

Stephen R. Katrositz,

16 EAU CLAIRE, WI 547. 16:49 07/05/91

Eau Claire WI 54701-4416



USA 19

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

© USPS 1991

Dear Rep. Brandmuhl.

In Eau Claire, I cross Hwy 53
at Fenwick Ave. on my bicycle
daily. It seems improbable
that bikes, pedestrians, strollers,
etc. are allowed on THE major
highway in the area.

We need a bypass that will
address this dangerous congestion
and not a tourist route around
the city.

Please support funding the
INNER BYPASS - not to do
so is benign neglect.

Thank you

Stephen R. Katrositz

July 5, 1994

G. Richard Peck
R. 9, Box 172
Chippewa Falls, WI
54729
Phone: 715-723-3239

Representative David Brandemuehl
Room 317 North, State Capitol
Madison, Wisconsin 53702

Re: 53 Bypass--Eau Claire Area.

Dear Representative Brandemuehl:

I am writing this as you are a member of the Transportation Projects Commission.

My work as a member of the Chippewa County Board of Supervisors for twenty years plus and County Board Chair for four years I have listened to the people of the Town of Hallie for input on this subject.

The Inner Corridor will make a greater hardship on the people I represent than the outer Corridor, as it divides my district and causes movement of families and homes.

In the Township of Hallie we have a Fire Dept., Police Dept., Ambulance and Water Dept. which the inner bypass would make some areas more difficult to serve. The people in my district of Chippewa County prefer the Outer Bypass.

I request you give great consideration to the Township of Hallie in your decision.



G. Richard Peck
Chippewa County Supervisor
Town of Hallie

July 5, 1994

Rep. David Brandemuehl
Rm. 317 North, State capitol
Madison, Wi. 53702

Dear Mr. Brandemuehl:

This letter is in regards to the Highway 53 Bypass we are hoping to get funded this year.

We support the Inner Bypass.

We need the Inner Bypass to help our own Eau Claire-Chippewa area. For the many travel needs within our own area. For the Ambulances and the Police to get to their destinations more quickly and easily. And so many more reasons to numerous to list.

Let's get on with getting funding for the Inner Bypass - we don't want to lose our funding again.

Sincerely:

Mr. & Mrs. Gordon Johnson

July 5, 1994

Cindy Davis
Town of Seymour-Supervisor
803 Leeds Ct.
Eau Claire, WI 54703

Representative David Brandemuehl
Room 317 North
State Capitol
Madison, WI 53702

Dear Representative David Brandemuehl:

The Transportation Projects Commission hearing is scheduled for July 19, 1994 in Eau Claire to hear testimony regarding the Hwy. 53 By-Pass. As this time approaches, I would please ask you to read some very informational Voice of the People letters that I have enclosed.

After following this issue very closely over the past two years, I am very discouraged at the lack of equal time the Leader Telegram and Channel 13 News have given to Hwy. 53 Outer proponents. Since the Voice of the People has been the only avenue for "the other side" to voice their concerns and ideas, I encourage you to please read these articles to gather a full understanding of what the majority of the people here in Western Wisconsin really want.

Dave Zien is to be commended for the courageous stand he has taken to truly represent what the people want. It is wonderful to know that there are individuals like him in politics willing to go this far to represent the majority.....despite the unwarranted criticism he has received from the so very few pushing for the inner by-pass. *This is DEMOCRACY in action!!*

Western Wisconsin looks forward to your Eau Claire visit later this month. I know you will see first hand that the outer by-pass with the modifications that Dave Zien, Marv Roshell and others recommend will accomplish the most for the taxpayers dollars.

Sincerely,

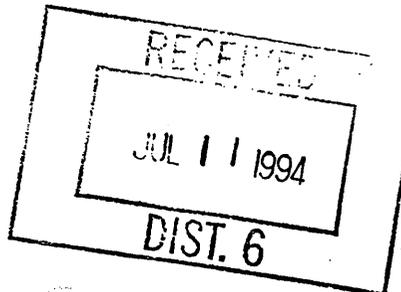

Cindy Davis

AMERICAN SOCIETY OF CIVIL ENGINEERS

NORTHWEST BRANCH WISCONSIN SECTION



July 5, 1994



Transportation Projects Commission
P.O. Box 7916
Madison, WI 53707-7916

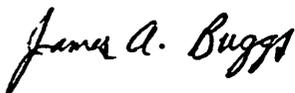
Dear Commission Members:

On behalf of the Wisconsin Society of Professional Engineers, Northwest Chapter and the American Society of Civil Engineers, Wisconsin Section, Northwest Branch, I hereby request that the enclosed documents be included in the written records of the Transportation Projects Commission Hearings for 1994 involving the USH 53 Bypass Project at Eau Claire, WI.

These documents include a Joint Resolution of WSPE - Northwest Chapter and ASCE - Northwest Branch in favor of the Inner Bypass Alternative and a copy of the Joint Committee Report documenting the findings of a joint WSPE/ASCE committee formed to review the USH 53 Bypass Corridor Study.

Thank you.

Sincerely,



James A. Buggs, P.E.
Secretary/Treasurer, ASCE - Northwest Branch

Enclosures

cc: Mr. Terry Pederson, P.E., WDOT - District 6

Dist. 6 Rec'd		
D.D.	X	
CON.		
MNT.		
ADM.		
DES.		
PLN.	X	
R/E		
MAT'L		
FILE	X	
TCP	X	7/12
DWC	X	

1199-0.
-00

cc HNTB X 7/12

7-6-94

Dear Sirs / Mrs:

I do not appreciate the way politicians tried to turn community against community.

wa
ho
nos
us
Page 10A
SATURDAY
July 2, 1994
Leader-Telegram

Voice of the People

Relieve congestion

Even though an outer bypass would cost \$11 million less, why spend \$67 million on an alternative to old U.S. 53/Hastings Way at Eau Claire that will not relieve the congestion?

The majority of the cars on Hastings Way are people from the Chippewa Valley going to work and about their everyday business. If an outer bypass were to be built, it would be so far from where the people are coming from and going to that everyone would just stay on old U.S. 53/Hastings Way. The congestion is not caused by people who want to go around the Altoona/Eau Claire area.

People wanting to go north to vacation and truckers who have no reason to stop in Eau Claire could easily drive the inner corridor at 55 mph. To them, it won't make any difference what corridor they are traveling.

It will make a difference to local people. We (the Chippewa Valley) need a corridor that is close at hand, not four miles from town.

A lot of crap has been written in the Voice of the People that an outer would be faster because it could be 65 mph vs. 55 mph on the inner. It would take two minutes longer to travel end to end at 55 mph on the inner than it would take at 65 mph on an outer. Big deal!

The traffic at the north end and the south end of where the inner corridor would start and end is min-

imal compared to the 50,000 cars that travel U.S. 53/Hastings Way every day. This proves that U.S. 53/Hastings Way is congested by area traffic, not those traveling long distances.

The inner corridor is the answer.

~~P.S. to town of Seymour residents living on/near County Q: Did you know that if an outer were to be built, one of the routes for traffic (including all those big trucks) to get into Eau Claire from the outer would be on Q? Think about it. Your Town Board supports having all that traffic on one of its main roads.~~

GAYLE NEWTON

Eau Claire

I was going to write a long letter expressing my desire for an INNER corridor, but then this letter appeared in the newspaper and voiced very much my views.

The high volume traffic on 53 from Birch St to Clearmont area is local traffic which will not travel

13 miles out of their way

These people are traveling Hwy (53) to turn off to U.S. 53 - Chippewa - Downtown Altoona & Eau Claire and to get to Clearmont area. All logic points to INNER CORRIDOR.

Larry McSorley

RESOLUTION OF THE

American Society of Civil Engineers, Wisconsin Section, Northwest Branch

AND THE

Wisconsin Society of Professional Engineers, Northwest Chapter

IN SUPPORT OF THE INNER CORRIDOR ALTERNATIVE FOR THE USH 53 BYPASS PROJECT

WHEREAS, The Wisconsin Department of Transportation has thoroughly investigated three alternative corridors for a proposed USH 53 Bypass Project -- an Existing, an Inner, and an Outer Corridor; and

WHEREAS, The Inner Corridor significantly reduces the traffic congestion and improves safety on existing USH 53 (Hastings Way) with only moderate damage to the environment and to existing business and residential development; and

WHEREAS, The Outer Corridor alternative does not significantly reduce traffic volumes on Hastings Way; and

WHEREAS, The Inner Corridor provides a link in the Corridors 2020 highway network, which will eventually become part of a four-lane freeway from the Madison/Milwaukee area to the Superior/Duluth area; and

WHEREAS, The Inner Corridor provides the best environmental and economic balance of the three alternatives in terms of land impacts (farmland, woodland, and wetland), endangered species, air and noise pollution, historical and archaeological impacts, hazardous materials issues, and commercial and residential impacts; and

WHEREAS, The Inner Corridor best serves regional transportation needs by making Eau Claire, Altoona, and Chippewa Falls more accessible to residents and businesses in outlying communities, especially in the case of major regional trip destinations such as the university and technical colleges, hospitals, and shopping malls; and

WHEREAS, The Inner Corridor does not preclude the future development of a highway in the vicinity of the Outer Corridor, which can be constructed and expanded as commercial and residential development warrants;

NOW, THEREFORE, BE IT RESOLVED THAT the American Society of Civil Engineers, Wisconsin Section, Northwest Branch and the Wisconsin Society of Professional Engineers, Northwest Chapter do hereby express their support for the Inner Corridor Alternative for the USH 53 Bypass Project.

Dated this 6th day of July, 1994



Robert E. Molde, P.E.
President, WSPE-Northwest Chapter



Glenn P. Bruxvoort, P.E.
President-Elect, ASCE-Northwest Branch

218 Beach Road
Altoona, WI 54720
July 7, 1994

Dear Representative Brandemuehl,

Please support the Highway 53
Inner Corridor. This is the only
viable route.

The vocal minority supporting
the outer by-pass has parochial
interests and are misguided.

Yours truly,
Glen + Joan Anderson

Date: July 7, 1994

JUL 12 1994

To: Transportation Projects Commission Members

From: Charles Thompson, Secretary
Department of TransportationSubject: Major Project Enumeration Process
vs
Highway Corridor Selection Process

As you will recall, at the Transportation Projects Commission (TPC) meeting June 9, we discussed the TPC's role in selecting a specific project corridor within the project enumeration process. Because this is a very important issue, I want to set forth in writing the Department's position.

By court order, as well as Administrative Rule, all projects to be recommended for enumeration by the Department must have a completed draft Environmental Impact Statement (EIS). Regulations governing the development of an EIS require that a "preferred corridor" be selected as part of that analysis. In addition, Federal and State agencies having jurisdiction over the EIS must agree that the preferred corridor provides the best solution to the travel need being addressed.

To help clarify this issue, we have developed the enclosed fact sheet. Please feel free to contact Bob St. Clair or Fred Ross in the Division of Highways to discuss any issues raised in the fact sheet.

Enclosure

(TPC105)

The Distinction Between the Highway Corridor Selection Process and the Major Projects Enumeration Process

- ▶ The TPC is statutorily responsible for recommending to the Legislature **WHICH** major projects to enumerate and, thus, to construct. For example:
 - STH 76 Appleton - Greenville
 - STH 54 Wisconsin Rapids - Plover

- ▶ The TPC has no statutory responsibility to select **WHICH CORRIDOR** to construct these projects in. For example:
 - Verona Bypass (south corridor)
 - Ft. Atkinson Bypass (east corridor)
 - Houlton - New Richmond (south corridor)

- ▶ The environmental process used for determining the project corridor is distinct from the TPC enumeration process.
 - a. The environmental process, governed by the Wisconsin Environmental Policy Act (WEPA) and the National Environmental Policy Act (NEPA), is legally binding on project development.
 - b. The environmental process requires that, through the comparative study of alternate corridors, a "preferred corridor" (or a "no-build" alternative) be selected.
 - c. In 1994 and thereafter, by court order and legally binding Administrative Rule, all major projects will have had the environmental process completed before the Department brings them to the TPC as candidates for enumeration.
 - d. Thus, approval by the TPC of a candidate project brought to it by the Department signifies concurrence with the project and the preferred corridor.

- ▶ Were the TPC to desire enumeration of a corridor other than the preferred corridor determined in the WEPA/NEPA process, the project could not be recommended by WisDOT or constructed even after legislative enumeration until the environmental process was redone and the desired corridor was demonstrated to fulfill WEPA/NEPA requirements.

- ▶ In the case of the Eau Claire Freeway, the WEPA/NEPA process determined the "Inner Corridor" to be the preferred corridor. The TPC can recommend the "Eau Claire Bypass project" and, thus, the Inner Corridor. The TPC can recommend for enumeration the "Outer Corridor", but WisDOT could not construct the Outer Corridor even if full legislative enumeration occurs unless the environmental process was redone and the Outer Corridor was found to be the preferred corridor.

END



END

TPC Members:

Gov. Tommy Thompson
Chair

Senator Alan Lasee
Vice Chair

Senator Joseph Andrea

Senator Roger Breske

Senator Joanne Huelsman

Senator David Zien

Rep. David Brandemuehl

Rep. John Gard

Rep. Donald Hasenohrl

Rep. Antonio Riley

Rep. John Ryba

David Bugher

Jack Pellsek

Herman Ripp

Sec. Charles H. Thompson

July 14, 1994

Representative David Brandemuehl
Room 317 North, State Capitol
Madison, Wisconsin 53702

Dear Representative Brandemuehl:

The Eau Claire TPC Hearing being held Tuesday, July 19 at the Holiday Inn Campus Area will begin at 11:30 with a group luncheon. The briefing will be held in the hearing room. Attached is an Agenda for the hearing.

I have made a room reservation for you for July 19. I requested a room with two double beds.

The Madison TPC Hearing being held Tuesday, July 26 at the Holiday Inn Southeast will also begin at 11:30 with a group luncheon. The briefing will be held in the hearing room. Attached is an Agenda for the hearing.

If you have any questions, please call me.

Sincerely,



Barb Jurewicz
TPC Secretary

Attachments

(TPC124)



Public Hearing on USH 53
Eau Claire Freeway

A G E N D A

Tuesday, July 19, 1994

- | | |
|------|--|
| 1:00 | 1. Roll Call |
| | Welcome/Comments - Vice Chair Lasee |
| | 2. Briefing - Eau Claire District Office |
| | Need for this project |
| | Project description |
| | 3. Briefing - Carol Cutshall |
| | EIS Process |
| | 4. Group Presentation by Proponents |
| | 5. Group Presentation by Opponents |
| 3:00 | Break |
| 3:15 | Individual Testimony
Pro/Con |
| 5:00 | End |

TRANSPORTATION PROJECTS COMMISSION

Public Hearing

A G E N D A

Tuesday, July 26, 1994

1:00

Roll Call

Welcome/Comments - Vice Chair Lasee

STH 16/67 Oconomowoc Bypass

Briefing by Waukesha District Office

Need for this project
Project description

Group Presentation by Proponents

Group Presentation by Opponents

Individual Testimony - Pro/Con

Break

USH 151 Belmont - Dodgeville

Briefing by Madison District Office

Need for this project
Project description

Group Presentation by Proponents

Group Presentation by Opponents

Individual Testimony - Pro/Con

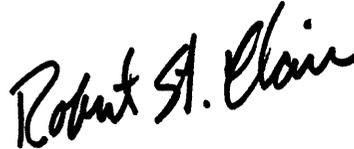
5:00

End

Date: July 14, 1994

To: Transportation Projects Commission Members

From: Robert St. Clair, Director
Office of State Highway Programs

A handwritten signature in black ink that reads "Robert St. Clair". The signature is written in a cursive style and is positioned to the right of the typed name in the "From:" field.

Subject: Study Projects Crash Rates and Costs

At the June organizational meeting, the TPC asked for two pieces of information on projects under study. They were the most recent crash rates, their relation to statewide crash rates, and a range for preliminary cost estimates. We have compiled the requested data and placed it in the attached table for your convenience.

Please bear in mind that accidents are just one of many factors considered in selecting projects for further study.

PROJECTS UNDER STUDY

Crash Rates and Preliminary Cost Estimates

#	HIGHWAY	PROJECT NAME	MILES	STUDY PROJECT		STATEWIDE		CONSTRUCTION COST ESTIMATES IN MILLIONS \$
				TOTAL FATALITIES 1988-1993	AVERAGE CRASH RATE(1) 1991-1993	AVERAGE CRASH RATE(1) 1993		
1	STH11/36	Burlington Bypass	12.0	2	248	238		\$40-50
2	USH 12	Ski Hi Rd.-IH90/94	10.1	2	264	238		\$20-30
3	USH 12	Whitewater-Elkhorn	11.6	3	210	238		\$30-38
4	STH 26	Jefferson Bypass	7.0	1	142	238		\$15-25
5	USH 41	Oconto-Peshigo	19.2	10	223	238		\$45-50
6	STH 57	Dyckesville-STH42	17.3	0	200	238		\$35-40
7	USH 141	STH22-STH64	16.2	2	270	238		\$26-33
8	USH 151	Dickeyville-Belmont	18.2	3	213	238		\$50-60

(1) RATE=number of crashes per 100 million vehicle miles

DAVID BRANDEMUEHL

State Representative
49th Assembly District

P.O. Box 8952, State Capitol
Madison, Wisconsin 53708

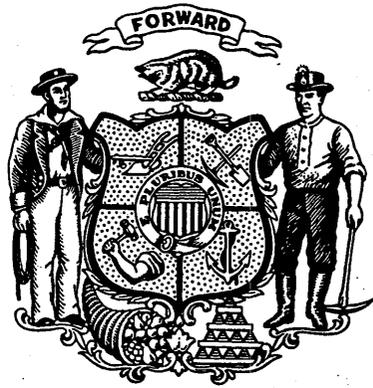


David Brandemuehl
STATE REPRESENTATIVE
13081 Pine Road
Fennimore WI 53809

53809-9619 02



END



END

PROGRESS REPORT
USH 53 BYPASS RESOLUTIONS

MUNICIPAL UNITS

According to public announcement, the following municipalities have taken action regarding the USH 53 bypass project in Chippewa and Eau Claire Counties:

PASSED RESOLUTIONS TO SUPPORT THE OUTER BYPASS

Barron County Board	Village of Fall Creek
Chippewa County Board	Altoona School District
Sawyer County Board	Fall Creek School District
Barron County Highway Committee	Town of Cedar Lake, Barron Co.
Washburn County Highway Committee	Town of Chetek, Barron Co.
City of Altoona	Town of Hallie, Chippewa Co.
City of Barron	Town of Wascott, Douglas Co.
City of Chetek	Town of Fairchild, Eau Claire Co.
City of Chippewa Falls	Town of Lincoln, Eau Claire Co.
City of Rice Lake	Town of Ludington, Eau Claire Co.
Village of Cameron	Town of Otter Creek, Eau Claire Co.
Village of Fairchild	Town of Seymour, Eau Claire Co.

PASSED RESOLUTIONS TO SUPPORT THE INNER BYPASS
(NOW CALLED THE EAU CLAIRE FREEWAY)

City of Eau Claire	Town of Brunswick, Eau Claire Co.
City of Cumberland	Town of Washington, Eau Claire Co.
Town of Delmar, Chippewa Co.	

PASSED RESOLUTIONS WITHOUT ROUTE PREFERENCE

Eau Claire County Board	City of Superior
Douglas County Board	Village of Haugen
City of Bloomer	Village of Minong
City of Hayward	Village of New Auburn
City of Menomonie	Village of Solon Springs

PROGRESS REPORT
USH 53 BYPASS RESOLUTIONS

NON-MUNICIPAL UNITS

PASSED RESOLUTIONS TO SUPPORT THE OUTER BYPASS

Barron County Economic Development Corp.
Monson Truck Lines

Otter Creek Condos, Altoona
Providence Village, Eau Claire

PASSED RESOLUTIONS TO SUPPORT THE INNER BYPASS
(NOW CALLED THE EAU CLAIRE FREEWAY)

Chippewa Falls Chamber of Commerce
Eau Claire Chamber of Commerce
Chippewa Falls Industrial Corp.
Eau Claire Industrial Development Corp.

Eau Claire Area Convention Bureau
Chippewa Valley Sierra Club
Momentum Chippewa Valley

7/14/94

END



END

804 ROBERTS STREET
ALTOONA, WISCONSIN

TO: REP. DAVID BRANDEMUEHL
FROM: GREG L. SCHANTZ
DATE: JULY 15, 1994
SUBJECT: HIGHWAY 53 UPGRADE PREFERENCE

I am in favor of an outer corridor route and against a high speed inner corridor route for the proposed Highway 53 expansion.

If an expansive high speed inner corridor is constructed, you and your constituents will have inherited the unique opportunity of explaining to your offspring how and why you aided in molding such a special interest driven highway project through such a scenic valley. If the Chippewa Valley is seriously concerned about future growth of the area, their leaders should consider what the Commonwealth of Virginia developed with their Colonial or nature Parkway (see attachment). This highway not only provides transportation along the St. James River, but educates visitors and local residents with its abundant plant and animal inhabitants. To entice Twin City residents into our potential bedroom community, once a high speed train is constructed, a North/ South tramway could then be constructed near the Nature Parkway along Otter Creek linking Chippewa Falls with Eau Claire.

Unfortunately, the city of Eau Claire fears being landlocked. They feel an outer corridor would only aid the growth of the cities and townships of Washington, Seymour and Altoona and stifle the growth of Eau Claire.

Such a scenario is occurring in the La Crosse area with Onalaska and Holman. In reality, if Eau Claire and the D.O.T. is concerned about total growth of the Chippewa Valley, existing Highway 53 should be upgraded like Highway 151 in Madison and like Madison, Eau Claire and the D.O.T. should consider safety a priority over game playing with adjacent business people. Once the upgrade is completed build an outer corridor which would take most of the semi truck traffic outside the area providing for a safer and healthier local environment.

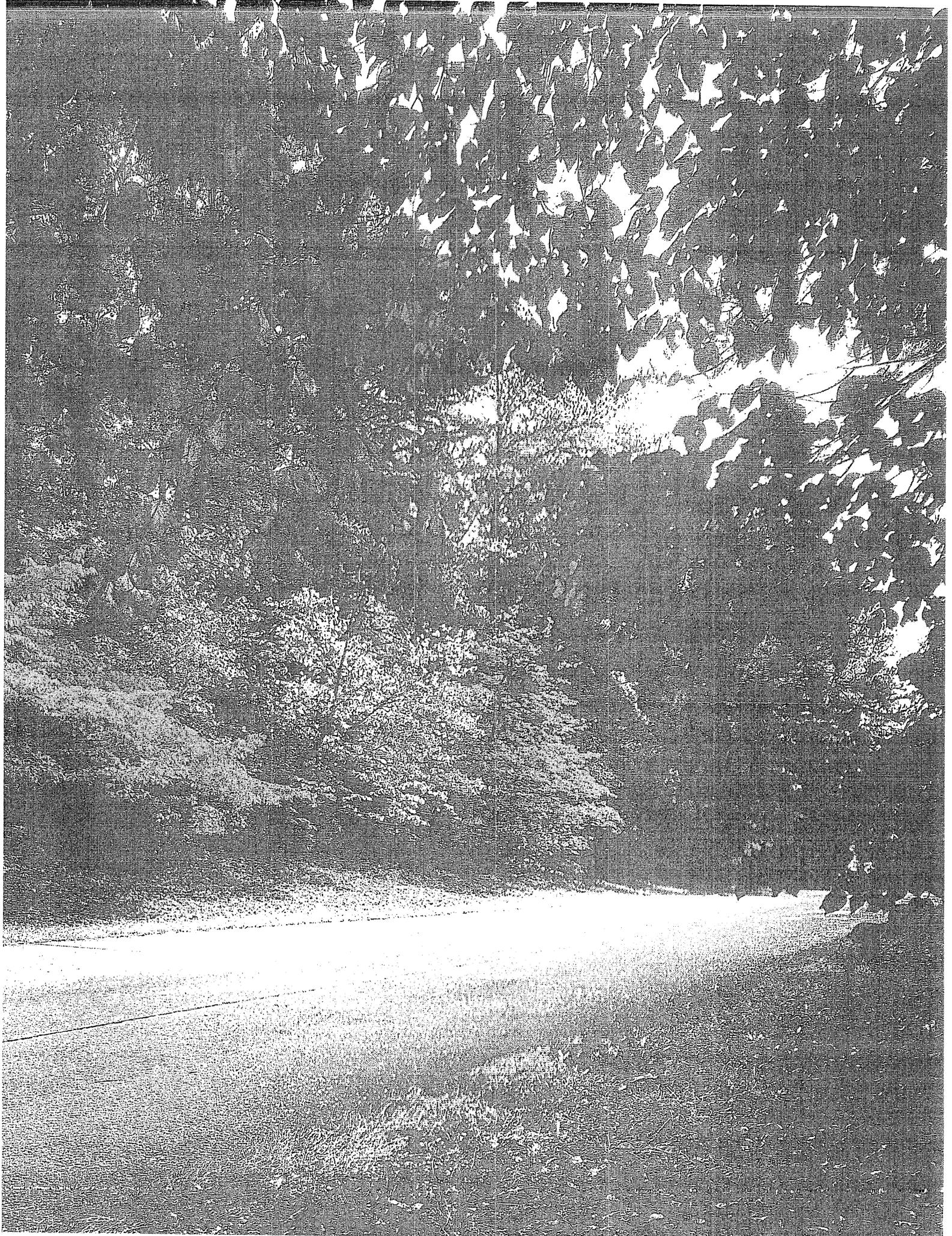
I was recently hospitalized due to a nearly fatal rear end collision by a semi truck on Highway 29. Because of such a high traffic count and accident rate, please start using highway funds to expand that highway to four lanes to Green Bay.

Finally, to preserve greenways in the area and allow for tremendous growth to the Chippewa Valley area, create nature parkways. In a recent publication " The Scientist and the City " the author would probably agree with my evaluation.

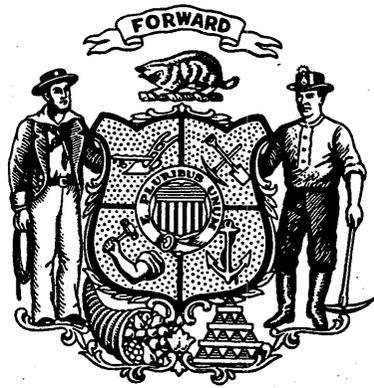
Sincerely yours,



Greg L. Schantz



END



END

HWY 53 RESOLUTIONS

(as of 7/15/94)

Support US 53 Project (no stated route)

Support Outer

Barron County	(38,667)
Rice Lake	(Barron Co.)
Chetek	(Barron Co.)
Barron	(Barron Co.)
Cameron (new)	(Barron Co.)
Chippewa County (new)	
Chippewa Falls	
T. of Hallie	(4,531)
Hayward	(1,899)
Altoona	(6,145)
T. of Chetek	(Barron Co.)
T. of Cedar Lake	(Barron Co.)
V. of Fall Creek	(1,102)
V. of Fairchild	(506)
T. of Fairchild	(313)
T. of Lincoln	(955)
T. of Otter Creek	(451)
T. of Seymour (new)	(2,767)

Others supporting OUTER

Altoona School Board	
Fall Creek School Board	
Barron Co. Econ. Dev. Corp. (new)	
total population	(57,336)

Douglas County (new)	(41,923)
Superior (new)	(Douglas Co.)
V. of Solon Springs (new)	(Douglas)
Chippewa County (new) **	(51,779)
Bloomer (new)	
Chippewa Falls (new) **	
Eau Claire County (new)	(66,042)
Eau Claire (new)	
Menomonie (new)	(13,608)
Cumberland (new)	(2,188)
T. of Sarona (new)	(393)
V. of Haugen (new)	(304)
V. of New Auburn (new)	(476)
V. of Minong (new)	(514)

Support Inner

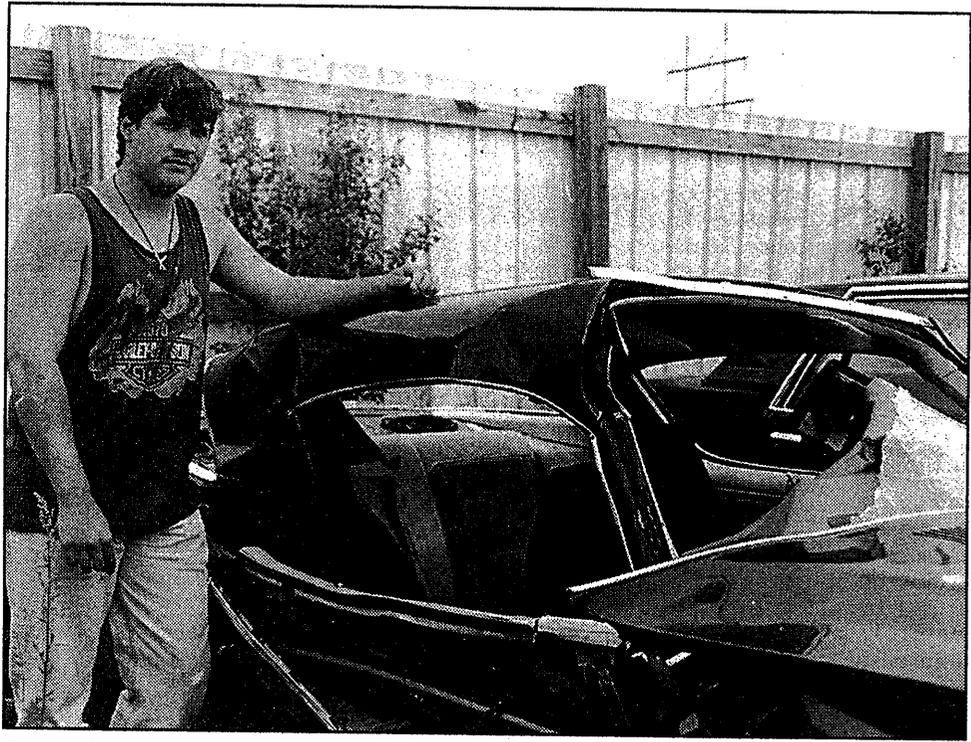
T. of Washington	(6,252)
T. of Delmar	(997)
T. of Brunswick	(1,521)

total population (185,997)

Others supporting INNER

EC Chamber of Commerce
 Chippewa Chamber of Commerce
 C.F. Industrial Development Corp.
 E.C. Area Industrial Development Corp.
 E.C. Area Convention Bureau
 Momentum Chippewa Valley
 Chippewa Valley Sierra Club

** have passed more than one resolution



Rick Walker can't even fit inside his Chevy Camaro anymore — yet it held Walker and two of his friends when they were hit at 50 mph on Hastings Way earlier this summer. It was Walker's second near-fatal accident on the highway this year.

Crash victim feels lucky to be alive

7-17-94
Rick Walker and danger have collided twice this year on Hastings Way, and both times Walker walked away alive.

On a steamy day in June, just after 11 a.m., Walker had his worst confrontation with death.

Walker, 19, and two of his friends were on a lunch break, riding in Walker's 1979 Chevy Camaro when they tried to turn left onto Delbert Road off northbound Hastings Way.

A city bus blocked Walker's view of the southbound lanes, so he waited a moment before he made the left turn across two lanes of U.S. 53.

"It was a split second," Walker remembers.

In that second, a 1990 Plymouth Laser, clipping along at 50 mph, smashed directly into the side of Walker's car.

The Laser crushed the passenger-side door, pushing it into one of Walker's friends, who flew inside the vehicle and ended up on Walker's lap.

His friend in the back seat survived by only inches. Luckily, he was in the left seat behind Walker because the car's right wall was thrust like a knife into the right rear seat.

"Everybody says we're lucky — that we should all be dead," Walker said.

Amazingly, Walker survived another high-speed accident on Hastings Way earlier this year.

In that crash, Walker sat in the back seat of a Ford Festiva that was stopped on Hastings Way, waiting at a red light at the intersection of Eddy Lane.

Without warning, a truck piled full force into the rear of the tiny Ford.

Walker was tossed about the car, and his head flew back and shattered the rear window.

No one died in either of the accidents.

Still, the two crashes have left scars on Walker, who suffered only

minor injuries in the accidents.

The scars don't appear on his skin, but Walker definitely has taken a new look at how he drives on Eau Claire's busiest and most accident-prone highway.

"I just wait. I don't take any chances," he said. "I'm just more cautious now."

Walker, who works at Dotronix and lives at 3813 Cardinal Lane, hasn't paid much attention to the politics surrounding the U.S. 53 bypass issue. But Walker knows one thing for sure.

"A bypass would be nice," he said. "This whole highway is really confusing. It's really messed up."

Walker's Camaro sits in a junkyard, its door smashed in, its roof partly torn off and the dashboard jammed up into the air.

"They said God was on my side twice," Walker said, tossing his cigarette into the ground at the salvage yard. "I should have been dead both times."

Former EMT takes time to help

ALTOONA — Duane Larson is a butcher, but when he drives the daily gauntlet on Hastings Way, he sometimes reverts back to his former profession as an emergency medical technician.

Every weekday, Larson leaves his home in Altoona and joins the thousands of commuters who use Hastings Way to get to and from their jobs in Chippewa Falls and Eau Claire.

But Larson, who sees about 10 accidents a month on Hastings Way, doesn't just gawk when he passes someone in trouble.

Instead, he often stops to help — like earlier this month when he tried to save an elderly man who was thrown from his vehicle and killed in an accident at the intersection of U.S. 53 and West Peterson Road.

"He was gasping for air, but I felt no pulse on him," Larson said. "I tried to help him, but there was nothing I could do."

Larson, 35, is the assistant meat manager at Kerm's Pick 'N Save in Chippewa Falls.

After he cuts and wraps steaks at work, Larson has to slice through the heart of the traffic problems on Hastings Way in Eau Claire.

"When you come home between three and five o'clock, it's scary out there," Larson said. "I'll look around and say, 'This is dangerous traffic out here.'"

So dangerous, in fact, that in 1990 Larson was involved in a crash after he stopped to help someone else who'd been in an accident.

"I got rear-ended while I was helping a woman whose car was on fire," Larson recalled. "Then she came over and wanted to know then if I was all right."

Larson said he is a good Samaritan and uses some of his EMT skills at least six times a year during his Hastings Way commutes.

"I always figure I'd want someone to help me if I broke down," he said. "The gratitude you get is well worth it."

Larson, known as "Dewey" or "Lefty" to his friends, supports construction of a bypass for U.S. 53.

After studying a map of the inner corridor freeway on display at Oakwood Mall earlier this year, Larson said he is beginning to favor the inner route west of Lake Altoona even though it would be just a short distance from his Altoona home.

"The sooner it's built, the better," he said.

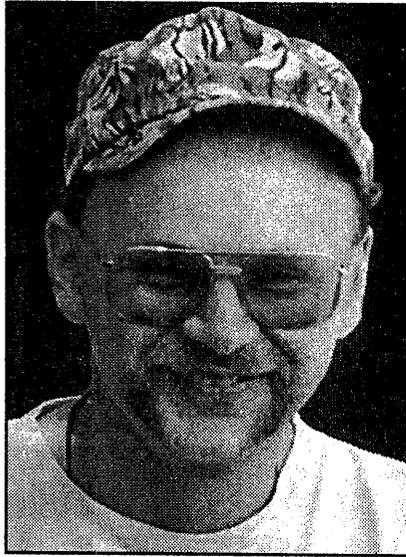
In the meantime, Larson hopes the state Department of

Transportation will do something to improve the intersections on Hastings Way, especially at Melby Street, Eddy Lane and Seymour Road.

"There's zigging and zagging all over the place," he said. "There has to be more control at those intersections."

And Larson will continue to keep one eye on the road and another on the lookout for accidents where he can give people a hand.

"I'm always aware of what's going on and looking out for the other guy," Larson said.



Duane Larson
Became victim when trying to help

7-17-94

Officer never knows what he'll see on 53

Meaty bones were spilled all over Hastings Way when Eau Claire police officer Ken Harter arrived on the scene a few years ago.

Harter pulled up and immediately realized the bones weren't human. They had fallen out of a rendering-plant truck whose door had whipped open in traffic.

"They were fresh — the bones with the meat still on rolled onto the road," Harter recalled. "I'm sure the people going by were wondering what happened."

The case of the bouncing beefy bones, and many others, are part of the lore of a veteran beat cop on one of Eau Claire's busiest highways.

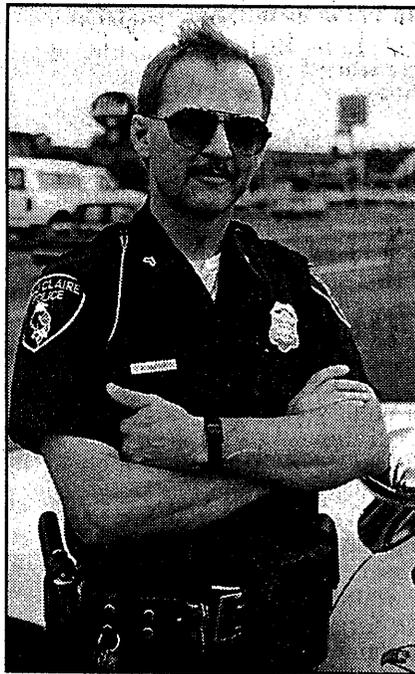
No one died in that incident, but Harter had the unlucky distinction of responding to the last fatal car accident on Hastings Way in Eau Claire in December 1989.

As a 13-year veteran of the Hastings Way beat, Harter was there when an elderly resident was killed at the intersection of Hastings Way and Eddy Lane.

"There's an awful lot of people who get hurt out here," said Harter, 44.

Day by day, Harter drives his white patrol car along one of the most dangerous sections of U.S. 53 — a 3.5-mile stretch of the four-lane highway between Seymour Road and the town of Hallie.

One of Harter's main duties, aside from traffic



"There's an awful lot of people who get hurt out here."

— Ken Harter, police officer

enforcement, is responding to some of the hundreds of accidents that occur every year on Hastings Way.

It is, perhaps, one of the most dangerous aspects of his job.

Sometimes even minor accidents can cause a chain reaction, and officers or bystanders along the road are in danger of getting hit.

"After we check for injuries, the next step is to secure the scene," Harter said. "I'll do anything to get people to go around me instead of through me."

The recent death of a state trooper at an accident scene has made officers more cautious, Harter said. Eau Claire officers, for example, are using more flares and cones to warn motorists sooner that an accident is ahead.

Like most people who regularly drive on U.S. 53, Harter said it's obvious that traffic is getting much, much worse.

But even as an experienced patrol officer, there's one skill Harter doesn't particularly want to master.

"If you could read lips, you could see that drivers are unhappy," he said. "You see it in the drivers — they're shaking their heads or their fists."

Over the years Harter has gained a fondness for Hastings Way and the entire north side of Eau Claire. Harter said he likes the terrain and variety of open spaces and residential areas on his beat.

Harter estimates the average speed on Hastings Way north of Seymour Road is about 60 mph — well above the posted limit of 50 mph.

"But we see cars in the upper 60s and low 70s on a regular basis," he said.

Harter has steered clear of the battle over where to put a U.S. 53 bypass, but he said a bypass in any location would help ease the traffic on Hastings Way.

For frequent Hastings Way drivers, Harter has these suggestions: slow down, increase following distance, stay focused on driving, don't be in a hurry, and don't speed.

"If you get in an accident, you're going to lose an hour," Harter said. "If you get hurt, you'll lose your whole day."



As general manager of the five Chippewa Valley Heckel's Big Steer Restaurants, Bruce Weegman supports a U.S. 53 bypass.

Staff photo by Dan Reiland

Street stories

U.S. 53 affects the lives of some more than others. One businessman thinks people may soon steer clear of Eau Claire because of the heavy traffic.

The huge Heckel's steer watches 50,000 cars a day zip by on Hastings Way, a section of U.S. 53 that is Eau Claire's busiest highway.

If location, location and location are the three most important elements of real estate, the Hastings Way Heckel's Big Steer Restaurant should have it made.

Heckel's general manager Bruce Weegman admits the 32-year-old store turns a good profit, but he worries that if Hastings Way traffic gets any worse, the location of the store just south of Main Street could turn against him.

"I feel the traveler will make a conscious decision to avoid the businesses and the entire city because it'll become so inconvenient," Weegman said. "Eau Claire has a lot to lose."

Weegman is the manager of the five Chippewa Valley Heckel's restaurants that use the big bovines as their mascots, including the busy store on S. Hastings Way in Eau Claire.

But unlike the stoic black bull, Weegman gets scared when he sees one of the many accidents that occur each year on Hastings Way, a highway that state officials hope to bypass within the next few years.

"The last two Fridays I've witnessed three accidents right in front of the store," said Weegman, a 15-year employee of Heckel's who worked his way from dishwasher to general manager. "It's scary, scary stuff."

Vacationers are planning trips better than they used to, thinking ahead about where they plan to stop for gas, where they want to eat and how much traffic they want to deal with, Weegman said.

With that in mind, Weegman believes motorists will begin to avoid Eau Claire sim-

The People of U.S. 53

7-17-94

■ For more stories on people with a vested interest in the highway, see Page 7A.

ply because of Hastings Way, the city's only major north-south route that already has an accident rate much higher than the state average.

"Who wants to fight the battle on Hastings Way when there are so many communities that are responsibly addressing traffic problems?" he asked.

Weegman is not alone with his concerns. Many other Hastings Way business owners have been watching closely as the battle over where to put a U.S. 53 bypass has raged on for years and the traffic has steadily gotten worse.

Weegman fears the traffic may eventually harm his business. But more importantly, he's starting to worry about the safety of his customers who must be quick behind the wheel to get in and out of the Hastings Way Heckel's.

"We're not at a controlled intersection and that makes a world of difference," he said. "I don't think people have to die to let us know we have a problem."

Weegman supports construction of a U.S. 53 bypass, and he thinks it should be built as soon as possible.

"The amount of traffic is not helping us, it's hurting us," he said.

—Thomas B. Pfankuch

Opinions

Leader-Telegram

Charles Graaskamp Publisher
Eugene Ringhand Editor
Don Huebscher Managing Editor

Common sense guide for panel

Filtering fiction from fact and separating rhetoric from reality is more difficult the closer an issue is to home. That's the case with the U.S. 53-Hastings Way improvement project that has been incubating for decades and now has a chance, albeit a slim one, for construction.

The state Transportation Projects Commission will meet from 1 p.m. to 5 p.m. Tuesday at the Holiday Inn-Campus Area, 2703 Craig Road, to consider funding the project. The TPC is charged with reviewing major highway projects recommended by the Department of Transportation. The TPC must report recommendations to the governor and Legislature on or before Dec. 1.

The DOT has done its job with an extensive study of

Editorial

several routes for a corridor that would deflect a huge amount of traffic away from the current route. The DOT reports that only an inner corridor west of Lake Altoona will solve the problem. But politics and emotion got in the way of common sense as a torrent of inner corridor opposition unrelentingly spewed out of Altoona.

During the Tuesday hearing, outer corridor promoters undoubtedly again will pound away with their favorite line that their proposal is shorter, cheaper and faster. That's probably true. But they forgot the most vital part of the equation: It won't fix the problem.

An outer corridor would take a few tourists and truckers to and from northern Wisconsin, but it won't significantly cut the dangerously high traffic volume on Hastings Way. The TPC should listen courteously, thank them for their interest and consider the facts.

The problem is easily understood by anyone who drives in the heavy traffic flowing between Eau Claire and Chippewa Falls — a highway designed for 35,000 vehicles per day simply cannot safely handle the current 50,000 vehicles per day.

The result is hundreds of vehicle accidents every year with injuries and deaths to occupants and hundreds of thousands of dollars in direct costs; no one yet has satisfactorily quantified the emotional cost of a death.

The DOT has studied the problem for years and has the answer: Construct a highway corridor that effectively will remove a significant amount of traffic from U.S. 53-Hastings Way. It also would provide a highway link for the thousands of daily travelers between Chippewa Falls and Eau Claire while allowing a smooth flow of traffic through the Chippewa Valley to points north and south.

The most comprehensive environmental impact study ever done on a highway project by the DOT quickly showed the bottom line: An inner corridor would carry 21,000 vehicles per day; an outer corridor would carry 7,000 vehicles per day.

With an inner corridor, traffic would flow safely and smoothly between Chippewa Falls and Eau Claire, tourists and truckers would be better served, dollars would be saved, lives would be saved and the environment would be saved.

Commission members at the hearing should strip away the emotion and rhetoric, look at the facts and let their common sense prevail over politics.

Date: July 19, 1994

To: Members of the Transportation Projects Commission

From: Hubert (Snick) Quicker, 2311 Bartlett Ave., Altoona WI 54720

We oppose funding for the DOT's recommended Inner Bypass/Freeway and we support funding for an Outer Bypass.

Map 1 shows the existing Hastings Way/USH 53 route, the DOT's Inner Bypass, and a route proposed by Outer Bypass supporters. At the south end, our proposed outer route is the same as the DOT's. Below USH 12, the DOT's outer route goes more to the East — while our proposed route curves to the west, passes just east of Lake Altoona, and travels north, as proposed by the 1975 Chippewa Falls/Eau Claire Urban Area Plan.

The DOT projects that without any bypass, there will be 58,000 vpd on Hastings Way just north of USH 12 by the year 2010. This is the result of traffic from Clairemont on the West, USH 12 on the East, and SH 93 and USH 53 from the south. (See FEIS, p. I-12)

The DOT claims that the outer route would have 7,000 vpd, while the inner route would have 20,000 vpd. My presentation will compare the usage of the two bypass routes.

One component of this traffic is going from the USH 12/53 junction (Point A) into the main part of Eau Claire. This traffic would turn off on Brackett, Highland, Main, or Birch streets.

Map 2 compares the Hastings Way route with the Inner Bypass for traffic going to Main St. It can be seen that the Inner Bypass route is three times as long and would not be used. The contrast is even greater for Brackett and Highland.

Map 3 compares the Hastings Way route with the Inner Bypass for traffic going from Point A to Birch Street. The Inner Bypass has at least one more stop light and is 60% farther. THE TRAFFIC GOING INTO EAU CLAIRE FROM THE USH 12/53 JUNCTION WOULD NOT USE THE INNER BYPASS.

Map 4 compares the Hastings Way route with the Inner Bypass from Point A to the North Crossing. The Inner Bypass is still 28% farther but would be used by some traffic.

Map 1 shows the Inner Bypass as being the route of choice for traffic between USH 12/Hastings Way and the Tank Farm Interchange. How much traffic goes between those two points? The DOT projects 58,000 vpd just north of USH 12 and 39,000 vpd just below the Tank Farm Interchange. (See FEIS, p. I-12) The 39,000 vpd consists of the following components: traffic using USH 53 north of the interchange, traffic to the Chippewa Falls area, Highway 29 traffic to the east and west, and some local traffic.

It would be unrealistic to expect that all of that traffic goes to the USH 12/Hastings Way junction, but a substantial percentage does. This traffic would most certainly use the Inner Bypass and provide the 20,000 vpd the DOT claims.

What if the Outer Bypass was built instead? The Outer Bypass/USH 12 route is only 16% farther than the Hastings Way route. Note that the Hastings Way route curves considerably to the west, while the Outer Bypass goes more easterly. USH 12 east of Hastings Way is almost to expressway standards at this time. Coupling that route with the 65 mph Outer Bypass would provide a very attractive alternative to Hastings Way.

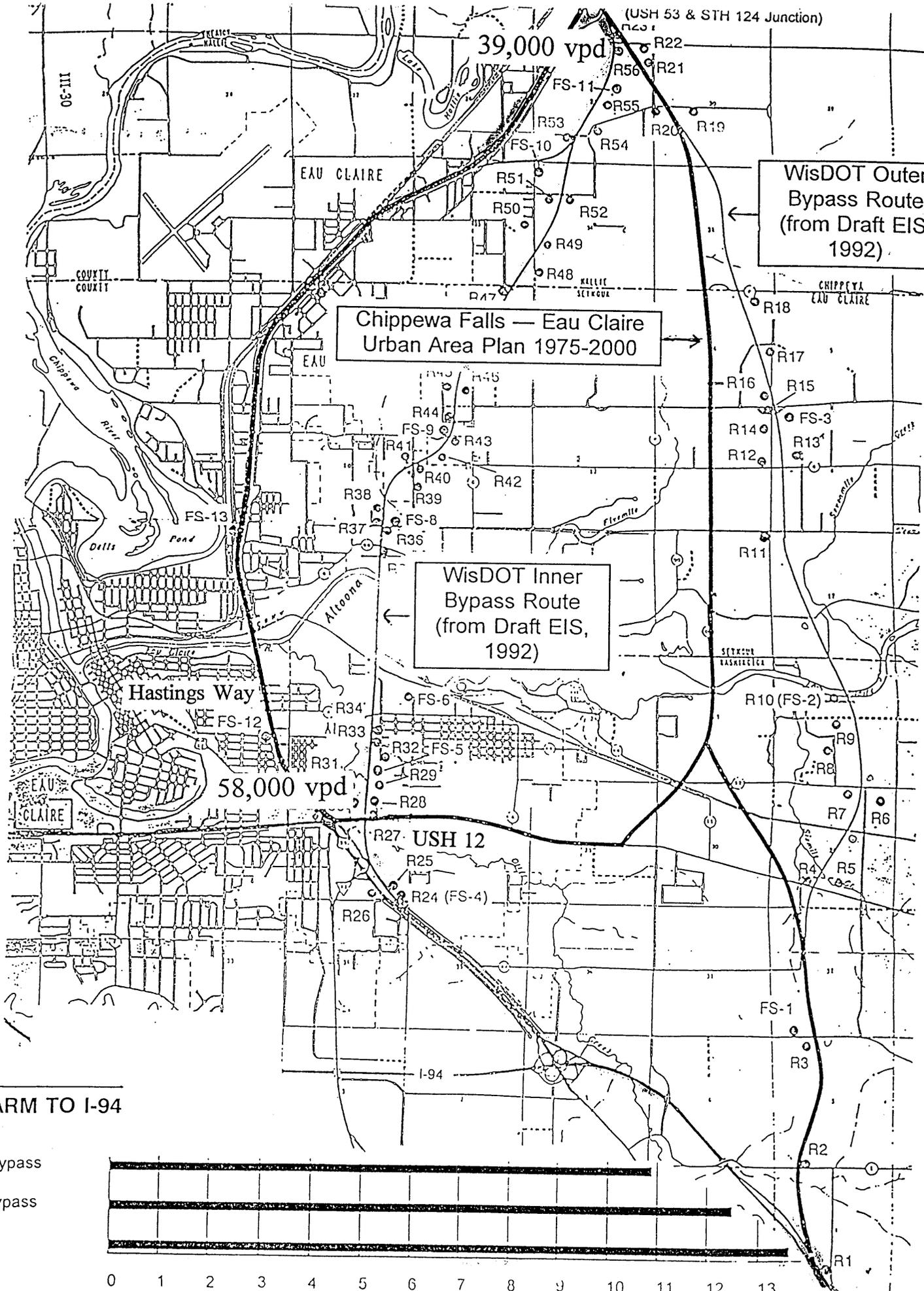
The DOT states that the 7,000 vpd wanting to bypass Eau Claire would use the Outer Bypass. That still leaves 51,000 vpd of local and area traffic. We believe that at least 20% of the 51,000 vpd would use the Outer Bypass route to the Tank Farm Interchange. That would bring the total usage up to 7,000 + 10,000 — or 17,000 vpd on the Outer Bypass.

From the mid-1970s to the mid-1980s all the local municipalities planned for the Outer Bypass. The DOT was well aware of traffic projections on Hastings Way, and they backed the Outer Bypass.

THE OUTER BYPASS IS THE BEST ALL-AROUND SOLUTION TO MEET THE CHIPPEWA FALLS/EAU CLAIRE URBAN AREA'S FUTURE TRAFFIC NEEDS.

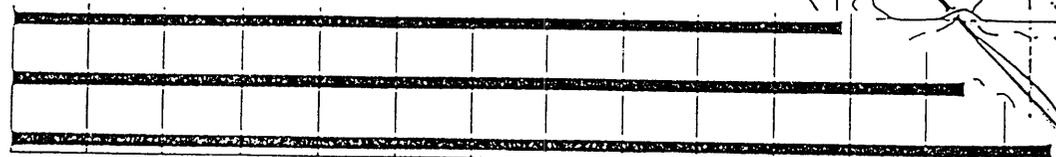
Again, we OPPOSE funding for the DOT's recommended Inner Bypass Freeway, and we SUPPORT funding for an Outer Bypass.

Thank you for listening.



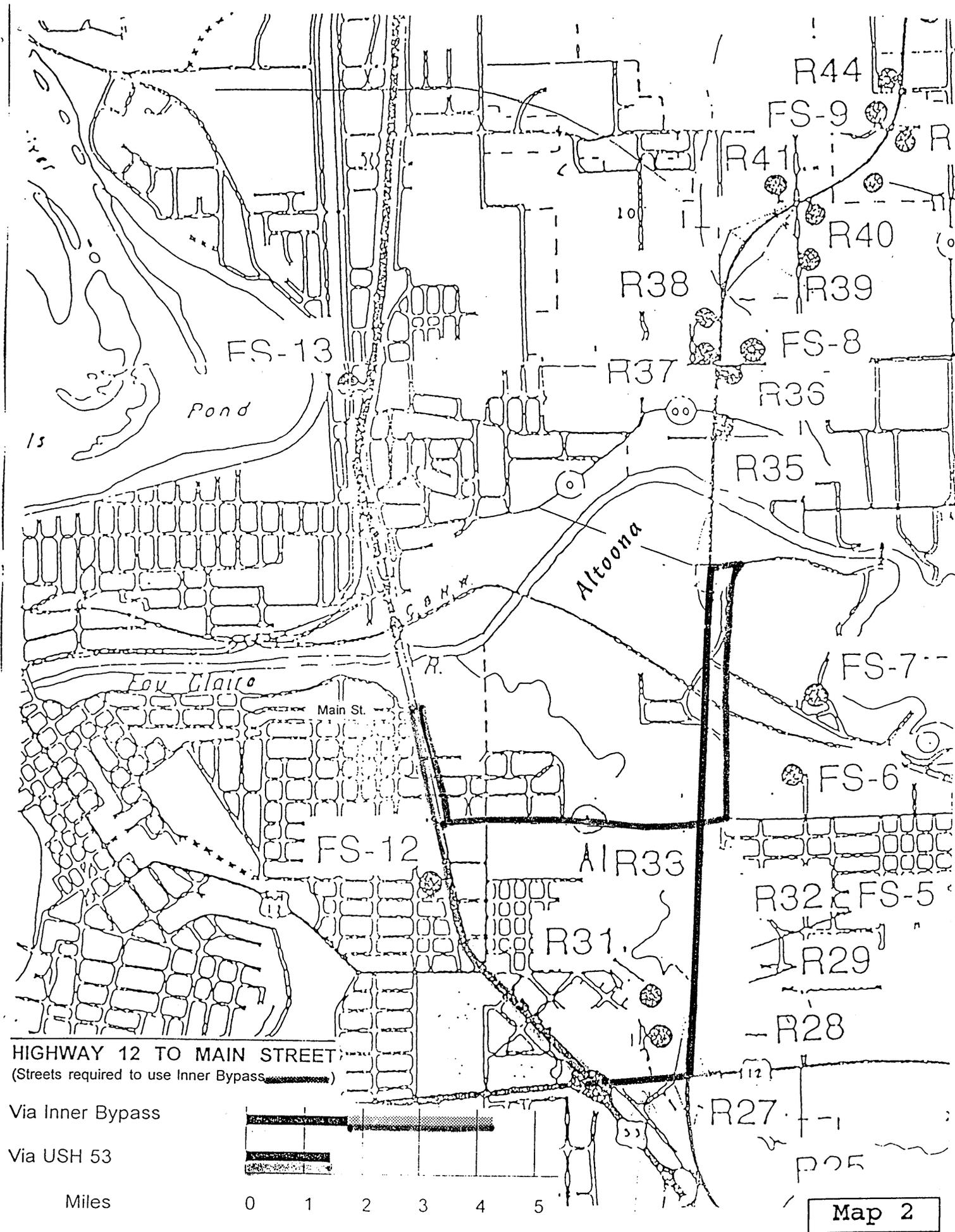
TANK FARM TO I-94

- Via Outer Bypass
- Via Inner Bypass
- Via USH 53



Miles 0 1 2 3 4 5 6 7 8 9 10 11 12 13

Map 1



HIGHWAY 12 TO MAIN STREET
 (Streets required to use Inner Bypass)

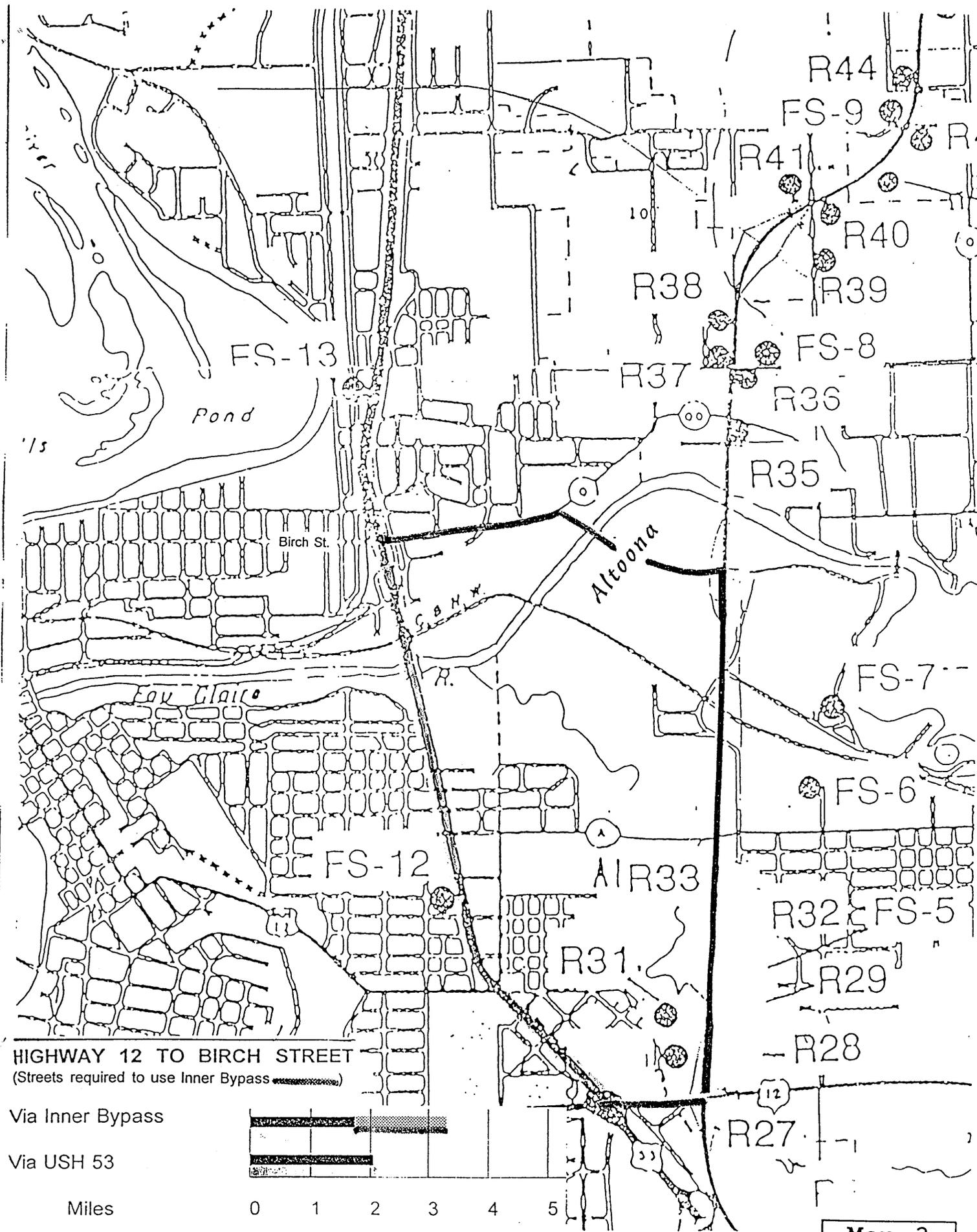
Via Inner Bypass

Via USH 53

Miles

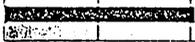


Map 2



HIGHWAY 12 TO BIRCH STREET
 (Streets required to use Inner Bypass )

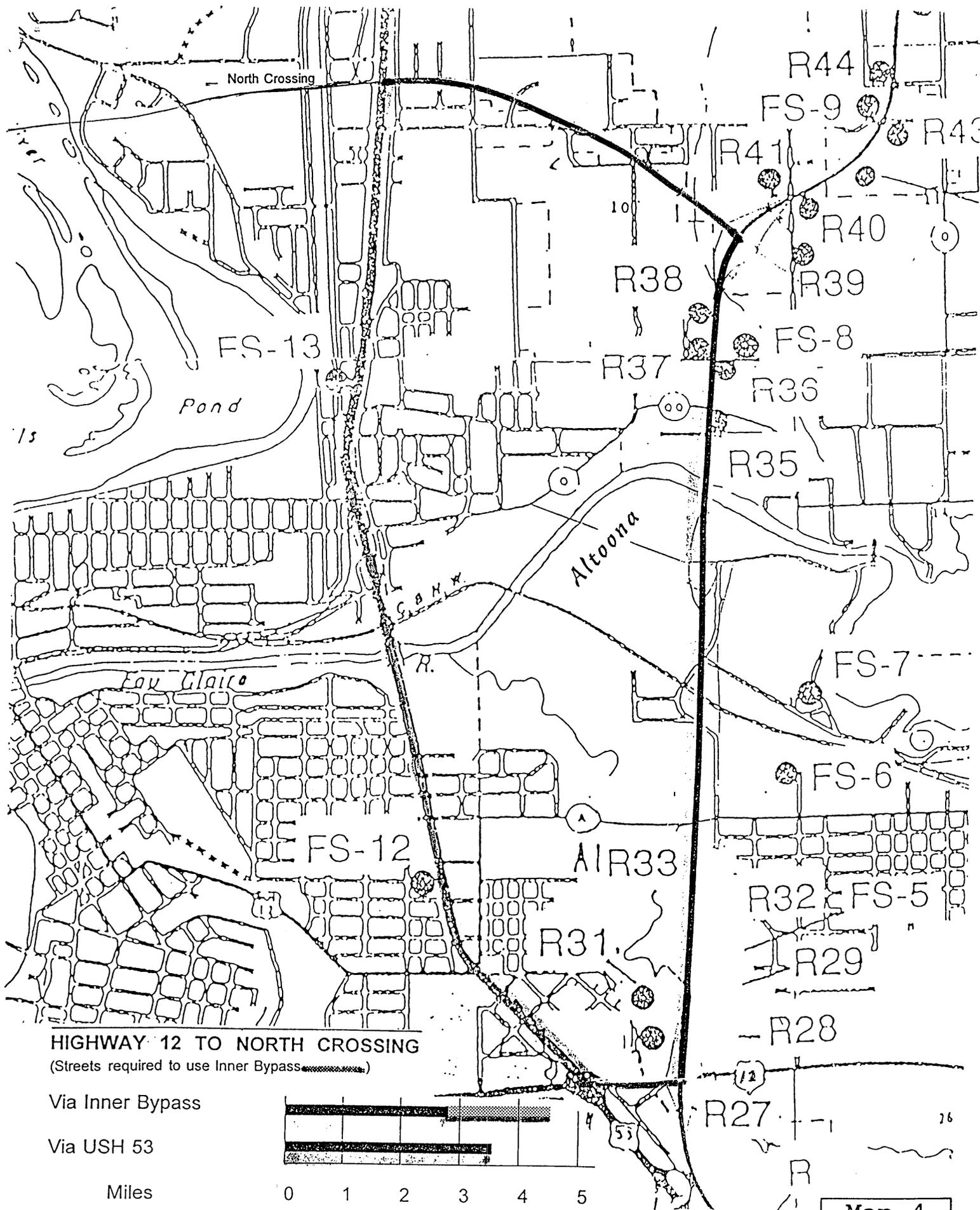
Via Inner Bypass 

Via USH 53 

Miles

0 1 2 3 4 5

Map 3

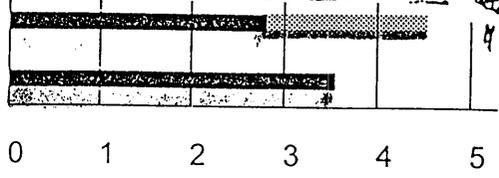


HIGHWAY 12 TO NORTH CROSSING
 (Streets required to use Inner Bypass )

Via Inner Bypass

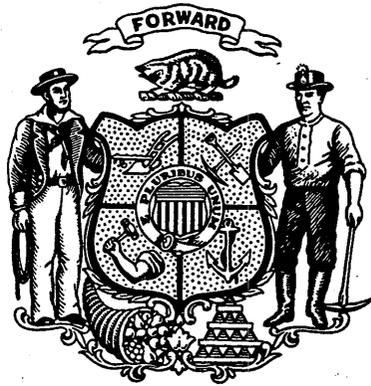
Via USH 53

Miles



Map 4

END



END

BARRON COUNTY
HIGHWAY DEPARTMENT

DUANE SCHUELLER
Commissioner

260 NORTH 7TH STREET
BARRON, WISCONSIN 54812
715-537-3755
FAX # 715-537-3061

HIGHWAY COMMITTEE
George Webb, Chairman
Robert Ebner, Vice Chairman
George Schutz, Secretary
Merrill Jacobsen
Jerry Fall

July 19, 1994

TO: TRANSPORTATIONS PROJECTS COMMISSION
STATE OF WISCONSIN

FROM: PROJECT OF FREEWAY IN EAU CLAIRE

FOLLOWING COMMENTS AND STATISTICAL DATA PRESENTED ON BEHALF OF
BARRON COUNTY BY ROBERT EBNER, COUNTY BOARD SUPERVISOR AND MEMBER
OF BARRON COUNTY HIGHWAY COMMITTEE

BARRON COUNTY
HIGHWAY DEPARTMENT

DUANE SCHUELLER
Commissioner

260 NORTH 7TH STREET
BARRON, WISCONSIN 54812
715-537-3755
FAX # 715-537-3061

HIGHWAY COMMITTEE
George Webb, Chairman
Robert Ebner, Vice Chairman
George Schutz, Secretary
Merrill Jacobsen
Jerry Fall

Good Afternoon Ladies and Gentlemen:

My name is Robert Ebner. I am from Cameron, and owned and operated a business for over 40 years. I am now, and have been for twenty years, a Barron County Board Supervisor, and a member of the Barron County Highway Committee.

I am speaking today for that committee and Barron County Board of Supervisors. We oppose funding for the DOT recommended Eau Claire Freeway, and support funding for the Outer Bypass.

This entire project has started with the wrong premise; That is that the aim of it is to relieve congestion on a local street. Hiway 53 is a major thru corridor connecting the Canadian border, Northern Minnesota, and Northwest Wisconsin to I-94 south of Eau Claire, and then on south to La Crosse.

The purpose of this highway its entire length is to move the thru traffic rapidly and safely around urban areas large and small. Traffic counts have not really entered into it. Just efficient, safe movement of traffic.

Please refer to page 1 of the packet supplied. It is a copy taken from the DOT publication "Why the WISDOT selected the inner corridor". It uses very questionable statistics. They state that in 1990 there were 9800 vehicles per day (VPD) on U.S. 53 just north of I-94, and that half of these vehicles had business in E.C. so would not use an outer bypass. They have no data to

two

to support this assumption. They also completely ignore all traffic coming into this area via Hi 12, and other roads. They also state that by the year 2010 (20 years later) this traffic volume will increase 50% to 7000 VPD.

I would like to have you now refer to pages two and three in your packet. This is data collected at a permanent, continuous counter located in Hi 53 just south of Cameron. Note on the bottom of page #3 it shows the average VPD for 1991, 1992, and 1993. In 1991 it was 5741. In 1993 this traffic had increased to 7154 VPD. This is a 24.6% increase in two years at a point on the same highway 45 miles north of Eau Claire. I believe this makes the DOT projection of only a 50% increase in traffic on a Outer Bypass in 20 years look just what it is--Ridiculous.

Referring once again back to the bottom paragraph on page one of your packet, you will see the DOT says 8% of the traffic on this highway is trucks, and that 62% of these trucks would not use an Outer Bypass because they have business in Eau Claire.

The Barron County Highway Committee made a survey of major businesses from Chippewa Falls to Superior in a corridor parallel to, and about 20 miles each side of, Hi 53.

These businesses were asked how many trucks come and go from their docks, that have also gone by Eau Claire, in an average week. The response from 41 businesses showed an average of 22 trucks per week. Question two was of these trucks coming and going from your businesses how many also have stops in the Eau Claire area. Their response was that 17% of them do. The DOT with no supporting data guesses that 62% have business in E.C. We have data to show that it is 17%.

three

Barron County also made a similar survey of major resorts and campgrounds in the same Hi 53 corridor. The responses showed that 70% of their customers use the Hi 53 route to get to their business, and that they serve on the average about 1300 guests per year.

Both of these surveys showed a preference for the Outer Bypass at Eau Claire by about 85% of the respondents. A complete summary of these surveys are included for information on pages 4 & 5.

The DOT by their own statement say they have spent \$1,200,000 to plan this 7½miles of new highway. This horrendous expenditure did not make any destination/origin studies of traffic. They based all their assumptions on a one time study done in one month in 1976.

This so called study was made before Hi 93 was a four lane freeway. Before there was an interchange on Hi 53 and Golf Road. Before there was an Oakwood Mall. Before there was a Sam's Club, Walmart, and Kohls on Golf Road.

With this three page 1976 survey the DOT concluded that three times as much traffic would use an Inner route than an Outer. This is clearly not factual. Please refer to pages six and seven of your packet. It shows that local traffic traveling from either the northern or southern ends of the proposed Inner route, and having a destination anywhere between those points, would have to travel distances from 8% to 260% further than they would if they stayed on present Hastings Way. People just do not get on a freeway for local trips unless it is shorter and faster.

Local traffic in Barron County does not use the freeway as it is further to travel. Traffic on parallel SS between Cameron

and Rice Lake is 25% higher than on US 53. In Chippewa County traffic takes Hi 29 thru Chippewa Falls rather than go on Hi 124 and Hi 53, which are both 4 lane divided highways, to get to the the same point on opposite sides of the city. Why? It is further to go around and usually no faster.

If the DOT traffic projections are invalid, and we believe they are, it also makes projections on such matters as pollution and accidents, which use the faulty figures as a basis, invalid as well.

Costs of the two alternate routes show an actual cost of 64 Million for the Eau Claire Freeway as opposed to 45 Million for the Outer Bypass. The rest of the announced costs are for improvements on present Hastings Way for local traffic. That means an amount in excess of 50% of the actual cost for eleven miles of new highway on the Outer Bypass will be spent on Hastings Way. This is a far more generous subsidy than any other area to the north received to upgrade their local roads when the freeway was bypassing them and local counties had to take over the old routes. The E.C. Freeway does not connect directly with I-94, but uses a segment of present Hi 53 to make the connection. The merging point of these two segments is between two large mall areas. In this area once more all the local traffic will be mixed with the large trucks and tourist traffic etc. back on two lanes at 55 miles per hour. The traffic congestion now considered hazardous between Main and Clairmont will just be moved south about one mile. This is just not acceptable by any standards.

Please refer to page 8 in your packet, and you will see how the Outer Bypass could be configured to take the thru traffic completely by the city to a new interchange of I-94. At the same time it could connect with Hi 12, as well as the mall areas, to disperse regional traffic from the Malls to the east and north as well as south. It would also carry traffic from the south and east of Eau Claire to a connection with the North Crossing as well as the airport via Hastings Way.

This is the plan that the majority of the users of Hi 53 need and want--a rapid, safe connection to the rest of the state and nation. We oppose funding of the Eau Claire Freeway as proposed by the DOT, and support your directing funding of an Outer Bypass concept in the earliest time frame possible. It is already long overdue. Thank you.

END



END

TRANSPORTATION PROJECTS COMMISSION

Public Hearing on USH 53
Eau Claire Freeway

A G E N D A

Tuesday, July 19, 1994

- | | |
|------|--|
| 1:00 | 1. Roll Call |
| | Welcome/Comments - Vice Chair Lasee |
| | 2. Briefing - Eau Claire District Office |
| | Need for this project |
| | Project description |
| | 3. Briefing - Carol Cutshall |
| | EIS Process |
| | 4. Group Presentation by Proponents |
| | 5. Group Presentation by Opponents |
| 3:00 | Break |
| 3:15 | Individual Testimony |
| | Pro/Con |
| 5:00 | End |

Board OKs U.S. 53 resolution

Debate to back improvements takes a few detours

■ The state Transportation Projects Commission will meet in Eau Claire July 19 to gain testimony on U.S. 53 improvements.

■ The Eau Claire County Board will hold a special meeting July 12 to gain information about U.S. 53.

■ Board approves bid for expanded juvenile detention center. Page 1B.

By Dan Holtz
Leader-Telegram staff

7-22-94

It took two rounds of sometimes heated discussion that lasted more than two hours, but the Eau Claire County Board on Tuesday finally passed a resolution, urging state funding for U.S. 53 improvements.

On first consideration, the County Board passed Supervisor Dale Southard's resolution, with two amendments, by a unanimous voice vote.

Board Chairman Howard Ludwigson marveled at the ease in which the resolution passed.

"I was kind of stupefied by that," he said.

The first amendment by Supervisor Bob Sather of Altoona implied that the state Transportation Projects Commission next month would consider several U.S. 53 improvement projects.

The second amendment by Supervisor Milton Kuehn of Fall Creek altered the resolution to state that the County Board endorses state funding of the Hastings Way-U.S. 53 improvement project.

How They Voted

Supervisors voting for the U.S. 53 resolution were Darrol Ottow, Fred Poquette, Howard Ludwigson, Ronald Erickson, Gordon Steinhauer, Dale Southard, Colleen Bates, Kathy Clark, Elsworth King, Barry Robinson, Carolyn Skifstad, Brad Kowieski, Donald Eljickson, Gerald Wilkie, Sue Miller, Thomas Field, Steve Kallenbach, Paul Lokken, Ernest Williams and Patrick LaVelle.

Voting against the resolution were supervisors Paul Beckfield, Mark Dickinsen, Milton Kuehn, Bruce Willett, Bob Sather, Lorraine Lee, John Deering and William Bean.

During a break in the meeting, Sather expressed delight at the passage of the amended resolution.

"The County Board has gone on record

to ask the TPC to improve existing Highway 53," he said. "We're doing something and we're doing the right thing."

But following the break, Supervisor Brad Kowieski, Eau Claire, asked for reconsideration of the U.S. 53 resolution.

Kowieski said Kuehn's amendment asked the TPC to only consider improvements to Hastings Way and not to consider an inner or outer bypass.

"I don't think that's what we want to dictate to the public," he said.

Adding Hastings Way to the resolution just narrows the portion of U.S. 53 the TPC needs to consider, Kuehn said.

"That's where the improvements have to be made," he said.

Sather said the resolution doesn't address a corridor for a bypass but supports DOT's position to improve Hastings Way.

"That is what it says and there's nothing wrong with it. The board members knew exactly what they were voting on," Sather said, amid murmurs of disagreement.

See RESOLUTION, Page 2A

● RESOLUTION from Page 1

ment from other supervisors.

U.S. 53 needs to be addressed from London Square Mall to Chippewa Falls, Southard said. Placing Hastings Way in the resolution does not accurately reflect that need, he said.

Southard then made a motion to delete Kuehn's amendment.

Southard, town of Washington, said his resolution does not favor any corridor — it only asks the TPC to fund a U.S. 53 improvement project.

"They may take any of the pro-

"Let's fund a project. How difficult is that?"

— Supervisor Sue Miller

jects as they wish," he said. "This says we want something done and we want it funded now where the window of opportunity is."

Before Southard's motion to delete Kuehn's amendment was approved by a 19-9 vote, the County Board rejected motions to table and postpone the issue and to

add more amendments to the resolution.

Those unsuccessful attempts, caught the attention of several supervisors, including Paul Beckfield of Altoona.

"God, we're arguing about a neutral resolution," he said.

The TPC already knows the Chippewa Valley is not unified behind either an inner or outer bypass for U.S. 53, Beckfield said.

"What we're sending (the TPC) is we still can't make an agreement. Make a decision for us," he said. "This tells them we don't have any idea what to do."

Supervisor Gerald Wilkie, Eau Claire, was even more critical of the various unsuccessful motions.

"It's a very sad message," he said. "Travel down 53 if you dare and you'll see that something urgently has to be done. I can't find a reason why one person would vote against this resolution ... We've looked pretty darn foolish."

"Let's fund a project," said Supervisor Sue Miller, Eau Claire. "How difficult is that?"

After deleting Kuehn's amendment, the County Board voted 20-8 in favor of Southard's resolution.