

JUN 10 1996

Mary Lee Powell

P.O. Box 415

Dickeyville, WI 53808

Secretary, Hwy. 151 Bypass Committee

Dear Sir:

At a meeting on Monday, June 10 the Dickeyville Hwy. 151 bypass committee noted and passed a recommendation to be taken to the Village of Dickeyville urging the village to endorse and issue a resolution to the Wisconsin Department of Transportation and Rust Engineering, endorsing Bypass Plan 1A modified. Plan 1A modified promotes Hwy. 151 bypass to the east with Hwy. 35/61 continuing through Dickeyville and preserves current business of Sunset Lanes and SC Data.

On Wednesday, June 12 at the regular Village board meeting, the board voted and formally approved the resolution to encourage the Transportation Projects Commission and the Wisconsin Department of Transportation to consider approving Alternative 1A Modified.

This letter is to strongly encourage your support for this project. Enclosed are copies of the resolutions passed by the Dickeyville Bypass Committee and the Village of Dickeyville.

Dickeyville Bypass Committee

Village of Dickeyville

RESOLUTION URGING THE ENUMERATION AND CONSTRUCTION OF
U.S. HIGHWAY 151 BETWEEN BELMONT AND DICKEYVILLE
TO A FOUR-LANE EXPRESSWAY FACILITY

WHEREAS, U.S. Highway 151 between Dubuque, Iowa, and Madison, Wisconsin, is an important segment of the state's highway system and is shown on the Wisconsin Corridors 2020 Plan as a four-lane highway; and

WHEREAS, U.S. Highway 151 is currently a four-lane facility between Madison and Dodgeville, and between Dubuque and Dickeyville; and

WHEREAS, the Dodgeville to Belmont segment of this route has been the subject of a study completed by the Wisconsin Department of Transportation and its consultant, and was enumerated by the Major Transportation Projects Commission in 1994; and

WHEREAS, since January of 1995 the Wisconsin Department of Transportation, with assistance from Rust Environment & Infrastructure and in cooperation with the communities along the corridor and the Southwestern Wisconsin Regional Planning Commission, has been studying alternatives for a proposed four-lane route between Belmont and Dickeyville; and

WHEREAS, the Department and Rust have selected a preferred alternative route but the final route has not been selected and the process is open for additional comments; and

WHEREAS, the overwhelming consensus of the communities and citizens along the route is in support of the completion of a four-lane divided highway at the earliest possible opportunity; and

NOW, THEREFORE, BE IT RESOLVED, that the Dickeyville Village Board hereby:

1. Continues to support the need for the construction of a four-lane divided highway on the U.S. Highway 151 route between Madison, Wisconsin, and Dubuque, Iowa.
2. Urges the Transportation Projects Commission and the Wisconsin Department of Transportation to enumerate the Belmont to Dickeyville segment of U.S. Highway 151 for timely construction to a four-lane facility, to include the Dickeyville Bypass Alternative 1A Modified.

Dated this 17th day of June, 1996.

John Kuepers
John Kuepers, Village President

Arlene Schultz
Arlene Schultz, Village Clerk

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WHEREAS, the overwhelming consensus of the communities and citizens along the route is in support of the completion of a four-lane divided highway at the earliest possible opportunity; and

NOW, THEREFORE, BE IT RESOLVED, that the Village of Dickeyville
Highway 151 Bypass Committee hereby:

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2. Urges the Transportation Projects Commission and the Wisconsin Department of Transportation to enumerate the Belmont to Dickeyville segment of U.S. Highway 151 for timely construction to a four-lane facility, to include the Dickeyville Bypass Alternative 1A Modified.

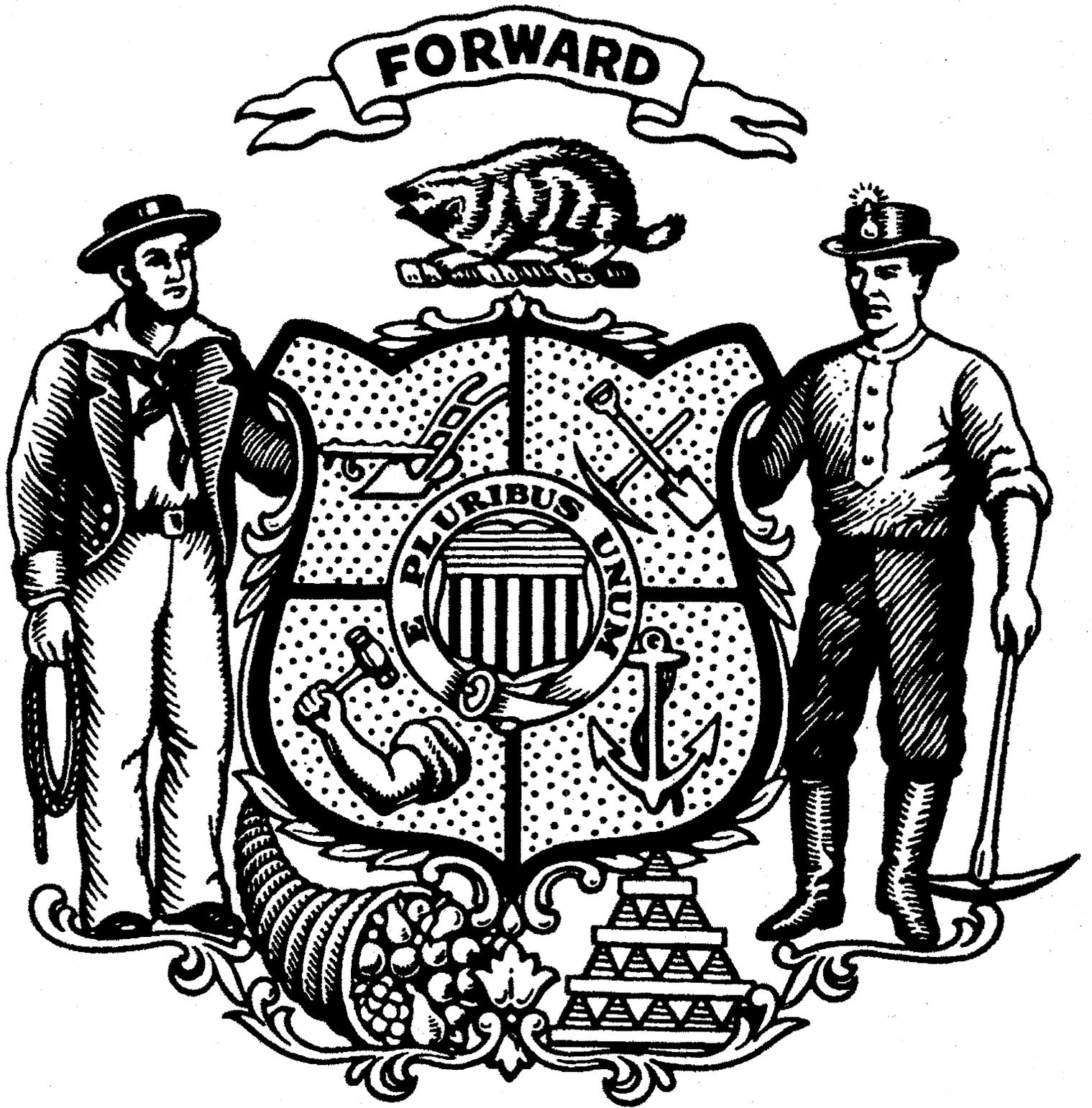
Dated this 17 day of June, 1996.

Dickeyville Hwy 151 Bypass Committee
(Name of Council, Board or Other Group)

Shirley Ann Hall
Secretary
John Kuepers Co-Chairman
Co-Chairman

John Kuepers
Village President

END



END

Town of Burlington
State of Wisconsin

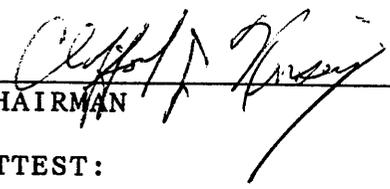
32288 Bushnell Road, Burlington, Wisconsin 53105, (414) 763-3070

RESOLUTION
96-8

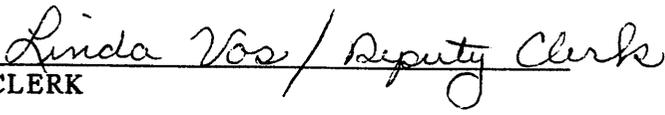
The Town of Burlington Board is opposed to any Bypass without a commitment as to the route of the bypass and what impact the bypass will have on the township.

Introduced and adopted this 11th day of July, 1996 by the Town Board of the Town of Burlington.

TOWN OF BURLINGTON
BY:


CHAIRMAN

ATTEST:


CLERK

AYES 4 NOES 1 ABSENT 0

Town of Burlington

State of Wisconsin

12288 Bushnell Road, Burlington, Wisconsin 53105, (414) 763-3070

RESOLUTION 95-2

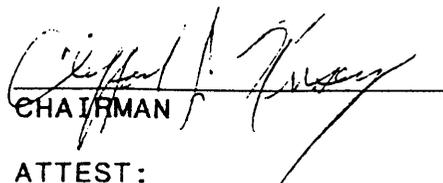
BURLINGTON INNER/OUTER BYPASS

Be it resolved, that the Town of Burlington Town Board is opposed to ANY bypass alternative that DOES NOT meet all of the following criteria:

1. An alternative that includes a railroad overpass sufficiently close to the City of Burlington downtown area as to accommodate emergency vehicles and associated personnel. (Alternate "A" is not acceptable for this criteria)
2. Any alternative through private property in the Town unless every effort is made to address and minimize each affected property owners impact and to provide fair compensation for that impact.
3. Preservation of the "Land Use Goals" as adopted in the Town of Burlington Land Use Plan dated 1/27/94.
4. Any right-of-way for a proposed alternative in the Town shall not exceed in width the standard required for a two lane highway except initial build, four lane right-of-ways.

Introduced and adopted this 13th day of July, 1995 by the Town Board of the Town of Burlington.

TOWN OF BURLINGTON
BY:


CHAIRMAN

ATTEST:


CLERK

AYES 4 NOES 1 ABSENT 0

RES95-2

City of Burlington

City Hall — 300 North Pine Street
BURLINGTON, WISCONSIN 53105
414-763-3717

OFFICE OF CLERK

RESOLUTION NO. 3260(18)

CERTIFICATION

I hereby certify that the foregoing Resolution is a true, correct and complete copy of the Resolution duly and regularly passed by the Common Council of the City of Burlington, Racine County, Wisconsin, on the 15th day of July, 1996.

Dated this 16th day of July, 1996.



Christine A. Kerkman

Christine A. Kerkman, City Clerk

City of Burlington

Racine, Wisconsin

Resolution No. 3260 (18)
Introduced by: Committee of the Whole

**A RESOLUTION BY THE CITY OF BURLINGTON
EXPRESSING SUPPORT AND
APPROVAL FOR THE BURLINGTON BYPASS**

WHEREAS, the City of Burlington has actively and fully participated in the Environmental Impact Study for the proposed Burlington Bypass; and,

WHEREAS, the City of Burlington strongly agrees with the Statement of Project Purpose and Need as defined in the Draft Environmental Impact Statement for the proposed Bypass; and

WHEREAS, we feel that a Bypass is critical to the future economic vitality and transportation safety for the area; and

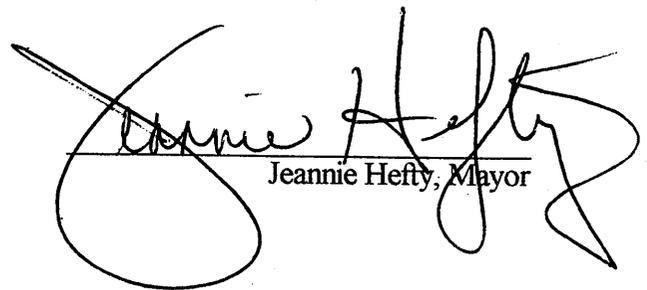
WHEREAS, the City of Burlington strongly supports the construction of a Burlington Bypass as a major transportation project of the Wisconsin Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED, that the City of Burlington Common Council fully approves of the Burlington Bypass as a necessary transportation facility for our region.

BE IT FURTHER RESOLVED, that City of Burlington Mayor Jeannie Hefty is hereby authorized to sign this resolution on behalf of the Common Council of the City of Burlington and to deliver a certified copy of this resolution to the public hearing of the Transportation Projects Committee on July 17, 1996 as a very strong showing of local support for the Burlington Bypass.

Introduced: July 15, 1996

Adopted: July 15, 1996


Jeannie Hefty, Mayor

Attest:


Christine A. Kerkman, City Clerk

TRANSPORTATION PROJECTS COMMISSION

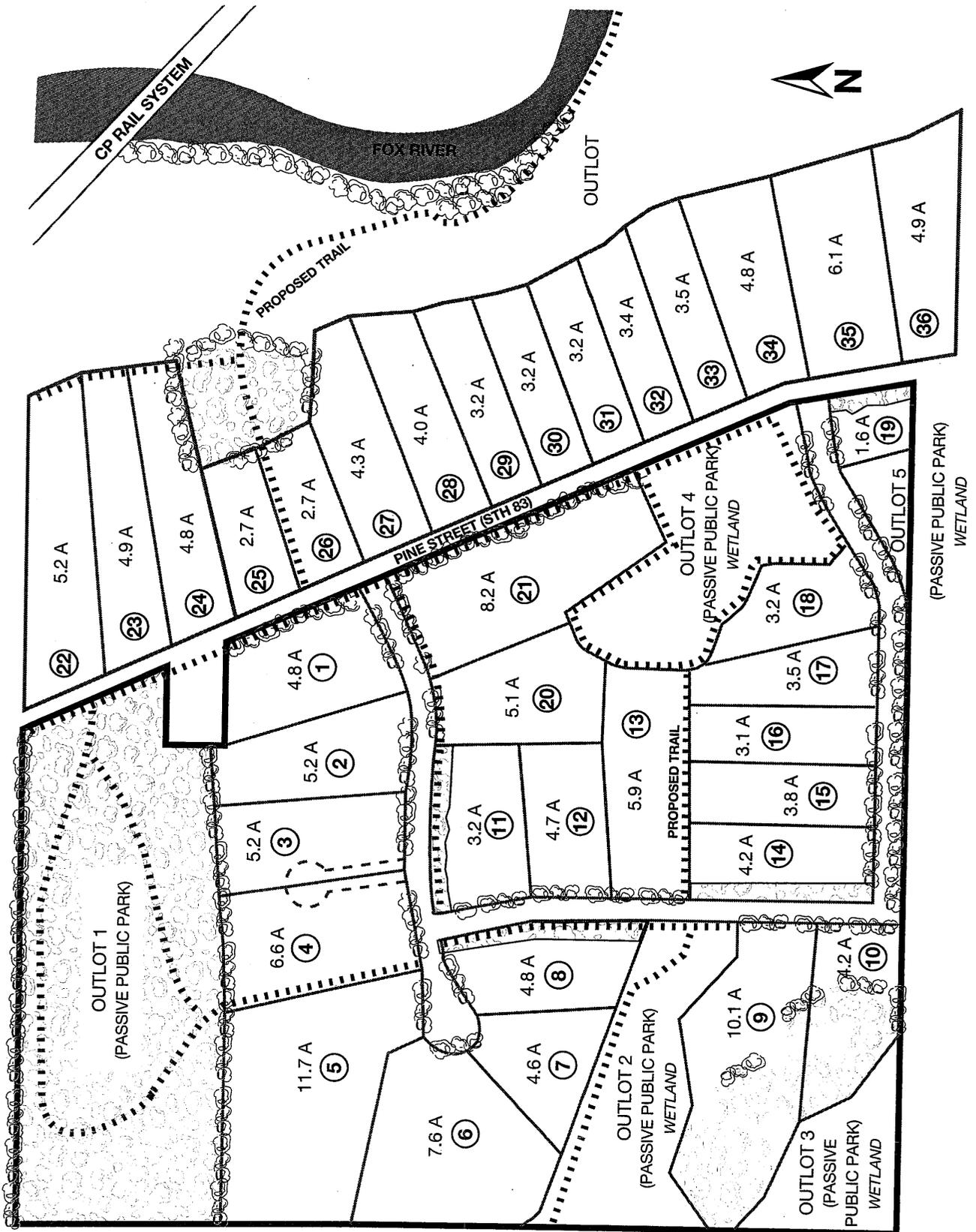
PUBLIC HEARING

Wednesday, July 17, 1996
Proposed Burlington Bypass

Public Testimony in Favor of the Burlington Bypass

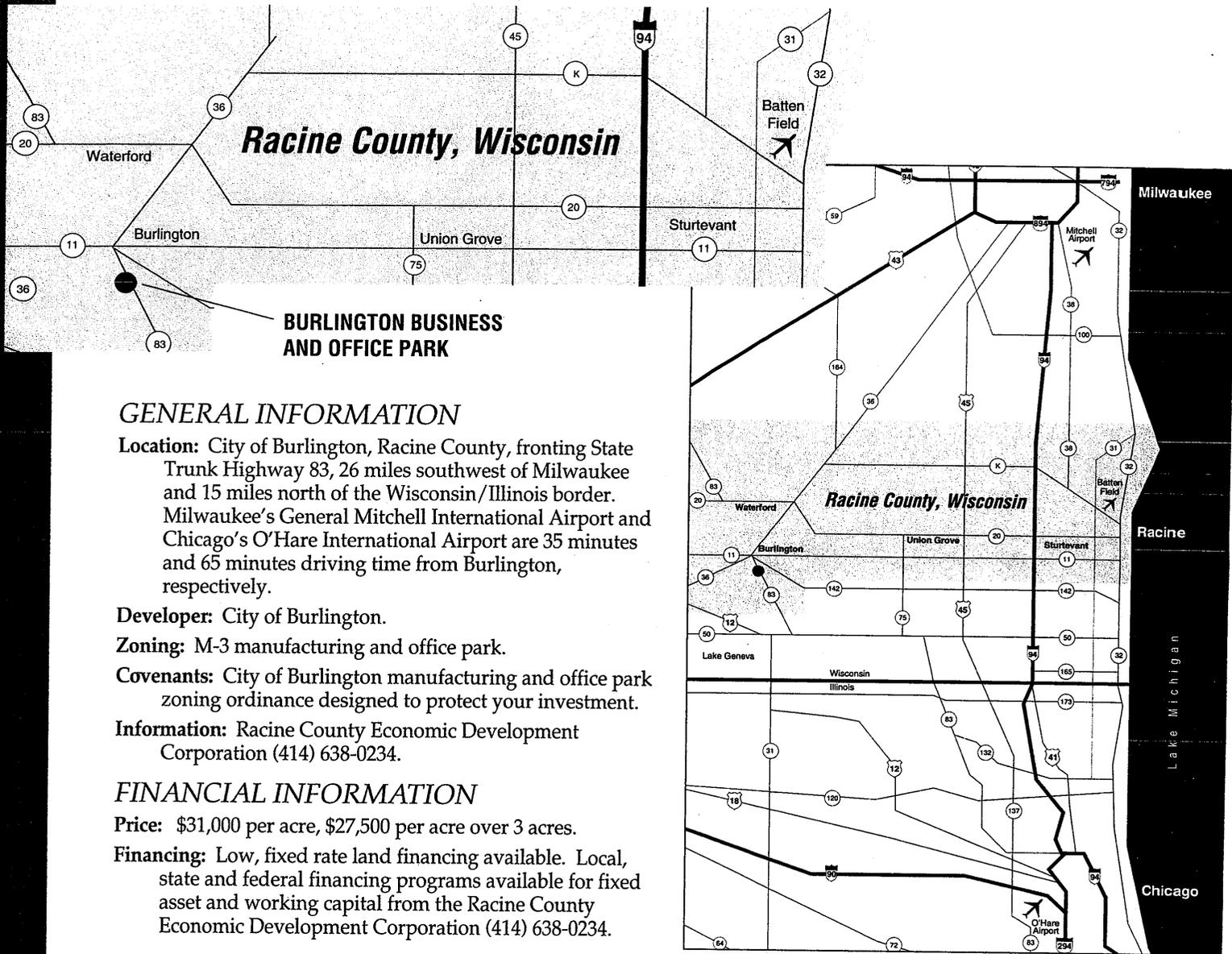
1. Opening remarks from City of Burlington Mayor Jeannie Hefty
2. Presentation of the City of Burlington Common Council Resolution in favor of the proposed Burlington Bypass by City of Burlington Alderman James McCourt
3. Overview and video presentation by City Administrator Mark Fitzgerald
4. Comments from Racine County Supervisor and former Mayor of the City of Burlington Martin Itzen
5. Comments from City of Burlington Public Works Director James Kaiser
6. Economic development comments from Gordon Kacala of the Racine County Economic Development Corporation
7. Traffic safety comments from Police Chief Ronald Patla
8. Comments on business vitality and economic development by David Lynch, President of Lynch Chevrolet
9. Industrial impact comments from Howard Chesley, General Manager of Tenneco Packaging, Inc.
10. Retail and commerce impacts from Chamber of Commerce President Bil Scherrer
11. Comments from Paul Miller, President & CEO, Memorial Hospital of Burlington
12. Comments from Thomas Lebak, Business Manager of the Burlington Area School District
13. Transportation safety and highway service comments from City of Burlington Fire Chief Richard Lodle
14. Comments from the Burlington Area Rescue Squad
15. Closing remarks from Burlington Mayor Jeannie Hefty

BURLINGTON BUSINESS AND OFFICE PARK



FOR INFORMATION: RACINE COUNTY ECONOMIC DEVELOPMENT CORPORATION
 4701 WASHINGTON AVE., SUITE 215, RACINE, WI 53406 PHONE: (414) 638-0234, FAX: (414) 638-0250

BURLINGTON BUSINESS AND OFFICE PARK



BURLINGTON BUSINESS AND OFFICE PARK

GENERAL INFORMATION

Location: City of Burlington, Racine County, fronting State Trunk Highway 83, 26 miles southwest of Milwaukee and 15 miles north of the Wisconsin/Illinois border. Milwaukee's General Mitchell International Airport and Chicago's O'Hare International Airport are 35 minutes and 65 minutes driving time from Burlington, respectively.

Developer: City of Burlington.

Zoning: M-3 manufacturing and office park.

Covenants: City of Burlington manufacturing and office park zoning ordinance designed to protect your investment.

Information: Racine County Economic Development Corporation (414) 638-0234.

FINANCIAL INFORMATION

Price: \$31,000 per acre, \$27,500 per acre over 3 acres.

Financing: Low, fixed rate land financing available. Local, state and federal financing programs available for fixed asset and working capital from the Racine County Economic Development Corporation (414) 638-0234.

TRANSPORTATION

Highways: Located directly on State Trunk Highway 83, Interstate Highway 94 is 23 miles east, State Trunk Highway 12 is nine miles southwest, Interstate Highway 43 is 13 miles west and State Trunk Highway 50 is eight miles south of the City of Burlington.

Trucking: Racine County is home to 92 warehousing and trucking establishments. Parcel service is available.

Air: The City of Burlington is served by Burlington Municipal Airport, which can handle many types of business aircraft. General Mitchell International Airport is 35 miles northeast, in the City of Milwaukee. Chicago's O'Hare International Airport is located 65 miles to the southeast.

Seaport: The Port of Milwaukee is located 38 miles northeast of Burlington.

Rail: On-site railway service is not available; however, the City of Burlington is served by the Wisconsin Central Transportation Corporation.

PUBLIC SERVICES AND UTILITIES

Sanitary Sewer and Water:

Burlington Wastewater Treatment Plant (414) 539-3646,
Burlington Municipal Water Department (414) 763-2232.

Electric Power: Wisconsin Energy Company (800) 242-9137.

Natural Gas: Wisconsin Energy Company (800) 242-9137.

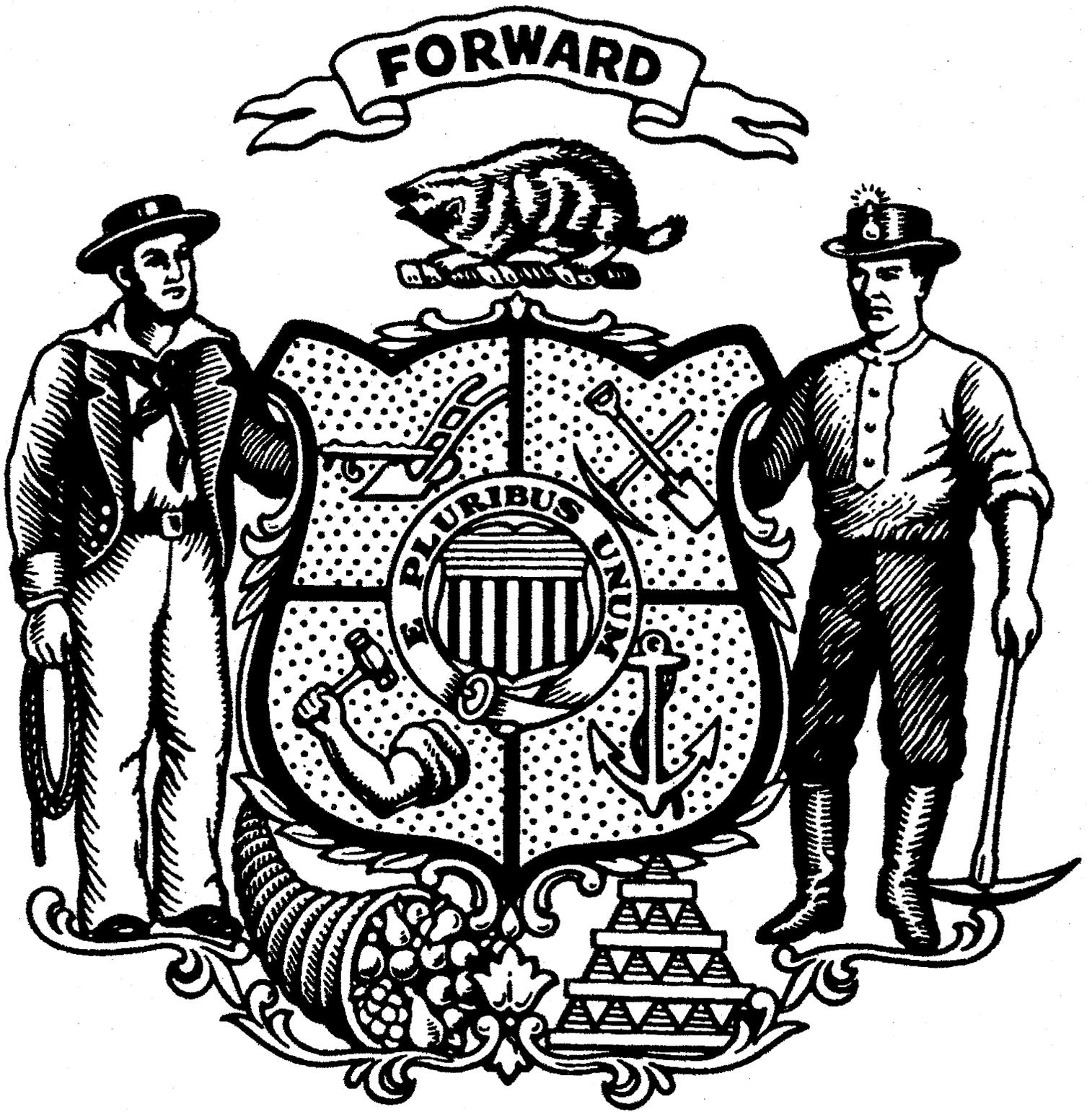
Telephone Service: Ameritech, Inc.

In State: (800) 924-2000

Out of State: (800) 447-7738

Solid Waste: Served by private contractors hired by individual users.

END



END

*Do you support gas to receive
to cover costs? -*

David

HIGHWAY 151 TESTIMONY

TRANSPORTATION PROJECTS COMMISSION

JULY 17, 1996

Chairperson

**THANK YOU SENATOR LASEE AND COMMISSION MEMBERS
FOR GIVING ME THIS OPPORTUNITY TO SPEAK IN SUPPORT
OF THE HIGHWAY 151 PROJECT BETWEEN DICKEYVILLE
AND BELMONT.**

**I CANNOT BEGIN TO DESCRIBE TO YOU HOW IMPORTANT
THIS HIGHWAY IS TO THE ECONOMY OF SOUTHWEST
WISCONSIN, AS WELL AS THE ENTIRE STATE. WHEN THIS
PROJECT IS FINALLY COMPLETED, IT WILL GIVE AREA
RESIDENTS AND BUSINESSES FOUR LANE, HIGHWAY ACCESS
TO THE MAJORITY OF WISCONSIN AND SURROUNDING
STATES.**

**THE NEED FOR ECONOMIC DEVELOPMENT IN
SOUTHWESTERN WISCONSIN HAS NEVER BEEN GREATER.
SINCE 1995, OVER 1400 JOBS HAVE BEEN LOST. AT THIS TIME,**

**THE LARGEST MANUFACTURING EMPLOYER IS IN THE
PROCESS OF CLOSING ITS PLANT AND MOVING TO MEXICO.
AVERAGE UNEMPLOYMENT IS OVER 7% AND THE PER
CAPITA INCOME IS NEARLY \$4000 BELOW THE STATE
AVERAGE.**

**THE PROBLEM IS COMPOUNDED BY SOUTHWESTERN
WISCONSIN'S DIMINISHED ABILITY TO MAINTAIN AND
COMPETE FOR JOBS DUE TO THE POOR TRANSPORTATION
INFRASTRUCTURE. IT IS COMMONLY KNOWN THAT
HIGHWAY ACCESS IS A MAJOR FACTOR FOR RELOCATING A
BUSINESS. ALTHOUGH THIS REGION MAY LOOK
ATTRACTIVE TO PROSPECTIVE EMPLOYERS FOR OTHER
REASONS, IT IS OFTEN PASSED OVER FOR AN AREA WITH
BETTER HIGHWAY ACCESS.**

**AGRICULTURE - THE AREA'S LARGEST INDUSTRY - IS
JEOPARDIZED AS WELL, BY THE LACK OF A SAFE, VIABLE
ROAD SYSTEM.**

ECONOMIC DEVELOPMENT IS NOT GOING TO OCCUR WITHOUT A FOUR-LANE HIGHWAY. IT WILL BE NOT ONLY THE RESIDENTS OF SOUTHWESTERN WISCONSIN WHO WILL SUFFER, BUT THE ENTIRE STATE .

WI 5
HIGHWAY 151 CONNECTS IOWA TO THE STATE'S TOURIST ATTRACTIONS AND PROVIDES WISCONSIN BUSINESSES WITH A LINK TO THE GROWING MARKETS IN THE SOUTH AND WEST.

of entire \$80
THE IOWA DEPARTMENT OF TRANSPORTATION EXPECTS TO COMPLETE HIGHWAY 61 FROM DUBUQUE TO THE QUAD CITIES BY THE END OF 1998. HIGHWAY 61, ALONG WITH A NUMBER OF OTHER MAJOR HIGHWAYS, FUNNEL INTO HIGHWAY 151, OPENING UP SOUTHWEST WISCONSIN, AND INDEED THE ENTIRE STATE TO THE COMMERCE OF MUCH OF THE NATION. EVERY YEAR THAT THIS PROJECT GOES UNFINISHED MILLIONS OF BUSINESS AND TOURISM DOLLARS ARE LOST.

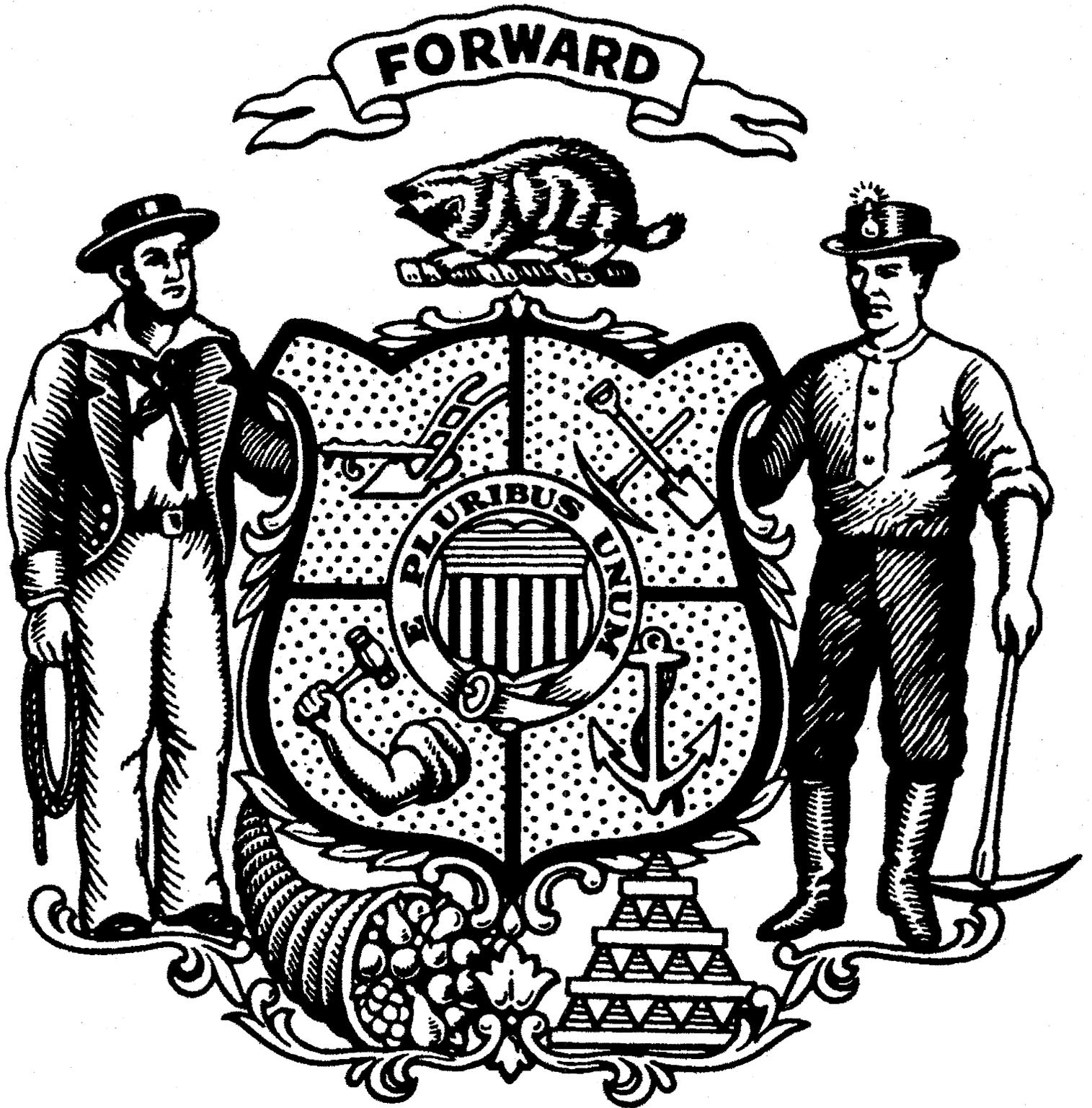
SOUTHWEST WISCONSIN IS WELL KNOWN FOR ITS HISTORICAL AND SCENIC BEAUTY. ^{Much} A LOT OF TIME AND MONEY HAS BEEN SPENT ATTRACTING VISITORS. SINCE THERE IS VIRTUALLY NO OTHER PUBLIC TRANSPORTATION, TOURISTS RELY ALMOST EXCLUSIVELY ON THE HIGHWAYS. THUS, ROADS WHICH ARE ALREADY HEAVILY TRAVELED ARE BECOMING EVEN BUSIER. THE EXTRA LANES ARE NEEDED TO ENSURE SAFETY AND IMPROVE THE FLOW OF TRAFFIC.

THIS IS THE LAST SEGMENT OF HIGHWAY 151 TO BE UPGRADED TO FOUR LANES. IT IS THE NECESSARY COMPLETION OF OUR HIGHWAY BACKBONE SYSTEM. THE PEOPLE OF SOUTHWEST WISCONSIN HAVE WAITED 25 YEARS FOR THIS HIGHWAY TO BE BUILT, IT SHOULD NOT BE DELAYED ANY LONGER.

There is no ~~no~~ opposition to this project that I'm aware of.

I HOPE THE TRANSPORTATION PROJECTS COMMISSION WILL LOOK FAVORABLY ON ENUMERATING THE HIGHWAY 151 PROJECT FROM BELMONT TO DICKEYVILLE.

END



END

**Transportation Project Commission
Highway 12 (Ski Hi Rd - I90/94) Hearing
July 17, 1996**

Baraboo Area Speakers

Gene Dalhoff, Executive Director, Baraboo Area Chamber of Commerce
Lt. Rich Sereg, Sauk County Sheriffs Department
Eugene Hackbarth, Sauk County Planning and Zoning
Mel Rose, Sauk County Board Chair
Wayne Farber, Mayor, City of Reedsburg
Dean Steinhorst, Mayor, City of Baraboo
James Bowers, Village of W. Baraboo
Terry Kramer, City (of Baraboo) Engineer
Karna Hanna, Executive Director, Sauk County Development Corporation
Chris Anderson, President, Baraboo Area Chamber of Commerce

Gene P. Dalhoff
Executive Director



1-800-BARABOO
(608) 356-8333
Fax: (608) 356-8422

124 2nd Street
P.O. Box 442
Baraboo, WI 53913

1-800-BARABOO
(608) 356-8333
FAX (608) 356-8422



124 2nd Street
P.O. Box 442
Baraboo, WI 53913

**Transportation Project Commission Hearing
Highway 12 (Ski Hi Rd - I90/94) Hearing
July 17, 1996**

My name is Gene Dalhoff, and I am the Executive Director of the Baraboo Area Chamber of Commerce. With me today are representatives from the City of Baraboo, City of Reedsburg, Village of W. Baraboo, the Town of Baraboo, Sauk County, Sauk County Development Corporation, and private businesses. We have come together today to express to you our common concern for the improvement of Highway 12 from Ski Hi Road to Interstate 90/94.

Our participation here today is in part due to the encouragement of the Department of Transportation to include the wants, desires, and concerns of local citizens in the planning process of transportation projects throughout the State. We want to thank the Department of Transportation for this consideration and opportunity, and for helping to furnish the information necessary for us to make informed decisions on what we believe is the best course of action regarding the necessary improvements for Highway 12 in the Baraboo area.

The unified message we express to you today is the result of over 2 years of discussions between the diverse parties the are affected by Highway 12 in the Baraboo area, including municipalities, agricultural, commercial and industrial business, community organizations, and private individuals. Representatives from these various parties joined together in a committee coordinated by the Chamber of Commerce to identify what can be done with Highway 12 to best serve the needs of the Baraboo area as a whole. In doing so, these various parties have done something that has been virtually unheard of in local politics; they have reached a consensus. Though the process was not easy and took several months, the work of these parties is grass roots democracy at its finest.

The process has now come full circle. At the urging of the Department of Transportation, our communities have met and discussed what we believe the future should hold for Highway 12. We have addressed the agricultural, commercial, industrial, municipal, environmental and, most importantly, the safety concerns regarding this stretch of the highway. You have said that you value local input in your decision making process, and we stand before you today to offer that input. Today you will hear many of the concerns that we have regarding the need for improvement of Highway 12, and why we believe these concerns need to be addressed as soon as possible. Together, we stand before you today as a unified group to request enumeration of the Highway 12 project in the Baraboo area.

Accidents on Hwy 12, sorted by Township

<u>Township</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
Baraboo	65	67	16
Delton	65	43	25
Prairie du Sac	21	21	10
Sumpter	50	45	15
Village of West Baraboo	32	29	17

Accidents on Hwy 12 in Sauk County that were Alcohol Related

1994-16 drivers

1995-21 drivers

1996- 5 drivers

Hello, My Name is Eugene Hackbarth and I am a life long resident of Sauk County, having operated a family farm for the past ____ years. For the past ____ years, I have been a member of the Sauk County Board of Supervisors. I currently serve on the Planning, Zoning and Land Records Committee and serve as the Chairperson of the Agricultural, Extension, Education and Land Conservation Committee.

I am here today to speak on the behalf of the members of the Sauk County Planning, Zoning and Land Records Committee, which is a standing committee of the Sauk County Board of Supervisors. As a committee, which is comprised of seasoned decision makers and long time county residents, we agree that the improvement of Highway 12 is essential to future of Sauk County.

Over the years, Highway 12 has suited Sauk County very well, serving as the County's main North-South arterial. However, in the past few years, Sauk County has had to deal with increasing growth pressures, making the route a safety hazard and I feel it is only going to get worse.

ON WHAT GROUNDS DO I BASE THIS ASSERTION?

As a decision maker, I have noticed an increased level of requests for the establishment of subdivisions and rezonings before the County Board. This activity means more people -- and more people means more traffic --- and more traffic means that the safety on this vital route becomes more and more tenuous.

Some of the specific problems I believe that could be remedied by the proposed Highway 12 expansion include:

PROBLEMS WITH ACCESS:

The increased traffic has made it harder for people to enter onto and exit off the roadway from local businesses. People who are frustrated by traffic, become aggressive and make a space for their vehicle where there is none. This problem intensified due to the fact that Sauk County attracts a high level of vacationers -- all who seem to be in a hurry wherever they go.

INCREASING STRAIN ON SECONDARY ROUTES:

The longer you live in an area, the more tricks you learn about how to get around and avoid high traffic area like Highway 12. Historically, many local residents have chosen to avoid Highway 12 and use County Roads to move around. They might take longer- but there was also little traffic along these routes.



COUNTY BOARD CHAIRPERSON

SAUK COUNTY WEST SQUARE BUILDING
505 BROADWAY, ROOM 140
BARABOO, WI 53913
PH: (608) 355-3500

July 17, 1996

Members of the Transportation Projects Commission

I am Melvin Rose, Chairman of the Sauk County Board of Supervisors. I wish to speak in support of enumeration of Highway 12 from Ski Hi Road to the interstate at Lake Delton.

This section of highway is one of the busiest roads in the area. It carries local, comuter, and freight traffic that comes off Highway 33 heading north to the interstate, or south to Baraboo and Sauk City. The highway is vital to the economy of Sauk County, and safety for motorists is of great concern.

I served on the study committee for Highway 12 from Sauk City to Middleton a number of years ago. At that time we were told to project traffic numbers and highway needs twenty years hence, and determine what would be necessary for safe travel at that time. Using that same reasoning for Highway 12 in the Baraboo area, we are looking at improvements to be made by year 2008, and to serve the area twenty years beyond that.

There is no doubt in my mind but what anything short of a four lane highway would be inadequate thirty-two years from now. I would, therefore, ask that Highway 12 in the Baraboo area be enumerated now in order to provide safe transportation and safe highway travel for local motorists, as well as tourists who come into the area to visit Devil's Lake, Circus World Museum, the International Crane Foundation, Mid-Continent Railway Museum, Lake Delton and Mirror Lake areas, and Ho-Chunk Casino and Bingo which is located on Highway 12.

Two-thirds of the Sauk County population lives in the eastern onethird of the county. With Baraboo being the county seat, housing all the county offices and the court system, many citizens and employees need to travel Highway 12 to conduct business and reach employment.

I wish to express my appreciation for the opportunity to appear before you for safety sake. I thank you in advance for your favorable consideration.

CITY OF REEDSBURG

134 SOUTH LOCUST
REEDSBURG, WI 53959
608/524-6404

July 16, 1996

Transportation Projects Commission
WI Department of Transportation
Bureau of Program Management
4802 Sheboygan Avenue; Room 951
Madison, WI 53705

Gentlemen:

The City of Reedsburg strongly supports the improvement of USH 12 and specifically that segment between Ski Hi Road and IH 90/94. USH 12 is an important transportation link for the City to Madison, southern Wisconsin, and as an alternative to IH 90/94.

The City of Reedsburg is an important regional employment center outside the State metropolitan areas. Especially over the past 15-20 years the City has aggressively sought to assist existing businesses and industries expand and to recruit new employers to the City. This has resulted in the creation of over 2110 jobs in the industrial sector, a healthy retail climate, numerous new job opportunities in the service and construction sector and a low unemployment rate. Coincident with this the City property tax has lowered to rank 120 of the State's 189 municipalities.

Tourism is also vital to the economic well being of Reedsburg. Reedsburg is part of the Wisconsin Dells/Lake Delton/Baraboo triangle. As the starting point for the 400 Trail, with its historical heritage, antique malls, and less bustling pace, it offers another and different vacation and recreational alternative.

Needless to say, safe, efficient transportation is fundamental to the continued economic success of Reedsburg and the surrounding area the City serves. Whether it is business traveling to or from Madison, tourists taking an "alternative route to the Dells," or our citizens availing themselves of the health, cultural, or other opportunities available in Madison. An improved USH 12 will facilitate these and more.

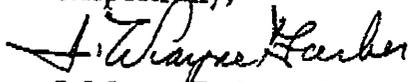
In 1995 the City had approximately 185 ambulance transfers between Reedsburg and Madison area hospitals. Reedsburg is rightly proud of its health care facilities, Reedsburg Area Memorial Hospital and associated clinic and nursing home. However, it is not economically feasible to locally handle and treat more severe health and patient needs. We need to be able to transport efficiently and safely to Madison area health facilities those patients needing additional care. That gives our citizens the best of both worlds; excellent local health care and ease of access to more advanced care in Madison.

July 16, 1996
Page 2

Communities like Reedsburg are a vital part of the fabric of Wisconsin. The continued vitality of our communities is crucial to the overall economy and quality of life for our great State.

Please favorably consider the USH 12; Ski Hi Road - IH 90/94 expansion. It will reduce travel time, substantially improve safety and be of great benefit to the City of Reedsburg. We urge the recommendation of this project for enumeration.

Respectfully,



I. Wayne Farber, Mayor
City of Reedsburg

JAV/jmb

GADATA\WF\ME\0100\USH12\MP.LTR

TALKING POINTS FOR ROUTE 12 UPGRADE

I. The City of Baraboo is quite interested in improvements being made to Rte. 12 from Ski-Hi Rd. to Lake Delton. Particularly want:

- A. Improved four lane bridge over Baraboo River.
- B. Four lane controlled-access from Top of the Bluffs to Lake Delton

II. City's Direct Interest, More access to Existing and New Industrial Pks. on City's West Side

Two (2) Industrial Pks:

A. Madalon contains four of City's Largest Manufacturing Employers.

- 1.) Perry Printing
- 2.) Flambeau Plastics
- 3.) Sysco Foods
- 4.) Seneca

Estimated 210 semi trucks per day from this Park alone and nearly 300 from all City industries on to Rte. 12.

B. New Deppe Mandt Pk. at corner of CTH W and Rte. 12

- 1.) Future Home of Baraboo Tent & Awning
- 2.) 64 acres for medium-large manufacturing concerns

USH 12 Truck Usage

	Trucks/Day	
Baraboo Concrete	15	M-F
Baraboo Sysco Foods	70	M-F
Sysco Suppliers	70	M-F
Flambeau	9	M-F
Humane Equipment	4-6 avg.	M-F
NECO/Hammond		
Perry Graphic Communications	25-30	
Seneca (November & December are light months with not much going on)	25-30 avg.	M-F
Teel Plastics	16	
Toro Distribution (Toro inbound trucks bring product to distribution center - does not include outgoing trucks delivering product from distribution center to stores. January - May are busy months.)	40 slow months 90 busy months	M-F M-F

**Each truck generates two trips, one incoming and one outgoing. Usage may be from factory north on USH 12 to I-90-94 at Lake Delton interchange, south from factory towards Madison, or portion of USH 12 between USH 12 and STH 33 intersection to factory.)

Good morning (afternoon).

My name is Jim Bowers and I am here as a representative of West Baraboo Board of Trustees, as well as District 13 Supervisor for the Sauk County Board of Supervisors.

I appreciate this opportunity to address the Transportation Projects Commission, as I feel enumeration of US Highway 12 improvements is vitally important at this time, as well as prompt completion of these improvements.

On January 18, 1995, the Highway 12 Study Committee drafted a consensus statement recommending immediate improvements to existing Highway 12 from south of Ski Hi Road to the junction with Interstate 90-94. As the Highway 12 Study Committee consisted of a diverse cross section of the City of Baraboo, the Village of West Baraboo, and the Town of Baraboo, the West Baraboo Board of Trustees fully supported and endorsed the committee's recommendations. This support, along with that of the city, the township, and the county, truly made it a consensus statement.

Wisconsin DOT figures indicate this stretch of highway to be unsafe as it currently exists. Regardless of future routing of Highway 12, the current corridor must be improved as soon as possible to solve current problems. As the majority of traffic on Highway 12 is local, a bypass completed in 20-25 years will not change current conditions on Highway 12. Instead, improvements on Highway 12 may make a bypass, along with its much higher cost and damage to the beauty of Sauk County, unnecessary.

Improvements are long overdue and are necessary to increase traffic capacity, improve access, and improve safety. Since the drafting and subsequent endorsement of the Consensus Statement, the village's Planning and Zoning Committee has been working with the township's board to develop extraterritorial zoning to control future development within the village and township, particularly along Highway 12. We are prepared to make difficult decisions and wisely invest tax dollars to aid safe travel along existing Highway 12. We trust the Wisconsin Department of Transportation and the TPC will work in a cooperative effort with the local residents to help make this happen.

Thank you.

Outline Comments
for
Transportation Projects Commission

Terry Kramer
Professional Engineer
employed by city for 13 years as Dir. Pub. Wks. and City
Eng.

Mayor touched on traffic
ambulances - Baraboo 250 year
Tourists - Devils Lake, North Freedom train, Dells, Circus
Industries 210 - 300 trucks per day
present industries have expanded - future ? Karna Hannah
Growing area that utilizes Hwy 12 as economic backbone
traffic increases by 2.5 times in my 13 years
12 & 33 7790 south 11980 north to 18000 south 26,400 north
W & 12 now handling as much traffic as 12 & 33 did in 1984
Traffic projections made 5 or 6 years ago are being neared
or exceeded.
This portion of 12 handling as much traffic now as lower 12
did when first try for enumeration in 1992.
Environmental will be done shortly so no need to delay
enumeration.

Signals - electronic bandaids
W & 12 and Chestnut & 12
have and will reduce number and severity of accidents
roadways not engineered for traffic

Corridors 2020
established in 1989 or 90
Identified a number of roadways as important to the State
great strides have been made to upgrade
Hwy 12 identified as a multilane Connector

Quote in this book "Corridors 2020 is not a final plan, but
rather a dynamic process". This hearing is a part of that dynamic
process. The ever increasing traffic demands on this portion of
roadway are very dynamic in nature. Enumeration will allow Hwy 12
between Ski Hi Road and IH 90/94 to proceed realizing that even
if enumerated this year improvements will be 8 to 10 years in the
future.

Transportation Projects Commission

Public Hearing - Janesville
Wednesday, July 17, 1996

USH 12
Ski Hi Road - IH90/94
Sauk County

Good afternoon.

My name is Karna Hanna. I am the Executive Director of the Sauk County Development Corporation, a public non-profit corporation that has promoted the economic well-being of Sauk County citizens for the last 20 years. Our agency is funded by the County and multiple municipal jurisdictions throughout the County. Our work is overseen by a 12 member Board of Directors representing the member jurisdictions.

The Board of Directors of the Sauk County Development Corporation has been on record for many years in support of the Highway 12 project from Middleton to I90/94. Speaking specifically about the segment from Ski-Hi Road to the interstate, the Corporation urges that the Transportation Projects Commission enumerate this project now and seek funding for construction of this segment as soon as possible.

Clearly, expanding Highway 12 to four lanes from Ski-Hi Road to I90/94 will increase the competitiveness of existing businesses, enhance the attractiveness of several industrial parks in the County for new businesses, and provide a safer, more efficient transportation corridor for the thousands of tourists who visit our area attractions.

USH 12 is the most essential transportation corridor in Sauk County. Consequently, the highway needs to operate at maximum efficiency and safety standards to facilitate the movement of both goods and people.

As part of my testimony, I would like to distribute two handouts. The first is a list of manufacturing and related businesses in Sauk County. The number of employees and location of each industry is noted on the inventory. The second handout is a table of Sauk County Labor Force Data, depicting the number of people in the labor force, the number of unemployed, the unemployment rate, and the number employed.

The manufacturing inventory only tells part of employment story. The service sector is the largest employer in Sauk County. Other major employers include Ho-Chunk Casino which employs 1,200 people and is located directly on USH 12, Sauk County which employs 720, the Reedsburg School District with 336 employees, Reedsburg Memorial Hospital with 270

employees, the Baraboo School System with 420 employees, and St. Clare Hospital (Baraboo) with 360 employees.

Other major employers and traffic generators located directly on the Highway 12 corridor include Wall-Mart, K-mart, Pierce's Pick'N Save grocery store, and numerous restaurants and motels. Two other important regional facilities in the County that are served by USH 12 are MATC in Reedsburg and the UW-Center in Baraboo.

Sauk County tourism businesses are also highly dependent on Highway 12 as a commuting route for their employees and as a major artery for tourist traffic. Sauk County Chambers of Commerce and the Wisconsin Dells Visitor and Convention Bureau work together to promote the movement of tourists among the various attractions.

Some of the major attractions that rely on Highway 12 include The Dells, Ho-Chunk Casino, the International Crane Foundation, the 400 Bike Trail, the Mid-Continent Railway Museum, Circus World Museum, and Devil's Lake State Park. Many tourists also use Highway 12 to travel to the Merrimac Ferry and the Wisconsin River, Taliesin, and House on the Rock. Sauk County ranks third in the state in the amount of dollars generated by tourism. We want to maintain our position in this respect and an excellent transportation system is vital to meeting that goal.

First, I want to address the issue of how immediate improvements to USH 12 will increase the competitiveness of existing businesses. The ability to move goods and people in a timely fashion is imperative to the economic well-being of Sauk County businesses.

I would like to emphasize that the economy of Sauk County is very regional in nature. Due to the high volume of two-income families it is common for many people to live in one community and work in another. This situation contributes to an increasing amount of year-round traffic on Highway 12 as people move from one community to another to live, work, play and shop.

Over the last twenty years, Sauk County businesses have steadily grown, in the levels of service and sales, volume of production, and the number of employees. We have every expectation that these trends will continue. This growth contributes to increased patronage, truck traffic and the number of people commuting to work.

As you will see from the Labor Force Data, there is a clear trend of lower and lower unemployment in the County combined with a growing workforce. Sauk County businesses need their employees to be able to travel to work safely with minimum time delays. I am very concerned that if the expansion of Highway 12 is delayed for another ten years, that existing businesses will suffer greatly because it will take longer for employees to get to work and because materials will move in and out much more slowly.

Secondly, I am certain that an expanded Highway 12 will increase the attractiveness of the area to new businesses. Without fail, one of the first questions I am asked by a prospective business is how far the building or site is from the Interstate. USH 12 is that direct link to I90/94. The number of miles is important, but I know that travel time is an even more essential component in this equation. Just-in-time deliveries cannot wait.

The Ski-Hi to I90/94 segment of USH 12 directly serves 6 municipal industrial parks: one in Sauk City, one in Prairie du Sac, three in Baraboo, and one in Reedsburg. Five Sauk County communities (Reedsburg, West Baraboo, Baraboo, Prairie du Sac, and Sauk City) are directly dependent on Highway 12 as a prime transportation corridor to serve existing and prospective businesses. The Baraboo/Baraboo/Dells Airport is also located on the Ski-Hi to I90/94 segment of USH 12.

In conclusion, I think that it is apparent that many existing and prospective businesses in Sauk County are intrinsically linked to Highway 12. I and the Sauk County Development Corporation Board of Directors urge you to enumerate the Ski-Hi to I90/94 segment of USH 12 now, and to support funding of this project as soon as possible.

Thank you for your consideration.

Testimony of: **Karna Hanna**
Executive Director
Sauk County Development Corporation
PO Box 33
Baraboo, WI 53913

Phone: (608) 355-2084
Fax: (608) 355-2083



Karna O. Hanna
Executive Director

"Where business soars with eagles"

SAUK COUNTY
DEVELOPMENT CORPORATION

Box 33, Baraboo, WI 53913-0033
(608) 355-2084 • (608) 355-2083 fax

SAUK COUNTY LABOR FORCE DATA

YEAR	DATA TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
1990	Civ. Labor Force	24,941	24,789	25,033	24,794	25,747	28,265	27,833	27,845	26,791	25,625	24,734	24,728	25,928
	Unemployed	1,799	1,838	1,790	1,348	1,036	1,106	1,038	1,204	1,143	1,151	1,049	1,309	1,318
	Unemp. Rate	7.2	7.4	7.2	5.4	4.0	3.9	3.7	4.3	4.3	4.5	4.2	5.3	5.1
1991	Employment	23,142	22,951	23,243	23,446	24,711	27,159	26,795	26,641	25,648	24,474	23,685	23,419	24,610
	Civ. Labor Force	24,611	24,697	24,941	24,946	26,030	28,743	28,351	27,639	26,165	25,655	25,110	24,777	25,972
	Unemployed	1,943	2,153	2,200	1,704	1,311	1,583	1,409	1,342	1,237	1,302	1,710	1,398	1,608
1992	Unemp. Rate	7.9	8.7	8.8	6.8	5.0	5.5	5.0	4.9	4.7	5.1	6.8	5.6	6.2
	Employment	22,668	22,544	22,741	23,242	24,719	27,160	26,942	26,297	24,928	24,353	23,400	23,379	24,364
	Civ. Labor Force	24,929	24,938	24,961	25,525	27,227	29,895	29,551	29,059	28,605	27,437	26,241	25,959	27,027
1993	Unemployed	1,744	1,799	1,831	1,222	1,481	1,479	1,129	1,229	1,368	1,467	1,178	972	1,408
	Unemp. Rate	7.0	7.2	7.3	4.8	5.4	4.9	3.8	4.2	4.8	5.3	4.5	3.7	5.2
	Employment	23,185	23,139	23,130	24,303	25,746	28,416	28,422	27,830	27,237	25,970	25,063	24,987	25,619
1994	Civ. Labor Force	26,409	26,595	26,941	27,485	28,419	31,379	30,433	29,561	29,175	27,506	27,186	27,185	28,189
	Unemployed	1,901	1,943	2,184	2,064	1,629	1,573	1,304	1,121	1,114	1,177	1,428	1,463	1,575
	Unemp. Rate	7.2	7.3	8.1	7.5	5.7	5.0	4.3	3.8	3.8	4.3	5.3	5.4	5.6
1995	Employment	24,508	24,652	24,757	25,421	26,790	29,806	29,129	28,440	28,061	26,329	25,758	25,722	26,614
	Civ. Labor Force	27,460	27,719	27,531	27,495	28,581	31,579	31,498	31,325	30,541	29,061	28,521	28,001	29,109
	Unemployed	2,099	2,259	2,058	1,645	1,295	1,385	1,163	1,161	1,131	1,180	1,319	1,429	1,510
1996	Unemp. Rate	7.6	8.1	7.5	6.0	4.5	4.4	3.7	3.7	3.7	4.1	4.6	5.1	5.2
	Employment	25,361	25,460	25,473	25,850	27,286	30,194	30,335	30,164	29,410	27,881	27,202	26,572	27,599
	Civ. Labor Force	28,102	28,064	28,247	29,071	30,155	33,153	33,167	32,692	31,327	29,890	29,316	29,014	30,183
1997	Unemployed	1,705	1,655	1,666	1,443	1,238	1,261	1,099	823	855	954	1,106	1,148	1,246
	Unemp. Rate	6.1	5.9	5.9	5.0	4.1	3.8	3.3	2.5	2.7	3.2	3.8	4.0	4.2
	Employment	26,397	26,409	26,581	27,628	28,917	31,892	32,068	31,869	30,472	28,936	28,210	27,866	28,937
1998	Civ. Labor Force	30,735	31,317	31,756	32,093	33,408	33,153	33,167	32,692	31,327	29,890	29,316	29,014	30,183
	Unemployed	1,696	1,829	1,665	1,347	1,108	1,261	1,099	823	855	954	1,106	1,148	1,246
	Unemp. Rate	5.5	5.8	5.2	4.2	3.3	3.8	3.3	2.5	2.7	3.2	3.8	4.0	4.2
1999	Employment	29,039	29,488	30,091	30,746	32,305	31,892	32,068	31,869	30,472	28,936	28,210	27,866	28,937

Source: Sauk County Development Corporation/Wisconsin DILHR
Yearly adjusted total

UNEMPLOYMENT RATES 1984-1996
SAUK COUNTY, WISCONSIN
SAUK COUNTY DEVELOPMENT CORPORATION

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1984	16.7	16.1	16.1	12.0	9.6	8.7	9.1	8.0	8.1	9.0	11.7	13.8
1985	13.9	14.3	13.9	11.1	7.8	7.2	7.2	7.5	7.0	7.7	10.1	11.1
1986	12.9	13.7	13.3	10.6	7.7	7.5	8.0	7.1	6.9	7.6	8.7	9.8
1987	11.2	10.9	10.1	7.1	5.5	5.6	5.7	5.3	5.8	6.2	7.8	8.8
1988	10.2	9.7	8.8	5.5	4.4	5.0	4.5	4.1	4.1	3.8	4.7	5.0
1989	6.5	6.9	6.8	5.3	4.7	4.9	3.6	3.6	4.5	4.9	5.2	5.2
1990	7.5	7.9	7.6	5.9	4.4	3.8	3.8	4.4	4.5	4.4	5.3	6.2
1991	8.4	9.0	9.1	7.2	5.5	5.4	5.8	5.2	5.6	5.1	5.9	6.2
1992	7.7	7.9	7.9	5.6	4.9	5.8	4.9	4.9	4.8	4.5	5.7	6.1
1993	7.3	7.5	8.2	7.4	5.8	5.1	4.1	3.6	3.8	4.2	5.4	5.8
1994	7.2	7.9	7.2	5.9	4.4	4.1	3.4	3.4	3.4	3.7	4.3	4.5
1995	5.6	5.7	5.3	4.5	3.9	3.7	3.4	2.6	2.7	3.1	3.7	3.8
1996	5.5	5.8	5.2	4.2	3.3							

ANNUAL CHANGE BY MONTH

84-85	-2.8	-1.8	-2.2	-0.9	-1.8	-1.5	-1.9	-0.5	-1.1	-1.3	-1.6	-2.7
85-86	-1.0	-0.6	-0.6	-0.5	-0.1	0.3	0.8	-0.4	-0.1	-0.1	-1.4	-1.3
86-87	-1.7	-2.8	-3.2	-3.5	-2.2	-1.9	-2.3	-1.8	-1.1	-1.4	-0.9	-1.0
87-88	-1.0	-1.2	-1.3	-1.6	-1.1	-0.6	-1.2	-1.2	-1.7	-2.4	-3.1	-3.8
88-89	-3.7	-2.8	-2.0	-0.2	0.3	-0.1	-0.9	-0.5	0.4	1.1	0.5	0.2
89-90	1.0	1.0	0.8	0.6	-0.3	-1.1	0.2	0.8	0.0	-0.5	0.1	1.0
90-91	0.9	1.1	1.5	1.3	1.1	1.6	2.0	0.8	1.1	0.7	0.6	0.0
91-92	-0.7	-1.1	-1.2	-1.6	-0.6	0.4	-0.9	-0.3	-0.8	-0.6	-0.2	-0.1
92-93	-0.4	-0.4	0.3	1.8	0.9	-0.7	-0.8	-1.3	-1.0	-0.3	-0.3	-0.3
93-94	-0.1	0.4	-1.0	-1.5	-1.4	-1.0	-0.7	-0.2	-0.4	-0.5	-1.1	-1.3
94-95	-1.6	-2.2	-1.9	-1.4	-0.5	-0.4	0.0	-0.8	-0.7	-0.6	-0.6	-0.7
95-96	-0.1	0.1	-0.1	-0.3	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

UNEMPLOYMENT TREND ANALYSIS

YEAR	AVE	MIN	MAX	CHANGE	AVE	MIN	MAX
1984	11.6	8.0	16.7	84-85	-1.7	-1.0	-2.4
1985	9.9	7.0	14.3	85-86	-0.4	-0.1	-0.6
1986	9.5	6.9	13.7	86-87	-2.0	-1.6	-2.5
1987	7.5	5.3	11.2	87-88	-1.7	-1.5	-1.0
1988	5.8	3.8	10.2	88-89	-0.6	-0.2	-3.3
1989	5.2	3.6	6.9	89-90	0.3	0.2	1.0
1990	5.5	3.8	7.9	90-91	1.1	1.3	1.2
1991	6.5	5.1	9.1	91-92	-0.6	-0.6	-1.2
1992	5.9	4.5	7.9	92-93	-0.2	-0.9	0.3
1993	5.7	3.6	8.2	93-94	-0.7	-0.2	-0.3
1994	5.0	3.4	7.9	94-95	-1.0	-0.8	-2.2
1995	4.0	2.6	5.7	95-96	0.8	0.7	0.1
1996	4.8	3.3	5.8				

Source: Wisconsin DILHR: U.S. Bureau of Labor Statistics

<i>Company</i>	<i>Address</i>	<i>City</i>	<i>Contact</i>	<i>Phone</i>	<i>SIC</i>	<i>Emp</i>	<i>Product</i>
Accelerated Genetics	E10890 Penny Lane	Baraboo	Roger Ripley	356-8357	0751	250	Artificial insemination breeders
Badger Ordnance-Olin Corp	US HY 12	Baraboo	James Mattei	356-5525	3483	135	Ammunition
Badger USA	P. O. Box 138	Baraboo	Chris Anderson	356-7744	1761	15	Reflectors for fluorescent lighting.
Baraboo Candy Company Inc.	E10891 Co-op Lane	Baraboo	Dennis Roney	356-7425	2065	25	Chocolate candy products.
Baraboo Concrete Co., Inc.	Rt. 4., Box 130	Baraboo	Robert L. Brown	356-5544	3273	35	Concrete blocks, sand, gravel
Baraboo Locksmith Services	S4912 Hwy 12	Baraboo	Chuck Hegel	356-9786	5063	3	Security systems
Baraboo Sysco Foods	901 Sauk Ave.	Baraboo	Gene Bohlmeier	356-8711	5140	561	Wholesale food distribution
Baraboo Tent & Awning	123 Second St., Box 57	Baraboo	Clyde G. Moon	356-8303	2394	25	Canvas products, contract sew
Best Ex Corp/Diversi-Fab	820 Industrial Ct.	Baraboo	Richard L. Schulze	356-4882	3499	16	Air precleaners and custom fabrication
Dearborn Wood Fabrictrs, Inc.	1321 Sauk Ave.	Baraboo	Jon Harjung	356-6996	2541	1	Wood cabinets & countertops
Del-Tool Co., Inc.	P.O. Box 94	Baraboo	Dale Brinker	356-7726	3544	35	Plastic inj. molds, dies
Deppe Enterprises, Inc.	300 Water St.	Baraboo	David Deppe	356-3911	1540	18	General construction
Deppe Transportation Svs.	300 Water St.	Baraboo	David Deppe	356-3911	4212	6	Trucking
Dura-Bilt Die Co.	600 S. Blvd. #2	Baraboo	Florian Barkowski	356-9309	3544	10	Non-metallic dies
Flambeau Plastics Company	801 Lynn Ave.	Baraboo	Craig Saucy	356-5551	3079	700	Plastics
Foremost Farms USA	Rt. 3	Baraboo	Don Storhoff	356-8316	2020	80	Cheese, butter, non-fat dry milk
Glennville Millwork, Inc.	Rt 2	Baraboo	Gary Hammermeister	356-3552	2431	4	Wood moulding, rr ties
Greenwood Forest Prod., Inc	Rt. 4, Hwy. 12	Baraboo	Ronald A. Greenwood	356-4934	2421	9	RR ties, lumber, veneer logs
Greenwood Trucking Ltd.	120 1/2 First Ave.	Baraboo	Robert Greenwood	356-5640	4212	3	Trucking & transfer
Hapco	1239 Sauk Ave.	Baraboo	Terry Ament	356-7003	3079	40	Hot stamp plastics
Hein-Werner Automotive	1055 Lake	Baraboo	Tom Andreoli	356-2155	3549	75	Collision repair equipment
Humane Equipment Company	805 Moore St., Box 24	Baraboo	Ed Saucy	356-8336	3523	55	Cattle confinement equip.
Industrial Coils, Inc.	202 East St., Box 170	Baraboo	James Kieffer	356-6601	3629	150	Magnetic coil windings
Innovative Design & Manufacturing	P. O. Box 177	Baraboo	Dean Arcoraci	578-0236	8711	1	Custom mahine design & bldg., analysis
McArthur Towels, Inc.	700 Moore St., Box H	Baraboo	Greg McArthur	356-8922	2211	25	Towels, swim suits, bath robes
Mid-State Associates, Inc.	1230 South Blvd.	Baraboo	Matt Pinion	356-2771	8711	150	Engineering: civil, muni, environ., consulting
Mueller's Market	700 Lincoln Ave.	Baraboo	Mike Vold	356-5574	2011	14	Sausage processing
NECO/Hammond Corp.	1100 Lake St.	Baraboo	Randy Ekern	356-3921	3612	145	Transformers, wound cores
Perry Graphic Com.	1300 Sauk Ave.	Baraboo	Walt Edwards	356-7787	2721	450	Printing and publishing
Precision Pattern Works	E11110 N. Reedsburg Rd.	Baraboo	Mark Coolidge	356-7969	3543	6	Pattern making
Seneca Foods - Baraboo	801 Sauk Ave.	Baraboo	Terry Dersham	356-3919	3411	130	Food cans
Servo Instrument Corp.	240 Lynn St.	Baraboo	Gordon R. Glorch	356-6623	3622	60	Potentiometers
Teel Plastics Co., Inc.	426 Hitchcock, Box Q	Baraboo	Milt Risgaard	355-3080	3079	195	thermo plastic extrusions
Toro	1515 Walnut St.	Baraboo	Dallas Neely	356-7227	3524	20	Lawnmowers
Yellow Freight	107 Water St.	Baraboo	Dan Brunt	356-2197	4231	9	Freight Trucking
Hillcrest Transit, Inc.	Box 95	Hillpoint	Paul Meyer	727-4791	4212	8	Trucking
Korth Leasing	Box 95	Hillpoint	Paul Meyer	727-4252	7513	33	Truck leasing
Korth Transfer, Inc.	P. O. Box 99	Hillpoint	Paul Meyer	727-2551	4212	46	Trucking
Carr Valley Cheese Factory	Rt. 1, Hwy G	La Valle	Sid Cook	986-2781	2022	15	Cheddar cheese
Allen Steele Co., Inc.	P. O. Box 430	Lake Delton	Allen Steele	254-2595	1623	35	Sewer & water const.
DRM, Corp.	Box 758	Lake Delton	Randy Winchel	253-3311	3599	25	Machine job shop & fabricating

<i>Company</i>	<i>Address</i>	<i>City</i>	<i>Contact</i>	<i>Phone</i>	<i>SIC</i>	<i>Emp</i>	<i>Product</i>
Lycen, Inc.		Lake Delton			3273	9	Ready-mix concrete
Scott Construction	P. O. Box 340	Lake Delton	John Scott	254-2555	1611	200	Asphalt surfacing
Unicell, Inc.	Rt. 1	Loganville	Robert Rademacher	727-2355	2099	1	Yeast/protein
Ken-Tech Products Corp.	S6695 Cty PF	N. Freedom	Lloyd Koepfel	522-3381	3499	2	Soil and water test equipment.
Edward Kraemer & Sons, Inc.	One Plainview Road	Plain	Dave Kraemer	546-2311	1622	150	Road & bridge construction
Cedar Grove Cheese, Inc.	Rte. #1	Plain	Robert Wills	546-5284	2022	25	Cheese
Kraemer Brothers, Inc.	925 Park Av.	Plain	Thomas Kraemer	546-2411	1500	235	General contractor
Nachreiner Dairy Laboratory	Box 113	Plain	Louis Nachreiner	546-4721	7397	1	Dairy laboratory
Schluter Construction	Box 45	Plain	John L. Schluter	546-2671	1542	26	General construction contractor
Curol Corporation	Hwy. 188	Prairie du Sac	Don Rolstad	643-8777	3499	3	mfg. primate cages
Home Tech Ind., Inc.	850 17th St.	Prairie du Sac	Roger Hiedenreich	643-6544	3494	3	Industrial sub-contracting
Milwaukee Valve Co.-PDS Div.	1075 Water St.	Prairie du Sac	Keith Spires	643-8565	3362	250	Foundry, and brass parts assembly
Mueller Sports Medicine Inc.	1 Quench Dr., Box 99	Prairie du Sac	Curt Mueller	643-8530	2834	75	Athletic pharmaceuticals
O'Donnell's Truck & Body, Inc.	25 Water St.	Prairie du Sac	Thomas O'Donnell	643-3029	7538	11	Truck repair
Professional Prod. & Services	859 17th St.	Prairie du Sac	Dave Olig	643-8178	5191	31	Cattle & swine feed
Timco Mfg. Inc.	851 - 15th St.	Prairie du Sac	John Gerald	643-8534	3496	50	PVC & teflon well screens
Twin City Forms	1000 Prairie St.	Prairie du Sac	Greg Mulcahy	643-6345	3496	20	Gen. contractor
Universal Die & Stampings	735 - 15th St.	Prairie du Sac	Harry Eichmann	643-2477	3469	40	Stampings, dies, feeder belts
Wollersheim Winery	Hwy. 188	Prairie du Sac	Bob Wollersheim	643-6515	2084	30	Wine & non-alcoholic juice
Addison Machine Engineering	1301 Industrial St.	Reedsburg	Ronald W. Brunken	524-6454	3541	30	Mfg. tube mills, tube mill tooling & gen. machin
Cellox Corporation	900 Lucky St.	Reedsburg	Pete Conlin	524-2316	3079	49	Custom molder polystyrene
Coil & Transformer Engineering	535 Commercial Ave.	Reedsburg	Ray Blackburn	524-4309	3629	15	Magnetic coil windings
Columbia ParCar	350 N. Dewey Ave.	Reedsburg	Todd Sauey	524-8888	3799	65	Golf carts
Done-Rite Pattern, Inc.	1415 Laukant St.	Reedsburg	Joe Finigan	514-3447	3543	3	Foundry patterns
Foremost Farms USA	501 S. Pine St.	Reedsburg	Tom Mathews	524-2351	2021	60	Butter
Friede Brothers Construction	P. O. Box 248	Reedsburg	Roger Friede	524-4383	1542	30	General construction contractor
Gerber	728 Booster Blvd.	Reedsburg	Larry Connor	524-4343	3079	363	Baby supplies
Grede Foundries, Inc.	700 Ash St.	Reedsburg	Irwin Newton	524-6424	3321	850	Ductile iron castings
Hankscraft Motors, Inc.	728 Booster Blvd.	Reedsburg	Steve Royster	524-4341	3621	70	Electric motors
Harms Cabinet & Millwork	S3329 Old Loganville Rd.	Reedsburg	Robert Harms	524-2209	2411	3	Cabinets
Lakeside Foods	W. 2nd & Eagle St.	Reedsburg	Steve Burnmeser	524-2346	2033	48	Canned vegetables
Lands' End	1700 Lands' End Lane	Reedsburg	Bambi Grajek	524-8100	5961	700	Telemarketing
Meister Log & Lumber Co, Inc.	P. O. Box 308	Reedsburg	Gary Halpin	524-4412	2421	60	Landscaping ties, lumber
National Sportswear Co.	1111 Industrial St.	Reedsburg	Sheldon Lee	524-6435	2339	40	Women's apparel
Pace Industries, Inc.	1400 Industrial Ave.	Reedsburg	David Pace	524-6777	3079	159	Extruded plastic sheeting
Pearson Forest Products	Rt. 3, Box 321	Reedsburg	Donald Pearson	985-7638	2411	7	Railroad ties, lumber
Plateco of Necedah, Inc.	1375 Industrial St.	Reedsburg	Allen Schweich	524-8241	3471	70	Barrel zinc electroplating/mechanical zinc plating
R & L Pattern & Machine	1115 Commercial Ave.	Reedsburg	Rod Splett	524-3888	3565	4	Patterns & foundry equipment
Ray Zobel & Sons, Inc.	321 Warehouse Rd.	Reedsburg	Ray Zobel	524-2194	2421	26	Rough cut lumber
Reedsburg Concrete Company	Eagle St.	Reedsburg	Les Repka	524-2369	3273	5	Concrete blocks
Reedsburg Egg Co., Inc.	607 Railroad St.	Reedsburg	Don Goodman	524-2366	5144	25	Egg wholesaler

Company	Address	City	Contact	Phone	SIC	Emp	Product
Reedsburg Hardwoods	1580 Laukant St.	Reedsburg	Jerry Holmes	524-2422	2421	94	Dry wood from mills in area
Reedsburg Indstl Coaters Inc.	Highway 33 East	Reedsburg	Evelyn Skinner	524-8522	3479	6	Dip castings for Grede
Regal Tool Corp.	1125 Commercial Ave.	Reedsburg	Edgar J. Stancilift	524-2922	3544	8	Plastic injection molds
SMD Trucking	1305 Prospect	Reedsburg	Steve Deal	524-1603	4213	3	Trucking & warehousing
S. Central Dairy Testing Coop	117 S. Albert Ave.	Reedsburg	Francis Waffle	524-3213	7397	10	Milk testing
Seats, Inc.	1515 Industrial St., Box 60	Reedsburg	Eric Sauey	524-4316	2531	340	Seating
Skinner Leasing & Trucking	P. O. Box 284	Reedsburg	Evelyn Skinner	524-2326	4231	190	Nationwide trucking svcs LTL
Stella/Suemnicht Cheese Co., Inc.	1120 Commercial Ave.	Reedsburg	Glenn Millar	524-8244	2022	65	Cheese
Vacuum Technologies, Inc.	1215 Industrial Ave.	Reedsburg	Wil Fernandez	524-9822	3471	26	Vacuum plating
Vierbicher & Associates	P. O. Box 379	Reedsburg	James Vierbicher	524-6468	8711	38	Engineering: civil, muni, environ., consulting
Wisconsin Metals	2400 E. Main	Reedsburg	Larry Gordon	524-2393	3444	20	Warehouse & metal fabricator
Zinga, Industries	2400 Zinga Dr.	Reedsburg	Jack Landon	524-4200	3569	50	Hydraulic filters
Fiskar's Lawn & Garden Div.	780 Carolina St.	Sauk City	Wade Medlar	643-4389	3423	235	Lawn & garden tools
Foremost Farms USA	1225 Water St.	Sauk City	Kurt Koenig	643-3316	2021	25	Dairy prod.
Fuchs, Inc.	Box 486	Sauk City	Sandy Fuchs	643-3371	4231	100	Trucking transport.
Lyon, Inc.	7532 S. Hwy. 12	Sauk City	Marv Theis	643-7860	3273	25	Ready-mix Concrete
Kohlman, Ent.	1255 Dallas St.	Sauk City	Michael Kohlman	643-3627	7692	12	General repair, pressure washing, welding
McFarlane Mfg Co., Inc.	1259 Water St., Box 577	Sauk City	John McFarlane	643-3321	3523	90	Farm Equipment
Prairie Plumbing & Heating	866 Phillips	Sauk City	Wilfred Fuchs	643-8531	1711	60	Plumbing, heating & excavating contractor
Rayovac, Inc.	P. O. Box 607	Sauk City	Donald Bye	643-2461	3469	48	Dry cell battery cases
Unity Health Plans	840 Carolina St.	Sauk City	Devon Barrix	643-2491	6321	130	Health maintenance organization
Cardinal CG	1024 E. Madison St.	Spring Green	Bob Bond	588-7009	3231	130	Coated glass
Cardinal IG	1011 E. Madison St.	Spring Green	Eric Rapp	588-7415	3231	300	Insulating glass units
Harts Lumber & Tie	501 E. Madison, Box 126	Spring Green	Clarence Busse	588-7012	2421	8	Lumber, railroad ties
Lyon, Inc.		Spring Green			3273	3	Ready-mix concrete
Omni Softgoods	140 S. Wood St.	Spring Green	Robin Symon	588-7339	2392	50	Furniture
Orbitron	351 S. Peterson St.	Spring Green	Frank D. Leach	588-2923	3662	100	Satellite antenna
Pig Improvement Co.	Hwy 14	Spring Green	Dennis Henks	588-2544	0751	125	Swing genetics & breeding
V. I. Products	Rt. 1, Box 100	Spring Green	Mandeo Ramirez	546-3611	2047	11	Pet food
Richland Ltd.	P. O. Box 489	Spring Green	Walt Dallman	588-7779	3523	20	Internal engine parts
Spring Green Technologies	Hoxie St., Box 26	Spring Green	Bill Gaschler	588-2504	3694	130	Electric harnesses
Westbrook Assoc. Engineers, Inc.	619 E. Hoxie St.	Spring Green	Ron Plurin	588-7866	8711	40	Consulting engineers
Big Joe Manufacturing Co.	Commercial Ave, Box 470	Wisconsin Dells	Dave Kordell	253-1421	3537	130	Hydraulic lift trucks
Dells Concrete Company	P. O. Box 434	Wisconsin Dells	Dean Voights	253-5611	3273	4	Concrete blocks
Holiday Wholesale	Hwy 12	Wisconsin Dells	Bud Gussel	254-8321	5145	154	Wholesale dist. candy, tbco, ppr
Kilbourn Machine Co., Inc.	Stand Rock Rd., Box 238	Wisconsin Dells	Don L. Lorenzen	254-2100	3443	3	Steel fabrication

Total Employees

10,320

Testimony before the Department of Transportation Enumeration Committee
Janesville, WI
July 17, 1996

My name is Christopher James Anderson. I am President and CEO of Badger USA, Inc. We are a manufacturer of energy saving equipment for lighting systems. I am also President of the Baraboo Area Chamber of Commerce and represent the industrial division on the Chamber's Board of Directors.

I moved to Sauk County in 1979. Soon afterward, I realized I now lived in an area whose citizenry were noted for their independence. I don't want to say natives are closed minded but they do tend to be somewhat set in their ways. Like many rural communities the folks around Sauk County are fiercely proud of the *specific* area they live in. The *Village* of West Baraboo, the *City* of Baraboo, the *Town* of Baraboo, the *Town* of Delton, the *City* of Reedsburg, *Sauk City*, *Prairie du Sac*, etc.

When the Department of Transportation, through its representatives from Strand and Associates, mentioned we could accomplish more on behalf of Highway 12 by forming a consensus among area citizens, I thought never in a million years! How could we draw such a diverse group of people together to form *one* opinion on *one* subject as potentially controversial as improving Highway 12? I thought about that.

The concern for safety on Highway 12 has been an issue for as long as I could recall. Highway 12 is an important traffic resource which involves the commercial livelihood of our Chamber's professional, retail, accommodations and attractions members. The Chamber's industrial and agricultural members were certainly affected by their ability to ship, receive and deliver raw materials, farm supplies and finished goods along Highway 12. Why not see what we could accomplish.

The Chamber had recently determined one of its missions was to provide leadership for the community. Why not form the Highway 12 Consensus Committee and see what we could accomplish? Don Larson, owner of our local Chevy, Buick, Cadillac Geo Dealership volunteered to chair the committee. The Chamber invited folks from all walks of life to join the committee and voice their opinions. We published meeting notices in the local newspaper and held regular weekly open meetings at noon on Mondays at PaPa's Restaurant/Quality Inn Motel.

In the beginning, I thought I had been right from the start. Different factions were "positioning" themselves. They stated what *they* wanted to see done with Highway 12 not necessarily what might have been right for the public in general. The Village wanted this, Towns wanted that, and Sauk County wanted the other. At first the City was well represented but somewhere in the middle seemed to lose interest altogether. Farmers wanted one thing, naturalists another, while homeowners wanted something else entirely. It was a mess.

We drafted what we thought was a document which listed everyone's general point of view. That document turned out to be the turning point. Members of the committee could focus on the details of the document rather than who might have proposed them. We cut and pasted, reworded and rewrote the entire statement until we could all agree on what we felt represented our best interests.

Having a first draft in hand, we proceeded to make our views known to wider and wider groups of people. We took it to local service clubs and often got it published in their newsletters. We published the statement in the newspaper and presented it to city, village, town and county elected representatives. We made changes along the way but in the end, I can proudly say, we were able to achieve consensus.

I was, and continue to be, impressed with the citizens of Sauk County both directly and indirectly influenced by the condition of Highway 12. Today a widely diverse cross section of people have voiced their united concerns about the section of Highway 12 from Sky Hi Road to its intersection with Interstate Highway 90/94 in Sauk County. They are mayors, supervisors, other elected officials, business people, economic development professionals, leading farmers, law and traffic enforcement, planners and ordinary property owners who travel the road daily. They have taken valuable time from their busy schedules to appear before this committee because Highway 12 is a disaster right now. Traffic counts only tell part of the story. Deaths and personal injury bring it home. In our opinion, this portion of Highway 12 has been woefully neglected for the past 10 to 20 years. It needs to be corrected now and we're depending on you, the members of this enumeration committee, to take the necessary steps to make the corrections a reality.

Thank you,

Christopher J. Anderson

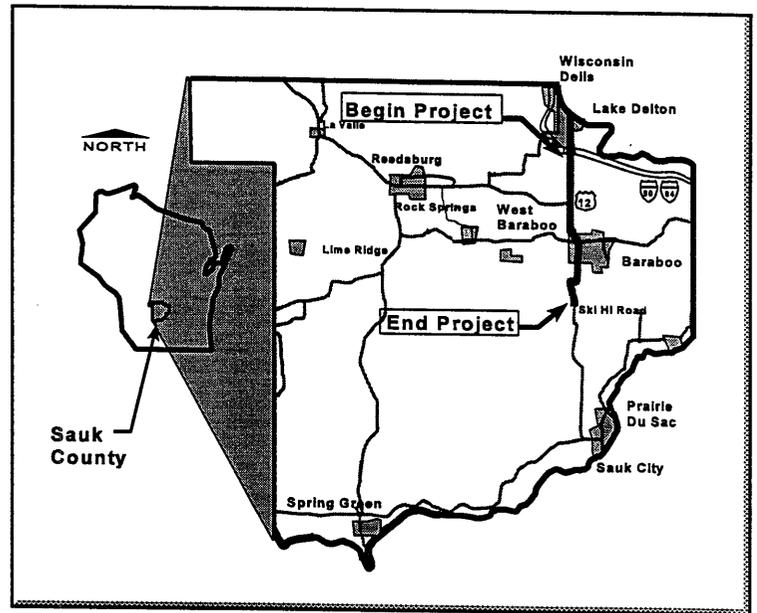
In response to existing and projected traffic congestion as well as safety concerns on United States Highway (USH) 12 from Lake Delton to Ski Hi Road, the Wisconsin Department of Transportation is proposing roadway improvements.

The purpose of the USH 12 Improvement Project is to provide an efficient and safe transportation system for the USH 12 corridor from IH 90/94 to Ski Hi Road that:

- improves travel service;
- serves business, industrial, agricultural, commercial, and residential development needs;
- increases regional accessibility; and
- meets Corridors 2020 objectives.

Key components of the project purpose include reducing traffic congestion, decreasing the crash frequency, and improving access within the Greater Baraboo Area. Improvements are warranted due to:

- **The local importance of USH 12.** USH 12 is a primary route to area workplaces, businesses, shopping, and personal trips. Of the 27,000 VPD USH 12 carries in West Baraboo during the summer months, up to 11,000 VPD of it is local traffic.
- **The importance of USH 12 to the Baraboo area economic and tourism center.** The combination of two state parks, Circus World Museum, Mid-Continent Railway, numerous Wisconsin Dells attractions, Greyhound racing, and the Ho-Chunk Casino make this project corridor a major tourist destination. USH 12 serves as a main route to many of these attractions as well as one of Sauk County's primary commercial and industrial districts; West Baraboo's commercial strip and Baraboo's industrial park.
- **The regional and interregional importance of USH 12.** This portion of USH 12 is a major west-east arterial route across south-central Wisconsin and is classified as a connector in Wisconsin's Corridors 2020 Plan.
- **The high existing and projected traffic volumes using USH 12.** Current summer traffic volumes are up to 160 percent above the desirable limit for two-lane rural highways. Projections indicate that traffic volumes will increase from 36 to 60 percent over the next 25 years. When these projections are realized, traffic will be over 240 percent above the desirable limit for a two-lane highway. Section A will have summer traffic volumes 44 to 63 percent above the current average daily volume of any other two-lane rural roadway in Wisconsin. At this traffic level, most side-road intersections will cease to operate and system failure will occur frequently. Typical travel speeds in Section A will range from 45 to 49 kmph (28 to 30 mph) and travel speeds from 33 to 43 kmph (20 to 27 mph) will not be infrequent. Flow disturbances, traffic backups, and even traffic flow stoppage will occur frequently.
- **Current traffic volumes create small gap distances between vehicles for eight continuous hours during a typical summer day.** Small gap distances restrict vehicles from accessing USH 12 and foster hazardous crossing and turning maneuvers. Critical gaps are unavailable 70 percent of the time in the summer from 11 A.M. to 7 P.M. for vehicles trying to access USH 12. As traffic increases, the availability of a critical gap will decrease, severely limiting the operation of intersections and driveways.
- **Crash rates for portions of this corridor are above the state average for similar highways.** Existing and future high traffic volumes will increase the exposure to poor roadway safety characteristics. With existing roadway deficiencies, and traffic volumes growing, crashes can be expected to increase.
- **Safety and congestion problems have grown to a point where 94 percent of travelers surveyed desire a USH 12 facility improvement.**



Project Location

USH 12 congestion and safety problems will become more acute as time progresses and failure to address the above deficiencies will severely strain the existing USH 12 transportation facility. The cost for four lane improvements addressing these deficiencies ranges from 31 million dollars for the On-Alignment Alternative, to 55 million dollars for Off-Alignment alternatives.

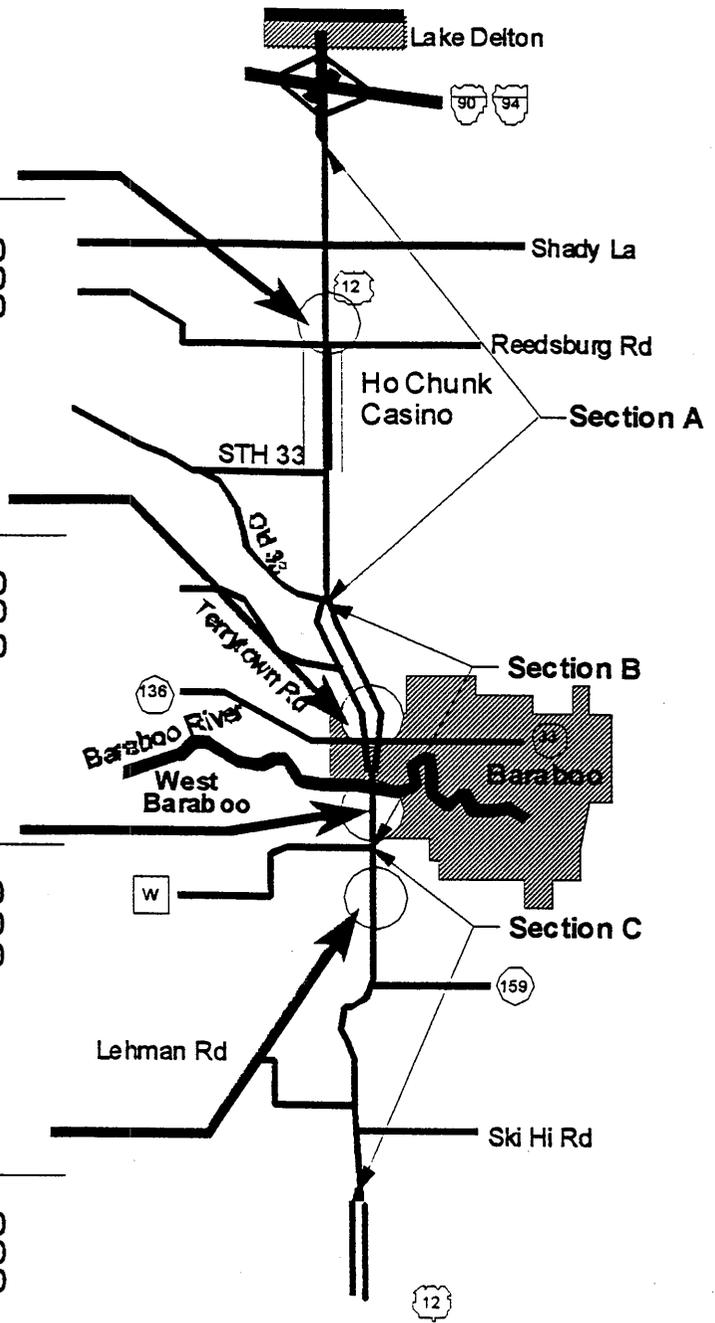


	ASWDT	AA DT
1994	18,600	15,000
2005	21,000-23,000	17,000-19,000
2020M	24,000-26,000	19,000-21,000
2020H	27,000-30,000	22,000-24,000

	ASWDT	AA DT
1994	27,300	22,900
2005	31,000-33,000	27,000-29,000
2020M	37,000-39,000	31,000-33,000
2020H	42,000-44,000	35,000-37,000

	ASWDT	AA DT
1994	21,100	17,300
2005	24,000-26,000	19,000-21,000
2020M	28,000-30,000	23,000-25,000
2020H	31,000-33,000	26,000-28,000

	ASWDT	AA DT
1994	11,600	9,300
2005	12,000-14,000	10,000-12,000
2020M	15,000-17,000	12,000-14,000
2020H	16,000-18,000	13,000-15,000



ASWDT = Average Summer Weekday Traffic
 AADT = Average Annual Daily Traffic
 2020M = 2020 Traffic Projections Derived From Moderate Growth Land Use Forecasts
 2020H = 2020 Traffic Projections Derived From High Growth Land Use Forecasts

Legislators urge priority for U.S. 12

By Rick Roseneck
NewsRepublic Writer

BARABOO—In a July 11 joint letter, four area legislators urged Gov. Tommy Thompson and the state Transportation Projects Commission to support enumeration of the U.S. 12 project from Baraboo to I-90/94 in the 1997-99 state budget. State Rep. Sheryl Albers, 50th Assembly District; State Rep. Ben Brancel, 42nd Assembly District; State Sen. Dale Shultz, 17th Senate District; and State Sen. Robert Welch, 14th Senate District, signed a letter asking that the project be enumerated, or given priority.

However, even if the project is enumerated, the legislature would need to pass funding for the project and this could take awhile due to shortages of state funding, according to Albers.

"It all depends on the amount of funding available," Albers said. "A number of projects are on the enumeration list already. So even if the project gets on the list, it could take awhile because of the shortage of funding, unless a new funding

mechanism gets voted on and approved by the legislature."

The next step for the U.S. 12 project is approval from the state Transportation Projects Commission, which considers major highway projects throughout Wisconsin for funding in the state budget. U.S. 12 will be considered at a Wednesday public hearing at the Janesville Holiday Inn Express at about 12:30 p.m. To get there from I-90, should take Exit 171C onto Highway 14 East.

"This meeting is the competition between projects as to where they line up in the queue (as for priority)," Albers said. "Other projects (highway) will be coming before the commission too. This is a sales pitch. It's time for people in community to stand up together and say this is important."

Albers said the Commission will make recommendations to the DOT and the DOT will make recommendations to the legislature, concerning the priority of the projects.

However, as to when the project becomes a reality all depends on the availability of funding, Albers said.

Most estimates put the project date somewhere between 2005 and 2007.

"We contemplate that the Baraboo Bridge will be addressed before then (2005-2007)," Brancel said. "We can't wait that long. I've had extensive conversations with the DOT.

"They're considering five possible alignments (for the roadway). The community is very supportive of the existing corridor and putting in four — maybe even five — lanes to get traffic through there the best from Ski-Hi Road up to the interstate."

Brancel said he thinks the project has a very good chance of being enumerated. He said enumeration is done by the state every two years.

The joint letter urges completion of the project as soon as possible, because of rapid growth of traffic volume on U.S. 12 and safety concerns.

The letter states: "Safety has become a primary concern, especially at several specific locations. These include: the winding curves at the top of the Baraboo bluffs, the bridge over the Baraboo River, the commercial strip through West Bara-

boo, the intersection with Highway 33 and other intersections."

The letter urges support in recommending the U.S. 12 project be completed as soon as possible with a four-lane divided highway from Baraboo north to I-90/94.

The letter further cites enhanced economic development and a safer more efficient road for tourism and recreation as reasons the project will, in essence, pay for itself.

The letter concludes: "The four-lane divided roadway design is essential to accomplish the region's long term economic development objectives. The design is needed to meet the safety and capacity requirements for the life of the project. We are confident that continued public input will result in a consensus on a specific alignment."

"This project has very strong support from the public throughout the region it serves. We urge your support in recommending this project for completion as soon as possible."



Steinhorst faces competition for Sauk sheriff

By Mike O'Connell
NewsRepublic Writer

BARABOO—Who's not running may be as important as who is running in determining the outcome of some Sauk County fall elections.

The 1994 Sauk County Sheriff's Republican primary race was a three-man in-house contest with sheriff's deputies Manny Bolz and Robert Combs challenging incumbent Butch Steinhorst, who was re-elected in

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HIGHWAY 12 STUDY COMMITTEE
Consensus Statement Regarding Highway 12 Improvements
Final Draft
January 18, 1995

BACKGROUND:

The Highway 12 Study Committee was assembled to investigate, review, discuss, and ultimately, make a recommendation for the best, most acceptable solutions to improving US Highway 12 from Ski Hi Road to Interstate 90/94. Our goal was to arrive at a consensus opinion which would reflect the interests and concerns of the majority of people affected by the project(s) in the greater Baraboo area.

COMMITTEE COMPOSITION:

The committee is made up of a diverse cross section of Baraboo, West Baraboo, and Town of Baraboo people. They are retail, financial and commercial business people, tourist and recreational industry representatives, industrial managers, city, village, town, and county representatives, land owners, utility operations personnel, agricultural and agribusiness representatives and private residents.

RECOMMENDATION:

Although we are opposed to a bypass of the existing corridor at this time, the committee favors a three step approach to solving the immediate and long range traffic needs on USH 12 from Ski Hi Road to I 90/94. Step I should begin *immediately*. Step II should *only* be taken when traffic counts exceed the capacity of Step I, and Step III should *only* occur when capacity of traffic counts afforded by Step II are exceeded.

STEP I

Figures offered by the Wisconsin Department of Transportation confirm what we believe is true; USH 12 from its intersection with STH 136 and 33 south to its junction with the four lane stretch south of Ski Hi Road and the section north of improvements made in 1994 are not safe as they exist. Abnormally high accident rates and increasing traffic counts coincide with local views that improvements to USH 12 have been woefully neglected. Repairs and upgrades along this corridor are long overdue. Therefore, we strongly recommend that the existing corridor be improved and upgraded to accommodate 4 lanes of travel immediately.

Monies budgeted for scheduled maintenance and future upgrades need to be applied to the project now. We feel additional funds are necessary and the process for obtaining those funds should begin in earnest.

A. The immediate upgrade of the existing USH 12 corridor should extend improvements made in 1994 north to I 90/94 and south from Linn Street to the four lane section beginning just south of Ski Hi Road. The improvements should expand the corridor to accommodate four lanes with a divider featuring turn lanes and arterial traffic signals where necessary.

B. The bridge spanning the Baraboo River should be upgraded and widened to accommodate four lanes of traffic as soon as possible.

C. The stretch from CTH W south to STH 159, should be designed with turn lanes, median widths, and special access to accommodate agricultural equipment safely.

D. The sever easterly curve at the place known as "Point of Rocks" just south of STH 159 should be made gradual by going east further into the quartzite outcropping. See attached map.

SUMMARY:

USH 12 should be upgraded immediately on its existing corridor. The improvements we've listed need to be completed by the year 2000. An Environmental Impact Statement (EIS) for this purpose should be completed by February 1996 to clear the way for the project. Monies should be allocated from the appropriate funding programs for improvements to expand the corridor to 4 lanes and funding for improvements to and expansion of the Baraboo River Bridge should be obtained from the "High Cost Bridge" fund.

This committee is confident improvements outlined in Step I will safely accommodate projected traffic counts beyond the year 2025.

STEP II

If projected traffic counts warrant the necessity for further improvements *after* the existing corridor has been upgraded to four lanes, a two stage approach to bypassing the commercial/agribusiness zone between Ski Hi Road and Interstate 90/94 should be considered.

A. Land should be purchased to accommodate a bypass beginning approximately one mile north of STH 159 approximating corridor #5 and ending just south of I 90/94. The new corridor would travel west of the existing corridor and would run north and south straddling the section line immediately to the west of the current USH 12 corridor where ever possible. The exact route should be determined by land surveys and negotiations with land owners to establish a roadway which is the least disruptive to them and the environment. A suggested route is attached and designated as corridor #6.

B. The initial bypass project should be a two lane limited access highway, however, enough land should be purchased to accommodate two additional lanes which would eventually make the bypass a full four lane limited access highway if traffic needs warrant the expansion.

C. The bypass should allow local traffic to exit and enter at its south end north of STH 159 and at the north end just south of I 90/94. Interchanges should be placed for local traffic at CTH W, STH 136, Terrytown Road, and STH 33. We recommend circumventing Hanger's woods just south of Hatchery Road and the quartzite cliff located on the Dillman/Moe property by staying east of those two landmarks. We also recommend staying as far east as possible just south of STH 33 to avoid fragmenting the forest located there.

We favor the modified route over corridors 2, 3, 4, & 5. However, since corridor #6 is merely a combination and linking of corridors #1, #3, and #5, we do not believe corridor #6 will be met with significant opposition by landowners, engineers or environmentalists.

D. The benefits to corridor #6 are many. Number six allows for a direct path along section lines where ever possible. We believe staying along section lines may be preferable to land owners and disrupt less farm acreage than proposals which cross section lines.

E. The bypass' interchange located at CTH W allows access to Baraboo's Industrial Parks with their heavy truck traffic, the Sauk County Court House, the Sauk County Jail, Huber Center and Baraboo's downtown commercial district.

As the route continues north, it spans the Baraboo River and C&NW Railroad tracks at their most opportune crossing.

F. Continuing north, the STH 136 interchange allows access to West Baraboo, with its high concentration of motels, Convention Center, fast food restaurants, and shopping centers.

G. The Terrytown Road interchange permits traffic to enter residential West Baraboo and commercial establishments from the north and allows for the route to curve to the West meeting up with Corridor #3.

H. Corridor #3 continues north all the way to the northernmost end of the project. The interchange at STH 33 allows for access to STH 33 west to Reedsburg, gas and auto dealers, the Baraboo Dells Airport, the agribusiness complex with Wisconsin Dairies Cooperative, Tri-State Breeders, and Equity Cooperative, and Ho Chunk Casino and Bingo.

I. The northernmost exit and entrance allows for added accessibility to Ho Chunk.

SUMMARY:

If future traffic counts warrant bypassing USH 12 after upgrading it to a four lane roadway, we believe the corridor we have designated as #6 affects the least amount of farm land, is least detrimental to the environment and represents the lowest cost for land acquisition and bridge construction compared to other corridors presented. Elected representatives from West Baraboo, the Town of Baraboo, the City of Baraboo and Sauk County favor limited access and a restricted development zone bordering any new roadway. Corridor #6 is less disruptive to these government entities' planned commercial developments as evidenced by their land use planning and zoning master plans. Finally, #6 maintains a reasonable distance from existing residential areas. This should mean increased safety and reduced noise for citizens residing in the immediate area.

STEP III

At such time as through traffic counts warrant, Corridor #6 should be expanded to four lanes.

CONCLUSION:

We have reached a consensus for improving USH 12 for the near term and well into the 21st century. The existing corridor needs to be upgraded immediately and, though we understand the term "immediately" can represent two to five years in terms of road building, there is an urgency here which should not be understated. The current situation on USH 12 is critical. When the existing

corridor is improved, it will accommodate traffic at least until 2025. At that time Step II construction for a limited access bypass could begin. The committee is confident a two lane limited access highway working in conjunction with the improved existing corridor can handle local and through traffic needs beyond the year 2050.

The plan offered by our committee allows for highway improvements as they become necessary but allows for future improvements in a logical step by step process. We are confident this method will save valuable taxpayer dollars as a result.

BROAD SUPPORT:

This consensus paper has been presented to the following organizations in the greater Baraboo area:

- | | |
|---|--|
| Baraboo Area Chamber of Commerce (12/21) | Baraboo Manufacturers Association (12/5) |
| Sauk County Development Corporation (12/12) | Baraboo Business Improvement District |
| Baraboo Economic Development Corp. (12/15) | The Baraboo Rotary Club (12/14) |
| The Kiwanis Club of Baraboo (12/13) | The Baraboo Lions Club |
| The Optimist Club of Baraboo (12/19) | The Friday Morning Forum (12/9) |
| Baraboo Golden K (12/15) | |

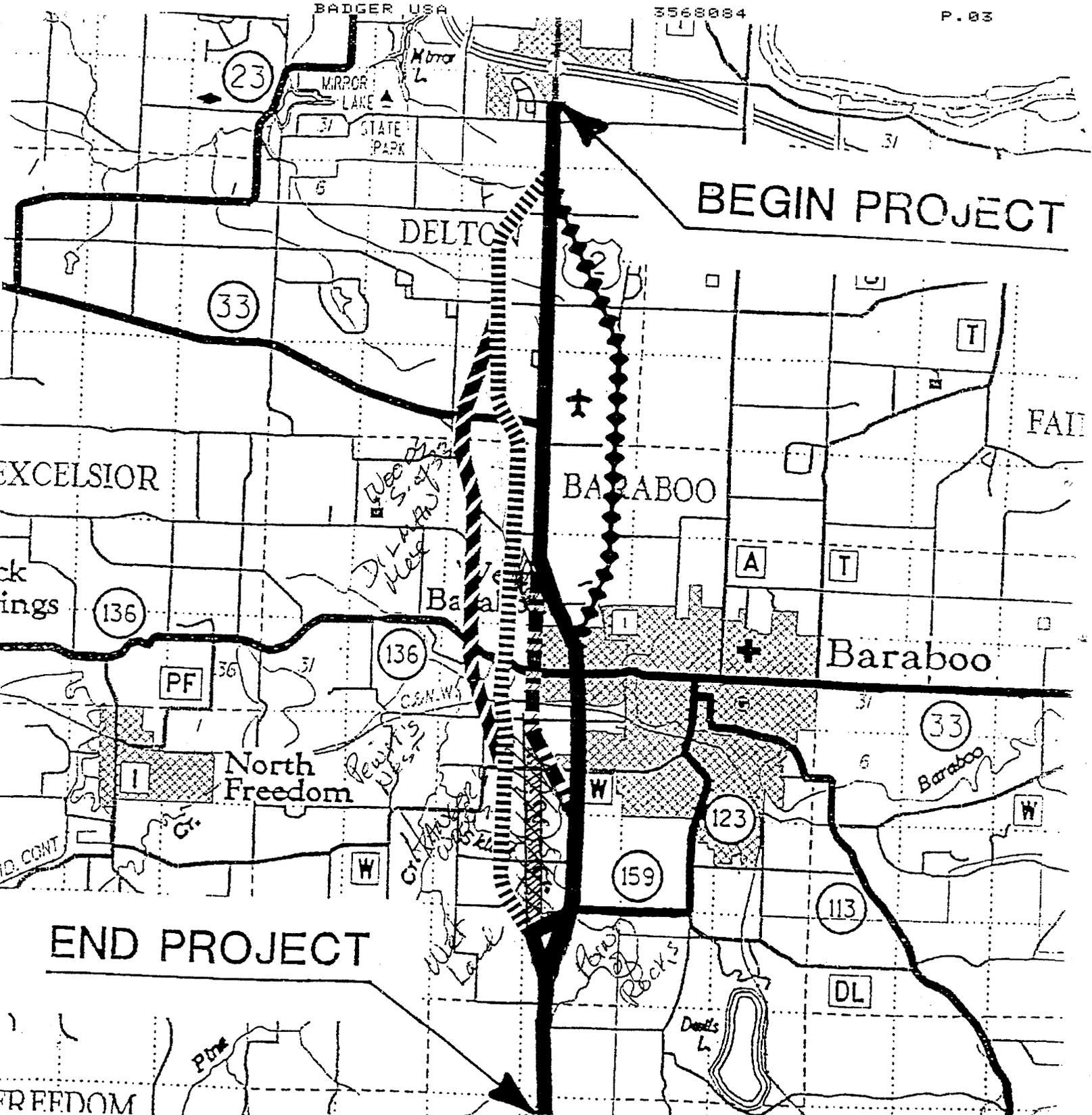
Finally, this consensus paper has been approved and adopted by the Board of Trustees of the Town of Baraboo (12/12), the Village of West Baraboo (12/8), Common Council of the City of Baraboo (12/13), and presented to the Sauk County Committee on Planning and Zoning(12/27) and adopted in full by the Sauk County Board on January 18, 1995. We anticipate full support by Senators Joseph Leean and Dale Schultz as well as Representatives Ben Brancel and Sheryl Albers.

We believe our recommendations should be acted upon with the utmost urgency and are willing to help the Wisconsin Department of Transportation in making the improvements to USH 12 a reality as soon as possible.

Respectfully,

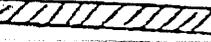
HIGHWAY 12 STUDY COMMITTEE

January 18, 1995



BEGIN PROJECT

END PROJECT

-  CORRIDOR 1
(EXISTING CORRIDOR)
-  CORRIDOR 2
-  CORRIDOR 3
-  CORRIDOR 4
-  CORRIDOR 5
-  CORRIDOR 6

LAKE DELTON-SAUK CITY ROAD
(IH 90/94-SKI HI ROAD)

USH 12
SAUK COUNTY
PROJECT ID: 1674 00 00