OFFICE OF

COUNTY HIGHWAY COMMISSIONER

BAYFIELD COUNTY, WISCONSIN

LAWRENCE C. YOUNG, COMMISSIONER

WASHBURN, WISCONSIN 54891

P.O. BOX 428

OFFICE PHONE: 715-373-6115
SHOP PHONE: 715-373-6116
FAX NO.: 715-373-6140

March 4, 1999

Gary Sherman, Representative
State Capitol - Room 212N
Madison, WI 53708

Dear Gary:

I have had an opportunity to express my comments on the Wisconsin State Highway Plan 2020.

Although I was unable to attend the forum in Superior, I do support the plan, however, I have expressed some concern about the Transportation Study Committees long term recommendations for funding the plan.

I have for over twenty years brought to the attention of D.O.T the registration and licensing of trailers, but to no avail.

Once again I have expressed my concern and recommendation.

Perhaps you will have enough courage to bring this matter to the attention of your colleagues and put forth an effort to tap these resources and enact some sort of legislation.

Enclosed is a copy of a letter sent to D.O.T regarding the State Highway Plan 2020 and a recommendation for additional funding "Licenses The Trailers."

Thanks for your attention to this matter.

Sincerely,

Larry

Lawrence C. Young
Highway Commissioner

LCY/sb

c.c. Chuck Thompson, D.O.T.

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March 4, 1999

Mr. Kenneth Leonard
Wis DOT Bureau of Planning
PO Box 7913
Madison, WI 53707-7913

Dear Mr. Leonard:

Although I was not able to attend the forum in Superior regarding the Wisconsin State Highway Plan 2020, I was able to read carefully the draft.

I would at this time extend my support for the State Highway Plan 2020 and commend DOT for a job well done.

While lending support to the plan I have concerns about the Transportation Finance Study Committee's LONG TERM RECOMMENDATIONS.

I would suggest that they do not consider changing the motor vehicle registration fee system to a value based system. Leave it alone it has and continues to work well.

There is an untapped resource out there for obtaining additional revenue. I have recommended it for more than twenty year, but all I ever heard were excuses, but here goes again!

"LICENSES THE TRAILERS"

a) boat trailers
b) snowmobile trailers
c) ATV trailers
d) small trash hauling trailers and equipment trailers
e) various other sorts of unlicensed trailers

I believe it is more than past time to take a look at this option for additional revenue.

If people can afford to haul boats, ATV's, snowmobiles, personal water craft, small dozers, tractors and the list goes on, they certainly can also afford a modest licenses fee for their trailers to haul this units. These trailers become users of our highways as well as all other vehicles.

I do hope you will consider this recommendation for additional revenue to help fund the State Highway Plan 2020.

No excuses please!

Thanks for the opportunity to comment.

Sincerely,

Lawrence C. Young

Lawrence C. Young
Highway Commissioner

LCY/sb

c.c. Chuck Thompson, Sec. DOT
Bob Jauch
Gary Sherman
Frank Boyle

DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 25, 1999

Lois J. Alfsen
1128 Shorecrest Dr.
Racine, WI 53402-3345

Dear Ms. Alfsen:

Thank you for contacting me regarding your support of legislation to require tarps on dump trucks. I appreciate hearing from you.

For at least the past eight legislative sessions, bills have been introduced each session dealing with this issue, but none have become law. Last session, as chair of the Assembly Highways and Transportation Committee, I held a hearing on a bill to require trucks carrying loads of bulk material to be covered, but it died in committee for a number of reasons. This session, three bills have already been referred to my committee requiring tarps. Considering the committee's reluctance to pass this legislation and my own reservations, I do not know at this time whether I am going to bring the issue back up again.

The vehicles causing the problems, for the most part, are construction and gravel trucks. It would seem that a law requiring tarps would be very easy to do and would solve all of the problems, but that isn't necessarily the case. Typically, the gravel or rocks that are thrown back fall from the sides of the truck, not the truck box itself, and are the result of improper loading. A cover would not help.

The only way to really address the problem is to ensure that the bulk materials are loaded properly. The trucking industry has been working on this problem and the new truck boxes are now designed to prevent rocks or stones from resting on the sides of the truck box where they might fall off. While I understand the fiscal and safety concerns expressed by the public, I am also concerned about the truck drivers who, if the trucks have manual tarps, may be required to climb up the side of the truck to secure the tarps. This is a very serious safety issue that needs to be addressed before I could support mandating tarps.

Considering these factors, along with the fact that the potential results are questionable, makes it difficult to support legislation requiring tarps for dump trucks at this time. However, I will certainly keep your thoughts and concerns in mind. Thank you again for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us
Home: 13081 Pine Road • Fennimore, Wisconsin 53089 • (608) 822-3776
Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

Krause, Sheri

From: Thiel, Jim
Sent: Monday, March 29, 1999 10:05 AM
To: Krause, Sheri
Cc: Maassen, Joe; Rusch, Peter; Clark, Julie; Hughes, Dennis-DTIM; Brumund, Loralee; DeCabooter, Phil; Buckmaster, Carol
Subject: Ideas for Outstate Assembly Transportation Committee Meetings

Our Legislative Committee and Secretary's Office thought following topics might attract interest/attendance at outstate meetings Rep. Brandemuehl and Transportation Committee members might desire:

1. **Speed Limit -- 70 MPH**? Our traffice engineer, Pete Rusch, has a study underway with UW to professionally determine impact of raising speed limits. Pete informs me that Minnesota has already raised to 70. I believe Pete told me the 85th Percentile speed is about 72 or 73 now. I think this is a matter of general public interest. Might want to wait for UW study results. Contact Pete Rusch: 266-0459 Joint with Highway Safety Committee?

2. **Scenic Byways and Design Flexibility/Liability** -- Rep. Albers made motion before Joint Finance in December 1998 asking WISDOT to do study of including a scenic byways program in our WISDOT budget proposal. The study is underway. In the interim, however, there is enabling legislation in budget bill already. SECTION 1820 of AB 133 creating sec. 84.106, Stats. She is also now seeking sponsorship of legislation to enhance local immunity from responsibility for highway defects by repealing sec. 81.15 and 81.17, Stats. The legislation is prompted by a Supreme Court decision that Wisconsin Counties Association views as significant and averse. There is also a new national Scenic Byways program in TEA-21, SECTION 1219. Federal government is seeking to encourage states to show more flexibility in highway design. There is some connection between liability initiative and more flexibility in design. Senator Schultz's office is also interested in this. Contact: Jim Thiel: 266-8928

3. **Graduated Driver License and Primary Enforcement of Seatbelts**. Could combine these two. Joint with Highway Safety Committee? Most law enforcment and highway safety folks say seat belts are the easiest thing to do to reduce severity of crashes -- consider recent van disaster. Contact: Julie Clark GDL 266 2239; Dennis Hughes Safety 267 9075; Loralee Brumund Law Enforcement 267 3622.

4. **Intelligent Transportation Systems/Incident Management**. Actually implementing these concepts in SE Wisconsin and in more rural areas, e.g. traveler info. Not sure who would be best contact on this one. Perhaps Phil DeCabooter. 267 0452

Please let me and Joe Maassen know if Rep. Brandemuehl wants to pursue any of these ideas.

Ms. Lois J. Alfsen

MAR 22 1999

To Chairperson Baird Brandemuehl Date 22 Mar 1999

We live near a quarry whose over-full trucks spew rocks as they leave the rock pile. We have encountered "rock throwing trucks" on Wisconsin's highways. Too many times our windshields have had to be replaced as that tiny nick suddenly becomes a spider-web of cracks. We see motorists trying to drive their vehicles with windshields cracked through no fault of their own except that they live in Wisconsin where there is no law requiring trucks be covered when they carry bulk materials. Has the truck lobby won again?

Please support AB 34.

Cordially,

L J Alfsen

May we hear from you.

LOIS J. ALFSEN
1128 Shorecrest Dr.
Racine, WI 53402-3345

DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 16, 1999

Tommy G. Thompson, Governor
State of Wisconsin
115 East, State Capitol
Madison, WI 53702

Dear Governor Thompson:

I was very pleased to learn last week that an agreement had finally been reached between state, federal and local officials on a plan to widen Highway 12 between Middleton and Sauk City. This has been a long-running, contentious issue for the state and I commend you and your administration for your efforts to move this project forward.

Although I understand the need for this agreement, I strongly object to the use of state transportation dollars for the protection of the Baraboo Hills and the preservation of agriculture and natural areas along the Highway 12 corridor. While it may very well be in the state's best interest to save farms and protect natural resources, the transportation budget should not be tapped for these expenses. If environmentalists and others believe strongly that taxpayers should fund these types of projects, then they should be willing to utilize the Stewardship Fund or other general purpose revenues. This is not an appropriate use of transportation user fees.

As you know, we finally removed many of the non-transportation expenditures from the Department of Transportation's budget in the last budget cycle. It is exasperating and aggravating to see the administration replacing those expenditures with new non-transportation budget items - regardless of their worthiness. I am greatly concerned about the precedent that this agreement will be setting and worry that future highway projects will require similar arrangements with far higher costs to taxpayers.

During the Transportation Development Association's Washington, D.C. Fly-In last week, many of the participants expressed similar reservations about the agreement and its potential effects on the transportation industry. One of the participants even suggested legislation to specifically enumerate in state statute how transportation funds can and cannot be used. Although I would have been opposed to such legislation in the past, I am now willing to give it serious consideration to prevent similarly inappropriate transportation expenditures in the future.

Thank you for your attention to this matter.

Sincerely,

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
Cc: Secretary Charles H. Thompson, Department of Transportation
Mr. Tom Carlsen, Department of Transportation District One Director

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us
Home: 13081 Pine Road • Fennimore, Wisconsin 53089 • (608) 822-3776
Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

Wisconsin State Journal March 7, 1999

OUR OPINION

Highway 12 plan deserves support

There is no solution to the Highway 12 dispute that would satisfy everyone, but the agreement announced last week comes as close as may be possible in this emotionally charged debate. It deserves support.

The state departments of Transportation and Natural Resources, Dane County and representatives of the Nature Conservancy have come up with a four-lane expansion plan that should be a model for state highway improvements in the future.

Here are the basics: Long regarded as one of the most dangerous stretches of road in the region, Highway 12 from Middleton to Sauk City will be widened from two to four lanes. Construction on what is seen as the most dangerous stretch — from Highway 19 east to Sauk City — could begin in 2000. Grading and other preparations for a Middleton bypass and four-lane from Highway K to Highway 19 (east) would begin in 2002; construction of the Middleton bypass and Highway K to 19 (east) segment would wait until 2004.

The phased approach is important. It allows time for something that is virtually unprecedented in state highway planning and construction — a local study of how best to mesh the expanded Highway 12 with "alternative transit," such as commuter rail. It's an acknowledgement that bad highway planning can cause sprawl.

The state has even pledged $500,000 for that commuter rail and transit study, and for preliminary engineering studies of the alternatives selected by local communities. Assuming the study is carried out on time, that means the final phase of Highway 12 expansion will not take place until Middleton, Madison and Dane County are geared up to handle the extra traffic.

The Highway 12 expansion compromise balances concerns for safety, the environment and effects on traffic in Middleton and Madison.

The $500,000 is part of $16 million set aside to solve or ease various environmental problems stemming from the Highway 12 expansion. About $10 million in state and federal money will help to protect the Baraboo Hills in Sauk County and $5 million will be spent to preserve farmland and natural areas in Dane County.

If all goes as expected, the plan will quickly address safety problems while protecting as much land as possible and planning for better ways to handle traffic as it flows in Middleton and Madison. Gov. Tommy Thompson and Dane County Executive Kathleen Falk deserve credit for keeping all interested parties at the table.

"We're seeing a commitment from the (DOT) for the first time about learning how to estimate sprawl impacts," said Rob Kennedy of Citizens for a Better Environment. "That has a huge payoff around the state."

Still, there are those who oppose this plan. In keeping with its "all-or-nothing" approach to all public deliberations, the local chapter of the Sierra Club is threatening a lawsuit. Let's hope the Sierra Clubbers think twice about rejecting what should be a victory for everyone — those who want a safer Highway 12, as well as those who care about the environment.

Views of
The Capital Times

U.S. 12 plan paves over public input

After a decade of acrimonious debate, plenty of folks are elated with a compromise plan, agreed to by federal, state and local officials, to widen U.S. 12 to four lanes between Sauk City and Middleton. But not everyone finds cause for celebration in the plan.

Under the agreement — which is not yet written in its final version, let alone signed — the state Department of Transportation would:

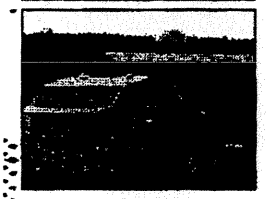
■ Begin land acquisition in 2000 with construction slated to start in 2002.

■ Provide $5 million of DOT money to purchase land and/or easements to protect and preserve the 51,000-acre Baraboo Hills.

■ Provide $5 million from the state Stewardship Fund for increased protection of the Baraboo Hills to be matched by non-transportation federal, local and private funds.

■ Provide $500,000 to help communities in Sauk and Dane counties plan for highway-related growth and another $500,000 to study alternative transportation including commuter rail, light rail and enhanced bus service to control traffic congestion.

'99 AGENDA



Keep family farmers on the land

There are many good things in the plan, but widening the road to four lanes is not one of them. It does appear, however, that the most critical environmental area — the Baraboo Hills in Sauk County — will be protected even though other areas of wetlands, woodland and farm land will be lost under the plan. Preservation of that area is the factor that brought on board the Nature Conservancy, one of the critical players in the deal, since it owns part of the Baraboo Hills, long considered one of the largest remaining southern deciduous forests in the Midwest.

Wisconsin State Journal March 7, 1999

A large number of households and businesses, however, stand to be displaced when the road is expanded. In addition, families who have farmed in western Dane County for generations stand to lose everything. There are no guarantees that these farms can survive the onslaught of traffic and development. And their survival is critical to the long-term health of the county and, ultimately, of the state.

The wider road is expected to significantly improve traffic safety — the original impetus for the change — though residents along the highway continue to raise doubts about whether that will really be the case.

Rob Kennedy, a two-lane highway advocate with New Transportation Alliance who reluctantly gave his support to the plan, pretty much summed up the reality of the situation when he said, "We believed we could have done a super two-lane safety improvement faster and cheaper, but at a certain point we had to recognize that the governor, the DOT and the Federal Highway Administration weren't going to fund anything other than a four-lane."

To her credit, County Executive Kathleen Falk got a precedent-setting DOT commitment linking a highway project with the development of alternative mass transit options. It has the potential to be a real step forward in halting huge highway projects like this in the future.

The biggest stumbling block to the deal is that it was reached at the end of a week of meetings behind closed doors. Regardless of the fact that Falk noted all the meetings on her public calendar, it is still a plan hatched in secret and announced with fanfare at a press conference with no chance for the public to respond to an issue that has divided friends, neighbors and communities for 10 years. The plan still has federal and legislative reviews to pass, and perhaps those will provide an occasion for final public input. Meetings that determine the fate of this state's citizens must always be open to those citizens.

When the goals of safety, environmental protection and preservation of family farms all have been achieved, then there will be cause for congratulations and reason to sign.

The views in this space are provided by The Capital Times, Dane County's afternoon newspaper. You can respond by e-mail to tctvoice@captimes.madison.com or by regular mail to Voice of the People, PO Box 8060, Madison WI 53708.

Milwaukee Journal Sentinel March 5, 1999

Agreement finally reached on widening Highway 12

$15 million added to project's cost for land-use planning, conservation

By Kevin Murphy
Special to the Journal Sentinel

Madison — After a decade-long debate, state, federal and local officials Thursday reached agreement on a plan to widen U.S. Highway 12 to four lanes between Middleton and Sauk City.

The key to the deal was adding $15 million in land-use planning and conservation land acquisition costs to the $65 million construction budget. The 18-mile project will upgrade the two-lane hilly, twisting route to a four-lane expressway, said Tom Carlson, a state Department of Transportation district director.

Debate over widening Highway 12 began in 1989, when the Legislature directed the DOT to conduct a study of the highway.

Department officials want to widen the highway to make it safer. From 1985 to 1997, 31 people were killed and 688 injured in 2,199 accidents on Highway 12, according to the DOT.

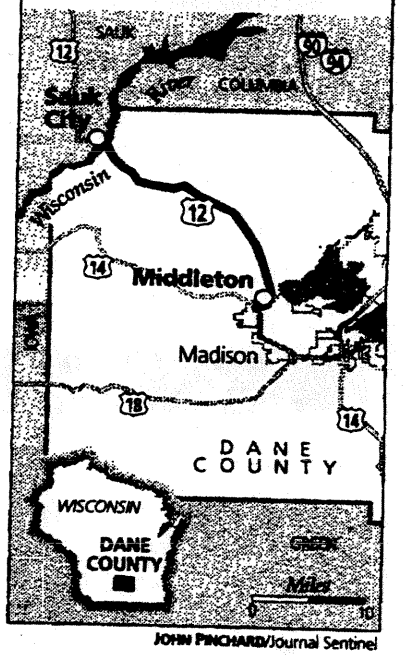
"For a two-lane highway, it has more traffic and accidents than any other stretch of two-lane highway in the state," Carlson said.

Construction plans were stalled for years because of concerns by environmentalists and area residents worried about protecting the natural resources in the Baraboo Hills.

Thursday's agreement came after a month of meetings between federal highway officials, Gov. Tommy G. Thompson's office, Dane and Sauk county officials, the DOT, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the Nature Conservancy.

18-mile project

State, federal and local officials reached agreement Friday on a plan to widen U.S. Highway 12 to four lanes between Sauk City and Middleton.



JOHN PINCHARD/Journal Sentinel

The four-lane highway will have a 50-foot-wide median and will follow the existing highway's route, said Carlson. Construction is expected to start in 2002 and should be completed in 2006, Carlson said.

Widening Highway 12 to four lanes between Baraboo and Lake Delton is scheduled to begin in 2008.

The agreement announced Thursday calls for spending $5 million in transportation funds to assist Dane County in preserving farms and protecting natural resources along the highway corridor by securing development rights and purchasing land.

Carlson called the agreement the "most complex" highway planning process he has ever been involved in and includes unprecedented transportation funding to help local communities deal with the impact of growth along the highway corridor.

The agreement includes DOT funding of:

- Up to $500,000 in transportation aid for a study of transportation alternatives, including commuter rail and expanded bus service, to be completed by 2002.
- A maximum of $500,000 in land-use planning money to help Sauk County communities deal with growth issues along the highway route.
- $250,000 to analyze secondary effects of highway projects on land use.

Thompson has pledged $5 million from the state Stewardship Fund for increased protection of the Baraboo Hills.

A spokesman for the Nature Conservancy, which owns 7,000 of the 50,000 acres in the Baraboo Hills and forest, praised the agreement for accomplishing preservation of natural areas and helping local governments plan for the project.

"This agreement and the funding is an add-on to current conservation efforts and doesn't come at a cost to saving other areas," said Jordy Jordahl, of the Nature Conservancy.

However, the Sierra Club on Thursday condemned the agreement, which will allow construction of a new two-lane divided highway with frequent passing lanes.

"This will ultimately lead to more sprawl and traffic, which threatens our families and neighborhoods," said Brett Hulsey, spokesman for the Sierra Club's Four Lakes Group and a Dane County Board member.

Senator Dale Schultz's District Update on:

Highway 12

March 3, 1999

Dear friend,

I want to give you an update and ask for your help in ending the delay of the four-lane improvement of U.S. Highway 12 from Sauk City to Middleton.

As you know, there is a well-documented history of carnage resulting from crashes on USH 12. Despite this, highway opponents have spent several years causing delays for political purposes. While they use this project as a political bargaining chip, more of our friends and loved ones have been needlessly killed, disabled or injured. The growing numbers of roadside crosses, meant as memorials to loved ones who were crash victims, now serve as another sobering reminder of senseless political delays that are putting people at risk.

This is why I am asking you to write a short note demanding approval of this project. Include the best reason why you support the four-lane alternative and most of all tell them: NO MORE DELAYS! Send your note to William Fung, Administrator, FHwA-Wisconsin Division, 567 Donofrio Dr., Madison, WI 53719.

These delays have cost us millions of tax dollars. Even after in-depth studies of several alternatives, a four-lane expressway remains the right solution.

For a project of this scope, the environmental assessment is probably the most thorough and costly ever. The Final Environmental Impact Statement (FEIS), which has cost us $5.5 million to date, has reached standards far above that normally required. Normally expected to balance transportation needs with environmental impacts, the USH 12 study also addresses detailed concerns regarding secondary impacts, commits to aiding local units of government in applying land use control tools, and protects natural resources through purchase or development easements on hundreds of acres.

"Most of all tell them: NO MORE DELAYS!"

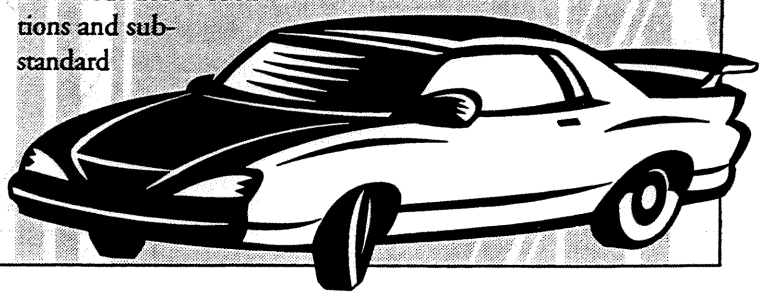
In November 1998, the Wisconsin Department of Transportation (DOT) completed the FEIS and forwarded it to the Federal Highway Administration (FHwA) for a Record of Decision (ROD), which is required for a project to proceed to final design and construction. The project will be a rural four-lane divided expressway from the West Madison Beltline at Middleton to the Wisconsin River crossing at Sauk City. Built generally within the existing highway corridor, it will have at-grade intersections and driveways and 50-foot medians. To better serve Sauk Prairie citizens, a third lane will be added to the existing Sauk City bridge.

The abstract of the FEIS states, "High traffic volumes, including commuter vehicles and agricultural equipment, combined with numerous access locations and substandard geometric layout, create a risk of severe crashes and a low level of service. The proposed action has been developed and determined to meet the purpose and need of the project while minimizing adverse effects on the environment."

The FEIS documents that average daily traffic volume continues to increase as projected, but not just at the lengthening morning and evening commuter periods. The highest traffic volume days are Friday and Saturday.

The FHwA has rated the FEIS for USH 12 as totally adequate and technically sound. However, FHwA is obligated to respond to objections being raised by the Department of Interior's National Parks Service (NPS), at the behest of politico's in Dane County. The result is more delay.

The DOT and FHwA are trying to negotiate an



Senator Dale Schultz

agreement with opponents, chiefly Dane County Executive Kathleen Falk. Other opponents at the table are Tom Gilbert from the Madison office of the NPS, the Nature Conservancy, the Wisconsin DNR, the federal EPA and the US Fish and Wildlife Service (FWS). Falk's agenda includes extracting support and funding for a Dane County commuter rail system. It is unclear if these opponents will negotiate in good faith or use this as yet another delaying strategy.

A short note from you that demands approval of this project can help short circuit these political games. Give them the best reason why you support the four-lane alternative and remember: NO MORE DELAYS!

Several years ago, highway opponents chose to turn USH 12 into a battleground over urban sprawl and land use control. At the national level, the Sierra Club targeted this four-lane highway project as a priority to indefinitely delay or kill. Dane County political opponents have lobbied the White House Council on Environmental Quality (CEQ) in hopes that Vice President Al Gore would delay the project indefinitely.

I hope that Clinton administration officials will be able to separate the need for a safe and efficient Highway 12 from the resource protection goals that we all share. We can have both a safe four-lane highway and land use controls that protect farmland and natural resources like the Baraboo Hills. It is morally unacceptable to force land use goals using political delays to a safe highway.

Causing delays in the name of protecting the Baraboo Hills is a relatively recent strategy used by opponents of a four lane improvement. While ignoring the ongoing development of thousands of acres of farmland around Madison, opponents twist the environmental study process by claiming the FEIS understates the potential secondary impact of residential development in the Baraboo Hills. They've pressured government agency contacts in the DNR, EPA and FWS to join them in raising these concerns.

Recently, White House CEQ representatives toured the highway corridor and met with highway opponents. Efforts are ongoing to negotiate an agreement that would avoid a referral to the White House CEQ and indefinite delay. Dane County opponents seek to force the state and federal governments to pay for local land use control implementation, including acquisition of thousands of acres to prevent development.

"We can have both a safe four-lane highway and land use controls that protect farmland and natural resources."

Meanwhile, Sauk County and its municipalities are leading the way in responsible land use policies -- and they're doing it on their own. Working with property owners and municipalities committed to conserving family farms and areas like the Baraboo Hills, the Sauk County Board has passed Sauk 20/20, a countywide comprehensive land use plan.

Sauk County municipalities are also working with the Wisconsin DOT and other county and state agencies to update comprehensive plans and strengthen land use tools. And the DOT is taking an unprecedented leadership role in mitigating secondary impacts by offering to help pay for local land use planning on the USH 12 corridor and offering to pay for the protection of hundreds of acres of undeveloped lands in the Baraboo Hills.

These pro-active steps are needed today to deal with the development already underway in Sauk County. The four-lane highway is also needed today, in response to growth that has already occurred.

District Update on: Highway 12

Opponents decry the need to protect the Baraboo Hills, but none of them -- including U.S. Representative Tammy Baldwin, Tom Gilbert of NPS, the EPA or the FWS -- have offered to pursue federal funding for Sauk County's efforts. Likewise, they offer no assistance to the State to help protect the Baraboo Hills or other resources they claim would be hurt by a four-lane US 12.

"Even with every land-use restriction wished by highway opponents, traffic volumes will continue to rise."

The FEIS documents that traffic volume will increase even if Highway 12 remains two lanes. Even with every land-use restriction wished by highway opponents, traffic volumes will continue to rise. A highway that can handle increasing traffic capacity is essential. You can't hook a garden hose to a fire hydrant. A four-lane highway is the only way to accommodate the volume and the broad mix of traffic that includes farm machinery and school buses, commuters and tourists, gravel trucks and emergency vehicles.

The current roadbed dates to the 1920's and is badly deteriorated. Sight lines and other geometrics of the road are terribly substandard. Traffic volumes are already above the levels that justify a four-lane divided highway. There is no "clear zone" area where a vehicle that has gone off the pavement can come to rest without risking injury to occupants. Despite the several interim safety measures, the road's crash record remains intolerably high.

A four-lane highway would eliminate the most deadly type of accident – the head-on crash. A two-lane alternative couldn't adequately handle current, much less future traffic volumes. A concrete barrier between two lanes is another terrible idea, because it would obstruct visibility – especially at intersections – and would be totally unforgiving in crashes.

In the last ten years there have been 30 fatalities, over 2000 crashes, over 600 injury crashes, with the total number of people injured in the thousands. Facts like these are why constituent contacts I've received over the years have always overwhelmingly supported the need for the four-lane improvement.

"Please help end the politics that are pointlessly endangering the lives of everyone using Highway 12."

I will continue to fight for the four-lane alternative, and I need your help. If you have any questions about the four-lane alternative as you write your letter, please contact my office or review the FEIS at your public library.

Wisconsin DOT first proposed the four-lane alternative in 1986. Had the four-lane project moved forward after first approval by the state Transportation Projects Commission in 1988, construction would have begun in 1996 and been completed in 1998. As it stands, a construction start of 2002 may be delayed further, all due to delays caused by highway opponents trying to leverage progress for their unrelated political agendas. Five years of delay resulted from State Representative David Travis and then-state senator Russ Feingold, who had the project removed from the 1990 state biennial budget for further study. Opponents have manipulated the environmental study process to delay at least two more years.

We cannot afford further delay. Please help end the politics that are pointlessly endangering the lives of everyone using Highway 12. Please take the time to write a short note urging the FHwA to move ahead with the four-lane improvement. Include the best reason why you sup-

Senator Dale Schultz

Wisconsin State Legislature
PO Box 7882
Madison, WI 53707-7882

Highway 12 UPDATE

port the four-lane alternative and most of all tell them: NO MORE DELAYS! Send your note to:

William Fung, Administrator
FHwA-Wisconsin Division
567 Donofrio Dr.
Madison, WI 53719

I've listed others involved in the process at the end of this letter if you want to send additional notes.

Thank you for taking time to read this letter and for helping us end the deadly delays to making Highway 12 safe. Please contact me whenever I can assist you and please call me with any questions.

With kindest regards,

Dale

Dale Schultz

Toll-free Office: 1-800-978-8008

Send additional letters supporting a four-lane Highway 12 without delay to:

Kenneth R. Wykle
FHwA Administrator
US Dept. of Transportation
400 7th Street, SW
Washington, DC 20590

Secretary Bruce Babbitt
US Dept. of Interior
1849 C Street, NW
Washington, DC 20240

Secretary George Meyer
Wisconsin Department of Natural Resources
101 S. Webster St.
Madison, WI 53702

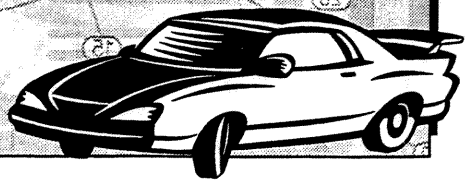
Kathleen Falk
Dane County Executive
210 Martin Luther King Blvd.
Madison, WI 53703

US Representative Tammy Baldwin
10 E. Doty St., Suite 405
Madison, WI 53703

David A. Ullrich
Administrator
US EPA Region Five
77 W. Jackson Blvd.
Chicago, IL 60604-3590

US Senator Russ Feingold
716 Hart Senate Building
Washington, DC 20510

US Senator Herb Kohl
330 Hart Senate Building
Washington, DC 20510



Rep. David Brandemuehl

Constituent Casework

CONSTITUENT Harlan Heggdal

HOME PHONE (715) 825-3858 WORK

ADDRESS

SS# DATE 4-21-99 19

SITUATION:

> DMV subcontracting concern.

Wants to be agent for DMV, but has to use DOT authorized vendor. DOT currently uses two vendors. He has contacted one of them, but they said they couldn't get to him until later in the summer. This wasn't good enough for him & he wanted legislation to direct DMV to provide interface if no agent would do it. Not getting anywhere.

CONTACTS: Carson Frazier, DMV (e-mail 4-21-99)

ACTION TAKEN: left message 4-23-99

Talked 4-26-99

Conference call w/ Carson, Ben Schwartz, Greg Niva

Not sure where he is coming from. DMV willing to work w/ him. No real problem, he just wants things done quicker.

Won't do anything unless contacted again

RESOLUTION DATE: HANDLED BY:

TO: Dave

FROM: Sheri

DATE: April 15, 1999

RE: WI Manufactured Housing Association letter

I talked to Mike Kernats of the DOT regarding Ross Kinzler's April 1, 1999 letter. After receiving this letter, DOT had an internal meeting and agreed that these were some issues that they need to look into further. Right now, they don't know if it would be necessary to amend the administrative rules or simply issue some guidelines to ensure that the current rules are being properly interpreted. But, they will be meeting with both Kinzler and Hasenohrl as a follow-up.

I told him that we wouldn't need to get involved further unless something else comes up. I talked to Kinzler as well and just told him that DOT would be looking into it, and if he needed anything further to let me know.

Wisconsin Manufactured Housing Association

Ross Kinzler, Executive Director
202 State Street, Suite 200
Madison, WI 53703-2215
E-mail: info@wmha.org
608-255-3131
608-255-5595 Fax

ASSOCIATIONS ADVANCE AMERICA

APR 05 1999

April 1, 1999

Secretary Charles Thompson
Wisconsin Department of Transportation
PO Box 7910
Madison, WI 53707-7910

Dear Secretary Thompson:

The WMHA has been contacted by a couple parties concerned about certain provisions of Trans 252 regarding the type of permitted vehicle for an escort and the dimension of the required sign. We understand that Rep. Hasenohrl has also been contacted by additional concerned individuals. We would request that the Department consider reviewing the requirements of Trans 252.

Specifically the concerns communicated to our office are these:

1. Trans 252 requires that the vehicle be a "passenger automobile or light truck." The concern is that this provision prohibits the use of a vehicle which would normally be used in other phases of the transport a manufactured home to its eventual site. A transporter/installer might more likely use a 3/4 ton pickup or other vehicle which would not be in the "light truck" category. The code's practical effect is to add an extra vehicle to the parade of vehicles.

2. Trans 252 requires a sign 6 feet wide by 18 inches high. Escort drivers report that this sign is too big for some smaller vehicles. As the physical size of cars has declined, this fixed size sign might be out of proportion.

3. One escort driver reported that the location of lights and flags might need review given that integrated bumpers make locating the flags on bumpers impractical in some cases. The location of lights on smaller vehicles as prescribed might also be problematic.

We would appreciate the Department's review of these concerns.

Sincerely,

Ross Kinzler
Executive Director

C Rep. Don Hasenohrl & Rep. David Brandemuehl

Rep. David Brandemuehl

~~Constituent Casework~~ Committee

CONSTITUENT DuWayne Sembro

HOME PHONE (715) 735-6727 WORK

ADDRESS W1920 Sequin Rd., Marinette WI 54143

SS# D[illegible]L Wood Products (Appleton area) DATE 4-12-99 19

SITUATION: Wants law to require DOT contractors to harvest marketable trees, not just bulldoze & burn

CONTACTS: Bob Cook, DOT

ACTION TAKEN: DOT has new timber management policy - consider trees in hwy right-of-way for aesthetic & commercial value:

1. Preserve trees
2. Market timber in advance, sell directly to company
3. Expect contractor to take value of trees into consideration, and offer econ. incentive to use trees.

Sembro still concerned that contractors will utilize non-union labor - not our concern.

RESOLUTION DATE: HANDLED BY:

DAVID BRANDEMUEHL

State Representative
49th Assembly District

March 25, 1999

Lois J. Alfsen
1128 Shorecrest Dr.
Racine, WI 53402-3345

Dear Ms. Alfsen:

Thank you for contacting me regarding your support of legislation to require tarps on dump trucks. I appreciate hearing from you.

For at least the past eight legislative sessions, bills have been introduced each session dealing with this issue, but none have become law. Last session, as chair of the Assembly Highways and Transportation Committee, I held a hearing on a bill to require trucks carrying loads of bulk material to be covered, but it died in committee for a number of reasons. This session, three bills have already been referred to my committee requiring tarps. Considering the committee's reluctance to pass this legislation and my own reservations, I do not know at this time whether I am going to bring the issue back up again.

The vehicles causing the problems, for the most part, are construction and gravel trucks. It would seem that a law requiring tarps would be very easy to do and would solve all of the problems, but that isn't necessarily the case. Typically, the gravel or rocks that are thrown back fall from the sides of the truck, not the truck box itself, and are the result of improper loading. A cover would not help.

The only way to really address the problem is to ensure that the bulk materials are loaded properly. The trucking industry has been working on this problem and the new truck boxes are now designed to prevent rocks or stones from resting on the sides of the truck box where they might fall off. While I understand the fiscal and safety concerns expressed by the public, I am also concerned about the truck drivers who, if the trucks have manual tarps, may be required to climb up the side of the truck to secure the tarps. This is a very serious safety issue that needs to be addressed before I could support mandating tarps.

Considering these factors, along with the fact that the potential results are questionable, makes it difficult to support legislation requiring tarps for dump trucks at this time. However, I will certainly keep your thoughts and concerns in mind. Thank you again for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us
Home: 13081 Pine Road • Fennimore, Wisconsin 53089 • (608) 822-3776
Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

W O R K O R D E R

AUTO GLASS SPECIALISTS
2101 LATHROP AVE
RACINE, WI 53405
414-634-1916 800-554-7025

-INVOICE TO:
ALFSEN, GOERGE
1128 SHORECREST DR.
RACINE, WI 53401

WORK ORDER: RA21315
ORDERED: 03-25-99
SCHED: 03-25-99
PO:

-VEHICLE OWNER:

ALFSEN, GOERGE
1128 SHORECREST DR.
RACINE, WI 53401
414-639-1404

VEHICLE:< /1992 MERCURY
/ SABLE
S/W
\VIN # 1MELM5846NG656092

QTY	PART SOLD	*	LIST	UNIT	MATERIAL	LABOR	KIT
1	REPAIR/DW01097 GB Y	I				39.95	

-JOB SITE/DIRECTIONS-
TIME:10:45
VEH AT: RACINE
2101 LATHROP AVE
RACINE WI 53405-0000

PRE-INSTALLATION INSPECTION DISCLAIMER
REFER TO SECTION IV ON REVERSE SIDE

SHELTER: NO

TOTAL $41.99

SPECIAL COMMENTS:
THANK YOU FOR CHOOSING
A.G.S. HAVE A GREAT DAY!!

___NO APPARENT DAMAGE
___PRIOR VEHICLE DAMAGE
___DISCLAIMER

INSTALLED
BY: Thomas
105381

START:
STOP:

PAID BY: COLLECT

Sd. Discover

CERTIFICATE OF SATISFACTORY REPAIR
REFER TO SECTION II ON REVERSE SIDE

CUSTOMER SIGNATURE (SEE BACK)

INCOMPLETE REASON:

* SEE SECTION I ON REVERSE SIDE

CUSTOMER SIGNATURE

6011 0072 8056 7065 5113224

DO NOT WRITE ABOVE THIS LINE

1995 H 11701

LOIS J ALFSEN

Expiration Date Checked

AUTO GLASS SPECIALISTS
701 194 658
RACINE WI

Cardmember Signature
X Lois J Alfsen

Date	Authorization No.	Clerk	Department
3/25/99	0254246	M.O.	

Quantity	Class	Description	Unit Cost	Amount
1	1	W/S repair		39.95
		25400001		

The Issuer of the Discover Card is authorized to pay the amount shown as **Total** upon proper presentation. I promise to pay such **Total** (together with any other charges due on it) subject to and in accordance with the Cardmember Agreement governing the use of the Discover Card. Cashback Bonus is paid annually by Discover Card, up to 1% based on annual level of purchases.

Subtotal	39.95
Sales Tax	2.04
Total	41.99

CASHBACK BONUS

This Purchase Qualifies

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Keep This In Your Vehicle

Installation of New or Replacement Products Limited Warranty. All glass replacements, sunroofs and sliding windows are warranted to be free from defects in materials and workmanship for as long as you own the vehicle. This warranty does not cover body design defects leading to rust.

Windshield Repair Limited Warranty. All windshield repairs are warranted to be free from defects in materials and workmanship for as long as you own the vehicle. If you are dissatisfied with the repair for any reason, we will credit the invoice cost toward a replacement unit which is installed by Auto Glass Specialists®, Inc.

All other products installed or applied by Auto Glass Specialists®, Inc. are warranted for installation workmanship only by Auto Glass Specialists®, Inc.

General Provisions. If our work is repaired, removed, damaged, replaced, modified or adjusted by anyone other than Auto Glass Specialists®, Inc. or in the event of vandalism or deliberate abuse, these warranties are void. To the extent permitted by law, ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE ARE DISCLAIMED. Except where limited further above, the liability of Auto Glass Specialists®, Inc. is limited to repair or replacement, at our option, and in no event includes any incidental or consequential damages. None of the warranties herein are transferable. If you have a warranty claim, contact your nearest Auto Glass Specialists®, Inc. Service Center. You must provide proof of purchase, and the vehicle must be brought within our service territory for all warranty work. This warranty gives you specific legal rights, and you may have other rights which vary from state to state. Fleet, commercial and recreational vehicles are not covered under these warranties.

#8750304 Revised 12/30/97

Racine, Wisconsin
May 14, 1999

David A. Brandemuehl
State Representative
49th Assembly District

Dear sir;

It is quite apparent that you have never had your windshield broken by rocks from a gravel truck, or loved ones killed by flying debris going through the car windshield due to an uncovered load or a chunck of rubber from a failed recapped tire ruin your car's grille work.

It is also quite apparent that you are in the camp of the transportation lobby in Wisconsin. These excuses you put forth for lack of laws to protect <u>all</u> the people on our highways show a great disdain for your greater constituency.

As the enclosed material will show me have had another loss due to the carelessness of truck

manufacturers, trucking companies or drivers. My wife's communication with you seems to have been brushed aside with all of your excuses why this matter cannot be addressed. Your reply of March 25th to Lois seems to indicate the committee you chair lacks the leadership your committee needs to "get things out of committee" and prevent them from "dying in committee". What about people dieing on highways as the result of poorly enforced safety laws covering trucks and transportation.

Our windshield is a very small item in the over-all scheme of things but, with the lack of general safety enforcement on trucks, and the percentage of violations on trucks when they are inspected, it seems <u>your</u> committee needs

a medi-vac unit standing by to prevent legislative loss of life in getting bills to the floor.

There needs to be laws passed to cover <u>all</u> aspects of truck transportation such as:

1) trailers having tied down tarps that cover the top half of the trailer including the front and back;
2) trucks not being allowed to run on re-capped tires and heavy fines if they are caught;
3) Border checks frequently on all trucks entering Wisconsin (and leaving also) and mandatory repairs before truck can be moved;
4) Mandatory jail terms, revocation of commercial license, or equally enforceable laws on drivers under the influence of drugs or alcohol.

I also hope that something can be done to the air or water in Madison to remove whatever it is making many state legislators forget they are elected to represent all people in Wisconsin, not just the moneyed, private, special interest groups.

Waiting patiently,
George H. Alfsen,
retired educator, over-taxed, and under represented citizen BY YOU!

cc Robert Turner

DAVID BRANDEMUEHL

State Representative
49th Assembly District

May 20, 1999

Dale R. Ericson
818 Western Street
Marshfield, WI 54449

Dear Mr. Ericson:

I received your letter dated May 9, 1999, regarding the Marshfield Hwy 13 Thrupass. I appreciate the time you took to share your concerns with me.

I am aware that there has been a tremendous amount of debate and controversy surrounding this highway project. Since I do not represent the Marshfield area, I do not believe that I am in the proper position to get involved in this project at this stage. Any further decisions regarding the Hwy. 13 project need to be made at the local level. I have taken the liberty of forwarding your letter to Rep. Donald Hasenohrl. Perhaps, he will be able to be of assistance.

Thank you again for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk
Cc: Rep. Donald Hasenohrl

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
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Home: 13081 Pine Road • Fennimore, Wisconsin 53089 • (608) 822-3776
Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

818 Western Street
Marshfield, Wisconsin
54449
May 9,1999

MAY 12 1999

Representative David Brandsmuehl
Wisconsin Office 317 N
PO. Box 8952
Madison, Wisconsin 53708

Dear Mr. Brandsmuehl:

The Marshfield Hwy 13 Thrupass has been in the planning stage now for a number of years. The thru pass is to be built from an extension of Depot St northwest where it intersects with Arnold St., and then the thru pass will go across the Central Wisconsin railroad tracks and then go east to Peach and then go South East to Co. Hwy. A near 14th St. following an old railroad siding right of way.and then follow Co. A South to Hwy 10,Hwy 10 west to Hwy 10 & 13,, and South to the Hwy 13 and Hwy 10 intersention.

I know there was a tremendous amount of debate about the Marshfield Highway 13 Thrupass in order to settle on the route, the construction schedule, and the reasons why alternate routes could not be used.

A lot of things have changed since the Thrupass was conceived and planned and laid out. Not only has there been changes to the roads, but some of the ideas and concepts have changed and a lot of things that could not be done then, are now being done.

A considerable amount of construction is taking place on the roads in Marshfield and coming into Marshfield.

Starting at the northwest corner of Marshfield; the intersection of McMillan, Lincoln Ave. So., and Lincoln Ave. North are being realigned. Presently none of these line up with any of the others. This could not be done before because of the opposition of a land owner. This will also allow the finish of the reconstruction of McMillan adjoining this intersection on Highway 13.

McMillan was reconstructed some years ago from the old Casa Loma to Central Avenue, making it a four lane with curb and gutter.

The intersection of McMillan and Central is going to be realigned with Marathon Co. Hwy. E so there will be one intersection instead of two with Hwy. 97. Hwy. 97 is going to be reconstructed into a four lane for a short distance because Menards is building a store at the corner of Co.E and Hwy.97 and Walmart is building a store and minimall at the corner of Hwy. 97 and McMillan.

McMillan east is going to be reconstructed from Central Avenue to Galvin Road.

Marathon County is going to reconstruct Galvin from McMillan to Hwy. 97, converting it into a County Highway.

Wood County is going to reconstruct Galvin south of the McMillan intersection to the intersection of County Hwy. H and County Hwy. A.

A few years previously, this intersection and the railroad crossings there were reconstructed with gates and warning lights. There was realignment done to make Galvin line up with Co. A. and a railroad crossing was installed on Galvin. The level of the roads was changed to make visbility good from each side of the intersection.

Of course, Co. A goes south to Hwy. 10 and west to the Hwy. 10,13 north intersection and thence south to the Hwy. 10,13 south intersection and thence Hwy. 10 goes west and Hwy. 13 goes South.

But, Voile!, we now have a Hwy. 13 thrupass and a Hwy. 97 bypass all constructed. Admittedly, it is only two lane for the most part, it isn't going to have kept the consulting engineers busy for many years, and the DOT staff busy for years, and the contractors busy for 3 or 4 years, and it isn't going to cost 20 million dollars or more. It won't require the buying and tearing down of one house or one tree.

I don't think that the total cost of the McMillan-Galvin bypass is going to be over 2 million and that has been spread over a number of years.

About $3 Million dollars could be spent to upgrade it to 4 lane.

It is north of the Thrupass route, but it should be almost the same length.

This route is a fait accompli. No one can complain about it. It will be done. There is no controversy over this route!

The use of the Macmillan-Galvin bypass will allow the Thrupass to be dropped, saving about $15Million dollars.

The construction of the McMillan-Galvin bypass should prove to everyone that the work on the Marshfield Hwy 13 Thrupass should be stopped. now. The engineering costs, cost of the consulting engineers, the purchase and destruction of some houses will be a wasted cost but stopping the project will save about $15 Million dollars.

These dollars could be used to reconstruct Hwy. 13 from Marshfield to Spencer and Highway 97 from Marshfield to Stratford into 4 lane highways.

I know the DOT always says there is no need, and then they say that not only is there no need, but there is no money; so if there was a need nothing could be done anyway.

Well, there is a need. There is always a need.

Sincerely,

Dale R. Ericson

Hoiland, Paul

From: Rosie Marty [marty99@tds.net]
Sent: Thursday, May 20, 1999 10:57 PM
To: Rep.Brandemuehl

Rosalee M. Marty

N6659 Little Sugar Ln. May 12, 1999

Monticello, WI. 53570

(608)938-4168 , 938-1214

To: Honorable Senators and Representatives

I find myself writing to you with the need for immediate attention to be given on this matter. As I write to you, with only Five weeks left to save a very endangered historic site, that of which is the railroad tracks and the railroad corridor that runs from Madison , WI. to Monroe , Wi. And until last fall went onto Freeport , ILL. This section of rail line is in Grave danger of being permanently dismantled for scrap. The corridor is to then be used for another DNR bike trail . This area has already lost one of it's rail lines to a bike trail that already runs almost parallel to this corridor.

It is my belief that in order to preserve this rail corridor for possible future use as a rail service we must never let them rip out and scrap this antique rail and replace it with a bike trail . Once one lets the bicyclists on the corridor you will never get them off.

In the beginning , when people were migrating across America , Horse and buggy teams were the way to travel . Then someone had an Idea. An idea of the need to get somewhere faster. The railroad would prove to fulfill this need. The railroad has proven to be of great benefit to business , industry , and travel.

The need for a commuter rail in Wisconsin is rapidly growing everyday. As our towns and villages grow and the people are forced to commute to larger cities for work and play , I find that our roads and hwys are becoming ever so congested with traffic and pollution. If this rail-

road line can not be put to use as a commuter railroad project such as DART , then I feel there is a need to preserve History here.

This railroad was built in 1886 , on which many people traveled to settle in our area . They made homes , towns and some came to be free, this was their freedom train that brought them to a new life after escaping slavery. These train rails on this corridor brought home our soldiers from W.W.II and our ancestors to a new life. These tracks hauled food , goods , and people.

This rail corridor and rail tracks need to be protected and preserved from destruction. This would greatly benefit the area surrounding the rail corridor much more than another bike trail.

To have Historic Rail Operations would promote tourism for our areafor that purpose. The elderly, the handicapped , young and old alike can enjoy the rides. Grandpas can ride the train once more with their grandchildren , boasting the stories of"when I was your age!!" . There is a desire to preserve this era , as proven by the support during Depot Days of Green County.

There is a group of individuals, a non-profit organization called Wisconsin Heritage Rail Corp. that has donated years of hours to the preservation of this railroad line on this corridor. The WI Heritage Rail Corp., has a proposed plan for raising moneys that can be used to sponsor the project of preservation. These people have worked very hard to save the railroad heritage, as well as this particular railline. Two villages along the tracks have Depots and fully support Depot Days of Green County. These functions and fund-raisers have proven to be financially beneficial and it is my belief that the Wisconsin Heritage Trust Program should be implemented in this case. As our preservation project for the Madison -Freeport rail corridor is in dire need of their support or we will once again lose another Historical Property in Wisconsin's History. The preservation of the Madison-Freeport rail corridor and the tracks meets all of the requirements of the Wisconsin Heritage Trust Program and requires immediate protection to prevent the destruction of this Historic Property

This property is historically and culturally significant . The landscape was given to the rail-road company by the landowners with deed for use for the purpose of a railroad. If this is no longer going to be a railroad this property should go back to the land owners not the DOT.

With Stewart Tunnel , an archeological feat of their times. These rails of property are antique, about 1/4 mile of rail outside of Monroe , WI. are dated 1949, 38 rails are dated 1886 with the remainder of the 28 mile being of 1903. In four (4) years all but 1/4 mile will be 100 years old, that makes them rare. The tracks and the corridor are ENDANGERED through neglect and impending destruction. The possibilities of restoration and the use of train and speeder cars make them publicly handicapped accessible. They contribute to the telling and revitalizing of Wisconsin History statewide and serve as a catalyst for related benefits in the surrounding area. There seems to be no other way for us to save this historical property other than getting the support and voice of Historical Preservation Programs. The sponsor,(WIsc. Heritage Rail Corp.) would be able to sustain the project during and after completion. The sponsor has a proposed plan to match the fund support. The non-profit organization has the support of the communities surrounding the corridor. The signed petitions to preserve this rail line shows support from the citizens, businesses, and municipalities.

I believe that the Wisconsin Heritage Trust Program could bring us the hope and the voices needed to save and preserve this Historical Property. We need your support and immediate attention to this matter as there are only five (5) weeks left before the DOT starts to rip out the rails. Your time , effort ,and prompt attention to this matter is greatly appreciated.

If you could kindly reply with your views and any ideas that may be of help, I would very much thank-you.

Thank you for your time and attention to this critical matter.

Sincerely,

Rosalee M. Marty

_____

DAVID BRANDEMUEHL

State Representative
49th Assembly District

June 1, 1999

Lone Elm Sales, Inc.
Attn: Glen Dedow
N9695 Van Dyne Road
Van Dyne, WI 54979-9701

Dear Mr. Dedow:

Thank you for your letter regarding noise barriers and the lack of proper zoning alongside our state highways. I appreciate hearing from you.

I want you to know that I completely agree with your assessment of the situation. Local municipalities should not allow developers to build close enough to state or federal highways that noise becomes a problem and the state is forced to construct noise barriers. If they do allow development, especially residential, then the local municipalities should take some responsibility in paying for the noise barriers.

However, since zoning is a local issue, I doubt that we would have much success at attempting to change state law to preclude communities from building in certain areas due to the highways. Another option would be for the state to simply purchase scenic easements along the highways to prevent development, but that would be extremely cost prohibitive.

Despite its limitations and lack of zoning authority, the Wisconsin Department of Transportation has been trying to work with municipalities to prevent the need for noise barriers. In some cases they have been successful in getting local ordinances passed and in other cases they have not. Unfortunately, there doesn't seem to be any simple answer to this problem.

Thank you again for writing.

Sincerely,

David

David A. Brandemuehl
State Representative
49th Assembly District

DAB:slk

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
Office: P.O. Box 8952 • Madison, Wisconsin 53708-8952 • (608) 266-1170 • Rep.Brandemuehl@legis.state.wi.us
Home: 13081 Pine Road • Fennimore, Wisconsin 53089 • (608) 822-3776
Toll-Free: (888) 872-0049 • **Fax:** (608) 282-3649

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WI TOLL FREE 1-800-950-8275
FAX (920) 688-5233

Wholesale Cheese and Pizza Supplies

MAY 21 1999

Call to me

20 May 1999

Dear Rep David Brandemuehl:

Thank you for spending the time with the members of the Wisconsin Motor Carriers Association.

I see a terrible waste when traveling the highways of Wisconsin. First we build the highway in rural areas, then homes and apartments are built very close to the right of way. ie. 151 at Beaver Dam and I 90 East of Madison

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FAX (920) 688-5233

Wholesale Cheese and Pizza Supplies

Then we put up expensive sound barriers. Somewhere in this process there should be some zoning so that the sound barriers are not necessary.

If developers want to build within 2000 ft they should put up the sound barriers.

Very truly yours

Glen Dedow

Glen Dedow

Krause, Sheri

From: on behalf of Rep.Brandemuehl
To: rubywal@ticon.net
Subject: Railroad freight car markings

Dear Mr. Walton,

Thank you for contacting me regarding reflective markings on railroad freight cars. I appreciate hearing from you and knowing about your concerns.

I agree that reflective markings on railroad freight cars would increase the visibility of the freight cars and improve safety. However, this is an issue that is more effectively addressed at the federal level since it involves inter-state commerce. In fact, two senators from South Dakota introduced legislation in early May to mandate all railroad equipment be marked with reflective devices. In addition, the Federal Railroad Administration conducted a study last year on this issue and is currently looking at proposing a federal rule. It is also a top priority for the National Transportation Safety Board.

Considering the action that is currently being taken at the federal level to address this issue, I think it would be more appropriate to allow them to complete their work before the State of Wisconsin does anything individually. If a rule is approved at the federal level, I will certainly do everything I can to implement it here in Wisconsin as quickly as possible.

Thank you again for writing.

Sincerely,
David A. Brandemuehl
State Representative
49th Assembly District

Krause, Sheri

From: Ruby Walton [rubywal@ticon.net]

Sent: Saturday, June 05, 1999 8:54 AM

To: Rep.Stone

Cc: Rep.Townsend; Rep.Brandemuehl; Rep.Townsend@legtis.state.wi.us; Rep.Ward; Rep.Urban; Rep.Hasenohrl; Rep.Ryba; Rep.Young@legis.state.wi.us

Subject: Railroad freight car markings

Members of the Grange, a rural-urban community organization, are concerned about the inability of automobile drivers to see freight train cars on unlit rural road crossings at night, thus causing accidents. If freight cars were marked with a reflective circle or square, at least six inches across, every ten or fifteen feet, drivers' automobile lights could pick these up and freight cars could be seen at enough distance for drivers to stop before they get to the crossing.

Would you help in requiring railroads to have such reflective markers on all freight cars in Wisconsin? We believe these would save many lives.

Ruby Walton, Janesville, WI
Master, Milton Grange

DAVID BRANDEMUEHL

State Representative
49th Assembly District

TO: Members, Assembly Highway Safety Committee

FROM: Rep. David Brandemuehl DOB

DATE: June 9, 1999

RE: Railroad freight car markings

Earlier this week, Ruby Walton of Janesville sent an e-mail to all of the members of the Highway Safety Committee urging legislative support for mandating reflective markings on railroad cars. I thought you might be interested to know that legislation was introduced last month in Congress to mandate reflective markings on railroad cars and the Federal Railroad Administration is studying the issue under a congressional directive.

Attached is a copy of an article from the most recent edition of *Transport Topics* that explains what is happening at the federal level, I thought you might find it of interest. I will also be forwarding this information to Mr. Walton.

If anyone has any questions, please let me know.

Member: Committees on Education; Highways & Transportation (Chair); Natural Resources; Urban & Local Affairs; Transportation Projects Commission
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