of the Melby Street crossing eliminating the additional crossing and stop sign.

Norm Ewert of the DOT asked me if that was an improvement over the original design. I told him that it was 100 percent improvement. Now they say that it will cost too much for the new design and they are going back to the original design.

It's hard to understand the reasoning of the DOT at most times. Here it cost too much to do the job right but last summer they could spend a few extra million dollars to put a big U-bend to the south on the North Crossing to evidently satisfy some land owners and developers instead of making the road straight from the Chippewa River to U.S. 12.

The same can be said of the U.S. 53 bypass. Marty Beekman admitted to me that the DOT made a mistake in putting the present U.S. 53 through commercial and residential areas.

Now they want to do the same thing with the inner bypass instead of going with the outer bypass and improving the present U.S. 53.

The reason for a bypass is to take through traffic around a town or city, not directly through it again and spending $100 million and not accomplishing their goal.

I think it's time the DOT reassesses what its job is supposed to be.

CARL MALOM
Hallie

Voice of the People

Misleading report

It has been an exciting time for democracy in the Chippewa Valley. Seven area legislators listened to the people and their 12 local governments and endorsed the U.S. 53 outer bypass option.

These legislators were not fooled by the misinformation contained in the Draft Environmental Impact Statement.

They, like the people they represent, recognized that HNTB was hired to produce a document that supported the DOT's predetermined selection, a selection made to please a handful of Eau Claire special interests.

Some of the misinformation is outrageous. Witness the talk of urban sprawl, tearing up farm and woodland and the low vehicle count on the outer route.

Earlier bypasses now serve effectively the urban sprawl of Putnam Heights and the Oakwood development. That's what will continue to happen in a growing area

And can't someone give DOT Secretary Thompson and the staff at the Leader-telegram a guided tour of the sandburs and jack pine growing on the land designated for an outer corridor?

The preposterous 7,000-vehicle-per-day traffic estimate on an outer bypass in the year 2010 is contradicted on pages 1-8 and IV-18 of the DEIS, where the DOT states that approximately 9,760 vpd of through traffic alone would travel the outer corridor bypass.

The truth is that if the DOT provided the public with a true traffic projection for the outer route, there is no way that agency could recommend an inner bypass.

Yes, our seven legislators have shown democratic leadership. If the DOT had shown such leadership, it would have rejected the inner bypass, as did a large majority of local governments.

BARBARA PAUTZ

Altoona

Legislators right

Hats off to Marv, Mike, Rodney, Dave, Pink, Rob and Bob. In this day and age of anything for the almighty dollar, the fore-mentioned legislators did not cave in to the handful of Realtors and special interest people who are lobbying for the inner bypass solely for their own personal gains.

This is the same shortsighted thinking that moved U.S. 53 500 feet to the east some years ago. What did we gain? If Eau Claire wants to grow, it only makes sense to allow room for growth. There isn't room for industry to build in downtown Eau Claire.

When each of us drives to Menomonie or Rice Lake to fill out job applications, perhaps we should invite one of these shortsighted people to ride along. Maybe he or she would learn something. These cities are thriving without a major highway going through the middle of town.

It is refreshing to know that there are still a few politicians listening to their constituents, remembering who put them where they are today. I'm sure that each of them is receiving negative calls regarding their support of the outer bypass.

Chin up, guys. For every negative call that you have received, there are 10 people with foresight who are with you.

CHUCK PETERSON

Hallie Citizens Committee

Legislator listens

At last, Eau Claire has a legislator who is willing to stand up to the "old boys" in town. Mr. Kreibich has listened to the people and supported the outer bypass. That's more than Joe Hisrich did in the two years he was in Madison.

After Joe said he was definitely against the inner bypass, he did nothing for the people. But he was willing to take their campaign money and their votes in 1990.

The story goes around that the "old boys, like the Realtors, are cutting Kreibich to ribbons. Sure, that's what happens when someone tells them they can't have all the cookies in the jar.

JOSEF BENDER

Eau Claire

Bypass confusion

Now Kreibich is catching heat from all of the so-called "big shots" of Eau Claire, and even that great newspaper, the Leader-Telegram, which we can safely say is the most biased newspaper in west-central Wisconsin.

The legislators' announcement did come at the right time, considering that the secretary of the Department of Transportation, Charles Thompson, was coming to grant his blessing to the inner bypass.

His speech only proved to the public that he did not know what was in the Environmental Impact Statement or what mistakes were made, and yet he accused the legislators of not knowing what was in the EIS.

The DOT wants us to come to a consensus. Talking personally with some of the "big shots" of Eau Claire and officers of the DOT, I have heard that the outer bypass is 10+12, 7+12, 6, 5, 4 miles east of Eau Claire, and then after driving north on it, the people would have to drive west again 10+12, 7+12, 6, 5, 4 miles to get to Chippewa Falls. None of them ever noticed that Chippewa Falls was northeast of Eau Claire.

The Eau Claire council people don't know that the inner bypass is longer than the outer bypass by roughly 3 miles. They don't care whether Highway 53 is ever designated an interstate highway, as is Highway 51 from Portage to Merrill.

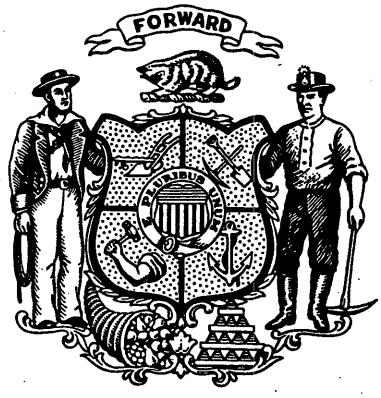
They don't believe Highway 53 was built for the state of Wisconsin. They think it was built for the city of Eau Claire and proved it by a speed limit of 35 mph and unlimited access and egress. Their parochial view will never allow a consensus.

Another bridge across the Eau Claire River, east of Altoona, would divert outside traffic from the city of Eau Claire and, according to DOT's 1990 map, there were 13,682 cars in that vicinity, not counting the town roads.

KARL SCHWOCH

Fall Creek

END



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MAPLE MANOR MOTEL
MICHAEL D. STANGEL
2507 S. HASTINGS WAY
EAU CLAIRE WI 54701-4556
1-800-624-3763

6-18-94

Having owned a business on US-53 for the last 26 years, I can personally relate the need for an inner corridor to alleviate the congestion + answer the safety concerns.

I realize there is great controversy over the inner corridor, but it represents the only viable alternative to the congestion + safety concerns of US-53.

Please put aside the partisanship + accept the Dept. of Transportation selection of the US-53 Inner Corridor for funding. Your support will help make the Chippewa Valley a safer place to visit!

Thanks

Mike Stangel

BIESTERVELD & COMPANY
CERTIFIED PUBLIC ACCOUNTANTS
(715)832-8738

ROGER W. BIESTERVELD, CPA
GERALD R. SPIES, CPA

2141 ALTOONA AVENUE
P.O.BOX 778
EAU CLAIRE, WI 54701

June 20, 1994

Rep. David A. Brandemuehl
Rm 317 S, State Capital
PO Box 8952
Madison, WI 53708-8952

Dear Mr. Brandemuehl,

The Highway 53 bypass in Eau Claire, WI is urgently needed. As a property owner and small businessman, I use the highway every day and can vouch for the traffic delays and high accident rate that have made this one of the high priorities of the DOT.

Unfortunately, a relatively small but very vocal group of people in the area have successfully campaigned to delay the project through a process of misinformation and emotional pleas. This not-in-my-backyard group has been pushing for the outer corridor bypass (or anyplace else).

Much, if not most, of the traffic snarl results from local traffic. The inner corridor is the only alternative that will alleviate the congestion. While nearly everyone would use an inner corridor route, I do not believe the outer corridor would be used by anyone other than those on long distance trips that wish to drive by.

The DOT has done a good job of layout and planning and I believe that their conclusions are accurate and correct. Please support their position and allow us to have an intelligent solution to this critical problem.

Sincerely,

Roger W. Biesterveld
Certified Public Accountant

June 21, 1994

Representative David A. Brandemuehl
Rm. 317 N., State Capitol
P.O. Box 8952
Madison, WI 53708

Dear Representative Brandemuehl:

Please vote in favor of the DOT's proposal for the Highway 53 bypass. Forty plus years ago, the state apparently didn't see the need or probably didn't have the money to build the existing highway to freeway standards. Now we are asking you to do the right thing.

I have lived in Eau Claire for 45 years and in Altoona for 18 years where most of the opposition to the DOT proposal emanates. I don't blame those people with a highway in their back yard, but at the same time, I must agree with the DOT. Local traffic is not going to use a bypass six miles from its present location whereas the inner bypass, please be assured, will relieve the present traffic problem. I also don't buy the argument that an outer bypass will eventually be needed. I'm sure this corridor will allow for additional lanes in the future. Also be aware that most of the highway would go through virtually uninhabited areas -- very few homes need to be moved as opposed to say building a freeway through downtown Milwaukee or other densely populated areas.

Also, please do not be swayed by Representative Zien whom I have supported financially in past election campaigns. I'm not sure what Mr. Zien's agenda is on this issue other than to bypass Eau Claire businesses resulting in more business for his more northern constituency.

Here is another astonishing fact. Eau Claire was and probably still is the third largest city in Wisconsin in terms of incorporated square miles yet we have only one north-south corridor for emergency vehicles, etc. -- you guessed it, Highway 53. We don't need further urban sprawl, there is plenty of room for the inner corridor. Thank you for listening.

Sincerely,

Mark Vollendorf

Mark Vollendorf
1050 E. Shore Dr.
Altoona, WI 54720

PS Eau Claire County finally voted for improvement of 53

EAU CLAIRE COUNTY

RESOLUTION

Enrolled No. R138-29 File No. 94-95/44

-ENDORSING STATE FUNDING FOR A HIGHWAY 53 IMPROVEMENT PROJECT IN THE EAU CLAIRE AREA-

WHEREAS, this summer the Wisconsin Transportation Projects Commission may consider projects to improve USH 53 in the Eau Claire Area; and

WHEREAS, the Eau Claire County Highway Department is responsible for maintaining that section of USH 53 in Eau Claire County; and

WHEREAS, traffic volumes on USH 53 are projected to continue to increase intensifying the congestion and safety problems which already exist for thousands of local residents who use this road daily as well as for tourist traffic and the trucking industry; and

WHEREAS, addressing traffic congestion and safety on Hastings Way (USH 53) is vital to the citizens of Eau Claire County and Northwest Wisconsin and the employees of Eau Claire County who are responsible for maintaining that section of roadway; and

WHEREAS, it is imperative that a Highway 53 project be enumerated for funding to relieve congestion and improve safety;

NOW, THEREFORE BE IT RESOLVED, that the Eau Claire County Board of Supervisors strongly urges the Wisconsin Transportation Projects Commission to endorse state funding of a Highway 53 improvement project, which will reduce traffic congestion and increase safety for citizens and employees of Eau Claire County and Northwest Wisconsin in the 1995 State budget.

ADOPTED: June 21, 1994

Joanne Lester,
County Clerk

Barron County

County Courthouse

330 EAST LA SALLE
BARRON, WISCONSIN 54812

DOT MPC file

TO: TRANSPORTATION PROJECTS COMMISSION MEMBERS

FROM: Arnold Ellison, Barron County Board Chairman

RE: Support for Highway 53 Outer Bypass/City of Eau Claire

DATE: June 22, 1994

As Barron County Board Chairman, I have been requested to reaffirm several points of importance relative to the Highway 53 project in the Eau Claire area. Barron County feels the DOT should construct the Outer Bypass, rather than what is being considered as the Inner Corridor.

On February 22, 1993, Resolution #7-93 was adopted unanimously by our County Board in support of the Outer Bypass. I am including a copy of that Resolution and underscoring our position. The Cities of Barron, Cameron, Chetek and Rice Lake have also passed similar resolutions which have been presented to you.

I am presently in my tenth term as County Board Chairman; in that role, I suggest, preside, but I do not dictate. I understand that the Dept. of Transportation must make decisions, but at the same time, they too must listen to common sense reasoning and base their decisions on what is best for the population at large for the future.

This is a Federal interstate highway connection from the canadian border to southwestern Wisconsin, and is the only route directly to I-94 from all the areas north and northwest. This route has been and is being upgraded through this entire stretch, and is being built around all communities-both large and small. This should be the same objective in the Eau Claire segment of the highway. Take the "through" traffic off the old highway and what is left is local traffic, which must be dealt with on a local basis and at local expense, or with state and federal funds to assist in this need.

The DOT estimates 62% of truck traffic would not use an Outer route because they have stops in Eau Claire. We feel this is completely false. Survey results show 17% have stops in Eau Claire, and rest would use an Outer route as the fastest, cheapest, safest option.

A dangerous mix of traffic between the terminius of the inner route and I-94 will occur with all the local traffic from mall areas again mixing with "through" trucks, tourists and other "through" traffic.

In conclusion I have confidence that you as T.P.C. members recognize your responsibility to represent the best long term interests of all business, industry, and citizens of Northern Wisconsin, rather than the special interests of one group or city.

Please don't deviate from your past policy, which you have maintained in the construction of true Bypasses around all other cities along the "53" route.

Yours truly,

Arnold Ellison

ARNOLD ELLISON,
Barron County Board Chair

A letter of support for the outer by-pass
An important letter!!!

With the Transportation Project Commission's decision forthcoming in July, we believe it is time to put in perspective, how this issue will directly effect the area's north of Eau Claire, as well as Eau Claire area residents.

First Question to be addressed: (Q) Why should areas north of the Chippewa Valley be concerned? The super interstate highway systems in Wisconsin and nationally, have all been designed to move traffic the most direct, safest and efficient way as possible and to benefit all of the wide areas that the highway serves. That is the reason that Highway 53 bypasses all the cities to the north. If the inner route is selected, Eau Claire would be the lone exception where freeway traffic would be required to travel through an urban area from Beloit to Superior. It is our conviction, that the inner route is short sighted planning of a 75-100 year freeway to deal with an Eau Claire urban traffic problem.

The outer bypass at Eau Claire is really the only location that is truly a bypass. The Eau Claire Inner Corridor is not a bypass, because instead of running as a south easterly direction like the outer bypass, it runs in a south westerly direction for half the distance.

The outer bypass has many advantages over the Eau Claire Inner Corridor wide area to the north of Chippewa Falls that it serves. They are:

1- A more direct route. 1 1/2 miles shorter traveling distance.
2- A 65-miles-per-hour potential vs only 55 miles per hour for the entire inner corridor.
3- Less traveling time.
4- Two fewer interchanges--this improves the safety factor for freeway traffic.
5- Lower cost construction (11-19 million dollars). Lower maintenance costs.
6- More permanent--If the Eau Claire inner corridor was south now, the outer probably would have to be built in another six to ten years anyway. That would be spending the tax-payers' dollars twice.
7- The Eau Claire area residents would be much better off by having the air pollution and noise from large trucks much farther to the east then it would be if the Eau Claire Inner Corridor was built. Air pollution from traffic in many cities is a major problem today. I would think that the Eau Claire area residents would insist on the outer bypass.

Mr. Lewis and others have stated that the inner bypass is needed for Eau Claire and the Chippewa Valley to remain competitive in industry, etc. Such statements clearly indicate where concerns lay and they certainly don't reach to the north of Eau Claire, where Highway 53 remains our life blood.

Being able to travel the outer bypass would enhance the competitivenss of all industry to the north.

All of the advantages listed for the outer bypass would be worth millions of dollars more per year over that of the Eau Claire Inner Corridor.

Just one example would be for Jerome Foods of Barron. Most of the turkey meat products, which their 1,500 employees at Barron produce, are shipped fresh. Time is of the essence in getting their products to the markets as fast as possible. Jerome Foods has well over 2,000 trucks a year of finished product going out of the Mississippi River. In addition to this, Jerome Foods probably has even more trucks of supplies coming in, food ingredients coming in and finished feed going out and live haul trucks.

Jerome Foods is just one industry north of Eau Claire that would benefit immensely by having the outer bypass. There are many other industries in the north that would benefit likewise.

In the first place, it is understandable that if the Eau Claire Inner Corridor was built, that the "thru" traffic would have no alternative but to use it.

The official map indicates that almost all of the residential areas of Eau Claire are on the west side of Highway 53-Hastings Way. The shopping centers are mostly to the west side, except for a few along both sides of Highway 53.

As you look at this map, simple logic will tell you that with the residence and shopping areas to the west, the local shoppers are not going to travel over to the Eau Claire Inner Corridor to go shopping. Most everyone prefers to travel the shortest distance. It is possible that some local shopper traffic to the north of Eau Claire could use the Inner Corridor part way. Most of them would likely follow Highway 53-Hastings Way all the way.

The outer bypass has the greatest advantages for all commercial and tourist traffic. It would be a major mistake for the "thru" traffiker, the taxpayers and the residents of Eau Claire to build the Eau Claire Inner Corridor.

In your decision making process, please consider the above and remember there is life, industry, tourism and thousands of recreational home owners who travel to their properties in counties north of Eau Claire, so please consider the impact that your decision will have at the present time, as well as the next 25-50 and 75 years.

Respectfully Submitted for
Your Consideration

Wallace H. Jerome, Founder &
Chairman of Bd. Jerome Foods

Bard Kittleson, Barron Mayor
Barron Co. Board Supervisor

FEBRUARY 1993
COUNTY BOARD SESSION

Fred Sutherland, Chairman
John Bussewitz
Merrill Jacobsen
Bard Kittleson
George Miller

Approved as to form:
John Muench, Barron County Corporation Counsel

Merrill Jacobsen moved for the adoption. Schnacky seconded. Motion carried. Resolution is adopted 2-22-93.

RESOLUTION NO. 7 -93

BARRON COUNTY SUPPORT OF HIGHWAY 53 OUTER BYPASS OF THE CITY OF EAU CLAIRE

WHEREAS: The Wisconsin Department of Transportation held a public hearing on January 11, 1993 at the WITC Conference Center just prior to the January 11, 1993 meeting of the Barron County Board of Supervisors; and

WHEREAS: the purpose of the public hearing was to discuss the proposed Highway 53 Bypass options through the City of Eau Claire; and

WHEREAS: the Wisconsin Department of Transportation supports the construction of the intercorridor bypass option; and

WHEREAS: the construction of the outer bypass option would better serve and promote the interests of Barron County and the northwestern quarter of the state of Wisconsin; and

WHEREAS, the outer bypass would better promote the northwestern quarter of the state's economic conditions through more efficient transportation with the southern part of the state as well as promoting the tourism and manufacturing industries of Barron County and the northwestern quarter of the state of Wisconsin; and

WHEREAS: the Barron County Board of Supervisors desires to make Barron County's support of the outer bypass known;

NOW, THEREFORE, BE IT RESOLVED, that the Barron County Board of Supervisors hereby gives its support to the construction of the Highway 53 outer bypass option of the City of Eau Claire.

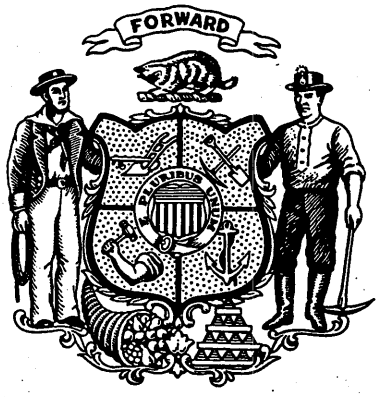
Dated this 22nd day of February 1993.

HIGHWAY COMMITTEE:
George Webb, Chairman
Robert Ebner
Merrill Jacobsen
George Schutz
Fred Sutherland

Approved as to form:
John Muench, Corporation Counsel

Stan Schnacky moved for the adoption. Jacobsen seconded. Lengthy discussion followed. Question called. Motion carried. Resolution is adopted 2-22-93.

END



END

June 22, 1994

Rep. David Brandemuel
Rm. 317 North, State Capitol
Madison, WI 53702

Dear Rep. Brandemuel:

I am writing to indicate my support for the DOT-recommended "inner bypass" for the proposed Highway 53 project in the Eau Claire and Chippewa Falls area.

Much of the inner bypass would pass through the Town of Seymour, where my family and I reside, yet I believe the route will best serve the transportation and travel needs of the majority. The outer bypass will serve only through traffic. The inner bypass will serve through traffic and regional traffic and local traffic.

Residents of the Chippewa Valley are tired of increasingly unsafe traffic congestion and delays on existing Highway 53. Please support funding for the inner bypass. Thank you.

Sincerely,

Pat Culbert

Pat Culbert
515 Indian Hills Road
Eau Claire, WI 54703

LITCHFIELD AUTO SALES

June,24,1994

CROSSROADS GARAGE
Business Phone: 834-9456

3015 E. CLAIREMONT AVE.
Home Phone: 832-4778

EAU CLAIRE, WI 54701

TO: Member of Transportation Major Projects Commission:

Dear,Sir:

RE: Highway #53 Inner or Outer BYPASS near Eau Claire.

You are in a very Important position on this matter. It may be of interest to hear from people who live near this proposed highway project. My thoughts are as follows:

1. The purpose of the project is to REDUCE the traffic on #53.

2. The Inner BYPASS would start about ¼ mile from the present 53. LOCAL TRAFFIC WOULD USE IT !!

3. The Outer BYPASS would start about four (4) miles from the present 53. It is unlikely the LOCAL people would use it !

4. The State Department OF Transportation has many engineers with a VAST amount of technical experience and knowledge. They have studied this project more than any other improvement. THEY RECOMMEND THE INNER BYPASS !!

5. It appears to me that the Department of Transportation would be more capable of selecting the proper route, with their training and expertise,than a group of people who oppose it for a variety of reasons.

6. The entire area is anxiously awaiting the decision of the T.P.C. on this important matter.

7. As you can tell: I support the INNER BYPASS.

8. As a member of this Commission, I do hope you make the proper decision to FUND this project that will be very helpful to all the people in the Eau Claire area.

Sincerely,

Donald D. Litchfield

Donald D. Litchfield

DON LOSBY LAW OFFICE

Suite 202
306 S. Barstow Street
Eau Claire, Wisconsin 54701

Telephone 715-835-9800
Fax 715-835-9197

June 27, 1994

Rep. David A. Brandemuehl
Rm. 317 N., State Capitol
P. O. Box 8952
Madison, WI 53708-8952

Re: Highway 53 Project

Dear Representative Brandemuehl:

I have lived in the Chippewa Valley all of my life except for absences for schooling and for service in the U.S. Air Force. I have been in the private practice of law for over 39 years.

My contacts with the Department of Transportation personnel during that time have convinced me that they are honest and act in the best interests of the public.

It is unfortunate that a few people guided by their self interests have organized a major effort to obstruct the progress of the Highway 53 project.

The Chippewa Valley needs the improvements to Highway 53 recommended by the Department of Transportation, and the need is urgent.

Kindly support the funding of this project.

Sincerely,

Don Losby

DL:gl

c: Rob Kreibich, Rep.

ROGER F. WEST
CERTIFIED PUBLIC ACCOUNTANT

2815 MOUNTARAY DRIVE
EAU CLAIRE, WI 54703
(715) 832-8658

June 27, 1994

Rep. David Brandemuehl
State Transportation Projects Commission Member
Rm. 317 North, State Capitol
Madison, WI. 53702

re: Highway 53 Inner Bypass

Dear Rep. Brandemuehl:

As a taxpayer and resident, I appreciate the opportunity to inform you of my support for the Highway 53 Inner Bypass.

In my opinion, the project has two primary objectives:

1) To relieve the traffic congestion on Hastings Way/Highway 53 in the City of Eau Claire and,
2) To complete a beltway around the City of Eau Claire.

Of the two options, the inner bypass is the only option that accomplishes both of these objectives.

There have been a plethora of numbers thrown around for each of these options: The total cost of each option, the total miles of each option, the number of acres used in each option, the number of homes, farms, and business' displaced by each option, etc. Since I am a numbers person, I find that the most compelling number is the return on investment. Based on the DOT's estimate of vehicle usage, the inner bypass provides the greatest return on investment. If a bypass were built as a tollway, which option would generated the largest revenue and therefore the greatest return on investment. Just because an option requires the use of more capital, doesn't make that option the least desirable.

I also realize that there is a human side to the equation and to your decision. Some members of The Commission have publicly stated that there must be consensus before the project will be funded. It has been my experience that whenever a critical decision is made, it's human nature that those in opposition to the decision are the most vocal. I find myself continually reminding my clients of this fact. Because the opposition is so vocal and because of the time span involved in a project such as this, I don't believe it is possible to arrive at a consensus.

When I am advising my clients on a particularily difficult decision, I ask them to use the old standby "t" account to list the positives on the left and the negatives on the right. Invariably, this enlightening exercise provides for an informed decision based on facts and not emotions. I can only hope that you, as a commission member, will use the same approach in reaching a decision.

Again, I thank you for the opportunity to express my views.

Sincerely,

Roger F. West

Roger F. West
Certified Public Accountant

June 27, 1994

Representative David A. Brandemuehl
Room 317 N, State Capitol,
P.O. Box 8952
Madison, WI. 53708

Dear Represenative Brandemuehl:

As a member of the Transportation Projects Commission I know you are very familiar with the controversy in this area regarding the Highway 53 bypass.

I would like to encourage your support for the so-called inner corridor as recommended by the Department of Transportation.

Those of us who regularly use Hastings Way/Highway 53 feel that any other route would not be used enough to aleviate conjestion through the city of Eau Claire, which I think is the primary purpose of the bypass.

Sincerely,

John Snyder

John Snyder
2504 Trimble St.
Eau Claire, WI. 54701

JS/ss

June 28, 1994

1303 Emery St.
Eau Claire, WI 54701

Rep. David Brandemuehl
Rm. 317 North, State Capitol
Madison, WI 53702

Dear David:

I am interested in telling you that I am one who supports the INNER HIGHWAY 53 BY-PASS, yet you may say I am just one of a few to speak up in favor of this road. I feel you are just hearing a few people who have the time to speak up and be heard, yes we need to take into account the truckers traffic or the students coming to CVTC OR College this traffic uses Hwy 53 now, and don't have the free time to bring up their opinions for the newspaper or the public to hear. If you or anyone needs to act in favor of this new bypass now is the time, do bring your support to the transportation committee, to get the money support for the project this summer.

Sincerely,
Bill Govek
Bill Govek

Re Pe Rule

June 28, 1994

Dear Representative Brandemell

We are in favor of the "Outer By Pass." We live in the Town of Seymour and would be greatly affected by the inner route. The outer by pass is less disruptive and less costly.

Our town board has sent you a fact based resolution, telling you all the reasons the outer by pass is the most acceptable.

Please take these excellent reasons into advisement before making any decision that will affect our lives.

Sincerely,
[illegible]
Susan Manor

June 28, 1994

Member, State Transportation Projects Commission

Dear Mr. Brandemuehl:

I encourage you to seriously study the recommendation of Marvin Roshell and Pink Van Gordon concerning the U.S. Highway 53 project and support funding the OUTER BYPASS.

I believe that their recommendation will solve the dilemma and be best for the majority of the citizens of Wisconsin.

Sincerely,

DeLoyd Stertz
811 N. Moonlight Dr.
Altoona, WI 54720

MEDIA RELEASE

USH 53

TO: Citizens of the Chippewa Valley and All Area Media

FROM: Former Legislators and Former Transportation Projects Commission Members

RE: U.S. Highway 53 Project

DATE: April 12, 1994 *(Released to the media on this date)*

Leader-Telegram 5-23-94

As more information is published in regard to the U.S. 53 bypass, the attempt to mislead the public becomes more prevalent. Before this project surfaced, the Department of Transportation (DOT) always required a consensus or approval by a majority of the area affected. The Transportation Projects Commission (TPC) also reflected this concern during the commission's public hearing process.

Since the inception of the TPC, the DOT has never come out prior to that agency's presentation before the TPC with a prearranged selection of an "only route". Why the change in policy? Could it be that previous commitments may have been made? Remember, the process has always been a democratic one! **ANY MEMBER OF THE TPC CAN MAKE AMENDMENTS OR MOTIONS TO APPROVE, MODIFY, OR DISAPPROVE DOT'S RECOMMENDATIONS.** To take this one step further, **ANY MEMBER OF THE LEGISLATURE OR JOINT COMMITTEE ON FINANCE CAN OFFER AMENDMENTS.**

The editorial in the Eau Claire Leader-Telegram on February 27, 1994, entitled "Brochures Alone Won't Fix U.S. 53", indicated that the inner bypass (now called a "freeway" by the DOT) is the only alternative the state will pay for. The suggestion that it's no longer a question of where it would be built, only "if", is incorrect and totally misleading. The DOT is not the final step in the process, even though some of the local DOT personnel may want to impress everyone as having that much jurisdiction and authority.

There are many problems with Hastings Way and they will remain until it is properly updated. The numerous uncontrolled intersections, entrances, and exits from businesses create a tremendous problem. The inner bypass will NOT do more than an outer bypass to relieve this situation.

The word "bypass" is defined as a road or highway that passes around or to one side of an obstructed or congested area. Other cities have an interstate system that bypasses at a measurable distance. Examples:

Racine—8 miles
Kenosha—6 miles

Why not Eau Claire? The best return for the taxpayer dollars invested is the outer bypass, which is the only route that can be designated to travel at 65 mph.

The continued charade of DOT's misinformation that results in misleading the public MUST STOP! The DOT must respond and answer questions placed before them by legislators, rather than ignoring them.

An overwhelming number of resolutions have been passed in support of the outer bypass, with very few in support of the inner bypass. The vast majority of our constituents' phone calls, letters, and petitions were in support of the outer bypass. Even the Eau Claire Leader-Telegram's referendum-survey showed the outer bypass with the greatest support.

(To date, twenty governmental bodies have either passed resolutions supporting the outer bypass or rejecting the inner bypass, and only four governmental bodies support the inner bypass — including Superior, who recently passed a resolution supporting an inner bypass freeway).

With the overwhelming support by the elected officials and the public reflecting a true majority and consensus, we should be directing our efforts toward the construction of the outer bypass. This would make more funds available to update Hastings Way and modify the south end connection to the I-94 system.

****

DOT estimates are as follows:

Inner Bypass

$79 Million (Total Cost)
$15 Million (Hastings Way Improvement)
$64 Million (Inner Bypass)

Outer Bypass

$68 Million (Total Cost)
$23 Million (Hastings Way Improvement)
$45 Million (Outer Bypass)

(Source: Draft Environmental Impact Statement, page S-9)

****

The $11 Million Dollar savings that would be provided by constructing the outer bypass could be used for additional improvements of existing Highway 53. Examples might include:

1. Melby Road overpass
2. Interchange that would direct traffic to the malls
3. County Trunk Highway OO overpass (Farm & Fleet)
4. Eddy Lane intersection improvements (a possible overpass)

Let's accomplish the most for the dollars invested and give the people of this state and others who use our highways — be they tourists, truckers, etc. — the ability to bypass the urban area. And let's place the dollars saved to a more beneficial use, that of correcting the problems on Hastings Way. This would allow existing U.S. Hwy. 53 to be designated as Business Hwy. 53, and thereby qualifying for state *and/or federal funding.*

/s/ Marvin Roshell
Former State Senator, TPC Member, and Transportation Committee Member

/s/ Pink Van Gorden
Former Representative, TPC Member, and Highway Committee Member

Authorized and Paid for By
WCWRS 53

927114L

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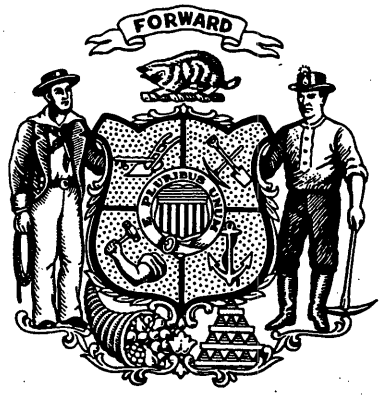


END

EAU CLAIRE
AREA
INDUSTRIAL
DEVELOPMENT
CORPORATION

June 28, 1994

Representative David A. Brandemuehl
Room 317 North
State Capitol
P.O. Box 8952
Madison, WI 53708

Dear Representative Brandemuehl:

On behalf of the Board of Directors of the Eau Claire Area Industrial Development Corporation I want you to be aware of our position on the proposed Highway 53 Project that will be the subject of the TPC Hearing in Eau Claire on July 19.

Our Board, which represents the Eau Claire Manufacturing Community has unanimously approved the attached resolution supporting the 'inner corridor' as recommended by the Wisconsin Department of Transportation.

There are many good and important reasons for our support of this project. Our primary reason is the immediate and long range economic impact this project will have on the Chippewa Valley. Moving people, goods and services in an efficient, cost effective and safe mode is the key to our future economic vitality,

We request your support for this project and ask that you recommend this project for funding.

Sincerely,

Craig W. Carlson
Executive Director

CWC:lks

enc: Resolution
List Current Board Members

"When You Compare... You Will Choose Eau Claire"
3625 Gateway Dr., Suite C., Eau Claire, WI 54701-8187 ■ (715)834-0070 ■ 1-800-944-2449 ■ FAX (715)834-1956

EAU CLAIRE
AREA
INDUSTRIAL
DEVELOPMENT
CORPORATION

RESOLUTION

**IN SUPPORT OF THE
CONSTRUCTION OF HWY. 53 FREEWAY
AS RECOMMENDED BY THE
WISCONSIN DEPARTMENT OF TRANSPORTATION**

WHEREAS, Highway 53 is a primary transportation route for the Chippewa Valley area, and is a designated route of the Corridors 2020 Program; and,

WHEREAS, the Wisconsin Department of Transportation has designated the inner corridor as the route for the Hwy. 53 Freeway; and,

WHEREAS, Highway 53 at the present time already exceeds the accident rate for state-wide urban freeways by some 340 percent and on a highway that now exceeds its operating capacity. Any further delay in the construction of a Highway 53 Freeway route can only cause additional strain on the present Hastings Way, Highway 53 route; and,

WHEREAS, the Eau Claire Area Industrial Development Corporation has endorsed the Inner Corridor and the need for funding this project in order to enhance the movement of traffic and lessen the accident rate on the currently congested existing route; and,

WHEREAS, this transportation link is critical to economic development in the Chippewa Valley.

THEREFORE, **be it resolved**, that the Eau Claire Area Industrial Development Corporation supports the Wisconsin Department of Transportation's recommendation to begin the construction of the Highway 53 Freeway as soon as possible.

DATE: February 17, 1994.

The Eau Claire Area Industrial Development Corporation

By: _____
James F. Vaudreuil, President

"When You Compare... You Will Choose Eau Claire"
505 Dewey St., South, Eau Claire, WI 54701-3707 ▪ (715) 834-0070 ▪ 1-800-944-2449 ▪ FAX (715) 834-1956

IDC Board of Directors - 1994:

Mark Lewis, **President**
Eau Claire City Council

Don Norrell, **Eau Claire City Manager**

Howard Ludwigson, **Chairperson**
Eau Claire County Board of Supervisors

Ron Wampler, **Administrative Coordinator**
Eau Claire County

Dr. Larry Schnack
Chancellor - UW-Eau Claire

Acting President, Chippewa Valley Technical College

John Noer, **President**
Northern States Power Company

LeRoy T. Johnson, RSVP Transportation Coordinator
Western Dairyland **(Labor Representative)**

Dr. William Rupp, **President**
Board of Directors - Midelfort Clinic a Mayo Regional Facility

Romane Woodford, **One Year at Large Term**
Eau Claire County Administrative Committee

R.G. (Wes) Westphal, **President**
Chippewa Valley Development Corporation

James C. Bolton, Jr., **President**
FIRSTAR Bank

Duane Dingmann, **President**
Trubilt Auto Body, Inc.

Patrick Quinn, **Executive Vice President**
Ayres Associates

Susan K. Tietz, **CFO**
McDonough Manufacturing Co.

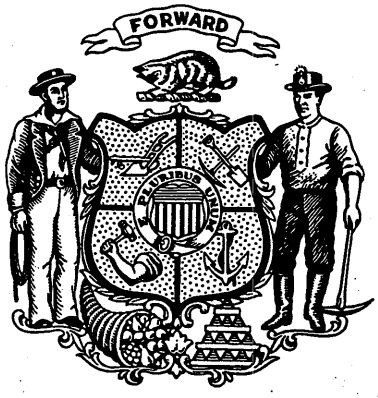
James Vaudreuil, **President**
Huebsch Linen & Uniform Rental

Ex-Officio Board Members

Robert McCoy, **President**
Greater Eau Claire Area Chamber of Commerce

Mike Schatz, **Economic Development Specialist**
City of Eau Claire

END



END

EAU-D, INC.
A Burger King Franchise
2127 Necessity Street
Eau Claire, WI 54703

COACH'S FAST FOOD, INC.
A Burger King Franchise
2127 Necessity Street
Eau Claire, WI 54703

June 28, 1994

The Honorable David A. Brandemuehl
Rm. 317 N.
State Capitol
P.O. Box 8952
Madison, WI 53708

Dear Representative Brandemuehl:

The Chippewa Valley and North Central Wisconsin will suffer a drastic lack of viable growth if the highway fifty three project does not get funded at the July '94 T.P.C. meeting.

Much time and money has been spent because of a very vocal and emotional minority from Altoona. All of the D.O.T.'s surveys and "outside" firms have determined the best route is the inner route. How can a few unprofessional people hold up a massive project professionals recommend?

We also have towns, that are not affected by the placement of the bypass, being petitioned to join this emotional group to add more political stress to this very important project for Wisconsin.

The D.O.T. has selected the route - the T.P.C. must allocate the funds and let's get on with development of our state.

Sincerely,

Mary DeRosa
Personnel Director:
Eau-D, Inc. and Coach's Fast Food, Inc.

Have it your way®

the greater
eau claire area
Chamber of Commerce

ACCREDITED
CHAMBER OF COMMERCE
CHAMBER OF COMMERCE
OF THE UNITED STATES

June 29, 1994

Rep. David Brandemuel
Rm. 317 North, State Capitol
Madison, WI 53702

Dear Rep. Brandemuel:

Enclosed are materials on the Highway 53 Bypass issue for the Eau Claire area. I would encourage you to review these prior to your decision on this project.

Your support of this project is greatly needed, not only for the Eau Claire area, but all of northwest Wisconsin. The Chamber requests your vote supporting the inner corridor, as this is the route that will be recommended by the Department of Transportation.

Thank you for your consideration of our request. We look forward to the inner corridor being approved by the Transportation Project Commission.

Sincerely yours,

Robert S. McCoy
President

3625 Gateway Drive, Suite B, Eau Claire, WI 54701-8187 PHONE: (715) 834-1204 FAX: (715) 834-1956